

SAFETY IS ALWAYS IN SEASON

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

SOUTHERN-ONTARIO DISTRICT
BELLEVILLE DIVISION



TIME

3

TABLE



Taking Effect at 12.01 a.m. Sunday, October 26th, 1958

GOVERNED BY EASTERN STANDARD TIME

CHECK DAYS OF WEEK WITH CARE
FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY. IMPORTANT CHANGES HAVE BEEN MADE

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EMPLOYEES WHOSE DUTIES ARE PRESCRIBED BY THESE RULES MUST HAVE A COPY OF THEM ACCESSIBLE AND A COPY OF THE CURRENT TIME TABLE, AND SUPPLEMENTS THERETO IF ANY, WITH THEM WHILE ON DUTY.

W. H. KYLE,
VICE-PRESIDENT,
TORONTO

W. C. BOWRA,
GENERAL MANAGER,
TORONTO

W. E. TATE,
GEN'L SUPT. TRANSPORTATION,
TORONTO

J. W. DEMCOE,
GENERAL SUPERINTENDENT,
TORONTO

J. J. CAMPBELL,
SUPERINTENDENT TRANSPORTATION,
TORONTO

TELEPHONES

(Unless otherwise described, these telephones are for direct communication with train dispatcher)

GANANOQUE SUBDIVISION	
Signal 1722.....	To Brockville yard office.
Lyn.....	In tool house.
Mileage 131.5.....	In booth.
Mileage 136.2.....	In tool house.
Mallorytown.....	In box on pole.
Mileage 142.5.....	In box on pole.
Lansdowne.....	In waiting room.
Gananoque jct.....	At east switch, eastward siding.
Mileage 156.2.....	In booth.
Findlay.....	At east switch, eastward siding.
Mileage 163.4.....	In station.
Riley.....	In tool house.
Mileage 171.....	In box on pole.
Mileage 172.7.....	In box on pole.
Mileage 172.7.....	In booth at switch.

Kingsdon Subdivision.

OSHAWA SUBDIVISION—Continued	
No. 1 crossover.....	To operator, Oshawa
No. Oshawa.....	To operator, Oshawa
Oshawa tower.....	To operator, Oshawa
East and Freight Shed, Oshawa.....	To operator, Oshawa
On Carman's shanty, east end No. 14 track, Stevenson Rd. Yard, Oshawa.....	To operator and Stevenson track.
Mileage 301.7.....	At Office, Oshawa.
Mileage 302.....	In box on pole.
Mileage 304.4.....	At switch, Hartport Spur.
Whitby.....	In box, station platform.
SIGNAL 3054.....	In box on pole.

OSHAWA SUBDIVISION—Continued

OSHAWA SUBDIVISION

CAMPBELLFORD SUBDIVISION

Yard, Oshawa.....	To officer and Stevenson Rd. Yard
Mileage 301.7.....	At switch, General Motors track.
Signal 302.2.....	In box on pole.
Mileage 304.4.....	At switch, Harbour Spur.
Whitby.....	In box, station platform.
Signal 305.9.....	In box on pole.
Pickering.....	In box, station platform.
Pickering (M. 312).....	In box on pole.
Mileage 315.....	At west switch, westward siding.
Port Union.....	In box on pole.
	In booth at water crane.
	At west switch, Canadian Johns-
	Manville track.

..... In booth.
..... In booth west and Santele

Mileage 221.3	In tool house.	Aston	In station.
Signal 2218	To wicketender, Belleville Yard.	Hoards	In station.
Mileage 228	In tool house.	Mileage 27.6	In booth.
Mileage 230.5	In box on pile.	Mileage 31.2	In booth, north side.
Tramway 56.	In box on pile on connection between Oshawa and Maynooth Subdivisions.	Mileage 35.8	In tool house.
Signal 2342	In box on post.	Mileage 42	In Bridgeender's shanty east end of bridge.
Smithfield	In tool house.	Mileage 45	In booth.
Brighton	At east switch, eastward siding.	Mileage 47	In tool house.
	In box, station platform.	Mileage 50.5	In station.
	At west switch, westward siding.	Mileage 57	In booth.
Mileage 245.4	In booth.	Mileage 62.2	In booth.
Mileage 246.9	In section tool house.	Mileage 63.1	In booth, C.P.R. diamond.
Colborne	In box, station platform.	Mileage 63.8	In booth.
Gratton	In waiting room.		
Colbourn	In box on tool house.		
	In box on tool house, pole opposite west		

MIDLAND SUBDIVISION

Mileage 0.4.....	East end of tool house.
Lorneville 11.....	In tool house, southeast corner.
Lorneville.....	In baggage room.
Waubesahe	
East.....	In tool house, west side.
Martyr's Shrine.....	In box under canopy.

Some passenger trains operating east of Toronto do not carry heavy emergency equipment in baggage car. In supply of this heavy emergency repair equipment such as jacks, hack bars, brasses, wedges, emergency knuckles knuckle-pins, etc., is located at strategic points as follows:—

Oshawa.....	in baggage room	Naperville.....	in baggage room
Port Hope.....	"	Kingston.....	"
Collingwood.....	"	Cammonique Jct.	"
Brithton.....	"		

This stock of emergency equipment is maintained by the Car Department and Agents and Operators on duty should be contacted promptly by Train Conductor in event of necessity arising enroute to use this equipment. Emergency using such equipment should promptly wire Assistant Superintendent and Car Foreman concerned, then quantity and type of equipment so used.

EASTWARD TRAINS

FIRST CLASS

STATIONS										Train Order or Telephone	Office Signals	Sidings	Other Tracks	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
STATIONS										Train Order or Telephone	Office Signals	Sidings	Other Tracks	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
BELLEVILLE										V D N	B	YARD		PM 12:25	PM 3:50	PM 6:13	PM 12:10	PM 12:25	PM 11:43	PM 1:55
Jct. with N. & O. Sub.										V D N	R E	YARD		PM 12:07	PM 3:32	PM 6:01	PM 11:55	PM 12:10	PM 11:28	PM 1:41
V. BELLEVILLE										V D N	C N	YARD		PM 11:51	PM 3:12	PM 5:53	PM 11:35	PM 11:50	PM 11:20	PM 1:30
V. BRIDGEVIEW										V D N	C N	YARD		PM 11:40	PM 3:59	PM 5:47	PM 11:24	PM 11:45	PM 11:14	PM 1:21
V. COLBORNE										V D N	N O	YARD		PM 11:29	PM 2:49	PM 5:36	PM 11:04	PM 11:29	PM 11:03	PM 1:06
V. GLENORA										V D N	R U	YARD		PM 11:21	PM 2:39	PM 5:28	PM 10:44	PM 11:18	PM 10:55	PM 12:55
V. HOODING										V D N	R H	YARD		PM 11:10	PM 2:26	PM 5:18	PM 10:27	PM 11:07	PM 10:45	PM 12:45
V. FORT HOPE										V D N	R H	YARD		PM 10:57	PM 2:13	PM 5:18	PM 10:20	PM 11:08	PM 10:45	PM 12:45
V. NEWCASTLE										V D N	N C	YARD		PM 10:49	PM 2:03	PM 5:10	PM 10:11	PM 11:05	PM 10:45	PM 12:45
V. BOWMANVILLE										V D N	V I	YARD		PM 10:42	PM 1:53	PM 5:02	PM 10:04	PM 11:05	PM 10:45	PM 12:45
Jct. with N. & O. Sub.										V D N	O H	YARD		PM 10:27	PM 1:38	PM 4:58	PM 9:52	PM 10:35	PM 10:25	PM 12:21
V. WESTLEY										V D N	B I	YARD		PM 10:13	PM 1:22	PM 4:51	PM 9:34	PM 10:21	PM 10:21	PM 12:13
V. DELCO										V D N	E 3	YARD		PM 10:07	PM 1:10	PM 4:45	PM 9:27	PM 10:12	PM 10:15	PM 12:07
V. FORT BRIDGEMAN										V D N	K N	YARD		PM 10:02	PM 1:00	PM 4:31	PM 9:21	PM 10:05	PM 10:05	PM 12:01
V. ROBERTSON										V D N	S F	YARD		PM 9:55	PM 12:50	PM 4:31	PM 9:15	PM 9:57	PM 10:03	PM 12:01
Jct. with N. & O. Sub.										V D N	J U	YARD		PM 9:35	PM 12:30	PM 4:15	PM 8:50	PM 9:35	PM 10:45	PM 11:30
TORONTO										V D N	U N	YARD		PM 9:35	PM 12:30	PM 4:15	PM 8:50	PM 9:35	PM 10:45	PM 11:30

113.1 miles
All movements between Scarborough and Toronto must be governed by Toronto Terminals Time Table and regulations.

Colborne—Cars must not be left within 200 feet of Lakeport public crossing at Colborne, mileage 249.9, first west of station. (B.T.C. 30723).

Bowmanville—(Town Sign)—Dual Public Highway No. 401 crossing at grade is protected by manually operated flashing light signals and bells. Before occupying this crossing, drivers must be stopped and instructions posted in box carried out. Push-button—Special Instruction No. 4 applicable.

Oshawa—*Register station for trains originating and terminating.

Oshawa—*Register station for trains originating and terminating.

Cars must not be left within 50 feet of private crossing at grade, mileage 300.9, west

Cars must not be left within 50 feet of private crossing at grade, mileage 300.9, west of river bridge.

Employees are forbidden to ride on top of cars or engines while standing on, or moving over any portion of electrified section of Chicago Railway except damage from overhead wires. If necessary to shut off power in the overhead wire of the Railway and Bloor Street, switch is in box located on top of north end of the bridge. The switch is in the Street (first street north of C. & N. St.) Normal position of this switch is in the "off" position and same is to be left in normal position.

Mileage 302.2—Automatic Block Signal 3022, eastward track, is a station protection signal.

Whitby—Cars must not be left standing on track north of the westward main track within 600 feet of Base Line crossing, mileage 304.6. When a freight car is standing on

South leg of wye is Oshawa Subdivision siding. Normal position of switch is for siding this track east of Base Line crossing train crew must protect crossing.

1417. All switching movements over Dundas Street at mileage 1.8 on Town Spur must be

protected by member of crew.

Bellevue

Whitby (Town Spur) and Pickering (Spur)—Dual Public Highway No. 401 crossing at grade are protected by manually operated flashing light signals. Before occupying the crossing, drivers must be stopped and instructions posted in box carried out. Public Highway—Special Instruction No. 4 applicable.

Scarboro—Extra trains not possessing a terminal clearance O.K.'d by Belleville train dispatcher from another point in Toronto Terminals must obtain terminal clearance at Scarboro. Eastward first class and extra trains possessing terminal clearance O.K.'d by Belleville train dispatcher from another point in Toronto Terminals must again obtain terminal clearance at Scarboro unless train order signal indicates proceed.

Toronto—Register station for first-class and passenger extra trains originating and terminating and initial station Oakville Subdivision.

Bathurst Street (Yard Office)—Register station for trains originating and terminating at Bathurst Street Yard, or Exhibition Grounds, if not required to register at Toronto.

*CONDITIONAL STOPS

No. 18 and 118 stop at Colborne to detain revenue passengers from Danforth and beyond.

No. 16 stop on flag at Port Hope and Cobourg to entrain revenue passengers for Montreal and beyond and to detain revenue passengers from Toronto and beyond.

No. 6 stop Saturdays only, at Colborne for mail.

No. 17 stop on flag at Cobourg and Port Hope to entrain revenue passengers for Toronto and beyond and to detain revenue passengers from Montreal and beyond.

No. 19 Flag stop at Brighton, Colborne and Bowmanville Sundays.

RAILWAY CROSSINGS AT GRADE

BELLEVILLE, Mileage 1.7 City Branch—Pinnacle Street Crossing and Interchange C.P.R.—Interlocking.

COBOURG, Mileage 0.1 Town Spur—C.P.R. Interlocking. (B.T.C. 50222). Signals controlled by C.P.R. operator at station who may be communicated with by telephone which is located on a post about 50 feet east of Ontario St. south of eastward main track.

YARD LIMIT SIGNS

Belleville—0160 feet west of station. Special Instruction D-2 applicable.

Cobourg —5640 feet east of station.
—8865 feet west of station.

Port Hope —5280 feet east of station.
—4401 feet west of station.

Ohawa —5600 feet east of station.
—4580 feet west of station.

Port Union—5280 feet east of station.
—5478 feet west of station.

Scarboro —7364 feet east of station.

CROSSOVERS

Mileage 280.1, 294.4

SPEED RESTRICTIONS

Maximum speeds where not otherwise limited:

	Miles per hour
Passenger trains.....	80
Freight and mixed trains.....	60
Engines with caboose or light engines.....	40
*Granton, No. 14, daily except Sunday, to discharge mail.....	25
Cobourg, Wye tracks.....	5
Cobourg, Harbour Spur, auxiliary crane.....	5
Port Hope, Town Spur, (except auxiliary crane).....	15
Auxiliary crane.....	5
John St., Northward movement (B.T.C. 60338).....	10
Dorset St. (B.T.C. 73428).....	10

Ohawa, Tracks of General Motors south plant.....

For main track movement against the current of traffic the following speed restrictions apply at public crossing at grade until the engine or leading car has passed over it:

Mileage	220.9	Belleville	Cannion Rd.	Westward Track.....	60
	221.2	Belleville	St. Charles St.	Eastward Track.....	10
	221.3	Belleville	Geddes St.	W. and E. Tracks.....	60
	221.4	Belleville	Grier St.	W. and E. Tracks.....	60
	241.5	Brighton	Prince Edward St.	Westward Track.....	60
	254.7			Westward Track.....	60
	261.8	Cobourg	Kingston Rd.	Westward Track.....	35
	264.6		William St.	Westward Track.....	60
	303.2		Corbett's Crossing	Westward Track.....	60
	323.2		Edginton Ave.	Eastward Track.....	60

PERMANENT SLOW ORDERS

Mileage	270.3	Curve and bridge.....	20
	287.0 to 287.4	Curve.....	20
	287.5 to 317.7	Curve.....	60
	287.4 to 287.0	Curve.....	60
	271.3 to 270.8	Curve and bridge.....	20
	Cobourg, through spring switch westward siding.....		20

ENGINE AND CAR RESTRICTIONS

BRIGHTON—Heaviest engines permitted on Butler's track, 2500 and 2600 class.

COBOURG—Heaviest road engines permitted on shed tracks, 2500 and 2600 class. Heaviest auxiliary crane permitted on shed tracks and on three tracks immediately north—60 ton.

Central Ordnance Depot tracks including lead track between yard tracks and Ordnance Depot gate—only engines permitted, standard six wheel steam yard engine and any type Old General Foods Tracks—only engines permitted, yard engines or diesel road switchers.

New General Foods Spur—only engines permitted, 34% Pacific, 2500 and 2600 class Consol, any yard engines or diesel road switchers.

PORT HOPE, Town Spur—Heaviest engine permitted to bridge, 1 mile north of station—5700 class.

Heaviest engine permitted over bridge 1.1 miles north of station—2600 and 5500 class at 5 m.p.h. Diesel locomotives of any type must not operate over this bridge.

Heaviest car permitted over bridge 1.1 miles north of station—160,000 lbs. at 5 m.p.h. Heaviest auxiliary crane permitted on town spur, mileages 0.0 to 1.1—250 ton, mileages 1.1 to end—60 ton. Pacific and/or consolidation type engines must not be double-headed over first bridge north of Walton St.

When switching track behind platform fertilizer plant engines heavier than six wheel steam yard engines or diesel switcher must not go beyond frog.

BOWMANVILLE, Town Spur—Heaviest steam engines permitted, 34% Pacific type. OSHAWA, General Motors tracks—Steam engines heavier than 40% are not to be used on tracks of new plant.

WHITBY, Town Spur—Heaviest steam engines permitted beyond No. 2 Highway, first north of Town Station, 34% Pacific type.

Harbour Spur—Heaviest steam engines permitted, 34% Pacific type. Wirebound Boxes Siding—Heaviest engines permitted, 34% Pacific, 2500 and 2600 Consol, and any type diesel or yard engine. Steam engines must not enter building at end of siding, using reachers if necessary.

DILCO—Heaviest steam engine permitted on industrial tracks, 34% Pacific type.

PICKERING, Town Spur—Heaviest steam engines permitted, 34% Pacific type.

PORT UNION—Heaviest steam engine permitted on track 1-B, which is track serving hopper, Canadian Johns-Manville Co., 34% Pacific type.

OTHER TRACKS

Car Capacity	Points face	Mileage
McFarlane-Gendron Co'y.....	On westward track, E.	222.0
Service Track.....	On westward track, W.	235.8
Trent Valley Sand & Stone Co.,	On eastward track, E.	238.4
Nicholson File Co.....	On westward track, W.	246.4
Service Track.....	On westward track, E.	269.1
Whitby Wharf Track.....	On eastward track, W.	281.6
Whitby Asylum Track.....	On eastward track, E.	804.4
Rohm & Haas Chemical Co.,	On westward track, E.	319.7
Kingston Lumber & Coal Co'y....	On westward track, W.	321.4

TAKE SIDING SIGNALS

Brighton —On Eastward Signal No. 2424	Brighton —East switch of eastward siding
Cobourg —On Westward Signal No. 2405	Cobourg —West switch of westward siding
Port Hope —On Eastward Signal No. 2629	Port Hope —East switch of eastward siding
Ohawa —On Westward Signal No. 2720	Ohawa —East switch of eastward siding
Pickering —On Westward Signal No. 3099	Pickering —West switch of westward siding

LEAVE SIDING SIGNALS

Brighton —East switch of eastward siding	Brighton —East switch of eastward siding
Cobourg —West switch of westward siding	Cobourg —West switch of westward siding
Port Hope —East switch of eastward siding	Port Hope —East switch of eastward siding
Ohawa —East switch of eastward siding	Ohawa —East switch of eastward siding
Pickering —West switch of westward siding	Pickering —West switch of westward siding

SPRING SWITCHES

Brighton —East switch of eastward siding
Cobourg —West switch of westward siding
Port Hope —East switch of eastward siding
Ohawa —East switch of eastward siding
Pickering —West switch of westward siding

Trains leaving sidings where spring switches are located (except westward siding Cobourg) must not exceed twenty-five miles per hour until entire train has passed through switch.

Low color light signals protecting facing point movements are located at three spring switches. Movement against the current of traffic approaching spring switches in the facing point direction must be so controlled as to enable stop to be made when signal indicates "Stop". Movement may then be made in accordance with Rule 104A.

TIME TABLE NO. 3, OCTOBER 26th, 1958

WESTWARD TRAINS	Miles from Junction Switch Gananoque Sub.	KINGSTON SUBDIVISION					EASTWARD TRAINS
		Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity	
						Sidings	
						Other Tracks	
M	0.8	WZ	.....KINGSTON.....	DN	UG	YARD	↑
	2.2	N	Jct. with Gananoque Sub. .....HANLEY.....			YARD	↓

Special Instruction No. 3
Rules No. 41 and 44 applicable

KINGSTON SUBDIVISION FOOTNOTES

Kingston—Movements over crossing at grade used by Anglin and Co. located on shed lead tracks, Kingston yard, must be protected by a member of crew. Engine bell must be ringing.

Engine whistle signal 14-L must be sounded 100 yards on either side of private crossing leading into A. Davis & Co. Tannery, mileage 0.9.

Air brakes must be in service when transferring cars between Kingston and switch leading to freight shed track.

RAILWAY CROSSINGS AT GRADE

MILEAGE 1.0—Canadian Pacific Railway, non-interlocking. (B.T.C. 88649).

MILEAGE 1.8 to 1.9—Joint section with Canadian Pacific Railway. Signal located on north side of cable mileage 1.8, gananoque N.R. westward movement. Signal located on south side of cable mileage 1.9, C.P.R. westward movement. By agreement only. Following instructions will govern movements over this portion of track: When a signalman on duty—trains and engines of C.N.R. and C.P.R. westward must stop before the signal and proceed only on receiving flag signal from signalman. Signalman must precede and flag each westward movement over joint section. C.N.R. eastward movement—Rule 88 governs. When signalman not on duty—C.N.R. signal will indicate "proceed" and C.P.R. signal will indicate "stop" and so left for uninterrupted movement of C.N.R. trains and engines. Movement of C.P.R. trains and engines over joint section must be made under flag protection and rear of each train must also be protected against C.N.R. trains by leaving flagman at the entrance to the joint section.

YARD LIMITS

From Junction Switch, Gananoque Subdivision, to end of tracks at Hanley.

SPEED RESTRICTIONS

Maximum speed where not otherwise limited:

All trains	Miles per hour
Mileage 1.1—Kingston, Cataract Street (B.T.C. 67036).....	25
Mileage 1.7—Kingston, Place D'Armes Street (B.T.C. 6799).....	5
Mileage 1.8—Kingston, Ontario Street (B.T.C. 67560).....	

ENGINE AND CAR RESTRICTIONS

Engines, other than yard engines, must not use any track on Kingston Subdivision except main track and run-around track adjacent to main track, south of freight shed and train track.

WESTWARD TRAINS

SECOND CLASS

445

Freight
Daily
Ex. SundayMiles from
Federal

Symbols

STATIONS

Train Order Office
or Telephone

Office Signals

Siding

Other Tracks

Freight
Daily
Ex. Sunday

446

Freight
Daily
Ex. Sunday

447

Freight
Daily
Ex. Sunday

448

Freight
Daily
Ex. Sunday

449

Freight
Daily
Ex. Sunday

450

Freight
Daily
Ex. Sunday

451

Freight
Daily
Ex. Sunday

452

Freight
Daily
Ex. Sunday

453

Freight
Daily
Ex. Sunday

454

Freight
Daily
Ex. SundaySMITHS FALLS
SUBDIVISION

EASTWARD TRAINS

SECOND CLASS

445

Freight
Daily
Ex. SundayMiles from
Federal

Symbols

STATIONS

Train Order Office
or Telephone

Office Signals

Siding

Other Tracks

Freight
Daily
Ex. Sunday

446

Freight
Daily
Ex. SundayMADOC
SUBDIVISIONEASTWARD
TRAINS

SECOND CLASS

445

Freight
Daily
Ex. Sunday

446

Freight
Daily
Ex. Sunday

SMITHS FALLS SUBDIVISION FOOTNOTES

Ontario (terminal).—Westward trains originating in Ottawa terminal must obtain terminal clearance at Union Station, Riverside or Valley yard, O.K'd by Belleville train dispatcher, and may leave Federal without terminal clearance.

When signals are displayed on Smiths Falls Subdivision they will be carried through, to or from Valley or Ottawa where they will be registered.

Federal—Junction with Beaufort Subdivision, Interlocking, (B.T.C. 889-48). Junction switch controlled by train dispatcher at Ottawa.

Yarker—Emergency coal supply in freight shed.

Napanee—Trains Nos. 445 and 446 may register at Napanee by delivering register ticket to Operator.

Train order signal governs Ganouque Subdivision trains only. All Smiths Falls Subdivision trains must obtain terminal clearance.

RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES

MILEAGE 84.5—Rideau Canal Drawbridge—Interlocking. (B.T.C. 329-80).

MILEAGE 84.5—Canadian Pacific Railway—Automatic interlocking. (B.T.C. 789-2). A signal is shown at the crossing. Normal position of switches and signals is set for R.R. movements. Switches are equipped with C.N.R. and C.P.R. switch locks. Rule 670 is not applicable.

YARD LIMIT SIGNS

Federal —4300 feet east of station.

Smiths Falls —5150 feet east of station.

Sydenham —8000 feet east of station.

Stratford —2500 feet east of station.

Napanee —4072 feet east of station.

SPEED RESTRICTIONS

Maximum speeds where not otherwise limited:

Passenger, freight and mixed trains 40

Engine with caboose or light engine 40

Mileage 80.0—Sydenham, Public crossing at grade, first west of station (B.T.C. 359-90).

" 85.1—Harrowville, Wilton Street, first west of station (B.T.C. 443-53).

" 91.3 Yarker, Bridge St. (B.T.C. 889-19) 10

PERMANENT SLOW ORDERS

Mileage 35.5—Smiths Falls, Drawbridge (B.T.C. 329-80) 15

68.0 to 70.0—Curve 25

78.8 to 79.8—Curve 30

82.3 to 82.8—Curve 20

84.8—Harrowville, C.P.R. crossing. Between eastward approach signal No. 856 and eastward home signal and westward approach signal No. 841 and westward home signal 30

OTHER TRACKS

B-P Canada, Ltd. 13

Car Capacity 13

Points face 13

Mileage 13

MADOC SUBDIVISION FOOTNOTES

Mileage 4.8 Water syphon.

YARD LIMIT SIGNS

Madoc—2800 feet east of station.

Madoc Jct.—Yard limits extend from junction switch, Campbellford Subdivision, to yard limit sign 5738 feet west.

SPEED RESTRICTIONS

Maximum speeds where not otherwise limited:

Mileage 0.0 to 6.0—All trains 20

" 6.0 to 14.9—All trains 15

Mileage 1.8 Highway crossing (B.T.C. 666-10) 10

" 5.3 Bridge, auxiliary cranes 5

" 6.3 Bridge, diesel engines 10

" 8.3 Bridge, diesel engines 10

" 12.6 Bridge, diesel engines 5

PERMANENT SLOW ORDERS

Mileage 11.8 to 12.5 10

Curves and track condition 10

Bridge 10

ENGINE AND CAR RESTRICTIONS

Heavyest auxiliary crane permitted 100 ton.

Heavyest engines permitted Mileage 0.0 to 6.0, 3500 class, 6.0 to 14.9, 1300 and 1400 class.

Heavyest car permitted 6, 0 to 14.9, 109,000 lbs.

OTHER TRACKS

West Huntingdon 1.7

Cookstown 8.8

Perry Mine 13.1

MIDLAND SUBDIVISION FOOTNOTES—Continued

Mileage	PERMANENT SLOW ORDERS	Miles per hour
0.0 to 0.8	Lindsay, on and along public crossing at grade within town limits.	10
15.1	—Lorneville, crossing Cobcoont Subdivision (B.T.C. 54575).	20
45.7 to 46.4	—Curve.	30

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted. 250 ton

OTHER TRACKS

Car Capacity	Points face	Mileage
Barghaw Lumber. 8	E	1.7
Shilde. 21	E	45.6
Limestone Products Ltd. 100	W	50.3
Spur Track. 50	W	58.4

FLAG STOPS

Mileage	All trains
Schepler. 33.7	
Surgeon Bay. 64.8	

UXBRIDGE SUBDIVISION FOOTNOTES

WESTWARD TRAINS

FIRST CLASS

87

Passenger

Sundays

only

87

From

Cobcoont

Sub.

87

Miles from

Lindsay

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UXBRIDGE SUBDIVISION

STATIONS

LINDSAY

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WESTWARD TRAINS		LAKEFIELD SUBDIVISION				EASTWARD TRAINS	
Miles from Millbrook	Symbols	STATIONS		Train Order Office or Telephone	Office Signals	Capacity	Other Tracks
0.0		MILLBROOK	D		K E	10	19
5.3		TRAMER VILLAGE					
12.7	Z	JUNCTION SWITCH					18
13.1	KW	1st. with Campbell Sub.					
13.4	Z	PETERBORO	D N	P O		VA RD	
22.9	Z	BROOK STREET SWITCH					
		1st. with Campbell Sub.					
		LAKEFIELD	D		K D	VA RD	

Special Instruction No. 3 applicable between Lakefield and Millbrook except Peterboro
Rules 41 and 44 applicable.

LAKEFIELD SUBDIVISION FOOTNOTES

Peterboro—All switching movements over Lansdowne Street, mileage 11.9, must be protected by member of crew. (B.T.C. 54822).
All yard movements over Water Street, mileage 14.6, must be protected by member of crew. (B.T.C. 57013).
Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any crossing at grade within the limits of the City of Peterboro, except when necessary to pass a train. (B.T.C. 57118). This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the City of Peterboro extend from mileage 11.5 to mileage 15.2.

Junction Switch and Brook Street Switch—Conductors must call train dispatcher, Lindsay, for information required by Rule 83 and permission to enter Campbell Subdivision. If dispatcher cannot be so reached, these movements may be made under flag protection. Dispatcher must record each instance fully in train order book.
RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES
PETERBORO (0.4 miles east)—Crossing Canadian Pacific Railway, Interlocking (B.T.C. 48681). Signal No. 630. Upper arm governs trains to Lakefield Subdivision. Lower arm governs trains to Campbell Subdivision. No approach signal west of crossing.
MILEAGE 17.1—Nassau drawbridge. Non-interlocking. Proceed only on hand signal from Peterboro or crew after he has ascertained that the drawbridge is closed and in possible condition.

YARD LIMIT SIGNS

Peterboro — 9770 feet east of station.
Lakefield — 13446 feet west of station.
Lakefield — 6980 feet east of station.

SPEED RESTRICTIONS

Maximum speeds where not otherwise limited:
Mileage 0.0 to 12.7 Trains 20
13.4 to 22.9 Trains 25
(Place two cars between auxiliary crane and engine).
Mileage 11.9 Peterboro—Monaghan Rd. (B.T.C. 7272) (B.T.C. 7861)
11.9 Peterboro—Lansdowne Street (B.T.C. 7272) (B.T.C. 7861)
12.3 Peterboro, Park and Westcott Streets (B.T.C. 6967)
12.5 Peterboro, Perry Street (B.T.C. 8016) (B.T.C. 7971)
13.9 Park Hill Rd. and Benson St. (B.T.C. 7971)
14.6 Peterboro, Water Street (B.T.C. 6498)
22.9 Lakefield, bare public crossing at grade west of station.
(B.T.C. 6967)
Between junction switch, mileage 12.7 and Brook St. switch, mileage 13.4, be governed by Campbell Subdivision speed restrictions.

Mileage	PERMANENT SLOW ORDERS	Miles per hour
11.7 to 14.6	Peterboro, on and along public crossings at grade within city limits.	10
14.8	Bridge	5
17.1	Nassau Drawbridge	5

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest engine permitted. 2000 Class
Heaviest auxiliary crane permitted. Mileage 0.0 to 13.1. 160 ton
13.1 to 22.9. 75 ton
PETERBORO—Engines must not be double-headed over bridges on Quaker Oats Co. tracks and train movements over all such bridges must not exceed Twenty (20) miles per hour. Locomotives must not operate into the powerhouse. Heaviest engine permitted in Quaker Oats plant is 40 per cent consal type.
MILEAGE 17.1—Engines must not be double-headed over bridge.
LAKEFIELD—All engines prohibited beyond cement portion of Dock.

NORTHWARD TRAINS

FIRST CLASS		COBOCONK SUBDIVISION		SOUTHWARD TRAINS	
Miles from Junction Switch Sub.	Symbols	STATIONS		Train Order Office or Telephone	Office Signals
0.0	RWY Z	1st. with Bridge Sub.	D		W X
0.1		BLACKWATER	D		
0.9		BUNDELLAND	D N	S D	
7.33		CANNINGTON	D	C T	
7.45		WOODVILLE	D	W D	
7.52		1st. with Midland Sub.			
12.1		LODENVILLE	D	W I	
13.7					
13.9					
16.0		ANDERSON	D		
20.1		MILTON	D		
25.1		KIRKFIELD	D	K I	
29.9		VICTORIA ROAD	D		
31.2		COBOCONK	D N	C O	
36.4		COBOCONK	D N	VA RD	

Special Instruction No. 3 applicable between Lakefield and Millbrook except Peterboro
Rules 41 and 44 applicable.

COBOCONK SUBDIVISION FOOTNOTES

Blackwater—No. 97 may leave without obtaining terminal clearance provided train order signal indicates proceed.
Lorneville—Trains may leave without obtaining terminal clearance provided train order signal indicates proceed.
Mileage 26.0—Water syphon.

RAILWAY CROSSINGS AT GRADE

Lorneville—Midland Subdivision, Interlocking (B.T.C. 54575). No approach signals. Normal position of signals clear for Midland Subdivision. Cobocok Subdivision trains must stop at home signal and then proceed over crossing when the signal is clear. When no Agent on duty, trainmen will operate signals. Operating levers are located in baggage room.

YARD LIMIT SIGNS

Blackwater—3000 feet north of station.
Lorneville —2800 feet north of station.
—5175 feet south of station.
Cobocok —3750 feet south of station.

SPEED RESTRICTIONS

Maximum speeds where not otherwise limited:
Mileage 0.0 to 13.9 Passenger trains 45
Freight, mixed, and cabooses or light engines. 30
26.0 to 36.4 All Trains 20

PERMANENT SLOW ORDERS

26.1	Bridge	15
ENGINE AND CAR RESTRICTIONS		
Heaviest engines permitted—		
Mileage 0.0 to 27.9	Mikado engines	
27.9 to 36.4	2600 Class.	
Heaviest auxiliary crane permitted—		
Mileage 0.0 to 26.1		250 ton

ENGINE AND CAR RESTRICTIONS

Heaviest engines permitted—
Mileage 0.0 to 27.9, Midland engines.
27.9 to 36.4, 2600 Class.
Heaviest auxiliary crane permitted—
Mileage 0.0 to 26.1. 250 ton
26.1 to 34.6. 160 ton
34.6 to 36.4. 75 ton

OTHER TRACKS

Car Capacity	Points face	Mileage
14	S	23.6
	N. & S.	26.3

SOUTHWARD TRAINS

FOURTH CLASS

3889		325		Miles from Lindsay	Symbols	STATIONS		Train Order or Telephone	Office Signals	Sidings	Other Tracks	326		388	
Mixed Trn. & Sec.	Mixed Trn. & Sec.	Mixed Trn. & Sec.	Mixed Trn. & Sec.			Mixed Trn. & Sec.	Mixed Trn. & Sec.					Mixed Trn. & Sec.	Mixed Trn. & Sec.		
L 11:35	L 11:35	0.0	CE	LINDSAY	D N	D S	Yard	A 3:40	A 5:20						
8 11:56	8 11:56	7.4	WY	1st. sub. mixed sub.			7	8 3:10	8 4:48						
8 12:20	8 12:20	14.0		2nd. sub. mixed sub.	D F A		27	8 2:50	8 4:35						
F 12:33	F 12:33	19.2		3rd. sub. mixed sub.				F 2:22							
8 12:50	8 12:50	24.8		4th. sub. mixed sub.	P		14	8 2:01	8 4:13						
F 1:00	F 1:00	29.0		5th. sub. mixed sub.			14	F 1:50	F 4:05						
8 1:10	8 1:10	33.4	WZ	6th. sub. mixed sub.	D N U		Yard	8 1:40	8 3:56						
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THE UNIVERSITY OF CHICAGO

SPEED RESTRICTIONS

Miles per hour

Intersection of Elgin St. and
 (76938).....

Falls, Lindsay Street, First n

Falls, Lindsay Street, First north of station.
Falls, Highway No. 86, Third north of station
66937,

Heaviest engine permitted, 2000 Class. Heaviest auxiliary crane permitted, 160 ton.

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TRENT CANAL DRAWBRIDGE—Mileage 13.1. Non-interlocking

ANSON—Mileage 11.4. Crossing Campbellford Subdivision; Automatic Interlocking (B.T.C. 709250).

BONARILAW—Crossing Canadian Pacific Railway; non-interlocking. Signal No. 250 located at south-west angle of crossing. Upper arm governs Canadian Pacific Railway trains and lower arm governs Canadian National Railway trains. When no operator on duty trainmen will operate signals and are required to leave route clear for Canadian Pacific Railway trains when not in use.

YARD LIMIT SIGNS

Trenton —10940 feet north of station, including track connecting with Oshawa Subdivision.
Anson —2500 feet south of diamond.
Bonarilaw —5000 feet north of diamond.
—4030 feet south of station.
Marroa —14900 feet south of station.
—28300 feet south of station.
Bannockburn —49832 feet south of station.
—2283 feet north of station.
Ormsby Jct. —43900 feet south of station.
—2700 feet north of station.
Bancroft —40180 feet north of station.
—4253 feet south of station.
Maymont (Card Limits) —from point 4463 feet south of station to end of tracks at Wallace.

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Special Instruction No. 2 applicable	
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<p>Trains must not move over Mammoth Subdivision without instructions from train dispatcher.</p> <p>From Junction switch at Belmar, to end of steel at Mileage 2.8.</p>			
<p>YARD LIMITS</p>			
<p>SPEED RESTRICTIONS</p>			
<p>Maximum speed where not otherwise limited:</p>			
All trains	.....		Miles per hour
.....		15	
<p>ENGINE AND CAR RESTRICTIONS</p>			
Heaviest engine permitted.....			
Heaviest haulage crane permitted.....		Consol or Pacific Class	
Bridge, mileage 2.8, is impassible.....		.....	100 ton.
<p>OTHER TRACKS</p>			
Mammoth Viaduct.....	4	Points Face	Mileage
.....		E	2.4

NORTHWARD TRAINS		PICTON SUBDIVISION		SOUTHWARD TRAINS	
Miles from Picton	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity
0.0	WYZ	PICTON	D	C N	YARD
4.3		BLOOMFIELD	D	F D	15
10.9		WELLINGTON	D	W O	12
16.5		HEATHER	D	N S	14
21.2		CONSECON	D	R N	8
30.5	WYZ	TRENTON	P		YARD
					15

Special Instruction No. 2
between M 0.0 and 1.3.
Rules 41 and 44 applicable

WESTWARD TRAINS		BESSEMER SUBDIVISION		EASTWARD TRAINS	
Miles from Bessemer Jct.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity
0.0	Z	BESSEMER JCT. Jct. with Maynooth Sub.			6
4.3	WZ	BESSEMER			7
7.3	Z	CHILD'S LAINE			

Special Instruction No. 2 applicable
Rules 41 and 44 applicable

BESSEMER SUBDIVISION FOOTNOTES

Trains must not move over Bessemer Subdivision without instruction from train dispatcher.
Spur leading off main line to Hamlyn's mill may only be used to a point 120 feet east of public crossing at grade east of warehouse.
Engines must not pass ramp at Mileage 7.3.

YARD LIMITS

From junction switch, Maynooth Subdivision, to end of track at Child's Mine.

SPEED RESTRICTIONS

Maximum speed where not otherwise limited:

All Trains.....

15

ENGINE AND CAR RESTRICTIONS

Heavyest engine permitted..... 1300 Class

Heavyest auxiliary crane permitted..... 60 ton

OTHER TRACKS

Hamlyn..... Points Face

Car Capacity 14

W

Mileage 5.7

PICTON SUBDIVISION FOOTNOTES

Wellington—First public crossing at grade, south of Wellington, mileage 10.3. No car may be placed south of the building line on Lipson track.

Trenton—Regular station for trains terminating only.

Movements over Dufferin Street, mileage 29.8, must be protected by member of crew. (B.I.C. 48004).

All switching movements over Wragg St., mileage 30.3, must be protected by member of crew.

DRAWBRIDGES

MILEAGE 27.0—Murray Canal Drawbridge—non-interlocking.

YARD LIMIT SIGNS

Picton—8555 feet north of station.

Trenton—8180 feet south of station.

SPEED RESTRICTIONS

Maximum speeds where not otherwise limited:

Passenger trains..... 45

Freight, mixed trains, engine with caboose or light engines..... 40

Trains handling ore cars in series 114100-114699 and 122000-122999..... 25

Mileage 30.3—Trenton, Wragg Street..... 10

PERMANENT SLOW ORDERS

Mileage 1.4—Switch leading to Marmoration Mining Co. spur track..... 25
16.0 to 16.5.....

ENGINE AND CAR RESTRICTIONS

PICTON—Steam engines heavier than 28% must not use wye tracks.
TRENTON—Engines must not pass over track scales.

OTHER TRACKS

Marmoration Mining Co. Ltd..... 1.4
Lipson track..... 5
Hancock Lumber Co..... 30
N N N N
Mileage 25.3

NORTHWARD TRAINS		COE HILL SUBDIVISION		SOUTHWARD TRAINS	
Miles from Junction Switch Maynooth Subdivision	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity
0.0	R V	ORRABY JCT. Jct. with Maynooth Sub.			
7.2	R VZ	COE HILL	D	C H	YARD

Special Instruction No. 2
applicable
Rules 41 and 44 applicable

COE HILL SUBDIVISION FOOTNOTES

Orrabby Jct.—Trains may leave without obtaining terminal clearance.
Coe Hill—Cars for loading and unloading may be placed on mill track of wye without train order protection.

YARD LIMIT SIGNS

Coe Hill—8387 feet south of station.

SPEED RESTRICTIONS

Maximum speed where not otherwise limited:

All Trains.....

20

Mileage 6.6—Bridge—auxiliary crane.

5

ENGINE AND CAR RESTRICTIONS

Heavyest engine permitted..... 1300 Class

Heavyest auxiliary crane permitted..... 60 ton

OTHER TRACKS

Orrabby..... Points Face

Car Capacity 3

NS

Mileage 2.4

WESTWARD TRAINS		IRONDALE SUBDIVISION		EASTWARD TRAINS	
THIRD CLASS	323	Miles from York River	STATIONS	FOURTH CLASS	324
Midweek Monday Wednesday Saturday	Midweek Monday Wednesday Saturday	RY	YORK RIVER Jct. with Maymont Sub. HUGHES BAYVIEW HIGHT AND GROVE MIDFORD WILSON FORGE TOBY HILL BOONDALE GOODENHAM IRONDALE TURNABOUT FALLS HOWLAND Jct. with Halliburton Sub.	Midweek Monday Wednesday Saturday	Midweek Monday Wednesday Saturday
.....	0.0	.....	.....	.....
.....	8 9-09	.....	.....	.....
.....	8 9-28	.....	.....	.....
.....	8 9-36	.....	.....	.....
.....	8 10-06	.....	.....	.....
.....	8 10-27	.....	.....	.....
.....	8 10-49	.....	.....	.....
.....	8 11-16	.....	.....	.....
.....	8 12-50	.....	.....	.....
.....	7 1-08	.....	.....	.....
.....	7 1-30	.....	.....	.....
.....	50.9	.....	.....	.....
Wednesday Saturday	Wednesday Saturday	RY	.....	Wednesday Saturday	Wednesday Saturday
323	323	RY	.....	324	324

Special Instruction No. 3 applicable
 Rules 41 and 44 applicable.
 Conductors may communicate with Train Dispatcher through
 Operator Branch, for orders or instructions.

IRONDALE SUBDIVISION FOOTNOTES

Howland—Trains may leave without obtaining terminal clearance.

FLAG STOPS

WARD	—All Trains	Mileage
MAXWELLS	"	23.5
	"	30.6

YARD LIMIT SIGNS

Howland—3909 feet east of station.

SPEED RESTRICTIONS

Maximum speed where not otherwise limited:

Miles per hour	Miles per hour
All trains.....	20
Mileage 23.0—Monmouth Road public crossing at grade (B.T.C. 30905).....	10

PERMANENT SLOW ORDERS

Mileage	Miles per hour
Bridges M. 15.....	15
6.6 to 6.7 Curve.....	
8.2 to 8.6 ".....	
10.7 to 10.8 ".....	
16.2 to 16.3 ".....	
17.2 to 18.0 ".....	
22.0 to 22.4 ".....	
24.7 to 24.8 ".....	

ENGINE AND CAR RESTRICTIONS

Heaviest car permitted over bridge mileage 50.7.....	250,000 lbs.
Heaviest auxiliary crane permitted.....	100 ton.
Heaviest engines permitted.....	1300 and 1400 class.

OTHER TRACKS

Car Capacity	Points Face	Mileage
Doubling.....	W	8.4
Ward.....	EW	23.5
Sher.....	EW	31.6

SPECIAL INSTRUCTIONS

1. Employees whose duties are in any way affected by the time table must have a copy of the "General Instructions," Form 606 with them while on duty.
2. On Subdivisions or portions thereof, where this Special Instruction applies, except on junction switches, lights will not be displayed on switches and train order signals.
3. Wrecking cranes handled in any train must not be moved at speed exceeding the following:
 - (a) Where speed restriction for freight trains is forty miles per hour or over—restriction thirty-five miles per hour.
 - (b) Where speed restriction for freight trains is between forty and twenty-five miles per hour—restriction twenty-five miles per hour.
 - (c) Where speed restriction for freight trains is twenty-five miles per hour or less—restriction twenty miles per hour, or as much below this as is necessary to safety.
 Speed entering or leaving sidings must not exceed ten miles per hour.
4. Care must be exercised in handling on down-grades and rounding sharp curves. During all movements in trains, boom of wrecking cranes must be secured.
5. Pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment moving on its own wheels must not be moved in train unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to car and secured by safety chains which must also be wired. This will not necessitate the taking off of cable, but ample slack must be left in cable to allow for free movement of cars.
6. Unless further restricted by special instructions, trains handling such equipment and any other similar work equipment loaded on flat cars and not secured in accordance with A.A.R. rules, must not exceed twenty (20) miles per hour. Speed must always be regulated to safety limit when rounding curves.
7. When possible at least three cars must be placed between this equipment and engine handling train.
8. Pile drivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers, must be placed immediately ahead of cabooses when handled on freight trains, and immediately ahead of passenger equipment when handled on mixed trains. The above specified equipment is equipped with steel underframe they may be handled in any location in work, freight, or mixed trains.
9. Jordan spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty-five miles per hour. In cases in which these machines must be handled with rear end forward speed restriction of twenty miles per hour must be observed.
10. Conductors will be held responsible for strict observance of this rule.
11. Exceptions covering movements in work trains: When any of the above equipment is moved in work trains to or from or at point of work, the above requirements as to securing of equipment and method of loading do not apply. In such movements the equipment must be secured and handled in accordance with the special instructions which do not apply to wrecking cranes which must, in all cases, be secured and moved as required in paragraph one of this rule.
12. Prior to placing work equipment, scale test cars, or dead engines in any train, Yardmasters or Agents must obtain authority from the Chief Dispatcher, or Chief Traffic Supervisor, who will arrange for Form 19 train order to be issued calling the attention of the crew to the equipment and scale test cars being handled and speed restriction applicable.
13. Work equipment operators are required to ride on locomotive cranes, hoists, steam shovels, ditchers, pile drivers, rail loaders, rapid unloaders and similar work equipment, and also on crawler type cranes, when being transported on a flat car, when these machines are in service and being moved in work train service to and from the working point.
14. All cranes in trains preferably should have heavier and leading, except that cranes with a working or shipping order weight of less than 100 tons must be so placed, unless otherwise instructed.
15. At all public crossings at grade where automatic protection devices require to be operated by the use of pushbuttons, referred to in time table footnotes or instructions, movements must not obstruct the crossings in less than twenty seconds after pushbutton has been operated.
16. D-1. When switching on "traders" tracks, air must be coupled on all cars when there are any gates, buildings, piles, erections, equipment, or descending grades.
17. D-2. In yard limits specified, that portion of Rule 98 reading, "Where automatic block signal system rules are in effect, 'known to be clear' indicates when track is known to be clear by signal indication," does not apply.
18. D-3. No light engine nor two or more light engines coupled, when movement is either on single track or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a Conductor.

GENERAL SPEED RESTRICTIONS

Unless previously modified or cancelled by other instruction, the following must be observed:

	Miles per hour
1. (a) Through turnouts unless otherwise provided.....	15
(b) Spreaders in operation.....	15
(c) Trains handling scale test cars.....	45
(d) Trains receiving and discharging mail at catch points.....	25
(e) Equipment not headed by an engine (except snowplows).....	20
(f) Engines running tender first, other than suburban tank engines equipped with pilot on tender (B.T.C.G.O. No. 710).....	25
(g) Northern type steam engines (except U-4 class 6400) on passenger trains when handling 9 cars or less.....	40
(h) Dead steam and diesel engines and units.....	15
(i) Dead diesel units other than switchers.....	15
(j) Dead steam engines from which engine trucks, pony trucks or side rods are removed.....	15
(k) Other dead steam engines.....	25
2. (a) Maximum speeds for diesel road units operating under own power:	
Class	
GFA-18a, b, CFB-18a.....	70
GPA-18a, CFB-18a.....	85
CR-12a, c, d, e, f, CRG-12b.....	70
CR-16a.....	70
CRG-24a.....	65
ER-4a, b, c.....	35
ER-6a.....	35
GFA-15a, b, c, d, GFB-15a, b, c.....	55
GPA-17a, b, c, d, e, GPB-17a, b, c, d, e.....	85
GR-9a.....	65
GR-10b.....	60
GR-12a, b, g, p.....	65
GR-12c, d, e, f, h, j, k, l, m, r, s, t.....	65
GR-12n.....	65
GR-17a, b, d, f, g, h, m.....	85
GR-17b (4847 to 4859) GRG-17c (4923 to 4927).....	85
GR-17d (4859 to 4927) GRG-17c, k (4907 to 4922) GR-17b.....	85
MFA-18a, MFA-18a, b, c, MFP-18a, b.....	85
MFA-18a, MFB-18a, MPA-18a, b, MFB-18a, b.....	85
MR-14a.....	65
MR-16a, b, d, e, f, g, h, j, k, MRC-16c.....	65
MR-18a, b, c, d.....	65
Diesel Yard Switchers.....	40
(b) Maximum speeds for steam locomotives operating under own power:	
Type	
Suburban.....	X-10.....
Mogul.....	E-7, 10.....
10-wheeler.....	F-1, 2, G-16, 17.....
Consol.....	H-4, 6, 10.....
	M-1, 3, 5, 8.....
	N-1, 2, 3, 4, N-5a, b, c.....
	N-6d.....
Milredo.....	S-1, 2, 3, 4.....
Santa Fe.....	T-1, 2, 3.....
Pacific.....	U-1, 3.....
Hudson.....	V-4, 7, K-1, 2, 3, 4.....
Mountain.....	U-1.....
Northern.....	U-2, 3, 4.....
Yard engines under steam.....	25
3. Train handling wrecking cranes, pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment, see Special Instructions No. 3.	
4. At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on main tracks, movements over such crossings must be made in other than main tracks, must not, unless otherwise provided, exceed 10 miles per hour from 100 feet distant until the engine or leading car has passed over the crossing.	
5. The following speeds must not be exceeded, and dynamic braking must not be used, by units and combinations named below when approaching any public road crossing at grade protected by automatic signals or interlocking; and where a signal system with automatic features is in service:	
One-unit diesel engine running light; rail diesel or similar car running alone.....	30
Two-unit diesel engine running light; two rail diesel or similar cars coupled and running alone; one-unit diesel engine or one rail diesel or similar car coupled to one other unit of equipment.....	50
Train handling five or more open top cars loaded with stone, sand, or gravel from pits or quarries on Southern Ontario District.....	40

DISTRICT SPEED RESTRICTIONS

Miles per hour

STEAM TONNAGE RATINGS

The equated gross tonnage handed over the aforementioned controlling grades is the tonnage to be shown in appropriate panel at the foot of freight train journals Form 900, and to be reported to Dispatcher for use in the preparation of Form 900. Equated gross tonnage is the sum of *Loaded, Net* and *car factor allowance* for every car in the train including *caboose*.

Note—(a) Ratings include helper service between Port Union and Dandforth.
(b) Eastward ratings include doubling at Shields, Keens and Maadoc Jet.
(c) Westward: with help out of Lindsay use Oxtill—Midland ratings.
(d) Westward ratings include doubling at Uxbridge.

EAST AND SOUTH
SERIES

—Rating applies where train not required to stop at Treadon jet. When stop required at Treadon jet, rating is 2070 tons. A—With Helper 1300 H.P., Diesel, 92% atchm engine, or better—*pt.* Union-Gar083 westward, Doh-Sa083080 eastward. B—without helper. If a locomotive comprises units from a higher rating group in multiple with units from a lower rating group, the rating for the locomotive is the same as if all units had been of the lower rating group.

SPRING SWITCHES

ENTERING MAIN TRACK AT SIDING EQUIPPED WITH SPRING SWITCH
SWITCH INDICATOR, AND SINGLE-LIGHT OR STANDARD

LEAVE SIDING SIGNAL.

Leave Siding Signal.

service.

Station

Station	Inspector	Address
Chilawa	T. W. Dobble	26 King St. W.
Cobourg	J. McLaughlin	25 Dundas St. W.
Orillia	John Jewellers	44 Dundas St. W.
Belleville	Paul Meredith	207 Front St.
Kilgore	Smith Bros.	Princes St.
Brookville	O. Holmes	240 King St.
Barrow	A. Hewitt	340 George St. N.
Peterboro	Ward's Jewellery Store	62 Kent St.
Midland	G. Baill	281 King St.
Midland	Or's Jewellers	
Midland	J. A. Davis	

[illegible]

TRAIN ORDER OFFICES

—Rating applies where train not required to stop at Treadon jet. When stop required at Treadon jet, rating is 2070 tons. A — With Helper 1300 H.P. Diesel, 92% atchm engine, or better. — P. Union-Gar083 Westcott, Doh-Sa083080 Kishiro. B — Without Helper. If a locomotive comprises units from a higher rating group in multiple with units from a lower rating group, the rating for the locomotive is the same as if all units had been of the lower rating group.

Regarding General Rule "M"— Restricted Clearances

Employees are hereby advised "Tell-Tales" giving warnings of close approach to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice or such restricted clearances will elsewhere or otherwise be given.

They are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Sidel Clearance" signs, no other advice will elsewhere be otherwise be given, and that when or if these signs are not provided in yards and terminals the locations of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are and may be restricted on or may be restricted on tracks at engine houses, main shops and car shops where restricted clearances exist on such tracks. They will not be marked or indicated by tall-tales or restricted clearances, nor will their location be elsewhere or other- wise given; and they are forbidden to ride on top of or sides of cars or engines when on any engine house, main shop or car shop track. Whether or not the overhead and/or side clearance is restricted.

Standard restricted clearance sign consists of a board 8' x 10', painted yellow, with two diamond shaped pieces cut out. This sign contains no lettering and will be bracketed on posts or on brackets as occasion demands.

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
OSHAWA	Whitby Oshawa	Trucks. Hogg & Lytle Track. Electrified Section. Bowmanville Goodyear Rubber Co. Track. Between all tracks north of westward main track and track No. 6.	Wires. Building. Overhead wires. Platform and ret. wall.	North	Wire	BELLEVILLE CITY BR.	Belleville	A. Safe & Son. Graham Storage Plant. Great St. James St. Track. Tweed Milling Co. Track. Freight Shed Track. Schuster Coal Track. Schuster Adm'n. Between all tracks north of Oil track and City Branch.	Fence. Houses and Platforms. Telephone poles. Building and platform. Building and platform. F. S. Anderson Bldg. Building.	Both sides North	
	Port Hope	Port Hope Sanitary Track. W. C. Keyes track. Nicholson File Co. track. Eldorado Gold Mines. Douglas Peckin track. Cobourg Dye Works track. Branch track.	Other engines and cars. Roof projection. Coal bin. Warehouse and fence. Gate post. Retaining Wall. Buildings, pipes etc. Warehouse. Trees East South of Albert.	Both sides South			Marysville	Freight Shed.	Platform.	South	
	Township	Between all tracks north of westward siding.	Other engines and cars. Overhead wires.	Both sides	Wires		Napanee	Napanee Iron Works Tracks.	Building.	Both sides	Building
	Trucks	Mileage 288.8. 285.3. 249.62. 249.61. 242.0. 242.0. W. C. Butler Track. Mileage 222.0. 221.1.	Overhead wires.	Both sides	Wires	DESERONTO SPUR	Deseronto	Mileage 6.5.	Overhead wires.	Both sides	Wires
	Brighton Tracks		Platform. Overhead wires. Overhead wires.	North	Wires	CATARAUGUS SPUR		Acme Farmers Track. Elevator Track.	Pipes and Wires. Elevator buildings.	East	Pipes & Wires
PICTON	Trenton	Trenton Coopers Co. Industrial Track.	Roof projection. Office Scale House.	East South		GANNANOQUE	Kingston	Yard Track Dead End. Frontenac Flour Co. Track. Old Shop Building. Stock Pen Track. Express Track.	Repair bldg. west end. Platform and building. Roof projection. Loading Platform. Roof Projection west end.	South South North North	
MAYNORTH	Eldorado Tracks	Canada Creosoting Co. Thompson Elevator Team Track. Mileage 0.5. 0.52. 0.65. 0.57. 0.7. 0.0. 1.1. 1.1. 28.8. 28.8. 62.5. 62.5. 76.4. 76.4. 85.0.	Elevator pit. Pole, unloading rack. Overhead wires.	West	Wires	KINGSTON BR.	Kingston	Davis Leather Co. Track. Sumner Co. Track. Kingston Public Utilities Track. Peters Seed Co. Kingston Ship Building Track. Swift Co. Track. Canadian Locomotive Co. Barrack Street. Queen Street. Queen Street. Gate to Locomotive Works.	Building. Roof projection. Gate post. Shed. Stone building. West Co. Sheds. Scale Track. Overhead wires.	Both sides West West Both sides North North	
			Overhead wires.	Both sides	Hopper Wires						Wires
PICTON	Picton Tracks	Cold Storage Track. Mileage 11.0. 11.0. 16.6. 16.6. 21.8. 21.8. 24.7.	Roof Projection. Overhead wires.	East	Wires	GANNANOQUE	Trucks Lansdowne	Mileage 176.0. 146.7. 146.6. Siding. Station. Mileage 141.3. 138.16. 138.2.	Overhead Wires. Mail crane. Telegraph poles. South side station. Mail crane.	South North North South North	Wires
GANNANOQUE	Belleville	Engine House Lead. Engine House Fuel Track. Coal House. Engine House. Trestle No. 12. Stock Pen Track. West Shop Lead. North and South Yards all Tracks.	Water column. Ice House roof project. Coal hopper. Stock house. Cinder Crane. Other engines and cars.	Both sides North North Both sides Both sides	Building	MIDLAND	Trucks	Mileage 42.7. 43.6. 71.7. 71.7. 72.0. 72.0. 72.2. 72.2.	Overhead wires.	West East West West West	Wires
BELLEVILLE CITY BR.		National Grocers Track. 300 ft. Spaul C.P.R. Diamond. Canadian Lbr. Co. Track. Houston Lbr. Co. Track. Smith Coal Co. South of McCall Oil Co. East. Imperial Oil Co.	Platforms. Fire, Pole and Fence. Building. Platform. Roof & Pipe. Pole, platform and fence.	Both sides West South North West	Pipe	CAMPBELLFORD	Peterboro	Wm. Hamilton Tracks. Shed Track No. 1. Dewart Bros. Branton Carps Co. Canadian General Electric. Anger & Light Coal Co. B. R. Strano & Co. Deeth & White. Between Freight Shed Tracks.	Roof proj. and tel. pole. Shed Platform, etc. Ice House. Roof projection. Storehouse. Elevator. Building and fence. Warehouse. Fence and Pole. Other engines and cars.	West East Both sides West West Both sides Both sides	Building

LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS											
Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
CAMPBELLFORD	Tracks	Mileage 0.3.....	Overhead wires	North	Wires	MIDLAND	Lindsay	Main Line West End Station	Water column.....	North	
"	Stirling	Stock Pen.....	Chutes.....					" " East "	Water column.....		
"	Tracks	Mileage 62.65.....	Overhead wires		Wires	LAKEFIELD	Lakefield	Canada Cement Co.....	Buildings and platform.	Both sides	Wires
"	"	" 62.67.....	"		"	"	"	Mileage 12.2.....	Overhead wires.....		"
"	"	" 63.0.....	"		"	"	"	" 12.4.....	"		"
"	"	" 63.2.....	"		"	"	"	" 14.5.....	"		"
"	"	" 63.3.....	"		"	"	"	" 14.7.....	"		"
"	"	" 63.4.....	"		"	"	"	" 14.8.....	"		"
"	"	" 63.5.....	"		"	"	"	" 14.9.....	"		"
"	"	" 63.7.....	"		"	"	Peterboro	Quaker Oats Co. Tracks	"		"
"	"	" 71.4.....	"		"	"	"	"	"		"
"	"	" 73.7.....	"		"	"	"	"	"		"
"	"	" 76.3.....	"		"	"	"	"	"		"
"	"	" 86.1.....	"		"	"	"	"	"		"
LAKEFIELD	Peterboro	E. J. Metcal.....	Frame building.....	West		IRONDALE	Tracks	Mileage 3.3.....	Overhead wires.....		Wires
"	"	Mileage 14.6.....	"	East		"	"	"	"		"
ASHBURNHAM	Peterboro	Quaker Oats Plant	Warehouse.....	West	Building	MADOC	Madoc	East Siding.....	Timber Ramp.....	West	
"	"	" No. 1.....	Warehouse and roof pro	West		"	"	"	"		
"	"	" No. 2.....	Canopy platform bet	West		"	"	"	"		
"	"	" No. 3.....	Warehouse between tracks 2 and 3.	Both sides		"	"	"	"		
"	"	" No. 4 Scale House.	Warehouse.....	Both sides		"	"	"	"		
"	"	" No. 5.....	Spouts and roof projec	West		"	"	"	"		
"	"	"	ton.....			"	"	"	"		
RIVER SIDING	Lindsay	Victoria Feed Mill.....	Grain elevator.....	South		OSHAWA	Main track	Mileage 221.1.....	Overhead bridge.....	Both sides	Bridge
"	"	Canada Crayon Track.....	Platform & boiler house	East		"	"	" 221.3.....	"		"
"	"	Northern Casper Co.....	Platform building and	East		"	"	" 225.7.....	"		"
"	"	L. A. Waddell.....	Coal Shed.....	North		"	"	" 265.3.....	"		"
"	"	Wardell Town Yard.....	Building & Gate Posts	Both sides		"	"	" 284.3.....	"		"
"	"	"	"			"	"	" 291.6.....	"		"
"	"	"	"			"	"	" 300.1.....	"		"
"	"	"	"			"	"	" 301.5.....	"		"
"	"	"	"			"	"	" 303.7.....	"		"
"	"	"	"			"	"	" 304.9.....	"		"
"	"	"	"			"	"	" 308.1.....	"		"
"	"	"	"			"	"	" 313.0.....	"		"
"	"	"	"			"	"	"	"		"
HALIBURTON	Tracks	Mileage 0.5.....	Overhead wires		Wires	PORT HOPE	Port Hope	Town Spur.....	"		"
"	"	" 0.7.....	"		"	"	"	"	"		"
"	"	" 0.8.....	"		"	"	"	"	"		"
"	Main track	" 21.9.....	Overhead bridge.....		Bridge	GANNANOUE	Main track	Mileage 173.6.....	"		"
"	Haliburton	Mileage 55.5.....	Shed platform.....	East		"	"	" 214.1.....	"		"
"	"	"	"			"	"	"	"		"
COBOCONK	Cannington	OH Track.....	Other engines and cars.	East	Wires	SMITHS FALLS	"	" 34.5.....	"		"
"	Tracks	Mileage 2.1.....	Overhead wires		"	"	"	" 40.8.....	"		"
"	"	" 36.3.....	"		"	"	"	" 50.2.....	"		"
"	"	"	"		"	"	"	" 52.6.....	"		"
"	"	"	"		"	"	"	" 73.8.....	"		"
"	"	"	"		"	"	"	" 82.4.....	"		"
UXBRIDGE	Lindsay	Canadian Arenale Forge Cut	Doorway.....	Both	Door Frame	COE HILL	Tracks	Mileage 7.2.....	Overhead wires.....		Wires
"	Tracks	Off Building.....	Overhead wires		Wires	"					

MEDICAL OFFICERS

DR. K. E. DOWD, Chief Medical Officer, Montreal, Que.
DR. J. P. MCGUIGAN, Regional Medical Officer, Toronto, Ont.

MEDICAL CLINIC

Room 642, 151 Front St. W., Toronto, Ont. Telephone EMpire 6-9011, local 493.
(Hours 9.00 a.m. to 4.45 p.m. Monday to Friday.)

STATION	MEDICAL OFFICER	DISTRICT
BANCROFT.....	Dr. S. S. Lamb..... Phone 40.	{ North switch Gilmour to Maynooth and Tory Hill. Hybla to Lake St. Peter.
BAVERTON EAST.....	Dr. H. D. Ames..... Phone: Office GArlford 6-7331. Res. GArlford 6-7649.	West switch Lorneville to west switch Brechin, and south switch Baverton to north switch Brechin East.
BELLEVILLE.....	† Dr. E. G. Kennedy Phone: Office WO-8-5373. Res. Mountain View 4R12.	West switch Belleville to east switch Shannonville, to west switch Foxboro.
BRIGHTON.....	† Dr. V. Blakeslee Phone WO-8-5272.	
BRIDGTON.....	DR. W. O. Elliott..... Phone: Office 217. Res. 422.	West switch Belleville to west switch Cobourne.
BROCKVILLE.....	† DR. H. E. Preston..... Phone 2324. † Dr. M. G. McGuire Phone 5766.	West switch Prescott to west switch Mallorytown.
CARPENTERS.....	Dr. W. W. Baker..... Phone 794.	West switch Hards to east switch Keene.
CANNINGTON.....	Dr. C. A. Galloway..... Phone 41.	South switch Sunderland to north switch Lorneville, to east switch Grass Hill.
COBOCONE.....	Dr. R. E. Jamieson..... Phone 28.	Cobocone to north switch Lorneville.
COBOURG.....	Dr. D. E. Milne..... Phone: Office FRanklin 2-7722. Res. FRanklin 2-5525.	West switch Cobourne to west switch Cobourg.
FERRIS FALLS.....	Dr. G. C. Johnston..... Phone 20.	South switch Cameron to south switch Galt.
GANANQUE JCT.....	Dr. H. Godfrey Bird..... Phone 695.	West switch Mallorytown to east switch Rideau.
HALIBURTON.....	Dr. L. H. Carroll..... Phone: Office 178. Res. 165.	Haliburton to south switch Galt and between Tory Hill and Howland.
KINGSTON.....	† Dr. J. E. Kane..... Phone 9511. Dr. S. W. Houston, Surgical Consultant. Phone: Office 7681. Res. 6215.	East switch Rideau to west switch Collins Bay.
LINDSAY.....	† Dr. M. F. White..... Phone 4821. Dr. M. E. Gorman, Phone: Office 2792. Res. 2693.	Onemee to east switch Lorneville, and west switch Nanula to south switch Cameron.
MADOC.....	Dr. S. R. Beatty..... Phone 188.	Madoc to east switch Cookstown, North switch Gilmour to north switch Bonarlaw.
MIDLAND.....	Dr. T. J. Johnston..... Phone: Office 207. Res. 902.	Midland to Foxmead.

STATION	MEDICAL OFFICER	DISTRICT
MILLBROOK.....	Dr. M. E. Hobbs..... Phone 60.	Millbrook to west switch Fraserville.
NAPAWIC.....	Dr. E. R. Elliott..... Phone 555.	West switch Collins Bay to east switch Shannonville.
ORILLIA.....	Dr. R. E. Hipwell..... Phone 3541.	Orillia to east switch Brechin to west switch Foxmead, to south switch Washago, to north switch Oro.
OSHAWA.....	† Dr. R. W. Graham..... Phone RA. 3-2833.	West switch Newcastle to west switch, Oshawa.
OTTAWA.....	† Dr. H. E. Minnes..... 184 Linger Street; Phone CE. 5-6141. Dr. T. Keith Scoble, 267 O'Connor St. Phone: Office CE. 5-1976. Dr. R. Lorne Gardiner, 684 Echo Drive; Phone CE. 2-4336.	East switch Caribaid Springs to east switch Graham Bay and Hull.
PETERBORO.....	† Dr. L. W. Thompson..... Phone: Office 23401. Res. 8413.	East switch Keene to Onemee and from Peterboro to east switch Fraserville and to Lakeside.
PORT HORN.....	Dr. J. B. Benson..... Phone 3823.	West switch Cobourg to west switch Newcastle.
SARTIS FALLS.....	Dr. A. B. Murphy..... Phone 101.	
STIRLING.....	Dr. E. A. Carleton..... Phone 371.	West switch Foxboro to west switch Hards and to east switch Crookston.
STONEYVILLE.....	Dr. H. Fred..... Phone 164.	West switch Goodwood to west switch Unionville.
TORONTO.....	Dr. R. N. Killingsbeck..... Room 248, 17 Queen Street E., (EMpire 4-1919) 86 Wells Hill Ave., (LE. 5-1856) Dr. H. Leibe..... 193 Lake Shore Rd. Phone: Office CL 9-6924. Res. CL 9-5774.	Medical Clinic. City of Toronto and Don. Mimico to west switch Pt. Credit. Mimico.
	Dr. C. A. White..... 1838 Lake Shore Rd., Long Branch Phone CL 1-2101.	Mimico to west switch Pt. Credit.
	Dr. J. S. Crawford..... 151 Marion Street, (LE. 2-2502).	Parkdale to Concord
	Dr. J. H. Davies..... 636 Kingston Rd., Phone OX. 1-1718.	Don River on the west, C.N.R. main line on north, west switch Port Union and west switch Unionville on the east and by the lake on the south.
	Dr. H. A. Brown..... 711 Millwood Road, Phone HU. 8-3090.	North of St. Clair Ave. East of Avenue Road and Lakeside
	Dr. F. Crisshank..... 189 Main St. north, Nelson Airport Weston, Ont. (CHerry 1-5200).	
TRENTON.....	† Dr. J. W. Farley..... Phone 3601.	North switch Bonarlaw to Trenton Jct. and Trenton Jct. to Picton inclusive.
URBRIDGE.....	Dr. J. R. St. John..... Phone 210W. Dr. T. E. Lennox Phone 210W.	South switch Sunderland to west switch Goodwood and west switch Manila.
WHITBY.....	Dr. J. O. Ruddy..... Phone 587.	West switch Oshawa to west switch Port Union.
YARER.....		

† denotes: Doctors equipped to handle Vision, Color Sense and Hearing examinations.

DIAGRAM SHOWING LOCATION OF DISPATCHERS PHONE WIRES

FACE DIRECTION NAMED AND COUNT CROSSARMS FROM TOP DOWN

BELLEVILLE DIVISION

GANANOQUE	SUBDIVISION
LOOK WEST MANITOBA YARD TO NAPANEE	LOOK WEST NAPANEE TO BELLEVILLE

OSHAWA	SUBDIVISION
LOOK WEST BELLEVILLE TO M. 230.7	LOOK WEST M. 230.7 TO M. 301.1
LOOK WEST M. 301.1 TO M. 305.0	LOOK WEST M. 305.0 TO M. 323.2
LOOK WEST M. 323.2 TO M. 332.2	

CAMPBELLFORD	SUBDIVISION
LOOK WEST BELLEVILLE TO M. 21.7	LOOK WEST M. 21.7 TO M. 41.3
LOOK WEST M. 41.3 TO LINDSAY	

MIDLAND	SUBDIVISION
LOOK WEST LINDSAY TO M. 51.1	LOOK WEST M. 51.1 TO M. 15.1
LOOK WEST M. 15.1 TO M. 15.1	LOOK WEST M. 15.1 TO M. 15.1
LOOK WEST M. 15.1 TO M. 15.1	LOOK WEST M. 15.1 TO M. 15.1
LOOK WEST M. 15.1 TO M. 15.1	LOOK WEST M. 15.1 TO M. 15.1

THE EMERGENCY TELEPHONE WIRE MUST BE
HOOKED UP AS CLOSE AS POSSIBLE TO THE POLE, FIRST
SCRAPING ANY CORROSION OFF THE POLE LINE
WIRE, IN ORDER TO ESTABLISH CONTACT WITH
THE TRAIN DISPATCHER

TRAIN PHONE WIRES MARKED THUS —•••—

SPEED TABLE

Time per Mile per hour	Miles per hour	Time per Mile per hour	Miles per hour	Time per Mile per hour	Miles per hour
0 min. 45 sec.	80.00	0 min. 57 sec.	63.16	1 min. 45 sec.	34.29
0 " 46 "	78.26	0 " 58 "	62.07	1 " 50 "	32.73
0 " 47 "	76.60	0 " 59 "	61.02	1 " 55 "	31.30
0 " 48 "	75.00	1 " 0 "	60.00	2 " 0 "	30.00
0 " 49 "	73.47	1 " 5 "	55.38	2 " 10 "	27.69
0 " 50 "	72.00	1 " 10 "	51.43	2 " 20 "	25.71
0 " 51 "	70.59	1 " 15 "	48.00	2 " 30 "	24.00
0 " 52 "	69.23	1 " 20 "	45.00	2 " 40 "	22.50
0 " 53 "	67.92	1 " 25 "	42.35	2 " 50 "	21.18
0 " 54 "	66.67	1 " 30 "	40.00	3 " 0 "	20.00
0 " 55 "	65.45	1 " 35 "	37.89	3 " 30 "	17.14
0 " 56 "	64.29	1 " 40 "	36.00	4 " 0 "	15.00