KNOW YOUR JOB AND OBSERVE THE RULES

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

SOUTHERN-ONTARIO DISTRICT

LONDON AND STRATFORD DIVISIONS

ALWAYS BE CAREFUL — CANADIAN NATIONAL — WORK SAFELY

TIME 12 TABLE

ALWAYS BE CAREFUL — CANADIAN NATIONAL — WORK SAFELY

Taking Effect at 12.01 a.m. Sunday, October 27th, 1957

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

E. H. LOCKE, GENERAL SUPERINTENDENT, TORONTO

J. J. CAMPBELL, SUPERINTENDENT TRANSPORTATION, TORONTO

LONDON DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
14	Alvinston	Glencoe	Alvinston	10.7
7	Beach	Stoney Creek	Burlington	8.7
16	Burford	Brantford	Tillsonburg Jct	35.8
8–9	Dundas	Bayview & Hamilton Jct	London	78.2
15	Dunnville	Fort Erie	Brantford (Jct. Switch)	75.4
11	Grimsby	Suspension Bridge	Hamilton	43.7
7	Hagersville	Hamilton	Jarvis	32.7
10	Hickson	Woodstock	Hickson	8.9
6	Humberstone	Pt. Colborne	Welland Jct	4.5
14	Longwood	Komoka	Glencoe	20.4
4–5	Oakville	M. 9.4	Hamilton	29.9
15	Otterville	Otterville	Burgessville	7.6
15	Petrolia	Petrolia Jct	Petrolia	4.7
14	Pt. Edward	East Summit	Pt. Edward	4.7
16	Simcoe	Simcoe Jct	Pt. Dover	
		Simcoe	Pt. Rowan	26.1
14	St. Clair Tunnel	Sarnia	Pt. Huron	3.1
12–13	Strathroy	London	Sarnia	58.9
6	Thorold	Pt. Robinson	Merritton	7.9
			TOTAL	461.9

STRATFORD DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
18–19	Brampton	M. 8.2	Stratford	80.4
21	Drumbo	Paris Jct. Switch	Stratford	31.4
23	Durham	Whites Jct	Durham	25.7
21	Exeter	Hyde Park	Clinton Jct	45.6
22	Fergus	Lynden	Palmerston	72.8
20	Forest	St. Mary's Jct	Sarnia Jct	70.6
21	Goderich	Stratford	Goderich	45.9
23	Kincardine	Listowel	Kincardine	57.8
23	Newton	Stratford	Palmerston	36.6
24	Owen Sound	Palmerston	Owen Sound	71.4
23	St. George	St. George	Harrisburg	2.0
25	Southampton	Harriston Jct	Southampton	53.2
17	Thorndale	London Jct	Stratford	31.3
20	Waterloo	Galt	Elmira	24.7
25	Wiarton	Park Head	Wiarton	10.0
			TOTAL	659.4

Dispatching Office—London. Office Signal "K".
Dispatching Office—Hamilton. Office Signal "NI".

H. T. WALTON, Superintendent, London.

D. W. EMMS, Assistant Superintendent, London.

R. S. CAREY, Assistant Superintendent, Hamilton.

T. H. WARD, Superintendent of Terminals, Port Huron.

W. E. HUGHES, Division Master Mechanic, London.

D. W. HAMILTON, Passenger Trainmaster, Toronto.

R. A. WALKER, Trainmaster, Brantford.

H. B. GILES, Trainmaster, Hamilton.

E. V. SNELL, Trainmaster, St. Catharines.

T. G. ROBERTS, Road Foreman of Engines, London.

W. J. COLLING, Road Foreman of Engines, Hamilton.

G. C. LANSING, Chief Train Dispatcher, London.

H. A. JAYNES, Assistant Chief Train Dispatcher, London.

W. G. S. BAKER,
D. L. FLETCHER,
Assistant Chief Train Dispatchers, Hamilton.

E. N. HOOPER
C. G. EBY
J. R. CAMPBELL
M. E. McTAGGART
J. R. McARTER
R. M. FULLER
G. J. AUSTIN
C. B. GINGERICH
J. E. MUIRHEAD
— Train Dispatchers, London.

W. J. McALISTER
L. M. ROACH
C. W. STILSON
C. L. UPPER
— Train Dispatchers, Hamilton.

K. A. GOSNELL
K. A. REYNOLDS
D. G. BRINTNELL
F. S. ELLIS
W. J. RUPERT, Jr.
— Relieving Train Dispatchers.

Dispatching Office—Stratford, Ont. Office Signal "D".

F. E. CARLIN, Superintendent, Stratford.

J. A. LOMAS, Assistant Superintendent, Stratford.

W. E. HUGHES, Division Master Mechanic, London.

D. W. HAMILTON, Passenger Trainmaster, Toronto.

S. CARTHER, Road Foreman of Engines, Stratford.

F. S. EDMONDS, Chief Train Dispatcher.

W. J. LESLIE
A. L. BAYNHAM
W. WILSON
A. F. HUGHES
D. H. LEISKAU
E. C. POLLOCK
J. A. RYAN
— Train Dispatchers,

G. S. FORRESTER
W. C. BAIN
J. C. RAE
E. H. LeBLANC
— Relieving Train Dispatchers.

EMERGENCY REPAIR EQUIPMENT

Passenger trains operating west of Toronto do not carry heavy emergency equipment in baggage cars. A supply of this heavy emergency repair equipment such as jacks; jack-bars; brasses; wedges; emergency knuckles; knuckle-pins, etc., is located at strategic points as follows:

Glencoe	Brantford	Georgetown
Strathroy	Hamilton	Guelph
London Station	Grimsby	Kitchener
Ingersoll	Merritton	Stratford
Woodstock		

This stock of emergency equipment is maintained by the Car Department and Agent, and Operators on duty should be contacted promptly by Train Conductor in event of necessity arising enroute to use this equipment. Employees using such equipment should promptly wire Ass't Superintendent and Car Foreman concerned, the quantity and type of equipment so used.

TELEPHONES

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

LONDON DIVISION

HAGERSVILLE SUBDIVISION

Mileage 1.9.....Tool House, Wentworth St.
Rymal.....In station.
Glanford.....In station.
Willow Grove.....On pole.
Hagersville.....Outside wall of toolhouse.
Jarvis.....Station Platform, south side.

OAKVILLE SUBDIVISION

Lakeview.....On pole, west end Ordnance Siding.
Mileage 13.6.....On pole, opposite S.P.S. 136.
Clarkson.....Outside station office door.
Mileage 19.1.....On pole, adjacent to S.P.S. 191.
Mileage 19.3.....On pole east end of westward siding.
Mileage 20.5.....On post, west end westward siding.
Mileage 22.....On pole, east of road crossing, north side of westward track.
Mileage 24.5.....On pole, Products Tank Car Shops Ltd.
Bronte.....Station waiting room.
Mileage 31.2.....On pole.
Burlington.....Switch shanty, east end of yard.
Aldershot.....Outside waiting room.
Mileage 35.3.....On bridge.

GRIMSBY SUBDIVISION

Niagara Falls.....Conductors' Room.
St. Davids.....Shanty, at crossover.
Bridge No. 6.....Welland Ship Canal (during navigation season).
Merritton.....Switchtenders' room, in station.
Mileage 11.1.....On pole, adjacent to signal 110.
Mileage 13.....On post, adjacent to signal 130.
Jordan.....Tool House.
Vineland.....Tool house.
Beamsville.....Tool house.
Grimsby Beach.....Opposite west end, fruit shed.
Grimsby.....Tool house.
Winona.....Outside wall of tool house.

THOROLD SUBDIVISION

Mileage 1.5.....In box on pole.
Mileage 3.4.....Shanty, south of crossing.
Bridge No. 10.....Welland Ship Canal (during navigation season).
Mileage 5.0.....On pole opposite north switch, Lock 25.

HUMBERSTONE SUBDIVISION

Port Colborne.....Second telegraph pole, north of wye switch.

DUNDAS SUBDIVISION

Hamilton West.....Booth, adjacent to home signal.
Mileage 2.....Box on pole, south side.
Mileage 2.9.....On pole south side of tracks.
Mileage 7.2.....Post, adjacent to signal 72.
Mileage 10.2.....Post, O.H.B. south side, opposite spring switch.
Lynden.....Booth, east junction switch.
Mileage 14.1.....Tool house, Junction switch of Fergus Sub.
Mileage 18.5.....Shanty, east end of bridge.
Mileage 21.3.....On pole.
Mileage 24.2.....Opposite S.P.S. 242.
Mileage 25.8.....On post adjacent to Signal 258.
Mileage 29.2.....Consolidated Sand & Gravel Company switch.
Mileage 31.8.....Box, on pole.
Mileage 32.3.....Box, at spring switch.
Mileage 35.....Box, on pole.
Mileage 42.4.....Tool house.
Eastwood.....Box, south side, 150 feet west of shelter.

DUNDAS SUBDIVISION—Continued

Mileage 49.....On pole south side, back of bell box at Norwich Ave.
Woodstock.....East spring switch.
Mileage 50.5.....On pole south side.
Mileage 50.8.....In bungalow at crossing.
Beachville.....Station Waiting Room.
Mileage 55.5.....Booth, Gypsum Lime & Alabastine Co's. track.
Mileage 55.9.....Booth at crossover to service track north of Gypsum, Lime & Alabastine Co's. track.
Mileage 56.5.....On post at east switch of crossover to service track, north side of track.
Mileage 58.0.....Booth, Stone's switch.
Mileage 58.2.....On post on south side at S.P.S. 584.
Mileage 59.7.....In shanty, south side of crossover.
Mileage 60.....On post, on south side at S.P.S. 600.
Mileage 61.5.....Tool house.
Dorchester.....Waiting Room.
Mileage 71.4.....On pole, south side.
Mileage 75.....Opposite S.P.S. 749.
Mileage 76.7.....Switchtenders' shanty, junction switch.
Mileage 77.8.....On pole. S.P.S. 777.

STRATHROY SUBDIVISION

Hyde Park.....Waiting Room.
Lobo—Mileage 7.3.....Shelter.
Komoka.....Shelter, north side, near junction switch.
Mileage 19.3.....Box on pole.
Mileage 21.4.....Box on pole, north side.
Kerwood.....Waiting Room.
Watford.....Waiting Room.
Wanstead.....Waiting Room.
Mileage 43.9.....On post, adjacent to S.P.S. 439.
Mileage 45.8.....On post, adjacent to S.P.S. 458.
Mandaumin.....Shelter.

LONGWOOD SUBDIVISION

Mount Brydges.....Waiting Room.
Longwood.....Shelter, west end, siding.
Appin.....Waiting Room.
Mileage 19.7.....On post, west side of yard limit sign.

PETROLIA SUBDIVISION

Petrolia Junction.....Shelter, south side, east leg wye.

DUNNVILLE SUBDIVISION

Mileage 3.5.....Section house, Erie Beach.
Ridgeway.....Outside baggage room door.
Sherks.....Shelter.
Port Colborne.....Switch shanty, east yard.
Wainfleet.....Station waiting room.
Stromness.....Section tool house.
Dunnville.....Station waiting room.
Canfield Junction.....N.Y.C. interlocking tower.
Canfield.....Station.
Caledonia.....Switch shanty, east end of yard.
Mileage 62.9.....Box on pole.
Onondaga.....Station.
Cainsville.....Section tool house (west side).

SIMCOE SUBDIVISION

Simcoe Junction.....Shelter.

BURFORD SUBDIVISION

Mileage 10.3.....Tool house.
Mileage 23.1.....Second pole, west of junction switch. Otterville Subdivision.
Mileage 31.....Box on pole.
Mileage 33.7.....Southwest corner, tool house.

STRATFORD DIVISION

BRAMPTON SUBDIVISION

West Toronto.....Signal 53.
Weston.....Signal 80.
Mileage 8.7.....Crossing watchman's cabin.
Mileage 10.4.....Box on post.
Mileage 11.1.....In Booth.
Magor.....Box on post.
Malton.....West of Office Window.
Malton.....Sectionman's dwelling.
Brampton.....Box, platform near office.
Norval.....Box on post at west switch.
Georgetown.....Cabin, West wye switch.
Limehouse.....Station.
Mileage 34.5.....Box on post.
Acton.....Box, platform near office.
Rockwood.....Box, platform near office.
Mileage 41.8.....Box on post.
Mileage 44.6.....In Booth.
Guelph Junction.....Booth, crossover switches at Junction Brampton and Fergus Subdivisions.
Mosborough.....Baggage Room.
Breslau.....Waiting Room.
Kitchener.....Conductors' Room.
Petersburg.....Waiting Room.
Mileage 71.....In Booth.
Baden.....Box, platform near office.
New Hamburg.....Box, platform near office.
Mileage 79.....Sectionmen's shelter.
Shakespeare.....Box, platform near office.
Stratford.....Switchman's Shanty East end of Yard.

THORNDALE SUBDIVISION

St. Paul's.....Waiting Room.
St. Mary's Junction....Office and at Junction Switch Forest Subdivision
Mileage 12.1.....Booth, Cement Company's Switch.
Kelly's.....Waiting Room.
Thorndale.....Waiting Room.
Mileage 27.8.....Booth, Switch General Motors Diesel Ltd. Lead.
Mileage 29.6.....Box, C.P.R. crossing.
London Jct.....Box, Pole, Wye Switch.

FOREST SUBDIVISION

St. Mary's Junction....Office and at Junction Switch Thorndale Subdivision.
Granton.....Station office.
Lucan.....Box—Near Waiting Room Door.
Lucan Crossing.....Waiting Room.
Parkhill.....Box—Near Waiting Room Door.
Forest.....Box—Near Waiting Room Door.
Camlachie.....Box—Near Office Window.
Blackwell.....Waiting Room.

EXETER SUBDIVISION

Hyde Park.....Waiting Room.
Lucan Crossing.....Waiting Room.
Clinton Junction.....Booth, West Junction Switch.

GODERICH SUBDIVISION

Mitchell.....Box, East side of office window.
Dublin.....Waiting Room.
Seaforth.....Freight Office.
Clinton Junction.....Booth, West Junction Switch.
Holmesville.....Tool house.

DRUMBO SUBDIVISION

Mileage 3.9.....On telephone pole.
Drumbo.....C.P.R. Tower.
Bright.....Waiting Room.
Tavistock.....Waiting Room.
Stratford.....Switchman's Cabin East end of Yard.

FERGUS SUBDIVISION

Lynden.....Cabin, East end of Wye.
Mileage 6.2.....In Booth.
Harrisburg.....In Waiting Room.
Branchton.....In Waiting Room.
Galt.....Near office door.
Preston.....Freight office door.
Glenchristie.....Waiting Room.
Guelph Junction.....Booth, Crossover switches Junction Brampton and Fergus Subdivisions.
Mileage 30.9.....In Booth.
Marden—Mileage 34....Box, outside on dwelling.
Mileage 40.6.....In Booth.
Elora.....Tool house.
Fergus.....Tool house.
Alma.....Tool house.
Goldstone.....Waiting Room.
Drayton.....Near office door.
Moorefield.....Near office door.

NEWTON SUBDIVISION

Stratford.....Switchman's Cabin East end of Yard.
Brunner.....Waiting Room.
Milverton.....Freight Shed.
Peffers.....Waiting Room.
Britton.....Waiting Room.
Mileage 26.8.....Booth at Switch to Spur.
Listowel.....Box, Waiting Room Door.
Gowanstown.....Waiting Room.

DURHAM SUBDIVISION

Whites.....Booth, North of Junction Switch.
Holstein.....In Waiting Room.
Durham.....Box, Station Platform.

OWEN SOUND SUBDIVISION

Whites Jct.....Booth, North of Junction Switch.
Mileage 5.4.....Booth.
Harriston Jct.....Box, North of C.P.R. Crossing.
Mileage 9.2.....Booth.
Drew.....Waiting Room.
Alsfeldt.....Waiting Room.
Ayton.....Box, Platform.
Mileage 17.5.....Booth.
Mileage 22.7.....In Shelter.
Mileage 25.....Booth.
Hanover.....Box, Platform, Office window.
Elmwood.....Booth.
Chesley.....Box, Platform, Office window.
Mileage 37.8.....In Booth.
Dobbinton.....Waiting Room.
Tara.....Box, Platform, Office window.
Mileage 51.8.....Booth.
Allenford.....Box, Platform, Office window.
Park Head.....Waiting Room.
Shallow Lake.....Waiting Room.
Benallen.....Waiting Room.
Mileage 69.3.....Booth.
Mileage 71.2.....Tool house.

SOUTHAMPTON SUBDIVISION

Harriston Jct.....Booth, North of C.P.R. Crossing.

WESTWARD TRAINS—FIRST CLASS

9	187	333	15	329	89	663	81	5	79	325	75	83	183	323	17	321	101	77	87	Miles from Toronto	Symbols	OAKVILLE SUBDIVISION STATIONS
Passenger Daily	Passenger Saturday only	Can. Pac. Passenger Saturday only	Passenger Daily	Can. Pac. Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Saturday and Sunday	Passenger Daily	Passenger Daily Ex. Sunday	Can. Pac. Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Sunday only	Can. Pac. Passenger Daily	Passenger Daily	Can. Pac. Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday			
PM L 11.55	PM L 11.45	PM L 11.30	PM L 10.00	PM L 8.35	PM L 8.30	.....	PM L 6.20	PM L 6.00	PM L 5.20	PM L 5.15	PM L 3.30	PM L 1.15	PM L 1.15	AM L 10.50	AM L 8.30	AM L 8.05	AM L 8.00	AM L 7.00	AM L 1.45	0.0	C*KW XY	TORONTO.....
AM 12.13	AM 12.03	11.47	10.18	8.53	8.48	.....	6.38	6.18	5.38	5.32	3.47	1.35	1.33	11.07	8.48	8.23	8.18	7.20	2.03	8.4	X	8.4 CANPA..... Jct. with C.P. Rly.
.....	.....	.....	.....	.....	.....	.....	S 6.39	.....	S 5.39	.....	.....	* 1.37	.....	.....	.....	.....	.....	.....	.....	8.8	Z	0.4 LONG BRANCH.....
.....	.....	.....	.....	.....	.....	.....	S 6.42	.....	S 5.43	.....	.....	* 1.41	.....	.....	.....	.....	.....	.....	.....	11.1	.....	2.3 LAKEVIEW.....
S 12.18	12.07	11.52	10.23	* 8.58	8.52	.....	S 6.47	6.22	S 5.48	5.37	3.51	S 1.45	S 1.38	11.12	8.52	8.27	8.22	S 7.25	2.07	12.8	X	1.7 PORT CREDIT.....
.....	.....	.....	.....	.....	.....	.....	S 6.51	.....	S 5.52	.....	.....	F 1.49	.....	.....	.....	.....	.....	S 7.29	.....	15.0	.....	2.2 LORNE PARK.....
*12.22	12.10	11.55	10.26	9.02	8.55	From Milton Sub.	S 6.55	6.25	S 5.55	5.40	3.54	S 1.53	F 1.44	11.15	8.55	8.30	8.25	S 7.33	2.11	16.1	X	1.1 CLARKSON.....
S 12.32	12.16	AM 12.01	S10.30	* 9.10	* 9.00		S 7.05	S 6.31	S 6.07	5.45	* 3.58	S 2.04	S 1.53	11.20	9.01	S 8.38	S 8.32	S 7.43	2.16	21.4	XZ	5.3 OAKVILLE.....
12.37	12.20	12.05	10.35	9.16	9.05		F 7.14	6.36	S 6.15	5.49	4.01	S 2.12	F 1.59	11.24	9.05	8.45	8.38	S 7.49	2.20	25.6	X	4.2 BRONTE.....
S 12.47	12.26	12.10	10.42	* 9.24	9.13	PM L 7.40	S 7.25	6.43	S 6.25	5.55	4.06	S 2.23	S 2.08	11.30	9.12	S 8.53	S 8.46	S 8.01	2.27	30.8 31.8 32.0	WX YZ	6.4 Jct. with Beach Sub. Jct. with Beach Sub. V BURLINGTON..... Jct. with Milton Sub.
12.51	12.29	12.13	10.45	9.28	.....	F 7.45	F 7.30	.....	6.29	5.58	.....	2.27	2.11	11.33	9.15	8.57	8.49	S 8.06	2.30	34.9	X	2.9 ALDERSHOT.....
12.55	12.33	12.16	10.48	9.31	9.18	7.48	7.33	6.48	6.33	6.01	A 4.11 PM	2.33	2.15	11.36	9.18	9.01	8.53	8.11	2.33	36.9	X*Z	2.0 BAYVIEW..... Jct. with Dundas Sub.
12.57	12.35	A 12.18 AM	10.50	A 9.33 PM	9.20	7.50	7.35	6.50	6.35	A 6.03 PM		2.35	2.17	A 11.38 AM	9.20	A 9.03 AM	8.55	8.13	2.35	37.3	XY	0.4 HAMILTON JCT..... Jct. with Dundas Sub. Jct. with C.P. Rly.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	To Dundas Sub.	To Dundas Sub.	.....	.....	.....	.....	.....	.....	.....	.....	38.9	C*K WX	1.6 V HAMILTON YARD...
A 1.02 AM	A 12.40 AM	To C. P. Rly.	A 10.55 PM	To C. P. Rly.	A 9.25 PM	A 7.55 PM	A 7.40 PM	A 6.55 PM	A 6.40 PM	To C. P. Rly.	To C. P. Rly.	A 2.40 PM	A 2.22 PM	To C. P. Rly.	A 9.25 AM	To C. P. Rly.	A 9.00 AM	A 8.20 AM	A 2.40 AM	39.3	*K WX	0.4 V HAMILTON.....
Daily	Sunday only	Sunday only	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Saturday and Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Sunday only	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday			
9	187	333	15	329	89	663	81	5	79	325	75	83	183	323	17	321	101	77	87			

THREE TRACKS — DOUBLE TRACK — Movement by Signal Indication — Automatic Block Signal System — Toronto Terminals

Rules 251-258 apply between Canpa and Hamilton. All movements between Toronto and Long Branch must be governed by Toronto Terminals Time Table and requirements.

OAKVILLE SUBDIVISION FOOTNOTES

Terminal Clearances other than shown below—Trains, including trains from Canadian Pacific Railway, will not require terminal clearance at Canpa, Bayview, Hamilton Jct. and Hamilton (except trains using station tracks at Hamilton) provided train order signal, if any, indicates proceed.

Toronto—*Register station for first class and passenger extra trains originating and terminating, and Initial station, Oakville Subdivision.

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

Mimico Yard (Yard Office)—*Register station for trains originating and terminating. Westward extra trains originating at Mimico yard must obtain terminal clearance. Westward extra trains originating in Toronto Terminals and not required to obtain terminal clearance at Toronto, must obtain terminal clearance, (except C.P.R. extra trains operating via Leaside which have previously obtained terminal clearance at West Toronto).

Canpa-Port Credit—Designation and use of three main tracks between first crossover west of Canpa Tower and first switch east of Port Credit station. (Tracks are numbered from north) No. 1 westward passenger and freight; No. 2—eastward passenger and freight; No. 4—eastward freight.

Port Credit—Switch, located just east of Port Credit station, leading to No. 4 track will be operated only by operator on duty and who must comply with rule 512 before handling this switch.

When Switching Oil Plants, air must be coupled and in operation.

Trains using shed track must keep sharp lookout for cars on ramp track which may be foul of shed track.

All movements over No. 2 highway (Toronto St.) on Trinidad Leaseholds' tracks and on St. Lawrence Starch Works tracks must be protected by a member of crew. (B.T.C. 27063).

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a Railway is prohibited in respect of any public crossing at grade within the limits of the Village of Port Credit, except when necessary to prevent accident. (B.T.C. 69811). This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the village of Port Credit extend from mileage 12.2 to mileage 14.1.

Lorne Park and Clarkson—Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Lorne Park Road, and Clarkson Road public crossings at grade, except when necessary to prevent accident. (B.T.C. 70601). This does not prohibit the sounding of engine whistle signals when necessary for train operation. Lorne Park Road mileage 15.1, Clarkson Road mileage 16.1.

Automatic gates protect Clarkson Rd. With exception of through movements on main tracks enginemen must know that gates are in lowered position before proceeding over crossing. "Stop" and "Start" buttons are located at both east and west sides of main tracks at crossing and must be operated by trainmen for any reverse or switching movement over crossing. On yard tracks stop must be made at stop boards and "Start" button operated to lower gates. If movement is not completed over crossing operate "Stop" button to raise gates. On main tracks eastward freight trains stopping must be left west of 5th Line Crossing or fouling point of crossover at Storage tracks. Pushbutton —Special Instruction No. 4 applicable.

All movements over Givens Road, **between No. 2 Highway and Clarkson Road on** British American Oil Company's spur **must be protected by member of crew.** (B.T.C. 61756).

When Switching Oil Plants, **air must be coupled and in operation.**

Mileage 19.1—Automatic Block Signal 191 is a Station Protection Signal.

Oakville—All movements on yard tracks over 9th Line crossing, mileage 19.2, and 8th Line crossing, mileage 20.6, must stop at "Stop" signs on both sides of crossings and not proceed until it is known that automatic protection is in operation.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a Railway, is prohibited in respect of any public crossing at grade within the limits of the Town of Oakville, except when necessary to prevent accident. (B.T.C. 72774). This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the Town of Oakville extend from mileage 20.8 to mileage 22.1.

Three main track crossovers are designated as No 1, 2 and 3 (numbered from the east).

All movements over the Town Line crossing of industrial lead to St. Lawrence Cement Company must be protected by a member of the crew. (B.T.C. 90280).

Mileage 24.4—Third Line Crossing—Automatic short arm gates, flashing lights and bell protect this crossing. All movements on other than main tracks, before proceeding over crossing, must stop and lower gates by pushing "Start" button located each side of crossing. Pushbutton—Special Instruction No. 4 applicable.

Burlington—Trains, except Milton Subdivision trains, will not require terminal clearance passing from one Subdivision to another at Burlington, provided train order signals indicate proceed.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Brant Street public crossing, mileage 32.0, first public crossing at grade east of station, except when necessary to prevent an accident. (B.T.C. 61080). This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Brant Street gates will not be lowered while eastward passenger trains are standing at station, and clear of public crossing at grade. Before starting train, engineman will sound engine whistle signal (14g), and must know that crossing gates have been lowered. Engines must not stand close to Brant Street in order to avoid annoyance to residents.

Bayview—Connection with Dundas Subdivision—Interlocking (B.T.C. 33483). Trains arriving Bayview from Hamilton West to back into Hamilton will head east onto eastward track.

Hamilton-Bayview—NOS. 14, 80, 6, 118, 18 AND 16 BACK BAYVIEW TO HAMILTON. NOS. 9, 77, 17, 183, 83, 5 AND 15 BACK HAMILTON TO BAYVIEW.

Conductor must ride on rear, on platform if any, during back-up movement in either direction between Hamilton and Bayview (and Hamilton West on Dundas Subdivision).

When handling brake test for back-up passenger movement in either direction between Hamilton and Bayview, engineman must, on receipt of signal (16e), lap brake valve to permit application of brakes from rear of train, then sound one short blast of engine whistle to confirm this setting. He must be ready to make this test and, if required engine whistle is not sounded, employee testing will repeat signal 16(e). Control of brakes must remain with engineman at all times, and brakes must not be applied through use of back-up hose except in case of emergency. Where any known stop is to be made, conductor must indicate it to engineman by communicating signal sufficiently in advance to allow for service application of brakes.

Hamilton Jct.—Connections with Canadian Pacific Railway and Dundas Subdivision. Interlocking. (B.T.C. 68525, 73272.)

Hamilton Yard—*Register station for trains originating and terminating. When no Operator on duty, such trains will register at Hamilton and trains originating will secure train orders at Hamilton.

OAKVILLE SUBDIVISION

EASTWARD TRAINS—FIRST CLASS

STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	74 Passenger Daily Ex. Saturday and Sunday	76 Passenger Daily Ex. Sunday	660 Passenger Daily Ex. Sunday	322 Can. Pac. Passenger Daily Ex. Sunday	14 Passenger Daily	94 Passenger Daily	324 Can. Pac. Sunday only	82 Passenger Daily Ex. Sun.	80 Passenger Daily Ex. Sunday	326 Can. Pac. Passenger Daily	6 Passenger Daily	92 Passenger Daily Ex. Sun.	118 Passenger Sunday only	192 Passenger Sunday only	18 Passenger Daily Ex. Sunday	332 Can. Pac. Passenger Daily	334 Can. Pac. Passenger Daily	108 Passenger Daily	20 Passenger Daily	16 Passenger Daily
TORONTO (Toronto Terminals)	D N	U N	YA	RD	A AM 7.35	A AM 8.30		A AM 8.45	A AM 8.55	A AM 9.00	A AM 9.30	A AM 10.20	A AM 11.10	A PM 12.05	A PM 3.25	A PM 7.45	A PM 7.55	A PM 8.00	A PM 8.10	A PM 9.10	A PM 9.45	A PM 9.55	A PM 10.05	A PM 10.20
8.4														PM										
CANPA (Jct. with C.P. Rly.)	D N	M J			7.13	7.59		8.23	8.32	8.37	9.08	10.02	10.49	11.43	3.04	7.27	7.37	7.42	7.52	8.50	9.27	9.37	9.47	10.02
0.4																								
LONG BRANCH					S 7.12	S 7.58																		
2.3																								
LAKEVIEW					S 7.07	S 7.52																		
1.7																								
PORT CREDIT V	D N	C R	W83	62	S 7.03	S 7.49		8.17	8.27	* 8.31	9.02	9.58	S10.42	11.37	2.59	S 7.20	S 7.30	S 7.35	S 7.45	8.45	9.21	9.31	9.42	9.58
2.2																								
LORNE PARK					S 6.58	S 7.43																		
1.1																								
CLARKSON	D N	C A		41	S 6.55	S 7.40		8.12	8.22	8.25	8.57	9.55	S10.30	11.32	2.56	S 7.08	7.22	S 7.28	7.37	8.41	9.15	9.25	9.38	9.53
5.3																								
OAKVILLE V	D N	O A	E 99 W114	Yard	S 6.47	S 7.32	To Milton Sub.	* 8.06	S 8.18	S 8.21	* 8.51	9.51	S10.23	11.26	S 2.50	S 7.03	S 7.17	S 7.22	S 7.32	8.36	S 9.11	F 9.21	9.34	* 9.49
4.2																								
BRONTE	D	B E		50	S 6.38	F 7.22		8.01	8.13	8.16	8.46		S10.11	11.21	2.43	6.51	7.10	7.15	7.25	8.31	9.04	9.14		9.45
6.4																								
Jct. with Beach Sub. Jct. with Beach Sub. BURLINGTON V	D N	S Q	W130	Yard	S 6.29	S 7.14	A AM 7.45	7.54	8.07	8.11	8.39	9.43	S10.05	11.14	2.37	S 6.45	S 7.04	S 7.09	S 7.19	S 8.24	* 8.59	F 9.09	9.26	9.40
Jct. with Milton Sub.																								
2.9																								
ALDERSHOT	D	A D		75	F 6.24	F 7.09	F 7.38									6.39		7.04						
2.0																								
BAYVIEW (Jct. with Dundas Sub.)	D N	S J	W32		6.21	7.06	7.36	7.48	8.01	8.06	8.33	L 9.38 AM	9.56	11.08	2.31	6.36	6.56	7.01	7.10	8.18	8.53	9.01	L 9.21 PM	9.34
0.4																								
HAMILTON JCT. (Jct. with Dundas Sub. Jct. with C.P. Rly.)	D N	S U			6.19	7.04	7.34	L 7.46 AM	7.59	8.04	L 8.31 AM		9.54	L 11.06 AM	2.29	6.34	6.54	6.59	7.08	L 8.16 PM	L 8.51 PM	8.59		9.32
1.9																								
HAMILTON YARD V	D N	S Y		Yard																				
0.4																								
HAMILTON	D N	S		Yard	L 6.15 AM	L 7.00 AM	L 7.30 AM	From C. P. Rly.	L 7.55 AM	L 8.00 AM	From C. P. Rly.	From Dundas Sub.	L 9.50 AM	From C. P. Rly.	L 2.25 PM	L 6.30 PM	L 6.50 PM	L 6.55 PM	L 7.04 PM	From C. P. Rly.	From C. P. Rly.	L 8.55 PM	From Dundas Sub.	L 9.28 PM
					Daily Ex. Saturday and Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Sunday only	Daily Ex. Sun.	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sun.	Sunday only	Sunday only	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily
					74	76	660	322	14	94	324	82	80	326	6	92	118	192	18	332	334	108	20	16

THREE TRACKS — DOUBLE TRACK — Movement by Signal Indication — Automatic Block Signal System

Rules 251-258 apply between Canpa and Hamilton. All movements between Toronto and Long Branch must be governed by Toronto Terminals Time Table and requirements.

Hamilton—*Register station for trains using station tracks only. Trains Nos. 5, 6, 9, 14, 15, 16, 17, 18, 118, 83, 89, 94, 108 and 183 may register at Hamilton by delivering register ticket to Operator.

Freight trains must not be operated over passenger tracks at Hamilton, except in emergency. (B.T.C. 44060).

Trains not entering station tracks will be governed on eastward and westward main tracks respectively by train order signals of color light, three indication type, located on piers of James St. Bridge opposite west end of station.

Trainman will accompany engine from shop track to top end of yard for all trains ordered to Dundas and Oakville Subdivisions.

Station protection signals 386, 387, 389, 390 and 396 are operated by switchtenders. The upper light of signal 389 governs westward track and lower light governs to station tracks. The upper light of signal 390 governs from station tracks through crossovers to eastward track, and lower light governs from station tracks to westward track. In event any signal cannot, because of failure, be cleared, movements will be governed by instructions of switchtender.

The following switches are in charge of switchtenders: Switches at Bay St.; middle switches at Stuart St. yard; all main track switches at west end of yard from 5.00 p.m. to 1.00 a.m. Monday to Friday inclusive, and 1.00 a.m. to 9.00 a.m. Tuesday to Saturday inclusive, and phone is located in shanty for use of crews when switchtender not on duty.

Movements from South Yard must not foul main tracks at Stuart St. yard, middle switches, until proceed signal given by switchtender.

Freight trains must not foul crossovers at Stuart St. yard, middle switches, while taking water.

Air brakes must be in service on all cars when making long terminal moves.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Hamilton except when necessary to prevent accident. (B.T.C. 40101). This does not prohibit the sounding of engine whistle signals when necessary for train operation. Hamilton City limits commence at mileage 37.6.

Switches at extreme ends of the two main track crossovers connecting north and south yards, are controlled by electric switchlocks.

*OTHER AND CONDITIONAL STOPS

Nos. 74, 76, 79 and 81 stop at Dixie Road (mileage 10.2).
No. 94 stop at Port Credit to detrain revenue passengers from New York and beyond.
No. 16 stop at Oakville to detrain revenue passengers from London and beyond.
No. 83 stop on Saturdays at Long Branch, Dixie Road and Lakeview.
No. 75 stop on flag at Oakville to entrain revenue passengers for London and beyond.
No. 89 stop on flag at Oakville to entrain revenue passengers for Suspension Bridge and beyond.
No. 9 stop at Clarkson to detrain revenue passengers.
Nos. 322 and 324 stop at Oakville to detrain passengers from points beyond Hamilton and to entrain passengers for points beyond Toronto.
No. 329 stop on flag at Port Credit, Oakville and Burlington to entrain passengers for points beyond Hamilton.
No. 334 stop on flag at Burlington to entrain revenue passengers for points beyond Toronto.

YARD LIMIT SIGNS

Mimico —13,668 feet west of station.
Oakville —16,475 feet east of station.
— 8,000 feet west of station.
Burlington — 6,445 feet east of station.
— 8,685 feet west of station.
*Hamilton — 5,412 feet east of Bayview. Special Instruction D-2 applicable.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	80
Freight and mixed trains	60
Engine with caboose or light engines	40

Hamilton Jct.-Hamilton—Yard speed, except that no train may exceed 35 miles per hour, and trains backing 20 miles per hour.

SPEED RESTRICTIONS—(Continued)

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:

			Miles per hour
Mileage 10.2	Dixie Rd.	Westward Track	65
" 10.6	Haig Ave.	Eastward Track	
" 10.9	Ogden Ave.	Westward Track	
" 11.0	Alexander Ave.	Westward Track	
" 17.9	Town Line Rd.	E. and W. Tracks	
" 25.7	Trafalgar Rd.	Eastward Track	
" 34.8	Waterdown Rd.	Westward Track	

PERMANENT SLOW ORDERS

Mileage	Miles per hour
8.5 to 12.8—On track No. 4	35
36.8 to 37.5—Junction switches and curves	20
Hamilton, passing through switches to and from station	10

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest auxiliary crane permitted—250 ton.

MILEAGE 1.1 TO 37.3—Operation of C.P.R. engines Class T-1 and V-5 is prohibited.

LAKEVIEW—Heaviest steam engine permitted to operate in Canadian Ordnance siding—2600 class.

PORT CREDIT—Heaviest steam engine permitted to operate in St. Lawrence Starch Ltd. tracks—C.N. 80, 90 and C.P.R. D-10 type.

OAKVILLE—Heaviest steam engine permitted to operate in Ford Company upper yard tracks—34%.

Heaviest engine permitted to operate in Canada Building Materials tracks, 2600 class.

(Continued)

OAKVILLE SUBDIVISION FOOTNOTES—Continued

OTHER TRACKS

	Car Capacity	Points face	Mileage
Toronto Waste Paper Ltd. (off No. 4 track)	3	E.	10.3
Allied Flock & Felt Co. (off No. 4 track)	6	W.	10.5
Victoria Builders' Supplies (off No. 4 track)	6	E.	10.7
Canadian Ordnance	40	E. & W.	11.1
Johns Manville Co. (off No. 4 Track)	24	E.	11.6
Admiral Track (off No. 4 Track)	35	W.	11.9
Glott Lumber Co. (off No. 4 track)	11	E.	11.9
Trinidad Leaseholds	58	E.	13.7
Storage Track	25	E. & W.	16.1
Diversey Corpn	29	E.	17.6
Hydro Electric Power Commission	5	E.	19.1
Product Tank Shops	164	E. & W.	24.4
Refractories Engineering & Supply Ltd	5	E	25.7
Index 6667A, Hydro Electric Power Co., No. 1 Ontario	28	W.	33.0
National Fire Proofing Co.	34	E.	35.4
Noseworthy Bros.	13	E.	35.4

TAKE SIDING SIGNALS

Port Credit—On westward signal No. 117.
Oakville —On westward signal No. 191.
" —On eastward signal No. 220.
Burlington —On westward signal No. 303.
" —On eastward signal No. 322.
(When Take Siding signal is displayed on signal No. 322 eastward trains will clear on main track of Beach Subdivision. Capacity 100 cars.)

LEAVE SIDING SIGNALS

Oakville —West switch of westward siding.
" (Signal indication displayed governs movements to westward main track only.)
" —East switch of eastward siding.
Burlington—West switch of westward siding.

SPRING SWITCHES

Oakville —West switch of westward siding.
" —East switch of eastward siding.
Burlington —Junction switch, mileage 30.8.
" —West switch of westward siding.

Trains leaving sidings where spring switches are located 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 these spring switches. Movements 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.

OTHER TRAINS

Way Freight leaves Hamilton 7.15 a.m., Tuesday, Thursday and Saturday for Allandale.

Switcher leaves Hamilton 8.30 a.m., exept Sunday for Mimico.

Switcher leaves Mimico 8.45 a.m., exept Sunday for Hamilton.

THOROLD SUBDIVISION

NORTHWARD TRAINS	Miles from Junction Switch Welland Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD TRAINS
↓	0.0	XZ	.....PORT ROBINSON...V Jct. with Welland Sub.	DN	RT	....	....	↑
	4.6	.....	4 6 .....LOCK 25..... 1 1	P	....	89	40	
	5.7	XZ	Double Track .....THOROLD..... 2 2	DN	U	....	Yard	
	7.8		Jct. with Grimsby Sub.					
	7.9	W XZ	V ..MERRITTON.....	DN	Q	YA	RD	
	Rules 41 & 44 Applicable between Thorold and Port Robinson							

THOROLD SUBDIVISION FOOTNOTES

Terminal Clearances—Trains may pass from one Subdivision to another at Pt. Robinson and Merritton and from double to single track at Thorold, without terminal clearance, provided train order signal indicates proceed.

Pt. Robinson—Junction and crossover switches are in charge of Operator.

Port Robinson—Lock 25—Thorold—Merritton—Operator at Thorold must display train order signal at "Stop" and hold all northward trains or light engines until arrival of preceding train or light engine has been reported by operator at Merritton, who must not do so until he has seen train or engine is clear of junction switch leading to Grimsby Subdivision. When no operator on duty at Thorold, this will be performed by operator at Port Robinson. This does not relieve enginemen or trainmen from complying with rules Nos. 93 and 99.

Northward freight trains must have running test of brakes immediately before passing Lock 25 and system must be fully recharged before reaching summit of grade. When he considers retaining valves necessary for safe control, enginemen will stop movement and direct trainmen to set required number on head end.

Under no circumstance must engine be detached from train between Thorold and Merritton.

When no operator on duty at Thorold, enginemen on assisting engines when released at Thorold or Lock 25 must secure permission from dispatcher before returning to Merritton.

Thorold—Spring switch located at end of double track mileage 5.1, northward trains governed by signal No. 175.

Roadway leading from highway to Hayes Steel Products Ltd. buildings, which is first crossing south of bridge No. 10, must not be blocked—if necessary for trains to stop before clearing this crossing, cut must be made immediately train stops.

When switching on main track in vicinity of Thorold, precaution must be taken to know definitely that hand brakes on cars are in good condition.

Merritton—Junction switch with Grimsby Subdivision westward main track is interlocked with first switch Thorold Subdivision south of Junction switch. Switch on Thorold Subdivision must be set for diverging track except when Junction switch is lined for movements to and from Thorold Subdivision.

Junction and crossover switches to and from Grimsby Subdivision are in charge of switchtender.

Northward trains in excess of 60 cars, will see that rear of train is clear of Glendale Ave. (St. David Road) Crossing, mileage 9.2, before work is undertaken.

DRAWBRIDGES

MILEAGE 4.0—Drawbridge No. 10 Welland Ship Canal, Interlocking. (B.T.C. 45366).

YARD LIMIT SIGNS

Merritton (Northward) —3646 feet south of junction switch with westward track Grimsby Subdivision.
Merritton (Southward) —3646 feet south of junction switch with eastward track Grimsby Subdivision.
Thorold — 421 feet north of station.
16881 feet south of station.
Port Robinson — 5563 feet north of station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	50
Freight and mixed trains, engine with caboose or light engines	40
Mileage 3.7—Over Switch leading to Coniagas Industrial Spur, northward trains	30
" 5.1—Thorold through spring switch south end of double track	20
" 5.7 to 7.9—Grade and curves, northward trains	20

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted—250 tons.

HUMBERSTONE SUBDIVISION

NORTHWARD TRAINS	Miles from Junction Switch Dunnville Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD TRAINS
↓		KW YZ	.....PORT COLBORNE..... 0.2	DN	OC	YA	RD	↑
	0.0		Jct. with Dunnville Sub. 1 1					
	1.1	.....	.....HUMBERSTONE..... 3.4	....	....	....	8	
	4.4	*RW	Jct. with Cayuga Sub.					
	4.5	YZ	.....WELLAND JCT.....	DN	WD	YA	RD	
	Rules 41 & 44 Applicable							

HUMBERSTONE SUBDIVISION FOOTNOTES

Port Colborne—Trains will stop clear of second level crossing north of north wye switch and must not foul Dunnville Subdivision until Conductor obtains permission from Dispatcher, who must record such permission in train order book as transmitted to and acknowledged by Conductor

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the town of Port Colborne, except when necessary to prevent accident. (B.T.C. 45136). This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of Port Colborne commence at mileage 0.4.

Humberstone—Movements on track serving Century Coal Co., when passing over Highway No. 58 must be protected by a member of the Crew. (B.T.C. 70003).

Welland Jct.—*All trains may register at Welland Jct. by delivering register ticket to Operator.

RAILWAY CROSSINGS AT GRADE

WELLAND JCT.—Cayuga Subdivision; non-interlocking. Signal No. 175 is semaphore type, manually operated, two-arm signal, located at northeast corner of crossing. Each arm displays "stop" or "proceed" indication. Upper arm governs movements in both directions on Cayuga Subdivision. Lower arm governs movements in both directions on Humberstone Subdivision. Normal indication of both arms is "stop" and will only be changed to "proceed" indication to permit trains to pass, after which signals must be restored to normal position.

YARD LIMIT SIGNS

Port Colborne—7690 feet north of junction switch, Dunnville Subdivision.
Welland Jct. —4000 feet south of station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
All Trains	30
Mileage 0.0 to 0.4—Port Colborne, East leg Wye. All public crossings at grade from Fraser to Killaly Street, first and seventh streets north of junction with Dunnville Subdivision. (B.T.C. 56098)	10
" 0.0 to 0.2—Port Colborne, Fraser, Welland and Alma Streets, first, second and third streets north of junction with Dunnville Subdivision. (B.T.C. 56098)	10
" 1.1 Humberstone, No. 3 Highway (B.T.C. 70705)	10

PERMANENT SLOW ORDERS

Mileage		Miles per hour
0.2	Port Colborne, Through West leg wye	5

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISON—Heaviest auxiliary crane permitted—250 ton.

PORT COLBORNE—Mikado Type engines, or heavier, prohibited from operating on west leg of wye in either direction.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Century Coal Co.	115	S	1.3

WESTWARD TRAINS	Miles from Junction Switch Grimsby Sub.	Symbols	HAGERSVILLE SUBDIVISION STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD TRAINS
↓	.....	CK XW Z	Grimsby Sub. ..HAMILTON....V 0.3	DN	S	YA	RD	↑
	0.0	....	Jct. with Grimsby Sub. 6.9					
	6.9	....	.....RYMAL..... 5.0	P	....	17	....	
	11.9	....	.....GLANFORD..... 5.1	P	....	52	5	
	16.8		Jct. with Dunnville Sub.					
	17.0	WY Z	.....CALEDONIA..... 4.6	DN	CS	YA	RD	
	21.6	....	...WILLOW GROVE... 5.1	....	....	....	....	
	26.7	VZ	....HAGERSVILLE.... 5.7	DN	HA	YA	RD	
	32.4	RY Z	.....JARVIS.....	DN	J	....	9	
	32.7		Jct. with Cayuga Sub.					
			Rules 41 and 44 applicable between Glanford and Jarvis					

HAGERSVILLE SUBDIVISION FOOTNOTES

Hamilton—Station protection signals 02 and 02A are controlled by switchtender. Signal 02 governs main track through junction switch to Grimsby Subdivision. Signal 02A governs highball track through junction switch, Grimsby Subdivision. In event any signal cannot, because of failure, be cleared, movements will be governed by instructions of switchtender.

Eastward freight trains will stop at distant signal No. 134 for T.H. & B. crossing and remain until permission is received from switchtender at junction Grimsby Subdivision to proceed. To contact switchtender, ring 2 shorts, 1 long on yard phone. If yard phone inoperative, contact London dispatcher by emergency phone located in section tool house at Wentworth St. After calling switchtender, also call T.H. & B. dispatcher from emergency phone at same location and advise him of instructions received. If train held at this point T.H. & B. dispatcher must again be called immediately permission is received to proceed.

Air brakes must be in service on all cars when making long terminal moves.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Hamilton, except when necessary to prevent accident. (B.T.C. 40101). This does not prohibit the sounding of engine whistle signals when necessary for train operation. Hamilton City limits commence at mileage 5.9.

Rymal—Eastward freight trains must have running test of brakes immediately before passing Rymal and system must be fully recharged before reaching summit of grade. When he considers retaining valves necessary for safe control, enginemen will stop movement and direct trainmen to set required number on head end.

Eastward extra trains must not leave Rymal until permission is received from train dispatcher. This permission will not be given by train dispatcher until preceding train has arrived at Hamilton. When telephone is inoperative trains will proceed, keeping lookout for trains ahead.

Caledonia—Train order signal governs Dunnville Subdivision trains only. All Hagersville Subdivision trains must obtain terminal clearance.

Permission must be secured from train dispatcher, London, before fouling Dunnville Subdivision.

Argyle St., mileage 16.9, first public crossing at grade east of station. Movements on siding and track over this crossing must be protected by member of crew. Cars left standing on this siding and track must be placed at least 50 feet from the street line. (B.T.C. 36488).

Hagersville—All movements over yard tracks, King Street, must be protected by member of crew. (B.T.C. 58051).

Haldimand Quarry lead, crossing Provincial Highway No. 6. All movements over this crossing must be protected by a member of the train crew. (B.T.C. 76549).

Jarvis—Stop Sign on east leg of wye is on Fireman's side and governs movements to Cayuga Subdivision. Before passing stop sign, permission must be secured from Dispatcher at St. Thomas.

RAILWAY CROSSINGS AT GRADE

MILEAGE 1.5 (Victoria Ave.)— Toronto, Hamilton and Buffalo Railway, Interlocking. (B.T.C. 81190). In event home signal does not clear promptly T.H. & B. Dispatcher should be contacted for instructions by telephone located on post immediately north of switch to T.H. & B. interchange.

MILEAGE 26.7—New York Central Railway. Interlocking. (B.T.C. 67035).

YARD LIMIT SIGNS

Hamilton —3495 feet west of diamond T.H. & B. crossing.
Caledonia —4845 feet east of station. 6075 feet west of station.
Hagersville—8400 feet east of station. 5597 feet west of station.
Jarvis —3448 feet east of junction switch, Cayuga Subdivision.

SPEED RESTRICTIONS

	Miles per hour
Maximum speed where not otherwise limited:	
All trains	35
Mileage 0.0 to 1.2 Hamilton, on and along Highways	10
" 0.3 " Barton St.....(B.T.C. 66759)	
" 0.5 " Cannon St.....(B.T.C. 78489)	
" 0.7 " Rebecca St.....(B.T.C. 34838)	
" 0.8 " King William St...(B.T.C. 73098)	
" 0.9 " King St.....(B.T.C. 14081)	
" 0.9 " Main St.....(B.T.C. 53939)	
" 1.1 " Hunter St.....(B.T.C. 38821)	
" 16.9 Caledonia—Argyle St. (Highway No. 6) Trains, except those on Dunnville Sub., when approaching and within 200 feet of public crossing at grade (B.T.C. 73803)	4
Hagersville—wye tracks, both legs	5
Lead to Dundas Quarry	
Scale track	4
Jarvis—east leg of wye track	5

PERMANENT SLOW ORDERS

Mileage		Miles per hour
6.9 to 1.5	Grade, eastward trains	25
14.0 to 31.0	All trains	25
15.4	Bridge—engines heavier than Mikado Type and auxiliary cranes heavier than 100 tons	10
22.6	Bridge—engines heavier than Consol Type and auxiliary cranes heavier than 100 tons	
26.4 to 27.1	Approaching and when within 500 ft. of governing home signal NYC crossing (B.T.C. 67035)	15

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest engine permitted—Northern type 6100-6200.
Heaviest car permitted—210,000 lbs. but not 210,000 lb. ore cars.
Heaviest auxiliary crane permitted—250 ton.

HAGERSVILLE—Heaviest engine permitted in Canada Crushed Stone, Haldimand Quarries and Hagersville Quarries tracks—Mikado Type.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Harrison Lumber Co.	10	E.	7.0
F. E. Shaw Ltd.	18	E.	7.2
Gypsum	16	E. & W.	23.1

OTHER TRAINS

Way freight leave Hamilton 8.15 a.m., except Sunday, for Simcoe and return.

WESTWARD TRAINS	Miles from Junction Switch Grimsby Sub.	Symbols	BEACH SUBDIVISION STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD TRAINS
↓		XZ	.....STONEY CREEK..... 0.0	DN	K1	....	38	↑
	0.0		Jct. with Grimsby Sub. 4.8					
	4.8	Z	Double Track ....HARGROVE..... 2.7	....	....	....	....	
	7.5	XWY	...BURLINGTON.....	DN	SQ	44	Yard	
	7.7	Z	Jct. with Oakville Sub.					
	8.7		Jct. with Oakville Sub.					
			Rules 41 & 44 applicable Between Stoney Creek & Hargrove					

BEACH SUBDIVISION FOOTNOTES

Terminal Clearances—Trains may leave Stoney Creek and Burlington, provided train order signal indicates proceed, and may pass from double to single track at Hargrove, without obtaining terminal clearance.

Stoney Creek—Junction and crossover switches are in charge of operator. Hand signal must be received from operator before fouling Grimsby Subdivision.

Burlington—Switch leading from Beach Subdivision to Oakville Subdivision is equipped with spring switch. Dwarf signal No. 306 operated from station governs trains to Oakville Subdivision.

Engines must not stand close to Brant Street in order to avoid annoyance to residents.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Brant St., mileage 7.6, first public crossing at grade west of station, except when necessary to prevent an accident. (B.T.C. 61080). This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Ontario St. Mileage 6.4—movement over Ontario St. on the Spur Track which has no track circuit, must be flagged by a member of Train Crew. (B.T.C. 71393).

DRAWBRIDGES

HARGROVE—Burlington Canal Drawbridge, non-interlocking. Signal No. 45, located on south side of track, governs westward movements over Canal Bridge. During season of Navigation; normal position of bridge, "open". Upon approach of trains, if no vessel near which will be delayed, bridge will be closed, and signal cleared. Signals are located 709 feet west and 676 feet east of centre line of bridge. Head end trainmen will handle switch at end of double track when proceeding eastward from double to single track. Bridge tender will close switch when train has passed. Firemen on light engines will open and close switch on eastward movements. After close of navigation switch will be handled by train crews. Normal position of switch is for westward trains.

YARD LIMIT SIGNS

Burlington —Junction switches (Oakville Subdivision), 1000 feet east of switch at Hargrove.
Stoney Creek —4200 feet west of junction switch, Grimsby Subdivision.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	50
Freight and mixed trains	40
Engine with caboose or light engines	
Mileage 0.0—Stoney Creek—Eastward trains through turnout and crossover to Grimsby Subdivision	20
" 6.2—Brant House Crossing, No. 2 Highway (B.T.C. 32039)	10
" 6.4—Burlington, Ontario Street, Second Eastof station (B.T.C. 75765)	
" 6.9—Burlington, Richmond Rd., first east of station	35
" 8.7—Burlington, through spring switch leading to Oakville Subdivision	25

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest auxiliary crane permitted—250 ton.

BURLINGTON—A. S. Nicholson & Sons tracks—heaviest engine permitted to operate, 2300 Class.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
Langs Foods Ltd.	9	E.	0.8

WESTWARD TRAINS—FIRST CLASS

SECOND CLASS 219 Mixed Daily Ex. Sunday	15 Passenger Daily	5 Passenger Daily	141 Passenger Sunday only	11 Passenger Daily Ex. Saturday and Sunday	171 Passenger Daily Ex. Sunday	75 Passenger Daily Ex. Sunday	83 Passenger Daily Ex. Sunday	111 Passenger Saturday only	183 Passenger Sunday only	17 Passenger Daily	29 Passenger Daily Ex. Sunday	77 Passenger Daily Ex. Sunday	173 Passenger Daily Ex. Sunday	9 Passenger Daily	39 Passenger Daily	Miles from Junction Switch Oakville Sub.	Symbols	DUNDAS SUBDIVISION STATIONS
	PM L 10.58	PM L 7.05				From Oakville Sub.	PM L 2.52		PM L 2.32	AM L 9.32		AM L 8.40	AM L 5.50	AM L 1.18			*KWX	HAMILTON
																	C*KWX	0.4 HAMILTON YARD
																		1.6 Jct. with C.P. Rly. Jct. with Oakville Sub. HAMILTON JCT.
	11.04	7.11					2.58		2.38	9.38		8.46	5.55	1.24			X	0.4
	11.06	7.13				PM L 4.11	3.00		2.40	9.40		8.48		1.26		0.0	X	BAYVIEW Jct. with Oakville Sub.
	11.07	7.14				4.12	3.01		2.41	9.41		8.49	5.56	1.27		0.4	XY*Z	0.4 HAMILTON WEST
	11.15	7.22				S 4.19	S 3.09		S 2.48	• 9.49		F 8.57	S 6.04	1.35		4.7	X	4.3 DUNDAS
	11.23	7.31				4.27	S 3.19		2.58	10.00		9.07	S 6.12	1.46		9.6	WXZ	4.9 COPETOWN
From Dunnville Sub.	11.28	7.36				4.31	S 3.26		S 3.03	10.05		S 9.13	A 6.19 AM	1.51		14.0 14.1	XY	4.4 V LYNDEN Jct. with Fergus Sub.
PM L 7.57	S11.43	S 7.51				S 4.42	S 3.43		S 3.15	S10.20		S 9.33	To Fergus Sub.	S 2.12		22.7 23.0	C*KWXZ	9.0 Jct. with Dunnville Sub. BRANTFORD
S 8.10		S 8.04					S 3.55		S 3.27	S10.34		S 9.48		F 2.26		30.2	Z	7.2 PARIS
A 8.12 PM	11.56	8.07				4.52	3.58		3.31	10.38		9.50		2.30		30.9	CWXYZ	0.7 PARIS JCT. Jct. with Drumbo Sub.
	AM 12.04	8.16				5.00	S 4.08		F 3.41	10.47		F 9.59		2.38		37.9	X	7.0 PRINCETON
To Drumbo Sub.	S12.17	S 8.32				S 5.12	S 4.24		S 3.55	S11.04		S10.17		S 3.00		49.5 49.6	WXYZ	11.7 Jct. with Hickson Sub. V WOODSTOCK
	12.22	8.37				5.17	S 4.31		F 4.01	11.09		10.22		3.05		54.5	X	4.9 BEACHVILLE
	12.27	S 8.45	From Thorndale Sub.	From Thorndale Sub.	From Thorndale Sub.	5.21	S 4.38	From Thorndale Sub.	S 4.09	S11.18	From Thorndale Sub.	S10.31		F 3.15	From Thorndale Sub.	59.0	XZ	4.5 V INGERSOLL
	12.35	8.55				5.29	S 4.53		F 4.20	11.28		10.41		3.25		68.5	X	9.5 DORCHESTER
	12.43	9.05				5.36	5.05		4.30	11.38		10.51		3.35		76.5	C*KWX*Z	8.0 V LONDON EAST
			PM L 8.50	PM L 8.35	PM L 7.00			PM L 4.40			AM L 11.35				AM L 2.15	76.7	XY	0.2 V LONDON JCT. Jct. with Thorndale Sub.
	A 12.47 AM	A 9.10 PM	A 8.55 PM	A 8.40 PM	A 7.05 PM	A 5.40 PM	A 5.10 PM	A 4.45 PM	A 4.35 PM	A 11.42 AM	A 11.40 AM	A 10.55 AM		A 3.40 AM	A 2.20 AM	78.2	*KX	1.5 LONDON
Daily Ex. Sunday 219	Daily 15	Daily 5	Sunday only 141	Daily Ex. Saturday and Sunday 11	Daily Ex. Sunday 171	Daily Ex. Sunday 75	Daily Ex. Sunday 83	Saturday only 111	Sunday only 183	Daily 17	Daily Ex. Sunday 29	Daily Ex. Sunday 77	Daily Ex. Sunday 173	Daily 9	Daily 39			

Movement by Signal Indication. DOUBLE TRACK

Automatic Block Signal System.

Rules 251-258 apply between Hamilton and London.

DUNDAS SUBDIVISION FOOTNOTES

Terminal clearances other than shown below—Trains will not require terminal clearance at Hamilton, Hamilton Junction and Bayview (except trains using station tracks at Hamilton), provided train order signal, if any, indicates proceed.

Trains will not require terminal clearance passing from one subdivision to another at Lynden, Brantford, London Jct. and London (except trains using station tracks at London), provided train order signal, if any, indicates proceed.

Hamilton—*Register station for trains using station tracks only. Trains Nos. 5, 6, 9, 14, 15, 16, 17, 18, 83, 118 and 183 may register at Hamilton by delivering register ticket to Operator.

Hamilton-Bayview—NOS. 9, 77, 17, 183, 83, 5 AND 15 BACK HAMILTON TO BAYVIEW. NOS. 14, 80, 6, 18, 118 AND 16 BACK BAYVIEW TO HAMILTON.

Hamilton Yard—*Register station for trains originating and terminating. When no Operator on duty, trains originating will register and secure train orders at Hamilton.

Hamilton Jct.—Junctions Canadian Pacific Railway and Oakville Subdivision. Interlocking (B.T.C. 68525, 73272).

Bayview—Connection Oakville Subdivision. Interlocking. (B.T.C. 33483). Trains arriving Bayview from Hamilton West to back into Hamilton will head east on eastward track, Oakville Subdivision. Dwarf signal, color light type, located between main tracks 690 feet west of Junction switch, governs eastward movements on westward main track.

Hamilton West—Interlocking. (B.T.C. 73316). The Junction and crossover switches are power operated from Bayview station. When stopped by fixed signal, trainmen will communicate with Operator at Bayview, and be governed by his instructions.

Dundas and Copetown—Immediately an eastward train carrying passengers passes train order signal at Copetown and Dundas, Operator will display train order signal in "Stop" position until indicator in office shows "Block Clear" indication.

Eastward freight trains must have running test of brakes immediately before passing signal No. 108 and brake system must be fully recharged before reaching summit of grade. When he considers retaining valves necessary for safe control, engineman will stop movement and direct trainmen to set required number on head end.

East switch of Westward siding at Copetown is an interlocking, operated from station. When stopped by fixed signal trainmen will communicate with Operator at station, and be governed by his instructions.

Eastward freight trains, other than manifest trains 482 and 484, enroute from Dundas Subdivision to Grimsby Subdivision via Hamilton Junction handling 50% or over of authorized tonnage must not leave Copetown less than thirty (30) minutes in advance of eastward passenger trains.

Lynden—In observance of Rule 255 regular trains from Fergus Subdivision will proceed on time table authority when communication with train dispatcher is interrupted.

East junction switch is equipped with (a) switch indicator on cement post; (b) electric lock; (c) derail on Fergus Subdivision, pipe connected to switch and located 365 feet west of this switch. Do not open door of electric lock while switch indicator at this switch shows "Train Approaching" indication, except on authority of dispatcher at London, as the opening of door will cause automatic block signal No. 137 to indicate "stop".

Movement to Fergus Subdivision may be made without use of time release only when head end of train is stopped between west switch of crossover and junction switch. Trainmen must not close junction switch until last car has passed derail.

Mileage 21.3—Automatic short arm gates protect Park Road crossing. Westward trains held waiting permissive signal indication on S.P.S. 219 or stopped to set out or lift cars at Brantford, must leave the leading portion of the train between a sign reading "Timing Circuit" and the road crossing, and must activate "Lower" pushbutton located at crossing and know that gates are in lowered position before making any movement over crossing. Pushbutton—Special Instruction No. 4 applicable.

Mileage 21.9—Automatic Block Signal No. 219 is a station protection signal. Westward freight trains handling tonnage must secure a green indication at S.P.S. 219 before proceeding into Brantford yard to avoid stalling on grade west of Brantford.

Brantford—*Register station for trains originating and terminating.

Westward freight trains stopping at Brantford must leave train clear of interlocking.

Paris—Consolidated Sand & Gravel Co. tracks east of Grand River Bridge are controlled by electric switch locks.

Paris Jct.—All trains must obtain terminal clearance.

Mileage 31.8—Automatic Block Signal No. 318 is a station protection signal.

Princeton—All movements on team track, over first public crossing at grade east of station, mileage 37.8, to be flagged by member of crew. (B.T.C. 64773).

Woodstock—Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a Railway is prohibited in respect to any Public Crossing at grade on the Dundas Subdivision within the limits of the City of Woodstock, except when necessary to prevent accident. (B.T.C. 82818). This does not prohibit sounding of engine whistle signals when necessary for train operation. Woodstock City limits extend from Mileage 48.0 to Mileage 51.0.

Cars must not be set off by trains in James Cullen & Sons' track account their employees working in and around cars in track.

Cars must not be placed on the sidings east or west of Wilson Street, mileage 49.3, and Norwich Street, mileage 49.0, within 200 feet from street line. (Wilson is first and Norwich is second east of station on Dundas Subdivision).

Cars must be left at least 100 feet east of derail on west end of No. 2 track to permit engines double-heading passenger trains to get clear of main track.

Beachville—Cars must not be left within 200 feet east or west of Munro's Crossing, mileage 56.2. (B.T.C. 60173).

When a freight train is standing on team track east of station, a member of crew must protect the public crossing at grade, mileage 54.4, when train is approaching on the main track. (B.T.C. 51543).

Gypsum Lime and Alabastine Canada Ltd.—No Engine or car exceeding a clearance of 13 feet, will operate past loading hopper on most Northerly Track known as Screening Track. (B.T.C. 63822).

Mileage 55.3—Automatic Block Signal No. 553 is a station protection signal.

Ingersoll—Cars must not be placed within 150 feet of either side of McKeand Street public crossing at grade, first west of station, mileage 59.5. (B.T.C. 56262).

Automatic short arm gates protect Thames Street crossing, mileage 58.9. Special circuits are provided as follows:

Eastward Track—A timed track circuit is located between train order signal and crossing. Trains stopping or standing on circuit must, before proceeding over crossing, press "Start" button in either of pushbutton boxes located at station waiting room door or at whistle post on platform east of station. If movement is not made immediately press "Stop" button to raise gates. Pushbutton boxes are marked "E.W." When car limit will permit, eastward passenger trains making station stop, will stop clear of centre circuit which begins 100 feet west of Thames Street marked in yellow.

A timed track circuit is located 300 feet west of crossover west of spring switch and extends easterly to spring switch. Eastward trains stopping, setting out or lifting cars, must stop with leading car or engine on this circuit which will cause gates to raise. Gates will lower when train proceeds. If a movement results in train occupying track beyond this timing circuit and into timing circuit east of train order signal, either of the "Start" buttons must be pressed before proceeding over the crossing.

DUNDAS SUBDIVISION

Movement by Signal Indication. DOUBLE TRACK.

Automatic Block Signal System

EASTWARD TRAINS — FIRST CLASS

STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	10 Passenger Daily	14 Passenger Daily	168 Passenger Daily Ex. Sunday	80 Passenger Daily Ex. Sunday	82 Passenger Daily Ex. Sunday	6 Passenger Daily	18 Passenger Daily Ex. Sunday	118 Passenger Sunday only	170 Passenger Daily Ex. Sunday	174 Passenger Daily Ex. Sunday	16 Passenger Daily	20 Passenger Daily	40 Passenger Daily
HAMILTON V	D N	S	YA	RD	.....	A 7.48 AM	.....	A 9.37 AM	.....	A 2.12 PM	A 6.48 PM	A 6.43 PM	.....	A 8.24 PM	A 9.23 PM	.....	.....
0.4																	
HAMILTON YARD V	D N	S Y	YA	RD	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.6																	
Jct. with C.P. Rly. Jct. with Oakville Sub.																	
HAMILTON JCT.	D N	S U	....	....	.....	7.42	.....	9.31	.....	2.06	6.42	6.37	.....	8.19	9.17	.....	.....
0.4																	
BAYVIEW	D N	S J	....	....	.....	7.40	.....	9.29	A 9.38 AM	2.04	6.40	6.35	.....	.....	9.15	A 9.21 PM	.....
Jct. with Oakville Sub.																	
0.4																	
HAMILTON WEST	P	.....	....	6	.....	7.37	.....	9.26	9.37	2.01	6.37	6.32	.....	8.18	9.12	9.20	.....
4.3																	
DUNDAS V	D N	D U	W39	73	.....	7.31	.....	S 9.19	9.31	1.55	S 6.29	S 6.25	.....	F 8.11	9.06	S 9.14	.....
4.9																	
COPETOWN	D N	P	E 68 W 66	43	.....	7.25	.....	S 9.11	9.25	1.49	6.20	6.18	.....	F 8.05	9.00	9.07	.....
4.4																	
LYNDEN V	P	.....	....	19	.....	7.20	.....	S 9.05	9.21	1.44	S 6.13	F 6.12	.....	L 7.58 PM	8.55	9.02	.....
Jct. with Fergus Sub.																	
9.0																	
Jct. with Dunnville Sub.																	
BRANTFORD V	D N	N F	YA	RD	.....	S 7.09	.....	S 8.54	S 9.11	S 1.31	S 6.00	S 6.00	.....	From Fergus Sub.	S 8.43	S 8.50	.....
7.2																	
PARIS	.....	.....	....	....	.....	S 6.54	.....	S 8.29	9.00	S 1.16	S 5.37	S 5.47	.....		S 8.29	* 8.38	.....
0.7																	
PARIS JCT.	D N	S N	E 94 W 121	Yard	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
Jct. with Drumbo Sub.																	
7.0																	
PRINCETON	D	C N	W91	21	.....	6.44	.....	S 8.13	8.53	1.05	S 5.23	S 5.36	.....		8.17	8.28	.....
11.7																	
Jct. with Hickson Sub.																	
WOODSTOCK	D N	C K	E 84 W 114	Yard	.....	S 6.31	.....	S 7.58	S 8.42	S 12.52	S 5.09	S 5.22	.....		S 8.05	S 8.15	.....
4.9																	
BEACHVILLE	D N	B A	....	20	.....	6.21	.....	S 7.40	8.37	12.41	S 4.55	F 5.15	.....		7.55	8.04	.....
4.5																	
INGERSOLL V	D N	Z	E 102	Yard	To Thorndale Sub.	S 6.14	To Thorndale Sub.	S 7.33	8.33	S 12.34	S 4.48	S 5.08	To Thorndale Sub.		S 7.48	* 7.58	To Thorndale Sub.
9.5																	
DORCHESTER	D N	O R	....	30		6.03		S 7.15	8.25	12.21	S 4.34	S 4.56			7.36	7.46	
8.0																	
LONDON EAST	D N	W R	W 93	Yard		5.56		7.04	8.18	12.14	4.24	4.46			7.29	7.39	
0.2																	
LONDON JCT. V	P	.....	.....	.....	A 3.59 AM	.....	A 6.04 AM	.....	.....	.....	.....	.....	A 6.14 PM		.....	.....	A 7.49 PM
Jct. with Thorndale Sub.																	
1.5																	
LONDON V	D N	W	YA	RD	L 3.55 AM	L 5.52 AM	L 6.00 AM	L 7.00 AM	L 8.15 AM	L 12.10 PM	L 4.20 PM	L 4.42 PM	L 6.10 PM	.....	L 7.25 PM	L 7.35 PM	L 7.45 PM
					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily
Rules 251-258 apply between Hamilton and London.					10	14	168	80	82	6	18	118	170	174	16	20	40

THIRD CLASS

STATIONS	218 Mixed Daily Ex. Sunday	488 Manifest Daily	486 Manifest Daily
HAMILTON V	.....	.....	.....
HAMILTON YARD V	.....	.....	.....
HAMILTON JCT.	.....	.....	.....
BAYVIEW	.....	.....	.....
HAMILTON WEST	.....	.....	.....
DUNDAS V	.....	.....	.....
COPETOWN	To Dunnville Sub.	To Dunnville Sub.	To Dunnville Sub.
LYNDEN V	.....	.....	.....
BRANTFORD V	A 8.37 AM	A 10.45 AM	A 10.45 PM
PARIS	S 8.27	.....	.....
PARIS JCT.	L 8.25 AM	L 10.30 AM	L 10.30 PM
PRINCETON	From Drumbo Sub.	.....	.....
WOODSTOCK	.....	.....	.....
BEACHVILLE	.....	.....	.....
INGERSOLL V	.....	.....	.....
DORCHESTER	.....	.....	.....
LONDON EAST	.....	.....	.....
LONDON JCT. V	.....	.....	.....
LONDON V	.....	.....	.....
	Daily Ex. Sunday	Daily	Daily
	218	488	486

Westward Track—A timed track circuit is located from 400 feet east of Mutual Street west to Mutual Street. Westward trains switching in yard will break train on this circuit leaving at least one car within circuit. After recoupling to train press "Start" button in box marked "W.W." located at Mutual Street to lower gates before proceeding over crossing.

Circuit located on east side of Mutual Street and extending west 500 feet is provided to permit switching Interchange and Morrow Screw Co. track to and from main track with approximately 10 cars without causing excessive operation of gates. As gates will commence to lower when westward movement reaches a point about 400 feet east of crossing, slow speed is necessary to allow time for gates to fully lower.

Westward trains clearing traffic requiring back over move at west end of Ingersoll yard, must back sufficiently far on eastward main track to locate portion of train on eastward time circuit.

General—Trains making station stops or switching in the crossing area must know gates are in a fully lowered position before proceeding over crossing. Pushbutton boxes must be kept closed and locked when not in use. Yellow paint on rails indicates limits of various circuits. Pushbutton—Special Instruction No. 4 applicable.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway when approaching any public crossing at grade in the Town of Ingersoll that is protected by wig-wag signals or gates, is prohibited between the hours of 11.00 p.m. and 6.00 a.m. except when necessary to prevent accident. (B.T.C. 59950). This does not prohibit the sounding of engine whistle signals when necessary for train operation. Ingersoll Town limits extend from mileage 58.0 to mileage 59.9.

London East—*Register station for trains originating and terminating. Trains to Thorndale Subdivision originating at London East must obtain terminal clearance O.K.'d by Stratford train dispatcher.

London East-London—Rule No. 91 not applicable between London East and London. A trainman or yardman must ride on the rear car of every train or switch movement. If rear end car is without end door or vestibule, trainman or yardman will take a conspicuous position as near the rear as possible. He must be provided with all necessary equipment for prompt use to guard against the possibility of an accident when his train or engine stops or is moving under circumstances in which it might be overtaken and must take such action as is necessary to warn any following movement of the presence or location of his train or engine and lighted fusees, red or yellow, as the case may require, must be displayed or thrown off at proper intervals.

London—*Register station for trains using station tracks and trains to and from Thorndale Subdivision, except extra trains originating and terminating at London East. Trains to Thorndale Subdivision originating at London must obtain terminal clearance O.K.'d by Stratford train dispatcher.

Designation and use of three main tracks between crossover just east of Maitland Street, mileage 77.5, and crossover just east of Rectory Street, mileage 76.8, (tracks are numbered from north): No. 1—westward passenger and freight; No. 2—eastward passenger and freight; No. 4—eastward freight.

Westward passenger trains to London station tracks use westward passenger lead, which commences at switch east of Maitland Street. Normal position of this switch is for westward passenger lead.

The following station protection signals are controlled by switchtenders and afford no rear end protection unless specified below or arranged with switchtender: 765; 768, of which upper light governs eastward main track, and lower governs from eastward main track; 770 governs No. 4 track and "no train approaching" indication on switch indicator at roundhouse lead switch will be authority to enter No. 4 track; 773 governs No. 1 track and affords rear protection to east switch of westward passenger lead only; 776 governs eastward main track; 776B governs eastward passenger lead; 776A governs westward main track (reverse movements only); 777, located north side of hump track with dummy mast, governs westward passenger lead. In event any signal cannot, because of failure, be cleared, movements will be governed by instructions of switchtender.

The following switches are in charge of switchtenders: switches at Highbury Avenue; switches at London Jct.; switches just west of Egerton Street; switches at Maitland Street switches at east end of station tracks.

Trains from station tracks must not start without permission of stationmaster and, regardless of signal indication may not proceed without hand signal from switchtender.

Freight trains must not be operated over passenger tracks at London except in emergency. Employees must not ride on sides or top of cars, or engines operating upon these tracks. (B.T.C. 51561).

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway, when approaching any public crossing at grade except Highbury Avenue and Hale Street, within the limits of the City of London, is prohibited, except when necessary to prevent accident. (Hale Street, mileage 75.3, and Highbury Avenue, mileage 75.6, are first two public crossings at grade west of east yard limit board, Dundas Subdivision, London). (B.T.C. 83758). This does not prohibit the sounding of engine whistle signals when necessary for train operation. London City limits commence at mileage 75.4.

Automatic short arm gates protect Highbury Ave. crossing, mileage 75.6. Special circuits to facilitate switching are provided as follows:—

(1) Eastward trains occupying eastward main track after switching in London East Yard must, before proceeding east, lower gates by pressing "Lower" button in pushbutton box at signal 756 (400 feet west of Highbury Ave.). Cars must not be left standing between signal 756 and crossing.

(2) North and south leads to London East yard have track circuits which extend from 50 feet west of crossing to 100 feet east of crossing. Trains using these tracks must stop clear of crossing on the track circuit and wait for gates to lower fully before proceeding over crossing.

Pushbutton control for westward movement over crossing on north and south leads has been provided in pushbutton boxes situated 50 feet west of crossing to south of south lead. The box for south lead is painted yellow and stencilled "South Lead" and box for north lead is painted aluminum and stencilled "North Lead". Gates may be lowered by pressing "Lower" button to allow through train movements over crossing without stopping.

A green indicator light is installed on south gate mast which will flash when gates are in a fully lowered position with train occupying either lead track circuit. Movement over north and south lead tracks and any switching moves over crossing must not be made until it is known gates are in fully lowered position. Pushbutton boxes are also equipped with "Raise" buttons. If gates have been lowered by use of pushbutton and movement delayed or abandoned, they may be raised by pressing "Raise" buttons. When not in actual use, boxes must be kept locked.

Westward trains waiting to enter London Yard must remain in rear of signal 749 until permissive signal received.

Pushbutton—Special Instruction No. 4 applicable.

Yard engine and switching movements must not pass over all tracks Rectory Street, mileage 76.8, and all tracks Egerton Street, mileage 76.4, except in case of emergency, between the following times:— 7.45 a.m. and 8.00 a.m.; 12.00 noon and 12.15 p.m.; 12.45 p.m. and 1.00 p.m.; 4.45 p.m. and 5.30 p.m.; also Adelaide Street between the hours of 4.45 p.m. and 5.30 p.m. This does not include through passenger, freight or yard movements. (All times one hour earlier during period of Daylight Saving Time.)

(Continued on page 10).

DUNDAS SUBDIVISION FOOTNOTES—Continued

Egerton Street, mileage 76.4. Group of tracks at south of main track, known as eastbound tracks. All movements over crossing must be protected by member of crew. (B.T.C. 73351).

Rectory Street, mileage 76.8. All movements over this public crossing at grade on tracks other than those protected by gates must be protected by member of crew. (B.T.C. 54026).

Adelaide Street, mileage 77.2. All switching movements on back tracks south of main track over this public crossing at grade must be protected by member of crew. (B.T.C. 38412).

William Street, mileage 77.4. No cars or engines to be left standing within fifty feet of east side of this public crossing at grade. (B.T.C. 21289).

Maitland Street, mileage 77.5. All movements over this public crossing at grade on two tracks not protected by watchman must be protected by member of crew. (B.T.C. 59173).

*CONDITIONAL STOPS

No. 20 stop at Ingersoll and Paris to detrain passengers from west of London, when connection with No. 16 missed at London.

RAILWAY CROSSINGS AT GRADE

MILEAGE 50.8—Canadian Pacific Railway; Interlocking. (B.T.C. 86895). Signals controlled by Operator at Woodstock. If train stopped at any home signal, member of crew must communicate with Operator on telephone located in bungalow in south-west corner of crossing and be governed by his instructions. If movement is to be made past home signal displaying "stop" same action must be taken as prescribed by Rule 672 for automatic interlocking.

YARD LIMIT SIGNS

*Hamilton — 4013 feet west of Hamilton West. Special Instruction D-2 applicable.
Copetown — 3150 feet east of station.
" — 4765 feet west of station.
Brantford — 6063 feet east of station.
" — 6105 feet west of station.
Paris Jct. —11886 feet east of train order signal.
" — 8895 feet west of train order signal.
Woodstock — 7907 feet east of station.
" — 6060 feet west of station.
Ingersoll — 5408 feet east of station.
" — 6100 feet west of station.
*London — 8942 feet east of London East station. Special Instruction D-2 applicable.

CROSSOVERS

Mileage	29.0
Mileage	56.2

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	80
Freight and mixed trains	60
Engine with caboose or light engines	40
*Dundas, No. 17, daily except Sunday, for discharge of mail	25
Mileage 30.9 Paris Jct.—when approaching and within 500 ft. of Market St. crossing on all tracks north of main line tracks Dundas Subdivision. (B.T.C. 69893)	5
" 76.4 London, Egerton St. (B.T.C. 70072)	25
" 76.4 London, Egerton Street, group of tracks known as Eastbound tracks. (B.T.C. 55942)	10
" 76.5 to 78.2 London, First and second class trains	yard speed
" 76.8 London, Rectory Street (back track south of roundhouse)	10
" 76.8 to 77.7 London, all public crossings at grade Rectory St. to Colborne St. inclusive	35
" 77.2 London, Adelaide Street (back tracks south of main tracks) light engines. (B.T.C. 57588)	5
" 77.4 London, William Street (back track). (B.T.C. 50741)	10

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 13.9	Main St.	Eastward Track	50
		Westward Track	60
" 37.8	Middle Town Line	Westward Track	
" 49.0	Oxford St.	E. and W. Tracks	
" 49.3	Wilson St.	Eastward	35
" 54.4	County Rd.	E. and W. Tracks	60
" 68.5	Railway St.	E. and W. Tracks	
" 75.4	Hale St.	Westward Track	

PERMANENT SLOW ORDERS

Mileage		Miles per hour
0.5 to 0.0	Junction switches and curves	20
0.5 to 0.0	Wye Track. Junction switches and curves	
4.5 to 0.5	(Eastward, descending grade) Passenger	45
	" " " Freight	35
4.6 to 4.5	(Eastward track) Highfill	35
9.6 to 4.6	(Eastward, descending grade) Passenger	45
	" " " Freight	35
22.3 to 23.5	(Westward Track) Curves	40

PERMANENT SLOW ORDERS—Continued

Mileage		Miles per hour
22.8	Westward trains on crossover	25
23.0 to 22.4	(Eastward Track) Curves and junction switch	
23.8 to 23.5	(Eastward Track) Curve	50
29.6 to 30.8	(Westward Track) Curves	40
30.7 to 31.0	Paris Jct. interlocking	20
30.8 to 30.1	(Eastward Track) Curves	40
30.9	Paris Jct.—Eastward trains from Drumbo Sub. passing through crossover switches	25
	Paris Junction, O.C.S. Pit	5
59.0	Ingersoll, Engine through turnouts, south yard	10
77.4	London, Maitland Street crossover—Eastward trains	20
	London, passing through switches to and from station	10

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest auxiliary crane permitted—250 ton.

LYNDEN—Cars must be left on O.C.S. siding, Mileage 14.1, so coupling may be made east of sign.

PARIS JCT.—J. D. Adams track—Heaviest engine permitted to operate—2400 Class. 5000, 5200 and 5500 Class engines operate with extreme caution in and out of this track. Engines must not operate beyond doors of building.

Engines heavier than Mikado type must not operate in O.C.S. pit, nor in Consolidated Sand & Gravel Co., west pit.

Heaviest engine permitted to operate in lead Consolidated Sand & Gravel Co., east pit—2400 Class.

Heaviest engine permitted to operate on Taylors' Track—Consol type and engines must back into this track. When placing cars, track must not be entered from back track but through No. 1 team track.

4100 Class engines must not turn on wye.

WOODSTOCK—Heaviest engine permitted to turn on wye—Mikado Type.
Wood-Mosaic Track—Mogul type.

BEACHVILLE—Heaviest engine permitted to operate on service track, Chemical Lime Ltd. and North American Cyanamid Co's. tracks—Northern type. Engines heavier than Mikado type must not operate on tracks off service track serving Gypsum Lime & Alabastine Canada Ltd.

WM. STONE SONS TRACK—Engines heavier than Mikado type must not operate past derail or on Interchange track.

INGERSOLL—Heaviest engine permitted on Morrow Nut & Screw tracks—Mikado type.

Heaviest engine permitted on Team Track and Track north of Freight Shed—Mikado type.

LONDON EAST—Engines heavier than 8200 and 8300 Class yard engines must not operate east of Hale St. on sand pit tracks.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Eastwood	10	W.	45.1
Gypsum Lime & Alabastine Canada Ltd.	165	E.	55.5
American Cyanamid Co.	178	E.	56.2
Chemical Lime Ltd.	156	E.	56.7
Wm. Stone Sons	24	E.	58.0

TAKE SIDING SIGNALS

Copetown —On eastward signal No. 108.
Paris Jct. —On eastward signal No. 318.
Woodstock—On westward signal No. 481.
Ingersoll —On eastward signal No. 600.

LEAVE SIDING SIGNALS

Copetown —West switch of westward siding.
" —East switch of eastward siding.
Paris Jct. —West switch of westward siding.
Woodstock—East switch of eastward siding.
Ingersoll —East switch of eastward siding.

SPRING SWITCHES

Copetown —West switch of westward siding.
" —East switch of eastward siding.
Paris Jct. —West switch of westward siding.
Woodstock—East switch of eastward siding.
Ingersoll —East switch of eastward siding.

Trains leaving sidings where spring switches are located 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 these spring switches. Movements 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.

OTHER TRAINS

Way Freight leave Hamilton 7.30 a.m., except Sunday for Galt and return.
Switcher leave Brantford 7.00 a.m., except Sunday for Paris Jct. and return.
Switcher leave Brantford 2.15 p.m., except Sun. for Paris Jct. and return.
Switcher leave London 7.20 a.m., except Saturday and Sunday for Beachville and return.

No. 510 leave London 7.30 a.m. except Sunday for Fort Erie.

Way Freight leave London 8.30 a.m. except Sunday for Woodstock and return.
Way Freight leave Hamilton 11.00 a.m. except Sunday for Ingersoll and return.

NORTHWARD TRAINS	Miles from Junction Switch Dundas Sub.	Symbols	HICKSON SUBDIVISION — STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD TRAINS
↓		CWY	.....WOODSTOCK.....	DN	CK	YA	RD	↑
	0.0	Z	0.2 Jct. with Dundas Sub. 9.9					
	8.7	Z	.....HICKSON.....	D	KN	YA	RD	
	Special Instruction No. 2 applicable Rules 41 & 44 Applicable							

HICKSON SUBDIVISION FOOTNOTES

Woodstock—All switching movements over Peel Street, mileage 0.3, Dundas Street, mileage 0.3, and Riddell Street, mileage 1.1, (first, second and eighth north of station) must be protected by member of crew. (B.T.C. 59825).

RAILWAY CROSSINGS AT GRADE

MILEAGE 1.6—Canadian Pacific Railway. Interlocking. Color light type signals, controlled by operator in C.P.R. station, Woodstock, govern movements over diamond. If a clear signal is not obtained within a reasonable time for a movement in either direction over diamond, C.N.R. trainman must use telephone located in box at southward and northward signals, to call C.P.R. operator, and will thereafter act upon instructions from C.P.R. operator. (B.T.C. 63268).

YARD LIMITS

Woodstock to end of track north of Hickson.

SPEED RESTRICTIONS

	Miles per hour
Maximum speed where not otherwise limited:	
Train and yard movements	15
Mileage 0.3—Woodstock, Peel Street, first north of station (B.T.C. 2140)	5
" 0.3—Woodstock, Dundas Street, second north of station (B.T.C. 37619)	
" 1.0—Woodstock, Wellington Street. (B.T.C. 53860)	10
" 1.2—Woodstock, Graham Street (B.T.C. 75661)	15
" 1.6—Approaching Home Signals, C.P.R. crossing (B.T.C. 63268)	10

ENGINE RESTRICTIONS

Heaviest engine permitted to operate ..... Mogul Type
Auxiliary crane not permitted to operate.

GRIMSBY SUBDIVISION

WESTWARD TRAINS — FIRST CLASS					Miles from Suspension Bridge	Symbols	STATIONS		Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD TRAINS — FIRST CLASS						
107 Passenger Daily	191 Passenger Sunday only	91 Passenger Daily Ex. Sunday	95 Passenger Daily	93 Passenger Daily									184 Passenger Sunday only	84 Passenger Daily Ex. Sunday	104 Passenger Sunday only	102 Passenger Daily Ex. Sunday	186 Passenger Sunday only	86 Passenger Daily Ex. Sunday	90 Passenger Daily
.....	.....	.....	.....	AM L 6.30	0.0	.....	SUSPENSION BRIDGE	ST. THOMAS DIVISION	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	PM A 10.50
PM L 7.05	PM L 5.30	PM L 4.30	PM L 12.55	A 6.35 L 6.45	0.6	CKW XZ	NIAGARA FALLS (0.6)		P	RA	YA	RD	A 2.00	A 4.35	A 10.30	A 10.50	A 3.58	A 4.40	L 10.46 A 10.40
.....	.....	.....	.....	.....	1.3	*KW	FREIGHT YARD (0.7)		DN	YD	YA	RD	.....	.....	.....	.....	.....	.....	.....
7.08	5.33	4.33	12.58	6.48	2.2	X	CLIFTON (0.9) Jct. with Welland Sub.		P	.....	.....	.....	1.55	4.29	10.26	10.46	3.54	4.36	10.36
.....	.....	.....	.....	.....	3.5	XZ	ST. DAVIDS (1.3)	DOUBLE TRACK	P	.....	.....	17	.....	.....	.....	.....	.....	.....	.....
S 7.25	S 5.48	S 4.52	S 1.10	S 7.00	9.5	W XZ	V MERRITTON (6.0) Jct. with Thorold Sub. V	Automatic Block Signal System	DN	Q	YA	RD	F 1.40	S 4.15	S10.12	S10.32	S 3.40	S 4.23	S10.22
S 7.40	S 5.58	S 5.14	S 1.19	S 7.09	11.8	X	V ST. CATHARINES (2.3) V		DN	CH	E51 W58	Yard	S 1.33	S 3.53	S10.05	S10.20	S 3.32	S 4.10	S10.17
S 7.50	S 6.06	S 5.22	1.27	7.17	17.5	X	JORDAN (5.7)		D	JO	W70	102	F 1.25	3.31	S 9.53	S10.03	S 3.20	S 3.56	10.06
S 7.54	S 6.10	S 5.27	.....	.....	18.8	X	VINELAND (1.3)		D	VI	.....	48	F 1.23	.....	9.48	* 9.59	F 3.17	S 3.51	.....
S 8.02	S 6.17	S 5.34	1.34	* 7.24	23.2	X	BEAMSVILLE (4.4)		D	BV	W72	66	F 1.17	3.25	S 9.42	S 9.53	S 3.11	S 3.45	9.59
*	.....	.....	.....	.....	25.7	X	GRIMSBY BEACH (2.5)		P	.....	.....	18	.....	.....	.....	* 9.47	.....	S 3.38	.....
S 8.13	S 6.25	S 5.48	S 1.40	S 7.30	27.4	WX	GRIMSBY (1.7)		DN	GY	.....	105	S 1.12	3.21	S 9.34	S 9.43	S 3.03	S 3.35	S 9.54
S 8.22	F 6.32	F 5.57	1.47	7.37	32.1	X	WINONA (4.7)		D	WO	W81	50	F 1.05	3.16	S 9.26	S 9.33	F 2.53	S 3.25	9.48
8.30	S 6.39	S 6.07	1.53	7.43	37.6	XZ	STONEY CREEK (5.5) Jct. with Beach Sub.		DN	KI	YA	RD	F 1.00	3.11	9.19	9.26	S 2.46	S 3.17	9.43
A 8.45 PM	A 6.50 PM	A 6.20 PM	A 2.05 PM	A 7.55 AM	43.4 43.7	C*K WX	V HAMILTON (6.1) Jct. with Hagersville Sub.		DN	S	YA	RD	L 12.50 AM	L 3.00 AM	L 9.10 AM	L 9.15 AM	L 2.35 PM	L 3.05 PM	L 9.35 PM
Daily 107	Sunday only 191	Daily Ex. Sunday 91	Daily 95	Daily 93									Sunday only 184	Daily Ex. Sunday 84	Sunday only 104	Daily Ex. Sunday 102	Sunday only 186	Daily Ex. Sunday 86	Daily 90

GRIMSBY SUBDIVISION FOOTNOTES

Terminal Clearances other than shown below—Regular trains may leave Suspension Bridge and Niagara Falls without obtaining terminal clearance.

Trains will not require terminal clearance passing from one subdivision to another at Merritton, Stoney Creek and Hamilton (except trains using station tracks at Hamilton) provided train order signal indicates proceed.

Suspension Bridge—All movements over Suspension Bridge are controlled by Signalman in New York Central Interlocking Tower No. 65.

Canadian National enginemen must pass an examination before the N.Y.C. Superintendent at Buffalo or his representative, on eyesight, location of and rules governing use of signals, before handling an engine, with or without cars, over any portion of N.Y.C. tracks.

Niagara Falls—Passenger conductors must know immediately Customs and Immigration officials have completed their inspections, to avoid any delay to trains waiting for such advice.

Conductors of passenger trains entering Canada from Suspension Bridge, N.Y., must receive release from Canadian Customs and Immigration officers before allowing any person to detrain at Niagara Falls, Ontario. Conductors of passenger trains entering United States from Niagara Falls, Ontario, must receive release from Canadian Customs officer before leaving Niagara Falls station, and must also receive release from United States Customs and Immigration officers before allowing any person to detrain at Suspension Bridge, N.Y. Conductors will be personally responsible for observance of these instructions.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Niagara Falls, except when necessary to prevent accident. (B.T.C. 43682). This does not prohibit the sounding of engine whistle signals when necessary for train operation. Niagara Falls City limits commence at mileage 1.2.

Eastward passenger trains arriving Niagara Falls will stop with engine clear of "Stop" sign east of station.

Switches between Niagara Falls station and west end of Steel Arch Bridge are in charge of switchtender. Movements over crossovers immediately east of station are governed by hand signal from switchtender.

Freight Yard—*First class trains may register at Freight Yard by delivering register ticket to operator. All westward trains must obtain terminal clearance.

Merritton—Junction and crossover switches are in charge of switchtender.

Transformers loaded on flat cars received from N.S. & T. Rly. at Merritton must not be switched with, but must be set aside until switching completed.

Employees are forbidden to ride on top of cars or engines, while standing on, or moving over any portion of electrified section of N.S. & T. Rly., account danger from overhead wires.

Spring switch point derail on N.S. & T. Rly. main track opposite track scale. Normal position of switch is for N.S. & T. Rly. southward movements.

St. Catharines—Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of St. Catharines, except when necessary to prevent accident. (B.T.C. 55856). This does not prohibit sounding of engine whistle signals when necessary for train operation. St. Catharines City limits extend from mileage 10.9 to mileage 12.1.

Movements on fruit shed track and team tracks must not be made over Louth Street until gates protecting the crossing have been lowered by operating pushbutton located at crossing. Pushbutton—Special Instruction No. 4 applicable.

Grimsby—All movements on yard tracks over Depot St., M. 27.4, must stop at "stop" signs erected to the east and west of crossing, and must not proceed until it has been observed that gates are in lowered position.

Stoney Creek—Junction and crossover switches are in charge of operator.

Stoney Creek-Hamilton—Movements against current of traffic between Hamilton and Stoney Creek must be protected by train order.

Rule 91 not applicable between Hamilton and Stoney Creek except on passenger carrying trains.

Hamilton—*Register station for trains using station tracks only. Trains Nos. 90, 93 and 107 may register at Hamilton by delivering register ticket to operator. Refer to Oakville Subdivision foot notes "Hamilton Yard" with respect to other trains originating and terminating.

N. & N.W. Industrial Spur switch, junction switch Hagersville Subdivision, and crossover switches at this location are in charge of switchtender. Trains leaving station tracks for Grimsby and Hagersville Subdivisions will be governed by hand signals from switchtender.

Station protection signals 431 and 436 are operated by switchtenders. In event any signal cannot, because of failure, be cleared, movements will be governed by instructions of switchtender.

Automatic gates protect Sherman Ave., mileage 42.1; Lottridge St., mileage 41.8; Gage Ave., mileage 41.6 and Ottawa St., mileage 41.0. All movements on service tracks at these locations must not enter crossings until gates are lowered. "Raise" and "Lower" pushbuttons are provided at Sherman Ave. and Lottridge St. All movements on other than main and service tracks must stop clear of these crossings until pushbutton has been operated and gates lowered. Gates may be raised by pushing "Raise" button or they will raise automatically after movement over crossing. Trains parted at Lottridge St. or Sherman Ave., must not be recoupled until gates have been lowered by use of restart button located on gate mast on north side of crossing. Pushbutton—Special Instruction No. 4 applicable.

Air brakes must be in service on all cars when making long terminal moves.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Hamilton, except when necessary to prevent accident. (B.T.C. 40101). This does not prohibit the sounding of engine whistle signals when necessary for train operation. Hamilton City Limits commence at mileage 39.5.

Hamilton (N. & N.W. Industrial Spur)—All movements over Ottawa Street, mileage 2.5, Sherman Avenue, mileage 1.5, Wentworth Street, mileage 0.9, and Niagara Street, mileage 1.0, must be protected by member of crew. (B.T.C. 64876-25676-22792-28246).

All movements on any track, crossing Burlington Street, first north of N. & N.W. Industrial Spur between Wellington St. and Kenilworth Ave., will stop clear and movement over crossing must be protected by a member of crew. (B.T.C. 64058, B.T.C. 78482).

RAILWAY CROSSINGS AT GRADE, AND DRAWBRIDGES

SUSPENSION BRIDGE—Connection New York Central, Erie and Lehigh Valley Railways.

MILEAGE 1.6—(Lead to Cyanamid Plant). Crossing New York Central Railway, non-interlocking. Two arm signal, operated by member of crew. Lower arm governs movement on Canadian National Track.

MILEAGE 8.5—Draw Bridge No. 6, Welland Ship Canal; Interlocking. (B.T.C. 45364).

HAMILTON (N. & N.W. INDUSTRIAL SPUR)

Mileage 1.7—Ottawa St.—Crossing, Toronto, Hamilton and Buffalo Railway; non-interlocking. (B.T.C. 78907).

Mileage 2.0—Gage Ave.—Crossing Toronto, Hamilton and Buffalo Railway; Automatic Interlocking.

Mileage 2.6—Irondale—Crossing, Toronto, Hamilton and Buffalo Railway; Interlocking.

YARD LIMIT SIGNS

Niagara Falls—Yard limits extend from east end of steel arch bridge 1990 feet east of Niagara Falls station to 725 feet west of St. Davids.

Merritton—5863 feet east of station. 5160 feet west of station.

Hamilton—3150 feet east of Beach Subdivision junction switch, Stoney Creek.

CROSSOVERS

Mileage 8.2

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	65
Freight and mixed trains	60
Engine with caboose or light engines	40
Mileage 0.3 —Niagara Falls, Steel Arch Bridge over Niagara River	10
" 0.6 to 2.2—Niagara Falls to Clifton, Passenger trains	40
Freight trains, engine with caboose or light engines	25
" 8.2 —McKinnon Industries Track	4
" 9.5 —Merritton, Eastward trains through crossovers and curve to Thorold Subdivision	25
" 12.0 —Westward trains approaching within 500 ft. of Louth St.	10
*Vineland, No. 102, daily except Sunday to discharge mail	15
*Beamsville, No. 93, daily except Sunday to discharge mail	25
*Grimsby Beach, No. 102, Wednesday, to discharge mail	15
*Grimsby Beach, No. 102, Other days, to discharge mail	25
*Grimsby Beach, No. 107, daily except Sunday, to pick up mail	25
Mileage 27.4 —Grimsby, Depot St., westward trains when stopped east of crossing	10
—Grimsby, Pre-cooler track—Curve	5
Mileage 37.6 —Stoney Creek, Westward trains through turnout to Beach Subdivision	20
" 39.0 to 43.4—Hamilton, public crossings at grade, Woodward Ave. to Wellington Street, inclusive	35
" 41.0 —Hamilton, Ottawa Street. Westward trains setting off or lifting at Parkdale yard, or stopping within 1700 feet east of crossing and then proceeding over crossing, when approaching and until engine or leading car has passed over crossing	10
" 41.2 —Bridge leading to Hamilton Mill Stock and Metal Company track	5
" 42.1 —Hamilton, Sherman Avenue. All movements stopping west of crossing and then proceeding over crossing, when approaching and until engine or leading car has passed over crossing; —Hamilton, passing through switches to and from station	10
—Hamilton, lead track to International Harvester Co. plant, Wilcox Street (B.T.C. 78475)	15
—Hamilton, mileage 0.5 on N. & N.W. Spur-Victoria Avenue public crossing at grade (B.T.C. 69018)	
Engines, car or train—Eastward	10
Engines, car or train—Westward	20
—Hamilton, N. & N.W. Spur —Harbour Commission Dock track	5
—Hamilton, mileage 0.2 on N. & N.W. Spur, Simcoe St. pubic crossing at grade (B.T.C. 78085); —Hamilton, mileage 1.8 on N. & N.W. Spur, Birmingham Street (B.T.C. 78562); —Hamilton, mileage 2.0 on N. & N. W. Spur—Gage Ave.—Railway crossing at grade, TH&B Railway. When approaching crossing and when within 500 feet of governing home signal (B.T.C. 62705)	10
—Hamilton, mileage 4.3 on N. & N.W. Spur-Beach Road-engines with or without cars (B.T.C. 67005)	5

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:

M. 14.1	Middle Rd.	Eastward and Westward Track	10
M. 17.2	Jordan Rd.	Westward Track	45
M. 23.2	Station Rd.	Westward Track	35
M. 32.2	Winona Rd.	Westward Track	50

Continued on Page 12

WESTWARD TRAINS

FIRST CLASS

5 Passenger Daily	105 Passenger Daily	605 Passenger Daily Except Sunday	83 Passenger Daily Except Sunday	183 Passenger Sunday only	621 Passenger Daily	17 Passenger Daily	117 Passenger Daily	9 Passenger Daily	15 Passenger Daily	Miles from London	Symbols	STATIONS
L PM 9.30	L PM 9.23	L PM 6.20	L PM 5.50	L PM 4.45	L PM 12.20	L PM 12.08	L PM 12.05	L AM 4.10	L AM 12.52	0.0	C*KW X*Z	LONDON
										4.1		
9.35	9.28	F 6.27	5.55	4.50	F 12.28	12.13	12.10	4.15	12.57	4.1	X	V HYDE PARK
										5.9		Jct. with Exeter Sub.
										9.8		Jct. with Longwood Sub.
9.42	A 9.36	S 6.35	A* 6.03	A* 4.57	S 12.35	12.20	A PM 12.17	A AM 4.23	1.04	10.0	XZ	KOMOKA
										10.0		
S 9.53	PM	S 6.50	PM	PM	S 12.50	* 12.31	PM	AM	1.14	20.0	WX	V STRATHROY
										6.2		
10.01	To Longwood Sub.	F 7.00	To Longwood Sub.	To Longwood Sub.	S 1.00	12.36	To Longwood Sub.	To Longwood Sub.	1.19	26.2	X	KERWOOD
										7.0		
S 10.08		S 7.12			S 1.12	* 12.42			1.25	33.2	X	WATFORD
										8.3		
10.15		F 7.25			F 1.23	12.48			1.32	41.5	X	WANSTEAD
										3.8		
S 10.22		S 7.32			S 1.30	* 12.53			1.37	45.3	X	V WYOMING
										1.0		
												Jct. with Petrolia Sub.
										46.3	XY	PETROLIA JCT.
										4.8		
10.27		F 7.39			F 1.40	12.58			1.42	51.1	X	MANDAUMIN
										7.1		
										57.9	*Z	SARNIA JCT.
												Jct. with Forest Sub.
										0.7		
A PM 10.40		A PM 7.50			A PM 1.55	A PM 1.10			A AM 1.54	58.9	CK WXY	SARNIA
Daily 5	Daily 105	Daily Except Sunday 605	Daily Except Sunday 83	Sunday only 183	Daily 621	Daily 17	Daily 117	Daily 9	Daily 15			

Movement by Signal Indication. Automatic Block Signal System. DOUBLE TRACK

Rules 251-258 apply between London and mileage 56.6 and Rules 261-271 between mileage 56.6 and 58.3.

STRATHROY SUBDIVISION

GRIMSBY SUBDIVISION FOOTNOTES—Continued

Mileage	PERMANENT SLOW ORDERS	Miles per hour
10.1 to 11.4—		35

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest auxiliary crane permitted—250 ton.

GRIMSBY—Rounding curve in pre-cooler track—Heaviest engine permitted to operate—2400 Class.

MILEAGE 41.2—Over bridge leading to Hamilton Mill Stock and Metal Company track—Heaviest engine permitted to operate—7400 Class.

HAMILTON, N. & N.W. INDUSTRIAL SPUR—Harbour Commission Dock track at Wellington Street, West side, heaviest engine permitted to operate—40% Consol, 34% Pacific and 8200, 8300, 8400 Class.

OTHER TRACKS	Car Capacity	Points face	Mileage
McKinnon Industries	150	E.	8.2
Index 6703A, H.E.P.C. No. 2 Ontario	12	E.	11.0
Peachland	7	W.	15.3
International Cooperage	8	E.	35.7

OTHER TRAINS

Way Freight leave Hamilton 9.30 a.m. except Sunday for St. Catharines and return.

Switcher leave Niagara Falls 5.00 a.m. except Sunday for St. Catharines and return.

Switcher leave Niagara Falls 9.00 a.m. except Sunday for Thorold and return.

Switcher leave Niagara Falls 5.15 p.m. except Saturday and Sunday for Thorold and return.

STRATHROY SUBDIVISION FOOTNOTES

Terminal Clearances other than shown below—Trains may leave London, Hyde Park, Komoka and Petrolia Jct. without obtaining terminal clearance provided train order signal, if any, indicates proceed, except trains using station tracks at London and extra trains from Thorndale Subdivision destined Strathroy Subdivision.

London—*Register station for trains using station tracks and trains to and from Thorndale Subdivision, except extra trains originating at London East.

The following switches are in charge of switchtenders: crossover switches west and east of Ridout Street; switches at west end of station tracks.

Trains from station tracks must not start without permission of station master and, regardless of signal indication, may not proceed without hand signal from switchtender.

The upper light of station protection signal 02 governs eastward main track, and lower light governs to station track and westward main track. In event this signal cannot, because of failure, be cleared, movements will be governed by instructions of switchtender.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway, when approaching any public crossing at grade except Highbury Avenue, mileage 75.6, Dundas Subdivision and mileage 30.2, Thorndale Subdivision and Hale Street, mileage 75.3, Dundas Subdivision, within the limits of the City of London, is prohibited, except when necessary to prevent accident. (B.T.C. 83758). This does not prohibit the sounding of engine whistle signals when necessary for train operation. London City limits commence at mileage 1.5.

Hyde Park—Junction and crossover switches are in charge of operator when on duty, for trains to and from Exeter Subdivision.

Komoka—Movements from Longwood Subdivision may be made without flag protection when Signal No. 002 shows "proceed" indication. Indication as shown in Rule 501-E will be displayed on Signal No. 87 only when switches are set for movement to Longwood Subdivision. When route is lined, movements may be made through crossover without flag protection.

Junction and crossover switches are in charge of Operator for passenger and through freight trains to and from Longwood Subdivision.

Strathroy—Eastward trains requiring water will leave train west of steel bridge at mileage 20.6. Westward trains requiring water will leave train clear of west switch of westward siding.

Crossing bells and wig-wags protecting Caradoc Street, mileage 19.8, Metcalfe Street, mileage 20.0, Richmond Street, mileage 20.2, Oxford Street, mileage 20.3, and Victoria Street, mileage 20.4, do not work automatically for these crossings on other than main tracks, unless put into automatic operation by operator handling controls at telegraph office in station. Therefore all movements over crossings on tracks other than main tracks must be protected by member of crew. Engines having cut off from their trains, with or without cars, must not make a reverse movement until it is known that bells and wig-wags have been restored to automatic operation by operator, who cuts out automatic feature while engines are taking water, etc. Engines while switching must leave their trains clear of bonded area to avoid continual operation of bells and wig-wags. A button marked "Push button for reverse movement" is installed at each main track switch and crossover. To provide for reverse movements where main track switches or crossovers are used, the proper push button must be operated by trainman, to ensure the automatic operation of bells and wig-wags before such reverse movement is made. Pushbutton—Special Instruction No. 4 applicable.

No engine, tender, car or cars shall stand or remain on either end of the passing tracks for any period of time within two hundred feet of either of the boundary lines of Caradoc Street, mileage 19.8, (first crossing east of station). (B.T.C. 45301).

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the Town of Strathroy between the hours of 11.00 p.m. and 6.00 a.m., except when approaching Queen Street, mileage 19.5, most easterly public crossing at grade within Town limits, and except when necessary to prevent accident. (B.T.C. 59488). This does not prohibit the sounding of engine whistle signals when necessary for train operation. Strathroy Town limits extend from mileage 18.7 to mileage 21.2.

Wyoming—Automatic short arm gates protect Highway No. 21, Mileage 45.2 with special circuits as follows:—

Eastward Track—A timed track circuit is located between east end of station and point 100 feet west of crossing. Limits of this circuit are marked by yellow paint on rail of south storage track. After trains stand on this circuit for 60 seconds, crossing signals stop operating, allowing highway traffic to proceed. A member of train crew of all eastward trains stopping on circuit, must push the "Start" button marked E.W. in the box on platform at east end of station before proceeding. An additional push button box marked E.W. is located at switch just west of crossing to facilitate switching and reverse movements over the crossing. The two boxes are also equipped with push buttons marked "Stop". These are to be used to raise gates after they have been lowered if move over crossing is delayed or not completed.

STRATHROY SUBDIVISION

EASTWARD TRAINS

STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	10 Passenger Daily	14 Passenger Daily	606 Passenger Daily Except Sunday	6 Passenger Daily	12 Passenger Daily	18 Passenger Daily Except Sunday	118 Passenger Sunday only	620 Passenger Daily	16 Passenger Daily	20 Passenger Daily	476 Freight Daily	480 Freight Daily
					FIRST CLASS										FOURTH CLASS	
Movement by Signal Indication. Automatic Block Signal System. DOUBLE TRACK																
LONDON.....V	D N	W	YA	RD	A AM 3.05	A AM 5.36	A AM 8.05	A AM 11.40	A AM 11.50	A PM 4.05	A PM 4.32	A PM 5.50	A PM 7.10	A PM 7.22	A AM 12.10	A PM 8.00
4.1																
HYDE PARK.....V	D	H D	.....	18	2.56	5.30	F 7.57	11.31	11.42	3.56	4.24	5.40	7.01	7.16	12.01 AM	7.50
Jct. with Exeter Sub. 5.9 Jct. with Longwood Sub.																
KOMOKA.....	D N	B O	.....	115	L 2.51 AM	5.25	S 7.48	F 11.25	L 11.37 AM	L 3.50 PM	L 4.19 PM	F 5.30	L 6.56 PM	7.11	L 11.50 PM	L 7.40 PM
10.0																
STRATHROY.....V	D N	X A	E45 W100	Yard	From Longwood Sub.	5.16	S 7.33	S 11.10	From Longwood Sub.	From Longwood Sub.	From Longwood Sub.	S 5.15	From Longwood Sub.	7.01	From Longwood Sub.	From Longwood Sub.
6.2																
KERWOOD.....	D	K D	.....	18		5.11	F 7.19	S 10.55				S 4.59		6.56		
7.0																
WATFORD.....	D N	F O	W100	67		5.05	S 7.09	S 10.45				S 4.49		6.50		
8.3																
WANSTEAD.....	D	W N	.....	20	.....	4.58	F 6.57	S 10.30	.....	.....	.....	S 4.35	.....	6.43	.....	.....
3.8																
WYOMING.....V	D N	W G	E64 W101	96	.....	4.55	S 6.52	S 10.25	.....	.....	.....	S 4.30	.....	6.40	.....	.....
1.0																
Jct. with Petrolia Sub. PETROLIA JOT.....	P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.8																
MANDAUMIN.....	P	.....	.....	15	.....	4.49	F 6.44	10.15	.....	.....	.....	F 4.20	.....	6.34	.....	.....
7.1																
SARNIA JCT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jct. with Forest Sub. 0.7																
SARNIA.....	D N	B Y	YA	RD	.....	L 4.40 AM	L 6.35 AM	L 10.00 AM	.....	.....	.....	L 4.10 PM	.....	L 6.25 PM	.....	.....
Rules 251-258 apply between London and mileage 56.6 and Rules 261-271 between mileage 56.6 and 58.8.					Daily 10	Daily 14	Daily Except Sunday 606	Daily 6	Daily 12	Daily Except Sunday 18	Sunday only 118	Daily 620	Daily 16	Daily 20	Daily 476	Daily 480

Westward Track—A timed track circuit is located between a point opposite the "Block" sign for fouling point of westward siding, and a point 160 feet east. Limits of this circuit are marked by yellow paint on rails of westward siding. Trains stopping to switch must cut their train within this circuit if occupying main track. Trains switching in vicinity of station must, before returning to train, stop at crossing, push button in box marked W.W., and not proceed over crossing until gates are in fully lowered position. Cars must not be left standing between timed circuit and road crossing, as this will cause gates to remain in lowered position.

Shed Track—Before proceeding over crossing on shed track all movement must stop clear of insulated joints, painted yellow, and member of crew press button marked "Start" in box on either side of crossing, to operate gates. If gates have been lowered, and movement over crossing not completed, or delayed, gates must be raised by pushing button marked "Stop" otherwise gates will remain in lowered position. Boxes must be kept locked when not in use. During switching movements trains must not proceed over crossing until it is known gates are fully lowered.

Pushbutton—Special Instruction No. 4 applicable.

Petrolia Jct.—Eastward trains originating must obtain terminal clearance at Wyoming.

Mileage 56.6—End of double track. Westward trains may pass from double to single track on signal indication and without obtaining terminal clearance.

A horn and/or light located on bungalow will be used by Traffic Supervisor to call employees to telephone.

Sarnia (terminal area) and Sarnia Jct.—Interlocking zone extends from Mileage 56.6 to Mileage 58.8, marked by signs "C.T.C. begins" and "C.T.C. ends".

Junction switch at Sarnia Jct. is normal when set for movements on Strathroy Subdivision. This switch is equipped with electric lock. Rule 681.

Westward trains must not pass sign "C.T.C. ends" (Mileage 58.8), unless given proceed hand signal by switchtender.

The following switches are in charge of switchtenders: crossover switches at Plank Road; switches at east end of eastward and westward marshalling yard; crossover switches just east of station.

Conductors of Passenger Trains entering Canada from Port Huron must receive release from Canadian Customs and Immigration Officers before allowing any person to detrain at Sarnia. Conductors of Passenger Trains entering United States from Sarnia must receive release from Canadian Customs Officer before leaving Sarnia and must also receive release from United States Customs and Immigration Officers before allowing any person to detrain at Port Huron. Conductors will be personally responsible for observance of these instructions.

Sounding of engine whistle signals on any locomotive engine, or any other steam or electric car or train is prohibited in respect to any public crossing at grade within the limits of the City of Sarnia between the hours of 10.00 p.m. and 6.00 a.m., except when necessary to prevent accident. (B.T.C. 60615). This does not prohibit the sounding of engine whistle signals when necessary for train operation. Sarnia City limits commence at mileage 58.3.

Flashing light signals and bell protect crossing of Highway No. 40 on lead to Imperial Oil Plant No. 2. (B.T.C. 73829). Before proceeding over crossing all movements must stop at stop boards and be governed by instructions posted in box. Pushbutton—Special Instruction No. 4 applicable.

*OTHER AND CONDITIONAL STOPS

Nos. 605 and 606 flag stop at Lobo (Mileage 7.3).

No. 17 stop on flag at Strathroy, Watford and Wyoming to entrain revenue passengers for west of Port Huron.

Nos. 83 and 183 stop on flag at Komoka to entrain passengers.

RAILWAY CROSSINGS AT GRADE

MILEAGE 12.2—Canadian Pacific Railway. Automatic interlocking. (B.T.C. 66247). Permissible speed, passenger trains 50 m.p.h. (B.T.C. 66302).

YARD LIMIT SIGNS

*London —6603 feet west of station. Special Instruction D-2 applicable.
Komoka—4136 feet west of station.
6216 feet east of station.
*Sarnia —15771 feet east of station. Special Instruction D-2 applicable.

SPEED RESTRICTIONS

Maximum speeds where not otherwise limited:	Miles per hour
Passenger trains	80
Freight trains and mixed trains	60
Engine with caboose or light engines	40
Mileage 0.2 London, Ridout St.	35

PERMANENT SLOW ORDERS

Mileage		Miles per hour
	London, passing through switches to and from station	10
0.2	Eastward trains passing over crossover switch	20
9.8	Komoka, all trains from Longwood Subdivision	30
57.9 to 58.8	Sarnia Jct.—Signal 588	20
58.8 to 58.9	Signal 588—Sarnia Station	15
58.9	Sarnia, through wye tracks	5
	Sarnia, Froomfield spur (except curve at Mileage 2.0)	20
	Sarnia, Froomfield spur (curve at Mileage 2.0)	10

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest auxiliary crane permitted—250 ton.

STRATHROY—Heaviest engine permitted on H.E.P. Comm. Track leading off Westward track—50% Consol type.

KERWOOD—Richardson & Sons track—heaviest engine permitted to operate, 50% Consol type.

TAKE SIDING SIGNAL

Strathroy—On westward signal No. 175.

LEAVE SIDING SIGNAL

Strathroy—West switch of westward siding.

SPRING SWITCH

Strathroy—West switch of westward siding.

Trains leaving siding where spring switch is located must not exceed twenty-five miles per hour until entire train has passed through switch.

Low color light signal protecting facing point movements is located at this spring switch. Movements against the current of traffic approaching spring switch 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.

OTHER TRAINS

Wayfreight leave London 7.30 a.m., except Sunday for Petrolia and return.
Wayfreight leave London 8.30 a.m. daily except Sunday for Clinton and return.
Wayfreight leave Sarnia 8.30 a.m. Tuesday, Thursday and Saturday for Stratford.

LONGWOOD SUBDIVISION

WESTWARD TRAINS — FIRST CLASS					Miles from Junction Switch Strathroy Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD TRAINS — FIRST CLASS					FOURTH CLASS	
105 Passenger Daily	83 Passenger Daily Ex. Sun.	183 Passenger Sunday only	117 Passenger Daily	9 Passenger Daily								10 Passenger Daily	12 Passenger Daily	18 Passenger Daily Ex. Sun.	118 Passenger Sunday only	16 Passenger Daily	480 Freight Daily	476 Freight Daily
PM	PM	PM	PM	AM	0.0		Jct. with Strathroy Sub.					AM	AM	PM	PM	PM	PM	PM
L 9.36	L 6.03	L 4.57	L 12.17	L 4.24	0.2	Z	.....KOMOKA.....	DN	BO	....	103	A 2.51	A 11.37	A 3.49	A 4.18	A 6.56	A 7.40	A 11.50
							4.7											
9.41	S6.10	S5.03	12.23	S4.34	4.9	.....	....MT. BRYDGES....	D	MB	87	19	2.45	11.32	S3.42	S4.11	6.51	7.30	11.40
							6.0											
9.46	S6.19	F5.10	12.29	S4.42	10.9	.....	.....LONGWOOD.....	N	RF	86	19	2.38	11.26	S3.34	S4.04	6.45	7.20	11.30
							5.0											
9.51	S6.27	S5.17	12.35	S4.49	15.9	.....	.....APPIN.....	P	....	....	36	2.32	11.21	S3.26	S3.57	6.40	7.10	11.20
							4.7											
					20.4		Jct. with Chatham Sub.											
A 9.56 PM	A 6.35 PM	A 5.24 PM	A 12.42 PM	A 4.59 AM	20.6	C*R YZ	.....GLENCOE.....	DN	GO	YA	RD	L 2.25 AM	L 11.16 AM	L 3.20 PM	L 3.50 PM	L 6.35 PM	L 7.00 PM	L 11.10 PM
Daily 105	Daily Ex. Sun. 83	Sunday only 183	Daily 117	Daily 9								Daily 10	Daily 12	Daily Ex. Sun. 18	Sunday only 118	Daily 16	Daily 480	Daily 476

LONGWOOD SUBDIVISION FOOTNOTES

Komoka—Trains may leave without obtaining terminal clearance provided train order signal indicates proceed.

Appin—Cars must not be left on siding east of stock pen.

Glencoe—*All trains may register at Glencoe by delivering register ticket to operator.

Normal position of junction switch is for Longwood Subdivision.

Normal position of switch at end of double track is for eastward movements to Longwood Subdivision.

RAILWAY CROSSINGS AT GRADE

MILEAGE 13.4—New York Central Railroad; Interlocking. (B.T.C. 68416).
Permissible speed, passenger trains—50 m.p.h. (B.T.C. 66068).

YARD LIMIT SIGNS

Komoka—10,580 feet west of Station.
Glencoe —4,437 feet east of Station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	80
Freight and mixed trains	60
Engine with caboose or light engines	40

PERMANENT SLOW ORDERS

Mileage		Miles per hour
0.0	Komoka, all trains to Strathroy Subdivision	30
18.9-19.9	All trains	40

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted.....250 ton.

ST. CLAIR TUNNEL SUBDIVISION

WESTWARD TRAINS — FIRST CLASS			Miles from Sarnia	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD TRAINS — FIRST CLASS		
5 Passenger Daily	17 Passenger Daily	15 Passenger Daily								14 Passenger Daily	6 Passenger Daily	20 Passenger Daily
PM	PM	AM								AM	AM	PM
L 10.50	L 1.20	L 2.04	0.0	CKW XYZ	V.....SARNIA.....	D N	B Y	YA	RD	A 4.32	A 9.47	A 6.17
					0.5							
			0.5		Jct. with Pt. Edward Sub. .....EAST SUMMIT.....	D N	S C			4.29	9.44	6.14
					2.3							
			2.8		.....WEST SUMMIT.....	D N	H					
					0.3							
A 11.02 PM	A 1.32 PM	A 2.16 AM	3.1	CKW XZ	.....PT. HURON.....	D N	H R	YA	RD	L 4.20 AM	L 9.35 AM	L 6.05 PM
Daily 5	Daily 17	Daily 15								Daily 14	Daily 6	Daily 20

Sarnia—Trains may leave without obtaining terminal clearance.

Crossover switches just west of station and west end of eastward and westward marshalling yard are in charge of switchtender.

Pt. Huron—Trains may leave without obtaining terminal clearance.

SPECIAL INSTRUCTIONS
ST. CLAIR TUNNEL SUBDIVISION

1. Movements between East Summit and West Summit in both directions are governed by Electric Staff Block System, Rules 301 to 303 inclusive, under supervision of Traffic Supervisor at East Summit.

2. Staff in actual possession of engineman is only authority for movement of a train, except as provided in Clause 5.

3. Staff must be delivered by Operator to Conductor when riding on engine, or to engineman if Conductor is riding elsewhere.

When staff is delivered direct to engineman, Traffic Supervisor must remain in view until he has given proceed signal to Conductor who must repeat signal to engineman.

When staff is delivered to Conductor he must personally deliver it to engineman.

4. Staff must be delivered to Operator immediately on completion of each movement through tunnel, but in case of train parting, or necessity for doubling, staff must be retained by engineman until all of his train is clear of zone governed by Staff System. Transfer of staff from one train to another is prohibited.

5. In event of failure of Staff System, trains will be moved on train orders issued by Train Dispatcher at London, and in such cases a train must not follow another until preceding train has arrived at Station ahead. Before issuing train order Dispatcher must ascertain if any staff is out of machine, and should a staff be out, that same will not be used as authority for movement while trains are being operated by train orders.

6. Accidents must be reported to Traffic Supervisor at East Summit, indicating nearest bridge number, and Traffic Supervisor must notify Yardmaster and Power station.

Employee reporting breakdowns or trouble must remain at telephone until notified that power is shut off, when he will return to place of accident and wait arrival of repair crew.

7. Employees are forbidden to ride on top of cars or engines while standing on or moving over any portion of electrified section account danger from overhead wires.

8. Passenger train crews will join and leave their trains at Port Huron

9. Passenger trainmen must see that sufficient number of lamps are lighted in each passenger car and that doors of toilets are locked before entering Tunnel.

SPEED RESTRICTIONS

All trains.....15 miles per hour

POINT EDWARD SUBDIVISION

NORTHWARD TRAINS	Miles from Jct. Switch St. Clair Tunnel Subdivision	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD TRAINS
↓		Z	.EAST SUMMIT (SARNIA).	DN	SC	YA	RD	↑
			0.0					
	0.0		Jct. with St. Clair Tunnel Sub.					
			4.7					
	4.7	Z	.....PT. EDWARD.....	....	....	YA	RD	
	Rules 41 & 44 Applicable							

POINT EDWARD SUBDIVISION FOOTNOTES

Sarnia—Sounding of engine whistle signals on any locomotive engine, or any other steam or electric car or train is prohibited in respect to any public crossing at grade within the limits of the City of Sarnia between the hours of 10.00 p.m. and 6.00 a.m., except when necessary to prevent accident. (B.T.C. 60615.) This does not prohibit the sounding of engine whistle signals when necessary for train operation. Sarnia city limits extend to Mileage 2.4.

Mileage 2.5—Flashing lights and bell protect crossing of Highway No. 402 on main track and lead to Holmes Foundry. (B.T.C. 87280). Before proceeding over crossing all movements must stop at stop boards and be governed by instructions posted in box. Pushbutton—Special Instruction No. 4 applicable.

YARD LIMITS

Sarnia Yard limits extend from East Summit to 15771 feet east of Sarnia station and to end of track at Point Edward.

SPEED RESTRICTIONS

	Miles per hour
Maximum speed where not otherwise limited:	
Train and yard movements	20
Mileage 0.7 Sarnia, Christina Street, first north of Vidal Street (B.T.C. 53968)..	10
" 1.4 " Cromwell Street	
" 2.4 " Exmouth Street, second north of Front Street (B.T.C. 40657)	
" 3.2 Point Edward, Michigan Avenue, third north of Exmouth Street (B.T.C. 55233)	

PERMANENT SLOW ORDERS

Mileage		Miles per hour
0.4 to 2.0	Sarnia, between Vidal Street and Front Street	10

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted.....200 ton.

ALVINSTON SUBDIVISION

WESTWARD TRAINS	Miles from Junction Switch Chatham Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD TRAINS
↓		CYZ	.....GLENCOE.....	DN	GO	YA	RD	↑
			0.2					
	0.0		Jct. with Chatham Sub.					
			5.6					
	5.6	.....	.....SHIELDS.....	....	....	....	9	
			2.1					
	7.7	.....	.....GRAYS.....	....	....	....	4	
			3.0					
	10.7	WZ	.....ALVINSTON.....	D	SB	27	20	
	Special Instruction No. 2 Applicable, except at Glencoe Rules 41 & 44 Applicable							

ALVINSTON SUBDIVISION FOOTNOTES

RAILWAY CROSSINGS AT GRADE

MILEAGE 2.4—Canadian Pacific Railway; Automatic Interlocking. All trains must stop at governing home signal and then proceed on signal indication displayed following manipulation of pushbutton located upon home signal. (B.T.C. 89753). If signal does not clear, crew to be governed by Rule 672.

YARD LIMITS

Glencoe to end of track west of Alvinston.

SPEED RESTRICTIONS

	Miles per hour
Maximum speed where not otherwise limited:	
All trains	20

PERMANENT SLOW ORDERS

Mileage		Miles per hour
6.9	Bridge	5
10.4	Bridge	10

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate over Bridges, Consol type 2455 to 2514.
Heaviest car permitted to operate.....169,000 lbs.
Heaviest Auxiliary Crane permitted to operate..... 85 ton.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Imperial Oil Ltd.	2	W	4 2

WESTWARD TRAINS SECOND CLASS 219 Mixed Daily Ex. Sunday	Miles from Junction Switch Cayuga Sub.	Symbols	DUNNVILLE SUBDIVISION STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity Sidings	Car Capacity Other Tracks	EASTWARD TRAINS THIRD CLASS 218 Mixed Daily Ex. Sunday	488 Manifest Daily	486 Manifest Daily
PM L 4.15	0.1	*B	.....FORT ERIE.....	D N	B I	....	....	.....	.....	.....
.....	.....	CK WY	....FORT ERIE YARD....V	D N	F E	YA	RD	PM A 12.17	PM A 12.45	AM A 12.45
4.19	0.7	.....	....FORT ERIE SOUTH.... (0.6)	P	.....	....	....	12.14	12.35	12.35
S 4.20	1.0	Z	....FORT ERIE WEST.... (0.3)	.....	.....	....	....	S 12.13	.....	.....
S 4.35	9.0	.....	.....RIDGEWAY..... (8.0)	D	J Y	46	47	S PM 11.58	12.20	12.20
S 4.42	13.1	.....	.....SHERKS..... (4.1)	P	.....	....	147	S 11.50	12.15	12.15
.....	18.2	Z	.....NICKEL..... (5.1)	.....	.....	59	Yd	.....	.....	.....
	18.8		Jct. with Humberstone Sub.							
S 4.55	19.2	*K WY	.....PORT COLBORNE..... (1.0)	D N	O C	....	Yd	S 11.40	12.05 PM	12.05 AM
.....	19.8	Z	.....MACEY..... (0.6)	.....	.....	63	Yd	11.31	.....	.....
S 5.03	25.5	.....	.....WAINFLEET..... (5.7)	P	.....	44	4	S 11.25	11.55	11.55
S 5.09	29.7	.....	.....LOWBANKS..... (4.2)	.....	.....	....	....	S 11.19	11.50	11.50
F 5.13	32.1	.....	.....STROMNESS..... (2.4)	P	.....	....	....	F 11.15	.....	.....
S 5.37	38.0	WZ	.....DUNNVILLE..... (5.9)	D	D U	81	31	S 11.05	11.40	11.40
	45.2		Jct. with Cayuga Sub.							
5.50	45.4	Y	.....CANFIELD JCT..... (7.4)	P	.....	....	....	10.37	.....	.....
S 5.53	46.2	.....	.....CANFIELD..... (0.8)	P	.....	84	12	S 10.35	11.25	11.25
F 6.00	51.0	.....	.....COOKS..... (4.8)	P	.....	....	....	F 10.28	11.20	11.20
F 6.05	52.5	.....	.....SENECA..... (1.5)	.....	.....	....	6	S 10.25	.....	.....
	58.6		Jct. with Hagersville Sub.							
S 6.33	58.7	WYZ	.....CALEDONIA ..... (6.2)	D N	C S	57	Yd	S 10.15	11.10	11.10
F 6.43	65.3	.....	.....MIDDLEPORT..... (6.6)	.....	.....	....	....	F 9.41	.....	.....
F 6.50	67.7	.....	.....ONONDAGA..... (2.4)	P	.....	53	16	S 9.36	11.00	11.00
6.58	72.4	.....	.....CAINSVILLE..... (4.7)	P	.....	....	12	9.28	10.50	10.50
	75.4		Jct. with Burford Sub. (3.0)							
	75.4		Jct. with Dundas Sub.							
A PM 7.05	.....	C *KWZ	.....BRANTFORD..... (0.3)	D N	N F	YA	RD	L AM 9.20	L AM 10.45	L PM 10.45
Daily Ex. Sunday 219								Daily Ex. Sunday 218	Daily 488	Daily 486

DUNNVILLE SUBDIVISION FOOTNOTES

Fort Erie (B. 1 Telegraph Office)—*Register and Bulletin station for No. 219 only. All other trains register at Fort Erie Yard.

Fort Erie Yard—No. 218 will back to Fort Erie via yard track, arriving 12.25 p.m. Additional train miles involved in this move 0.3.

Fort Erie South—Normal position of switch is for trains to and from Fort Erie Yard.

Fort Erie West—All freight trains, except Nos. 486 and 488 must stop clear of Catharine Street crossing, mileage 1.3 and call Yardmaster at Fort Erie from yard telephone to ascertain track to pull into.

Ridgeway—Trains Nos. 218 and 219 must obtain terminal clearance.

Port Colborne—*All trains, except trains originating or terminating, may register at Port Colborne by delivering register ticket to operator. When no operator on duty, train register will be located in N.S&T. Rly. booth north side of station. Door must be kept locked. Trains Nos. 218 and 219 must obtain terminal clearance.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the Town of Port Colborne, except when necessary to prevent accident. (B.T.C. 45316). This does not prohibit the sounding of engine whistle signals when necessary for train operation. Town limits of Port Colborne extend from mileage 18.8 to 19.6.

Employees are forbidden to ride on top of cars or engines, while standing on, or moving over, any portion of electrified section of N.S. & T. Railway, account danger from overhead wires.

All movements over Clarence St. (Government Spur) must be flagged by a member of the train crew. (B.T.C. 88092).

Macey—First track south of main track is siding.

Dunnville—Trains Nos. 218 and 219 must obtain terminal clearance.

Westward trains stopped immediately east of Cedar Street mileage 38.0 (first crossing west of Station) will stop the operation of the automatic protection by pushing "stop" button located on stand 50 feet east of the crossing on the south side of the track. Before train proceeds "Start" button must be pushed to reactivate the crossing protection. Circuits of approximately 100 feet extend both directions from the crossing on both side tracks. Pushbutton—Special Instruction No. 4 applicable.

Canfield Junction—Track connecting the Cayuga and Dunnville Subdivisions is used as a team track.

Caledonia—Trains Nos. 218 and 219 must obtain terminal clearance.

Argyle St., mileage 58.7, first public crossing at grade east of station. Movements on siding and track over this crossing must be protected by member of crew. Cars left standing on this siding and track must be placed at least 50 feet from the street line. (B.T.C. 36468).

Brantford—*Register station for regular trains. Trains Nos. 488 and 486 may register at Brantford by delivering register ticket to Operator. Trains (except No. 218) will not require terminal clearance passing from one subdivision to another at Brantford provided train order signal indicates "proceed".

Westward freight trains stopping at Brantford will leave train clear of interlocking

RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES

MILEAGE 19.0—Welland Canal Drawbridge; Interlocking.

MILEAGE 37.4—Crossing, Toronto, Hamilton and Buffalo Railway; Interlocking. (B.T.C. 65307).

MILEAGE 45.4—Crossing, New York Central Railway and Cayuga Subdivision; Interlocking. (B.T.C. 67787). Permissible speed, passenger trains—50 m.p.h. (B.T.C. 68043).

YARD LIMIT SIGNS

Fort Erie —11313 feet west of Station.
Port Colborne—2306 feet east of east switch Nickel.
—2932 feet west of west switch Macey.
Dunnville —4000 feet east of Station.
—4000 feet west of Station.
Caledonia —4921 feet east of Station.
—3500 feet west of Station.
Brantford —4159 feet east of Junction Switch, Dundas Subdivision.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger, freight and mixed trains	55
Engine with caboose or light engines	40
Mileage 13.1 Sherks Spur track	10
" 18.8 to 19.6 Port Colborne, public crossings at grade Mitchell Street to Steel St., both inclusive. (B.T.C. 56098)	10
" 18.9 Port Colborne—Welland St. (B.T.C. 80270)	
" 19.2 Port Colborne—King St. (B.T.C. 75216)	
" 38.0 Dunnville, Cedar Street, first west of station. B.T.C. 43740)	
" 58.5 to 58.7 Caledonia, Argyle St. (Highway No. 6). Westward trains on Dunnville Subdivision not stopping within operating circuits, when approaching crossing	30
" 58.7 Trains on Dunnville Subdivision stopping within operating circuits and then proceeding over crossing, when approaching and within two hundred feet of crossing. (B.T.C. 73803)	4
" 58.9 to 58.7 Eastward trains on Dunnville Subdivision not stopping within operating circuits, when approaching crossing	30
" 74.5 Brantford, Stanley Street. (B.T.C. 48779)	10

PERMANENT SLOW ORDERS

Mileage		Miles per hour
19.0	West leg of wye Humberstone Subdivision	5
20.0	Macey—Switches	20
31.8 to 32.3	Reverse curve	40

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest auxiliary crane permitted—250 ton.

SHERKS—Heaviest engine permitted in spur track—2600 class.

PORT COLBORNE—Mikado type engines, or heavier, prohibited from operating on west leg of wye in either direction. Northern type engines prohibited from operating on Government Spur.

CALEDONIA—Heaviest engine permitted in Gypsum Lime and Alabastine Co. tracks—Mikado type.

BRANTFORD INDUSTRIAL SPUR—Heaviest engine permitted, Mikado type.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Novadel Agene Ltd. (Lucidol Corp.)	5	W.	2.2
Haldimand Farmers Co-op	3	E.	36.9
Brantford Industrial Spur	50	E.	71.5

OTHER TRAINS

No. 511 leave Fort Erie Yard 6.45 a.m. daily ex. Sun. for London.

NORTHWARD TRAINS	Miles from Petrolia	Symbols	PETROLIA SUBDIVISION STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity Sidings	Car Capacity Other Tracks	SOUTHWARD TRAINS
↓	0.0	WZ	.....PETROLIA..... (4.7)	D	PT	YA	RD	↑
	4.7	YZ	.....PETROLIA JCT..... Jct. with Strathroy Sub.	P	....	....	....	
	Special Instruction No. 2 Applicable Rules 41 & 44 Applicable							

PETROLIA SUBDIVISION FOOTNOTES

Petrolia Jct.—Before fouling junction switch to Strathroy Subdivision, permission must be secured from Dispatcher.

YARD LIMITS

Petrolia Jct. to end of track Petrolia.

SPEED RESTRICTIONS

	Miles per hour
Maximum speed where not otherwise limited:	
Train and yard movements	35

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted.....250 ton.

Engines must not operate on N.Y.C. Interchange track beyond heel of switch.

OTHER TRAINS

Way freight leave London 7.30 a.m., except Sunday, for Petrolia and return.

NORTHWARD TRAINS	Miles from Otterville	Symbols	OTTERVILLE SUBDIVISION STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity Sidings	Car Capacity Other Tracks	SOUTHWARD TRAINS
↓	0.0	Z	.....OTTERVILLE..... (3.0)	D	OV	YA	RD	↑
	3.0	.....	Junction with Burford Sub. .....NORWICH JUNCTION... (1.1)	P	....	YA	RD	
	4.1	W	.....NORWICH..... (3.5)	D	NR	YA	RD	
	7.6	Z	.....BURGESSVILLE.....	....	....	....	....	
	Special Instruction No. 2 Applicable Rules 41 & 44 Applicable							

OTTERVILLE SUBDIVISION FOOTNOTES

YARD LIMITS

From end of track Otterville to end of track Burgessville.

SPEED RESTRICTIONS

	Miles per hour
Maximum speed where not otherwise limited:	
Train and yard movements	15
Mileage 4.1—Norwich, Main Street (first North of Station)	10

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted.....100 ton.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
Deller Bros.	2	N.	5.4

SIMCOE SUBDIVISION

WESTWARD TRAINS ↓ / EASTWARD TRAINS ↑

Miles from Port Dover and Simcoe	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks
0.0	Z	PORT DOVER	D	D V	YA	RD
		4.5				
4.5		LYNN VALLEY				E 1
		2.9				
5.6	W					
7.4	C R	SIMCOE	D	M O	YA	RD
		1.8				
9.2	Z	SIMCOE JCT. Jct. with Cayuga Sub.	P			36
		1.8				
0.0	C R	SIMCOE	D	M O	YA	RD
		5.1				
5.1		VITTORIA				10
		8.4				
13.5		ST. WILLIAMS	D	S T		4
		3.4				
16.9	Z	PORT ROWAN	D	P R	YA	RD

26.1 miles

Special Instruction No. 2 applicable.
Rules 41 and 44 applicable.

SIMCOE SUBDIVISION FOOTNOTES

Port Dover—All movements over Main Street, Mileage 0.0, must be flagged by a member of the Train Crew. (B.T.C. 77052).

Simcoe—Trains from Simcoe Subdivision to Cayuga Subdivision will receive train orders and terminal clearance at Simcoe, Simcoe Subdivision.

Switching movements over Yonge Street, mileage 7.4, will stop clear, and movement over crossing must be protected by member of crew. (B.T.C. 15674).

Switching movements over Union Street, mileage 7.5, will stop clear, and movement over crossing must be protected by a member of crew. (B.T.C. 23450).

Simcoe Jct.—Permission must be secured from train Dispatcher, St. Thomas, before fouling Cayuga Subdivision.

RAILWAY CROSSINGS AT GRADE

MILEAGE 6.3—Simcoe—L.E. & N. Ry., automatic interlocking. (B.T.C. 61844).

YARD LIMITS

Simcoe—Junction Switch to end of track at Port Rowan, and to end of track, Port Dover.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Train and yard movements Simcoe Jct. to Pt. Dover	20
Train and yard movements Simcoe to Pt. Rowan	15
Engines heavier than 80-90 class between Simcoe and Mileage 5.6. All trains when making back-up movement between Simcoe and Port Dover.	10
Mileage 0.6 Simcoe—First public crossing at grade west of town limits—Westward trains (B.T.C. 79327)	5
Simcoe—All public crossings at grade within town limits (B.T.C. 65105). Simcoe Town limits extend from mileage 6.5 to 8.3 on Pt. Dover Branch and from 0.0 to 0.2 on the Pt. Rowan Branch.	10
" 6.8 Simcoe—South Drive (B.T.C. 73438)	10

PERMANENT SLOW ORDERS

Mileage		Miles per hour
8.0	Bridge between Simcoe Jct. and Simcoe	10

ENGINE AND CAR RESTRICTIONS

Heaviest engines permitted to operate—1300 class and single unit Diesel road switchers series 1204 to 1221 inclusive and 1227 to 1288 inclusive.

(Except between Simcoe Jct. and west end of Simcoe Yard—any type; Simcoe to mileage 5.6—Mikado type)

Heaviest car permitted to operate —169,000 lbs.
Heaviest auxiliary crane permitted — 100 ton

(250 ton crane may operate from Junction switch to Simcoe).

OTHER TRACKS

	Car Capacity	Points face	Mileage
Walsh	3	EW	8.4
Hammonds	5	E	14.0

OTHER TRAINS

Way Freight leave Hamilton 8.15 a.m. except Sunday for Simcoe and return.

BURFORD SUBDIVISION

WESTWARD TRAINS ↓ / EASTWARD TRAINS ↑

Miles from Junction Switch Dunnville Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks
	CK	BRANTFORD	D N	N F	YA	RD
	WZ	0.3				
0.0		Jct. with Dunnville Sub.				
		7.7				
7.7		MT. VERNON				6
		2.7				
10.4		BURFORD	D	B F		23
		12.7				
23.0		Jct. with Otterville Sub.				
23.1	Z	NORWICH JCT. Jct. with Otterville Sub.	P			15
		5.1				
28.2		SPRINGFORD				12
		5.7				
33.9	Z	TILLSONBURG	D	R G	YA	RD
		1.8				
35.7	Y	TILLSONBURG JCT.				
35.8		Jct. with Cayuga Sub.				

Special Instruction No. 2 applicable west of Burford.
Rules 41 and 44 applicable.

BURFORD SUBDIVISION FOOTNOTES

Brantford—Train order signal governs Dundas and Dunnville Subdivision trains only. All Burford Subdivision trains must obtain terminal clearance.

Normal position of switch, mileage 0.2 is for eastward trains.

Air Brakes must be in service on all cars when being moved between Brantford (Dundas Subdivision) and Brantford, Colborne Street.

All movements over Dalhousie Street, mileage 0.9, (B.T.C. 56086); Colborne Street, mileage 0.9, (B.T.C. 58559); and switching movements over Chatham Street, mileage 0.6 (B.T.C. 67143); Market Street, mileage 1.2, (B.T.C. 57432); and West Colborne Street, mileage 1.6, (B.T.C. 66128) must be protected by member of crew.

Cars shall not stand on the side track west of the main track at Grey Street crossing, mileage 0.4, closer than 150 feet from the street line (B.T.C. 74126).

Tillsonburg—Eastward trains only, require terminal clearance.

Canadian National perform all switching for N.Y.C. and C.P.R. at Tillsonburg on town spur.

All movements on Town Spur over No. 3 Highway must be protected by member of crew.

RAILWAY CROSSINGS AT GRADE

MILEAGE 1.1—Lake Erie and Northern Railway; interlocking. (B.T.C. 71724).

MILEAGE 1.5—Lake Erie and Northern Railway; automatic interlocking. (B.T.C. 67088).

MILEAGE 33.1—Canadian Pacific Ry.; interlocking. (B.T.C. 68880).

YARD LIMIT SIGNS

Brantford—19799 feet west of Junction Switch, Dunnville Subdivision.

Norwich Jct.—2000 feet east, and 2300 feet west of east switch to Otterville Subdivision.

Tillsonburg—4040 feet east of station and at junction switch of Cayuga Subdivision

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Yard engines	15
Other trains	25

SPEED RESTRICTIONS—Continued

	Miles per hour
Mileage 0.6 Brantford, Chatham Street (B.T.C. 67143)	10
" 0.7 " Nelson Street (B.T.C. 72409)	
" 0.9 " Dalhousie Street (B.T.C. 56086)	
" 0.9 " Colborne St. (B.T.C. 61325)	
" 1.1 " Greenwich St. (B.T.C. 65919)	
" 0.4 " Grey Street (B.T.C. 74126)	
" 1.2 " Market Street (B.T.C. 57432)	
" 3.2 and 5.1 Auxiliary crane over bridges	5
" 10.5 Burford, Maple St. (B.T.C. 72377)	10
" 33.9 Tillsonburg, Ralph Street, first west of station (B.T.C. 35649)	

PERMANENT SLOW ORDERS

Mileage		Miles per hour
0.0 to 2.6	Brantford, Junction with Dunnville Subdivision and Brant St., first east of T.H. & B. Transfer. (B.T.C. 28224)	10
0.9 to 1.2	Approach L.E. & N. crossing (B.T.C. 71724)	
1.3 to 1.6	Approach L.E. & N. crossing (B.T.C. 67088)	
32.4 to 32.9	Curve and light rail	20
32.9 to 33.4	Approach C.P.R. crossing (B.T.C. 68880)	15
33.7	Tillsonburg, passing over Tillson's Spur Track	10
34.1	Bridge, Stoney Creek	15

ENGINE AND CAR RESTRICTIONS

Heaviest Engine permitted to operate over Stoney Creek Viaduct just West of Tillsonburg Station —2117 Class
Heaviest car permitted to operate —210,000 lbs.
Heaviest auxiliary crane permitted —160 ton

OTHER TRACKS

	Car Capacity	Points face	Mileage
Burford Sand Co.	8	E	11.6
Transfer to C.P.R.	5	E	33.3

OTHER TRAINS

Way freight leave Brantford 8.00 a.m. Daily except Sunday for Tillsonburg Jct. and return.

THORNDALE SUBDIVISION

WESTWARD TRAINS — FIRST CLASS																	EASTWARD TRAINS — FIRST CLASS				FOURTH CLASS			
					141	11	171	111	29	39	Miles from Stratford	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	10	168	170	40	400	740	720	
					Passenger Sunday only	Passenger Daily Ex. Saturday and Sunday	Passenger Daily Ex. Sunday	Passenger Saturday only	Passenger Daily Ex. Sunday	Passenger Daily								Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Freight Daily Ex. Sunday and Monday	Way Freight Tuesday Thursday & Saturday	Way Freight Daily Ex. Saturday and Sunday	
					L PM 8.04	L PM 7.45	L PM 6.00	L PM 3.55	L AM 10.45	L AM 1.30	0.0	CKW	STRATFORD	D N	O D	YA	RD	A AM 4.47	A AM 7.08	A PM 7.05	A PM 8.35	A AM 5.50	A PM 1.45	A PM 4.40	
											0.1	XYZ	Jct. with Goderich Sub.												
					8.13	7.53	F 6.10	4.04	10.54	1.39	5.3		ST. PAULS	P	— — —	34		4.37	S 6.54	F 6.54	8.25	5.35	1.30	4.25	
					8.18	7.58	6.18	4.09	10.59	1.44	4.9 10.2	*RWZ	ST. MARY'S JCT.	P	— — —	35	Yard	4.31	6.47	6.48	8.18	5.25	L PM 1.20	4.10	
											10.4		Jct. with Forest Sub.												
					S 8.23	S 8.01	S 6.23	S 4.12	S 11.03	F 1.46	0.9 11.1		ST. MARY'S	D	R Y		58	S 4.28	S 6.45	S 6.46	S 8.16	5.23	From Forest Sub.	2.25	
											1.0 12.1	Z	CEMENT COY'S SWITCH	P	— — —							5.20		2.20	
					8.30	8.08	F 6.33	4.20	11.11	1.55	5.0 17.1		KELLY'S	P	— — —	42	11	4.19	S 6.25	F 6.33	8.08	5.05		2.05	
					F 8.37	8.21	S 6.42	S 4.27	S 11.18	2.01	5.0 22.1		THORNDALE	D	G D	42	26	4.13	S 6.17	S 6.27	8.01	4.55		1.55	
											7.4 29.5		COLPACK	— — —	— — —		16					4.37			
					8.45		6.55	4.36	11.29	2.11	0.4 29.9		POTTERSBURG	— — —	— — —		4					4.35			
					A PM 8.50	A PM 8.35	A PM 7.00	A PM 4.40	A AM 11.35	A AM 2.15	1.4 31.3	YZ	V LONDON JCT.	— — —	— — —			L 3.59 AM	L 6.04 AM	L 6.14 PM	L 7.49 PM	L 4.30 AM		L 1.30 PM	
													Jct. with Dundas Sub.												
					Sunday only	Daily Ex. Saturday and Sunday	Daily Ex. Sunday	Saturday only	Daily Ex. Sunday	Daily								Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday and Monday	Tuesday Thursday & Saturday	Daily Ex. Saturday and Sunday	
					141	11	171	111	29	39								10	168	170	40	400	740	720	

THORNDALE SUBDIVISION FOOTNOTES

Stratford—Downie St. (second west of station). Eastward movements on main shop lead must stop short of this crossing. Trains limited to five (5) miles per hour shall not proceed over crossing until the gates are lowered. (B.T.C. 77500). When any movement passes over this crossing it will be necessary, before making a reverse movement over the crossing, for a member of crew to operate crossing gates by use of push buttons located on a post in Southwest angle of crossing over switching lead and by use of manual control switch located at west end of control panel located between Goderich and Thorndale Subdivision main tracks for reverse movements over Thorndale Subdivision main track, Goderich Subdivision main track and shop lead. Pushbutton—Special Instruction No. 4 applicable.

Switches at west end of yard are in charge of switchtender between the hours of 6.45 a.m. and 2.45 p.m. daily except Sunday. Yard helper will operate these switches for train No. 34, also engine to and from shop track for this train and to shop track from No.37.

St. Mary's Jct.—*Register station for trains to and from Forest Subdivision.

London Jct.—Trains may leave London Jct. without obtaining terminal clearance. Station Protection Signal No. 311 will govern westward movements to Dundas Subdivision. In the event of failure of signal to clear, trains will be governed by instructions of switchtender.

London—Register station for trains Thorndale Subdivision except that London East (Mileage 76.5 Dundas Subdivision) is register station for fourth class and extra trains originating and terminating at London East.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade, except Highbury Avenue, within the limits of the City of London, except when necessary to prevent accident. (B.T.C. 83758). This does not prohibit the sounding of engine whistle signals when necessary for train operation. (Highbury Ave., mileage 30.2, is the first public crossing at grade west of Dundas Street at Pottersburg.) London city limits commence at mileage 29.3.

Interchange Spur Line, Dundas St.—Trains will stop at "Stop" board and before proceeding over the street a member of the crew will open the push button box and press button marked "Start", which puts the signals into operation. When the train has completed movement over the street and cleared the "Stop" sign on opposite side, the signals will automatically stop operating. If the signals have been put into operation and the move over crossing not completed, or delayed, the signal operation may be stopped by pressing button marked "Stop" in the push button box. These boxes must be kept locked except when in actual use. (B.T.C. 85969). Pushbutton—Special Instruction No. 4 applicable.

Yard engines and switching movements must not pass over Dundas St. except in case of emergency between hours of 4.45 p.m. and 5.30 p.m. (3.45 p.m. and 4.30 p.m. during Daylight Saving Time.)

Interchange Spur Line, Florence St.—Trains will stop at the "Stop" boards before proceeding over the crossing. Signals operate automatically with track circuits. (B.T.C. 85948).

RAILWAY CROSSINGS AT GRADE

ST. MARY'S—Track leading to Maxwell's Factory—Crossing C.P.R. track—Non-interlocking.

Crossing, St. Mary's Cement Co. Ltd., Non-interlocking. (B.T.C. 46618).

MILEAGE 29.6—Canadian Pacific Railway; Automatic Interlocking. (B.T.C. 51619).

YARD LIMIT SIGNS

Stratford —7050 feet west of Station.
St. Mary's Jct.—3125 feet east of Station.
—10300 feet west of Station.
London Jct. —20871 feet east of London Jct.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	60
Freight and mixed trains	50
Engine with caboose or light engines	40
Mileage 0.1 Stratford—Nile St., first west of station (B.T.C. 75348)	10
" 0.2 Stratford—Downie St. (second west of station). Eastward trains on main track, approaching and within 400 feet of crossing. (B.T.C. 77500)	10
Other trains on all tracks, approaching and within 400 feet of crossing (B.T.C. 77500)	5
" 0.3 Stratford—Victoria St., third west of station	10
" 0.4 " McKenzie St., fourth west of station	
" 0.4 " Cambria St., fifth west of station	
" 0.4 " Dufferin St., sixth west of station (B.T.C. 75085)	
" 0.5 " West Gore St., seventh west of station (B.T.C. 80177)	
" 0.6 " Nelson St., eighth west of station	
" 31.0 Egerton Street, first east of London Jct. (B.T.C. 68546)	

PERMANENT SLOW ORDERS

Mileage		Miles per hour
10.4	St. Mary's Junction, through junction switch	30

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest engine permitted to operate—All except 4100 class.

Heaviest auxiliary crane permitted—250 ton.

ST. MARY'S—Maxwell Limited track. Heaviest engines permitted to operate—40% Consol and 5600 Class.

CEMENT COMPANY'S SWITCH—Tracks serving St. Mary's Cement Company Limited.—Heaviest engines permitted to operate—40% Consol and 5600 Class.

MILEAGE 27.8—General Motors Diesel Ltd. track—heaviest engine permitted to operate south of Oxford St.—six wheel standard yard engine.

OTHER TRACKS

	Car Capacity	Points face	Mileage
United Co-Operative of Ontario	10	E	1.2
London Sand & Stone Ltd.	30	E & W	23.5
General Motors Diesel Ltd. Lead	48	E	27.8
McColl Frontenac Oil Co.	21	E	27.8
Calumet & Heckla of Canada Ltd	48	W	27.9
Minnesota Mining Ltd.	58	W	28.4
Elliott Marr & Co. Ltd.	5	E	28.8
Canadian Petrofina Ltd.	3	W	29.4

OTHER TRAINS

Way Freight leave Stratford 8.30 a.m., except Sunday, for London and return.

Way Freight leave Stratford 9.00 a.m. Monday, Wednesday and Friday for Sarnia.

BRAMPTON SUBDIVISION FOOTNOTES

Toronto—*Register station for first class, and passenger extra trains, originating and terminating, and initial station Brampton Subdivision.

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

West Toronto—*All first class and eastward freight trains may register at West Toronto by delivering register ticket to operator.

Weston—Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the Town of Weston, and any public crossing at grade within the limits of the Township of York, except when necessary to prevent accident. (B.T.C. 57201). (B.T.C. 70106). This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the town of Weston extend from mileage 9.7 to 7.8 and the Township of York from mileage 7.8 to 5.9.

Georgetown—*Register station for trains originating and terminating.

Under Rule 5 the time for passenger trains applies at the station.

South siding—track next south of main track extends from 911 feet east of station to crossover switch 1092 feet west of station. North siding—track next north of main track extends from most easterly switch to switch located 743 feet west of station.

All switching movements on tracks over private crossing just east of station must be protected by member of crew and all movements to tracks north of stock pens must be preceded by member of crew to give necessary warning. (B.T.C. 27847).

Conductors of Milton Subdivision trains must call the train dispatcher, Stratford, from 'phone at Junction switch for information required by Rule 83 and permission to enter Brampton Subdivision, Stratford Division. If dispatcher cannot be so reached, these movements may be made under flag protection. Dispatcher must record each instance fully in train order book.

Acton—All eastward freight trains must make running test of brakes approaching and before passing Acton in order that condition of train brakes may be known, and brake system fully re-charged before reaching summit of grade. If, in judgment of engineman, retaining valves are necessary for safe control of train he must stop before passing Acton and trainmen will turn up as many retaining valves on head end as engineman demands.

Cars are not to be left standing on tracks within 200 feet of Mill Street (first west of station) except cars for Ritchie and Agar, which are placed on north track opposite their coal shed and such cars must not be placed closer to crossing than west end of coal shed.

Rockwood—Cars must not be left standing on north track between freight shed and public crossing at grade or within 150 feet west of crossing, except cars placed at stock pens during unloading or loading operations.

Guelph—Guelph Jct.—*Guelph is register station for first class and passenger extra trains. First class trains must obtain terminal clearance except Nos. 137 and 39 (no operator on duty for these trains). Other trains may pass from double to single track without obtaining terminal clearance provided train order signal indicates proceed.

*Guelph Jct. is register station for fourth class and extra trains except extra passenger trains. Trains may pass from double to single track without terminal clearance and regular trains may leave without terminal clearance provided train order signal indicates proceed. Extra trains may leave without obtaining terminal clearance when no operator on duty.

Tracks at Guelph are numbered from the north and will be normally used as follows: No. 1 westward main track; No. 2 station track; No. 3 eastward main track; No. 4 station track.

Rule No. 91 not applicable between Guelph and Guelph Jct. A trainman or yardman must ride on the rear car of every train or switch movement. If rear end car is without end door or vestibule, trainman or yardman will take a conspicuous position as near the rear as possible, and must be provided with all necessary equipment for prompt use to guard against the possibility of accident when his train or engine stops or is moving under circumstances in which it may be overtaken and must take such action as is necessary to warn any following movement of the presence or location of his train or engine and lighted fusees, red or yellow, as the case may require, must be displayed or thrown off at proper intervals.

Double track extends from switch located just west of bridge mileage 48.5 to switch opposite station at Guelph Jct. A spring switch is located at each end of double track.

Signal No. 485, located east of station, Guelph, governs spring switch for westward movements from single to double track. Rule 104-A governs.

Signal No. 498 located west of station, Guelph Jct., governs spring switch for eastward movements from single to double track and to "block end" sign on eastward main track. Dwarf signal No. 500, located west of station, Guelph Jct., governs movements from north track to "block end" sign on eastward main track. Trains finding either signal displaying stop indication will proceed in accordance with Rule 104-A.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Guelph, except when necessary to prevent accident. (B.T.C. 69572). This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the City of Guelph extend from mileage 47.6 to mileage 50.2.

WESTWARD TRAINS

FIRST CLASS

BRAMPTON SUBDIVISION

Toronto to West Toronto: Movement by Signal Indication DOUBLE TRACK. Toronto to Weston: Automatic Block Signal System. Guelph to Guelph Jct.: DOUBLE TRACK.

		39 Passenger Daily	37 Passenger Daily Except Sunday	141 Passenger Sunday only	175 Passenger Daily Except Sunday	11 Passenger Daily Except Sat. & Sun.	165 Passenger Daily Except Sunday	111 Passenger Saturday only	137 Passenger Sunday only	173 Passenger Daily Except Sunday	29 Passenger Daily Except Sunday	27 Passenger Daily Except Sunday	Miles from Toronto	Symbols	STATIONS
		PM L 10.30	PM L 6.20	PM L 5.50	PM L 5.35	PM L 5.00	....	PM L 1.10	AM L 8.30	....	AM L 8.10	AM L 6.55	0.0	C*K WXY	*Toronto Terminals* TORONTO 5.0
		S 10.49	S 6.40	S 6.06	S 5.53	S 5.18	....	S 1.28	S 8.48	....	S 8.27	S 7.15	5.0	*KW XZ	WEST TORONTO 3.6
		F10.56	S 6.47	6.11	S 6.02	S 5.27	....	S 1.36	F 8.56	....	8.33	S 7.23	8.6	....	WESTON 0.2
		....	....	....	....	....	....	....	....	....	....	7.26	8.8	....	MOFFAT 5.9
		....	....	....	....	....	....	....	....	....	....	....	14.7	....	MAGOR 0.6
		S11.07	S 7.02	6.19	6.12	5.37	....	S 1.47	F 9.05	....	8.42	S 7.40	15.3	....	MALTON 6.0
		S11.19	S 7.16	S 6.28	S 6.22	S 5.47	....	S 1.58	S 9.16	....	S 8.52	S 7.58	21.3	....	BRAMPTON 5.6
		11.25	7.22	6.34	6.31	5.54	....	2.04	9.22	....	8.58	8.05	26.9	....	NORVAL 2.4
		S11.31	A 7.26 L 7.35	S 6.39	A 6.35 L 6.41	S 5.57	....	S 2.10	F 9.30	....	A 9.02 L 9.06	S 8.16	29.3 29.5	*RWX YZ	GEORGETOWN Jct. with Milton Sub. 3.2
		....	7.40	....	....	....	....	....	....	....	....	....	32.5	....	LIMEHOUSE 3.1
		S11.44	S 7.49	6.49	S 6.55	S 6.10	....	S 2.22	F 9.43	....	9.20	S 8.30	35.6	....	ACTON 5.6
		....	F 7.56	....	7.02	....	....	F 2.30	F 9.50	....	....	S 8.39	41.2	....	ROCKWOOD 0.2
		11.50	7.57	6.55	7.03	6.20	PM	2.31	9.51	AM	9.26	8.41	41.4	....	ROCKCUT 7.4
		AM S12.10	S 8.13	S 7.05	S 7.25	S 6.36	L 6.15	S 2.45	S10.05	L 9.43	S 9.40	S 9.00	48.8	*RXZ	GUELPH 1.0 Jct. with Fergus Sub.
		12.16	8.19	7.11	A 7.30 PM	6.42	A 6.20 PM	2.51	10.11	A 9.48 AM	9.46	9.06	49.8 50.0	*BCW XYZ	GUELPH JCT. Jct. with Fergus Sub. 4.1
		12.21	8.24	....	To Fergus Sub.	....	To Fergus Sub.	2.56	10.16	To Fergus Sub.	9.51	9.11	53.9	....	MOSBOROUGH 4.5
		12.26	F 8.29	7.21		6.51		3.00	F10.21		* 9.56	9.15	58.4	....	BRESLAU 4.3
		S12.45	S 8.45	S 7.27		S 7.04		S 3.12	S10.30		S10.04	S 9.30	62.5 62.7	*KW YZ	Jct. with Waterloo Sub. KITCHENER 6.5
		12.55	F 8.54	7.38	....	7.14	....	3.21	F10.42	....	*10.14	S 9.41	69.2	....	PETERSBURG 3.3
		12.59	S 9.02	....	....	7.18	....	F 3.25	F10.46	....	*10.18	S 9.47	72.5	....	BADEN 2.5
		1.02	S 9.10	....	....	* 7.21	....	S 3.30	F10.49	....	*10.21	S 9.53	75.0	....	NEW HAMBURG 7.1
		1.10	F 9.20	7.52	....	7.29	....	3.39	F10.58	....	*10.28	S10.03	82.1	....	SHAKESPEARE 6.5
		A 1.18 AM	A 9.30 PM	A 8.01 PM	....	A 7.40 PM	....	A 3.48 PM	A 11.10 AM	....	A 10.38 AM	A 10.15 AM	88.5 88.6	CKW XYZ	Jct. with Newton & Drumbo Subs. STRATFORD
		Daily	Daily Except Sunday	Sunday only	Daily Except Sunday	Daily Except Sat. & Sun.	Daily Except Sunday	Saturday only	Sunday only	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			
		39	37	141	175	11	165	111	137	173	29	27			

All movements between Toronto and West Toronto must be governed by Toronto Terminals Time Table and requirements.

Nos. 172, 173, 174, and 175 will use east leg of wye, Fergus Subdivision; Operator handle switches of east wye for Nos. 172, 174 and 175; also crossover switches at Edinburgh Road for Nos. 172 and 174, and switch from Eastward Main Track to Fergus Subdivision (South) for Nos. 173 and 174.

All switching movements over Alma Street, mileage 49.8, (first east of Station), Guelph Jct. must be protected by member of crew.

Kitchener—*Trains not required to register.

Under Rule 5 the time for passenger trains applies at the station.

North Siding—Track north of main track, extends from second most easterly switch of Kitchener yard to crossover just east of King Street, mileage 63.0, (fourth west of Station).

South Siding—Track next south of main track, extends between Lancaster Street, mileage 62.1, (third east of station) and Ahrens Street, mileage 62.6, (first east of station). East Switch located 2999 feet east of station; west switch 340 feet east of station.

Freight trains or yard engines must not pass over King Street, mileage 63.0, (fourth west of station) and Lancaster Street, mileage 62.1, (third east of station) except in case of emergency between the following times: 11.55 a.m. to 12.10 p.m., 12.50 p.m. to 1.00 p.m. and 4.55 p.m. to 5.10 p.m. (10.55 a.m. to 11.10 a.m., 11.50 a.m. to 12.01 p.m. and 3.55 p.m. to 4.10 p.m. during Daylight Saving Time.)

Lancaster Street, mileage 62.1, (third east of station). All movements on other than main track must come to a stop and make certain the protection is operating before entering onto the street. (B.T.C. 90624.)

Ahrens Street, mileage 62.6, (first east of station); Weber Street, mileage 62.7, (first west of station); Edward Street, mileage 62.8, (second west of station); and Waterloo Street, mileage 62.9, (third west of station)—all movements on other than main track over these crossings must be protected by a member of the crew between the hours of 11.00 p.m. and 6.00 a.m. daily. (B.T.C. 56961).

Burns Company track from Bridgeport Spur. All movements on this track over Guelph Street must be protected by member of crew. (B.T.C. 65080).

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Kitchener, except when necessary to prevent accident. (B.T.C. 57629). This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the City of Kitchener extend from mileage 61.7 to mileage 64.1.

Stratford—Switches at west end of yard are in charge of switchtender between the hours of 6.45 a.m. and 2.45 p.m. daily except Sunday. Yard helper will operate these switches for train No. 34, also engines to and from shop track for this train and to shop track from No. 37.

***CONDITIONAL STOPS**

No. 11 stop at New Hamburg to detrain revenue passengers from West Toronto and beyond.

No. 29 stop at Breslau and Shakespeare to detrain revenue passengers from points beyond Toronto, and Petersburg, Baden and New Hamburg to detrain revenue passengers from West Toronto and beyond.

No. 34 stop at Shakespeare, New Hamburg, Baden, Petersburg, and Breslau for revenue passengers to connect with No. 174 at Guelph and No. 662 at Georgetown, also for revenue passengers to West Toronto and beyond.

No. 40 stop at New Hamburg to detrain revenue passengers from London and beyond and stop on flag to entrain revenue passengers for points beyond Toronto.

BRAMPTON SUBDIVISION

EASTWARD TRAINS

Movement by Signal Indication	Automatic Block Signal System	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 10 Passenger Daily	166 Passenger Daily Except Sunday	28 Passenger Daily Except Sunday	172 Passenger Daily Except Sunday	174 Passenger Daily Except Sunday	34 Passenger Daily Except Sunday	36 Passenger Daily Except Sunday	138 Passenger Sunday only	40 Passenger Daily	FOURTH CLASS 700 Way Freight Daily Except Sat. & Sun.	712 Way Freight Daily Except Sat. & Sun.	400 Freight Daily Except Sun. & Mon.	458 Freight Daily Except Monday
		Toronto Terminals																	
DOUBLE TRACK		TORONTO	DN	UN	YA	RD	A AM 8.00		A AM 9.50	A AM 11.10		A PM 7.35	A PM 8.35	A PM 9.15	A PM 11.00				
		5.0																	
		WEST TORONTO	DN	ON			S 7.39		S 9.35	S10.54		S 7.16	S 8.20	S 8.58	S10.45			A PM 2.10	A AM 2.45
		3.6																	
		WESTON	DN	WS		60	S 7.32		9.28	S10.46		7.09	S 8.12	S 8.50					
		0.2																	
		MOFFAT			19		7.26		9.27			7.08	8.10	8.49	10.37			2.00	2.34
		5.9																	
		MAGOR	P		38													1.48	2.23
		0.6																	
		MALTON	DN	MA	61	45	S 7.16		9.21	S10.36		7.02	S 8.01	S 8.40	10.31			1.47	2.22
		6.0																	
		BRAMPTON	DN	BN	63	35	S 7.06		S 9.14	S10.26		S 6.47	S 7.50	S 8.30	S10.23			1.27	2.09
		5.6																	
		NORVAL	P		25	4	6.56		9.05	10.16		6.41	7.34	8.17	10.14			1.15	1.54
		2.4																	
		GEORGETOWN	DN	NR	N 105 S 36	Yard	S 6.53		S 9.02	S10.13		S 6.37	S 7.30	S 8.13	S10.11		A AM 10.40	1.10	1.49
		Jct. with Milton Sub.																	
		3.2																	
		LIMEHOUSE	P				6.44		8.55	F10.05		6.31	7.18	F 8.06	10.05		10.30		1.38
		3.1																	
		ACTON	DN	CN	61	71	S 6.40		8.51	S10.00		6.27	S 7.13	S 8.01	10.01		10.20	12.48	1.32
		5.6																	
		ROCKWOOD	D	RD		19				S 9.50			S 7.04	F 7.51			10.02		
		0.2																	
		ROCKOUT			61		6.30	AM	8.41	9.49	PM	6.20	7.03	7.50	9.54		10.01	12.40	1.20
		7.4																	
DOUBLE TRACK		GUELPH	DN	GF		Yard	S 6.20	A 8.00	S 8.31	S 9.40	A 5.53	S 6.10	S 6.53	S 7.40	S 9.45		9.51	12.26	1.00
		1.0																	
		Jct. with Fergus Sub. GUELPH JCT.	DN	DK		Yard	6.02	L 7.55 AM	8.20	L 9.22 AM	L 5.48 PM	5.57	S 6.32	7.32	9.37	A AM 10.20	L 9.45 AM	12.20 PM	12.54
		Jct. with Fergus Sub.																	
		4.1																	
		MOSBOROUGH	P		38	7	5.56	From Fergus Sub.	8.15	From Fergus Sub.	From Fergus Sub.	5.52	6.22	7.27	9.31	10.05		11.58	12.21
		4.5																	
		BRESLAU	P		29	17	5.51		S 8.10			* 5.46	S 6.16	F 7.21	9.26	9.56		11.52	12.02 AM
		4.3																	
		Jct. with Waterloo Sub. KITCHENER	DN	BR	N 153 S 49	Yard	S 5.45		S 8.04			S 5.40	S 6.10	S 7.14	S 9.20	9.30		11.45	11.55
		6.5																	
		PETERSBURG	D	RG	41	15	5.24		S 7.50			* 5.25	S 5.44	F 7.00	9.06	8.55		11.16	11.40
		3.3																	
		BADEN	DN	BA	23	39	5.20		S 7.41			* 5.20	S 5.36	S 6.54	9.02	8.42		11.11	11.35
		2.5																	
		NEW HAMBURG	DN	MU	80	30	F 5.16		S 7.38			* 5.16	S 5.32	S 6.50	* 8.58	8.35		11.08	11.30
		7.1																	
		SHAKESPEARE	D	AK	25	20	5.06		S 7.28			* 5.06	S 5.21	F 6.40	8.50	8.17		10.58	11.15
		6.5																	
		Jct. with Newton & Drumbo Subs. STRATFORD	DN	OD	YA	RD	L AM 4.55		L AM 7.17			L PM 4.55	L PM 5.10	L PM 6.30	L PM 8.40	L AM 8.00		L AM 10.40	L PM 11.00
							Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday only	Daily	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily Except Sun. & Mon.	Daily Except Sunday
							10	166	28	172	174	34	36	138	40	700	712	400	458

All movements between Toronto and West Toronto must be governed by Toronto Terminals Time Table and requirements.

RAILWAY CROSSINGS AT GRADE

MILEAGE 21.5—Canadian Pacific Railway; Interlocking. Eastward home signal is equipped with dummy mast identified by lunar white light. (B.T.C. 67253).

YARD LIMIT SIGNS

West Toronto—5970 feet west of station.
Georgetown —4771 feet east of station.
—4080 feet west of station.
Guelph —3047 feet east of station.
—3840 feet west of Guelph Jct. station.
Kitchener —10392 feet east of station.
—7855 feet west of station.
Stratford —5131 feet east of station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	70
Freight and mixed trains	55
Engine with caboose or light engines	40
Mileage 35.6 to 29.3—Eastward Passenger trains	45
—Eastward Freight and Mixed trains	35
" 21.4 Brampton, Mill St., first west of station. (B.T.C. 23399)	10
" 48.8 to 49.8—Between Guelph and Guelph Jct.—first and second class trains	Yard speed
" 48.8 to 49.8—Between Guelph and Guelph Jct.—public crossings at grade	10

SPEED RESTRICTIONS—Continued

		Miles per hour
Mileage 62.1	Kitchener, Lancaster St., third east of station	20
" 62.3	Kitchener, St. Leger St., second east of station (B.T.C. 66621)	10
" 62.3	Kitchener, St. Leger St., second east of station, other than main track	5
" 62.6	Kitchener, Ahrens Street, first east of station (B.T.C. 71327)	10
" 62.7	Kitchener, Weber Street, first west of station (B.T.C. 61571)	
" 62.8	Kitchener, Edward St., second west of station (B.T.C. 69378)	
" 88.6	Through crossover switches at east end of Stratford Station	

PERMANENT SLOW ORDERS

Mileage		Miles per hour
29.3	Georgetown, through east leg of wye	5
48.6	Guelph, through spring switch east end of double track	20
48.6	" switch leading to No. 1 track (westward trains)	10
48.9	Guelph, through cross-over west of Guelph station	10
49.5	Through switch at Edinburgh Road leading from westward main track to long wye, also two switches leading from long wye to engine house and Louden track respectively	
49.8	Guelph Jct., Eastward through spring switch, west end of double track	
	Kitchener, Bridgeport Spur	

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest auxiliary crane permitted—250 ton.

WESTON—Engines must not operate on trestle of Weston Building Products Ltd.

MILEAGES 11.1, 11.8, 12.4 AND 28.8—Industrial tracks—Heaviest engines permitted to operate—7200, 7400 class and diesel engines.

BRAMPTON—Engines must not operate on trestles of Brampton Fuels and Peoples Fuel Co. Ltd. Mikado engines with vestibule cabs must not operate on cattle pen track.

GEORGETOWN—Santa Fe type engines must not operate on wye. Engines must not operate on trestle of W. H. Kentner & Son.

ACTON—Engines operating on trestle of Beardmore tracks must not exceed ten (10) miles per hour.

GUELPH JCT.—Only standard six wheel yard engines are permitted to operate on tracks serving the Canadian Gypsum Co.

KITCHENER—Santa Fe, Northern and Mountain type engines must not operate on wye. Engines must not operate beyond frog of switch leading to Rumpel Felt Co. track.

Heaviest engine permitted to operate on tracks serving Burns and Co. (Eastern) Ltd.—80 and 90 class and six wheel standard yard engines.

Engines heavier than 1500 class and six-wheel standard yard engines not permitted to operate on curve on west leg of coaling track.

Heaviest auxiliary crane permitted on Bridgeport Spur, Kitchener—60 ton.

Heaviest engine permitted to operate on Bridgeport Spur—80 and 90 class and six-wheel standard switch engines.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Canadian General Electric Co. Ltd.	13	E.	10.4
Service Track	157	E.W.	11.5
Highbury Developments Ltd.	90	E.	11.8
Dominion Structural Steel Ltd., Roscoe Metal & Roofing Products Ltd., and G. S. McCord	108	E.	12.4
Storage track	70	E.W.	12.7
Orenda Engines Ltd.	88	E.	14.3
L. W. Larkin Lumber Co.	41	E.	17.3
Brampton Industrial Spur	9	E.	19.9
Hydro-Electric Power Commission	5	W.	23.2
Delrex Developments Ltd.	65	W.	28.8
Hydro-Electric Power Commission	24	E.	66.2

OTHER TRAINS

Way Freight leave Toronto (Bathurst St.) 8.30 a.m. ex. Sunday, for Brampton and return.

Way Freight leave Stratford 8.00 a.m. except Saturday and Sunday, and 6.30 a.m. Saturday, for Galt and return.

Way Freight leave Guelph Jct 9.45 a.m. except Saturday and Sunday, and 7.00 a.m. on Saturday for Brampton and return.

WATERLOO SUBDIVISION

NORTHWARD TRAINS ↓ / SOUTHWARD TRAINS ↑

Miles from Junction Switch Brampton Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks
12.9	Z	GALT			YA	RD
		3.3				
9.6		BLAIR				14
		2.4				
7.2		DOON				
		2.7				
4.5		PARKWAY				3
		4.5				
0.0	*K WY	KITCHENER Jct. with Brampton Sub.	D N	B R	YA	RD
		1.7				
1.7		WATERLOO	D	W B		81
		6.0				
7.7		ST. JACOBS	D N	Q A		21
		4.1				
11.8	Z	ELMIRA	D N	M C	YA	RD

24.7 miles
Special Instruction No. 2 applicable except Kitchener and Waterloo yards.
Rules 41 and 44 applicable

WATERLOO SUBDIVISION FOOTNOTES

Galt—Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Galt, except when necessary to prevent accident. (B.T.C. 57223.) This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the City of Galt extend from Mileage 12.7 to end of track.

Kitchener—*Not necessary for trains to register.

All movements over Mill St., mileage 2.4, Galt Branch, and Ottawa St., mileage 2.5, Galt Branch, must be protected by member of crew. (B.T.C. 55105.)

The sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Kitchener, except when necessary to prevent accident. (B.T.C. 57629.) This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the City of Kitchener extend from Mileage 2.6 (South) to Mileage 0.9 (North).

Waterloo—King St., mileage 1.8, (second north of station.) All movements over this crossing must be protected by member of crew. (B.T.C. 60070.)

All trains must be brought to a stop before crossing Regina Street, mileage 1.7, (first north of station and formerly known as Queen Street), Caroline Street, mileage 1.9, (third north of station) and Erb Street, mileage 1.9, (fourth north of station), and movements over said crossings must be flagged by member of crew. (B.T.C. 73335.)

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Waterloo, except when necessary to prevent accident. (B.T.C. 73541.) This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the City of Waterloo extend from Mileage 3.1 to Mileage 0.9 north of Kitchener.

RAILWAY CROSSINGS AT GRADE

MILEAGE 1.2 SOUTH—Grand River Railway; Non-interlocking. (B.T.C. 83209).

KITCHENER (Charles St. Spur)—On Victoria St. corner Charles St. industrial spur of Grand River Railway crosses two industrial tracks of C.N.R.; and on Joseph St. near Victoria St. Grand River Railway crosses two industrial tracks of C.N.R.—non-interlocking.

WATERLOO—Crossing C.N.R. track to Canada Barrels & Kegs Ltd. with Grand River Railway track to Sunshine Waterloo Ltd.—non-interlocking.

YARD LIMITS

KITCHENER—Yard limits extend from end of track at Galt to end of track at Elmira.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
South of Kitchener:—	
Mileage 0.0 to 12.9—Train and yard movements	10
North of Kitchener:—	
Mileage 0.0 to 2.0—Train and yard movements	10
" 2.0 to 11.8 " " " "	30
" 2.0 to 11.8 With engine running tender first	20
Mileage 0.3 Kitchener, Louisa St. (B.T.C. 78220)	10
" 0.4 " Wilhelm St. (B.T.C. 80532)	
" 1.2 to 1.5 Waterloo, all public crossings at grade (B.T.C. 73335)	5
" 1.8 " King St. (second north of station)	

PERMANENT SLOW ORDERS

Mileage	Miles per hour
2.0 North—Bridge	5
7.9 North—Bridge—Conestoga River	

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted (auxiliary crane must be separated from engine over Bridge mileage 7.9 north)—60 ton.

Heaviest engine permitted to operate over Bridges between Galt and Elmira—1500 Class.

Double heading engines will stop at Bridge mileage 7.9 North and uncouple leading engine which will precede train across this bridge.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Ellis & Howard Ltd.	6	S.	2.6 (South)
City of Kitchener and Ardelt Industries	40	N.	2.9 (South)
H. E. Ratz Ltd.	9	S.	5.7 (North)

OTHER TRAINS

Way Freight leave Kitchener 1.00 p.m., except Saturday and Sunday, for Elmira and return, and Way Freight service to Galt by Way Freight crew as required.

FOREST SUBDIVISION

WESTWARD TRAINS ↓ / EASTWARD TRAINS ↑

Miles from Junction Switch Thorndale Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks
	*R WZ	ST. MARY'S JCT.	P			Yard
		0.0				
0.0		Jct. with Thorndale Sub.				
		9.3				
9.3		GRANTON				51
		5.9				
15.2		LUCAN	D	V		51
		7.1				
22.3	W	AILSA CRAIG	D	C G	21	26
		7.7				
30.0		PARKHILL	D	P K		52
		8.7				
38.7		THEDFORD	D	S I	44	52
		8.8				
47.5	W	FOREST	D	F O	51	47
		5.4				
52.9		ABERARDER				
		3.8				
56.7		CAMLACHIE	P			13
		4.7				
61.4		BRIGHTS GROVE				3
		3.4				
64.8		BLACKWELL	P		42	14
		6.1				
70.6	Z	SARNIA JCT. Jct. with Strathroy Sub.			YA	RD

Special Instruction No. 2 applicable.
Rules 41 and 44 applicable.

FOREST SUBDIVISION FOOTNOTES

St. Mary's Jct.—*Train register in booth at Junction switch.

Sarnia Jct.—Trains may leave without obtaining terminal clearance.
Westward trains and engines must stop at stop sign. Junction switch is equipped with electric lock, Rule 681. Lock release and permission must be obtained by phone from Traffic Supervisor, East Summit. See instructions Strathroy Subdivision.

YARD LIMIT SIGNS

St. Mary's Jct.—4150 feet west of Station.

Sarnia Jct. —3116 feet east of Sarnia Jct.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Mileage 0.0 to 15.0 All trains	35
" 62.7 to 70.6 All trains	
" 15.0 to 62.7 All trains	30
Mileage 47.2—Forest—Albert Street (second east of station). B.T.C. 50003)	10

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted.....200 ton.

Heaviest engine permitted to operate.....All except 4100 Class.

Northern type engines are permitted to operate on main tracks and sidings. When necessary to move cars on other tracks hold onto sufficient cars.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Rannoch	9	E. & W.	3.2
London Road	9	W	68.8

OTHER TRAINS

Way Freight leave Stratford 9.00 a.m. Monday, Wednesday and Friday for Sarnia.

Way Freight leave Sarnia 8.30 a.m. Tuesday, Thursday and Saturday for Stratford.

EXETER SUBDIVISION

NORTHWARD TRAINS	Miles from Junction Switch Strathroy Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD TRAINS
↓			.....HYDE PARK.....	D	H D	....	....	↑
	0.0		Jct. with Strathroy Sub. (0.0; 3.4)					
	3.4	....	.....ETTRICK..... (3.6)	....	....	....	5	
	7.1	....	.....ILDERTON..... (4.2)	D	R N	....	53	
	11.3	....	.....DENFIELD..... (5.0)	....	....	....	28	
	16.3	....	.....CLANDEBOYE..... (5.9)	....	....	....	23	
	22.2	....	.....CENTRALIA..... (4.8)	D	C A	....	32	
	27.0	W	.....EXETER..... (5.8)	D	R S	30	48	
	32.8	....	.....HENSALL..... (2.4)	D	W O	....	80	
	35.2	....	.....KIPPEN..... (4.0)	....	....	....	18	
	39.2	....	.....BRUCEFIELD..... (6.4)	....	....	....	13	
	45.6	Z	.....CLINTON JCT..... Jct. with Goderich Sub.	P	....	....	....	

Special Instruction No. 2 applicable except at Hyde Park
Rules 41 and 44 applicable.

EXETER SUBDIVISION FOOTNOTES

Hyde Park—Trains may leave without obtaining terminal clearance, provided train order signal indicates proceed.

Ilderton—Main St., mileage 7.0—first public crossing at grade south of station. Cars on "Other Tracks" must be kept at least 100 ft. from street line on north side and 50 ft. from street line on south side. (B.T.C. 66510.)

MILEAGE 43.3—Radar School track—Flashing lights protect crossing of Highway No. 4. Before proceeding over crossing all movements must stop at stopboard and be governed by instructions posted on inside of pushbutton box door. Pushbutton—Special Instruction No. 4 applicable.

Clinton Jct.—Trains may leave without obtaining terminal clearance.

YARD LIMITS

Clinton Jct.—Yard limits extend from 1100 feet south of south wye switch to junction switches Goderich Subdivision.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
All trains	35
Auxiliary Crane over bridges M. 15.1, 24.4, 27.5, 31.8, 35.4 and 44.3	10
Mileage 0.9 Hyde Park public crossing at grade (B.T.C. 26859)	10
" 7.0 Ilderton, Main Street, first south of station. (B.T.C. 66510) — Northward	5
" 7.0 Ilderton, Main Street, first south of station. (B.T.C. 66510) — Southward	10
" 32.8 Hensall, King St., first south of station	15

PERMANENT SLOW ORDERS

	Miles per hour
Clinton Jct., through east leg of wye	10

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate—2600 and 5500 Class.
Heaviest auxiliary crane permitted—60 ton.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Agricultural Chemicals Limited	17	N	2.0
Airport Spur	159	N	22.7
Exeter Produce and Storage Co. Ltd.	6	S	27.6
Radar School	78	N	43.3

OTHER TRAINS

Way freight leave London 7.45 a.m. daily except Sunday for Clinton and return.

GODERICH SUBDIVISION

WESTWARD TRAINS — FIRST CLASS	35 Passenger Daily Ex. Sunday	Miles from Stratford	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD TRAINS — FIRST CLASS	34 Passenger Daily Ex. Sunday
	AM L 10.45	0.0	CKW	.....STRATFORD.....	D N	O D	YA	RD	A	PM 4.40
		0.1	XYZ	Jct. with Thorndale Sub. (5.1)						
	S10.57	5.1	....	.....SEBRINGVILLE..... (8.1)	D	S G	....	30	S	4.27
	S11.12	13.2	....	.....MITCHELL..... (5.1)	D	M H	28	46	S	4.12
	S11.22	18.3	....	.....DUBLIN..... (6.5)	D	C B	....	37	S	4.00
	S11.36	24.8	....	.....SEAFORTH..... (8.3)	D	H U	35	108	S	3.46
	S11.58	33.1	*R WZ	.....CLINTON..... (0.6)	D	C T	....	58	S	3.25
		33.7	YZ	.....CLINTON JCT..... Jct. with Exeter Sub. (3.2)	P	....	24	....		3.20
	PM 12.05	36.9	....	.....HOLMESVILLE..... (9.0)	....	....	....	....		3.15
	A PM 12.20	45.9	CK WZ	.....GODERICH.....	D N	G H	YA	RD	L	PM 3.00
	Daily Ex. Sunday 35			Rules 41 and 44 applicable.						Daily Ex. Sunday 34

GODERICH SUBDIVISION FOOTNOTES

Stratford—Downie St. (second west of station). Eastward movements on main shop lead must stop short of this crossing. Trains limited to five (5) miles per hour shall not proceed over crossing until the gates are lowered. (B.T.C. 77500).

When any movement passes over this crossing it will be necessary, before making a reverse movement over the crossing, for a member of crew to operate crossing gates by use of push buttons located on a post in Southwest angle of crossing over switching lead and by use of manual control switch located at West end of control panel located between Goderich and Thorndale Subdivision main tracks for reverse movements over Thorndale Subdivision main track, Goderich Subdivision main track and shop lead. Pushbutton—Special Instruction No. 4 applicable.

Seaforth—Main Street, mileage 24.8, (first east of station)—All switching movements over this street must be protected by member of crew. (B.T.C. 31951).

Clinton—*Register station for regular and extra passenger trains, and extra trains originating and terminating.

Clinton Jct.—Trains may leave without obtaining terminal clearance

YARD LIMIT SIGNS

Stratford.....8800 feet west of Station. Goderich....4197 feet east of Station.
Clinton.....2688 feet east of Station, 4335 feet west of Station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	45
Freight and mixed trains, engine with caboose or light engines	30
Auxiliary crane over bridge mileage 1.0	10
Mileage 0.1 Stratford—Nile St., 1st west of station (B.T.C. 75348)	10
" 0.2 Stratford—Downie St., 2nd west of station. Eastward trains on main track, approaching and within 400 feet of crossing (B.T.C. 77500)	10
Other trains on all tracks, approaching and within 400 feet of crossing (B.T.C. 77500)	5

SPEED RESTRICTIONS (continued)

			Miles per hour
Mileage	0.6	Stratford—Church St., 3rd west of station	20
"	0.7	Stratford—Birmingham St., 4th west of station	20
"	0.9	Stratford, St. Vincent St., fifth west of station (B.T.C. 67771)	20
"	12.9	Mitchell, Wellington Street, first east of station (B.T.C. 64537)	10
"	32.9	Clinton, Victoria St., first east of station	10

PERMANENT SLOW ORDERS

Mileage		Miles per hour
1.0, 1.1	—Bridges—3700 class engines	20
13.4	—Bridge—3700 class engines	20
	Clinton Jct., through east leg of wye	10
	Clinton Jct., curve on north siding	5

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest engine permitted to operate—3700 Class.
Heaviest auxiliary crane permitted—250 ton.

MILEAGE 23.4—H.E.P.C. Track—Engines must not operate beyond start of curve account sharp curvature.

GODERICH—Engines larger than 40% must not operate beyond west end of elevators. Engines must not operate beyond switch points to tracks leading off main spur tracks at Goderich Salt Company and Goderich Manufacturing Company. 3700 class engines and Mikado engines with Vanderbilt tanks cannot turn at Goderich, such engines to turn on wye at Clinton Jct. when necessary.

OTHER TRACKS

	Car Capacity	Points face	Mileage
H.E.P.C.	17	E	23.4

OTHER TRAINS

Way Freight leave Stratford 9.00 a.m., except Sunday for Goderich and return.

DRUMBO SUBDIVISION

WESTWARD TRAINS — THIRD CLASS	219 Mixed Daily Ex. Sunday	Miles from Junction Switch Dundas Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD TRAINS — THIRD CLASS	218 Mixed Daily Ex. Sunday
	L PM 8.12		C*R WX YZ	.....PARIS JCT.....	D N	S N	YA	RD	A	AM 8.25
		0.0		Jct. with Dundas Sub. (0.0; 5.7)						
	F 8.24	5.7	....	.....RICHWOOD..... (2.7)	....	....	....	9	F	8.13
	S 8.32	8.4	....	.....DRUMBO..... (5.6)	D N	D I	28	17	S	8.07
	S 8.46	14.0	....	.....BRIGHT..... (2.8)	D N	B G	38	27	S	7.54
	F 8.52	16.8	....	.....RATHO..... (6.9)	....	....	....	7	F	7.46
	S 9.08	23.7	....	.....TAVISTOCK..... (7.7)	D N	S W	37	35	S	7.34
	A PM 9.25	31.3 31.4	CKW XYZ	Jct. with Brampton Sub. .....STRATFORD.....	D N	O D	YA	RD	L	AM 7.15
	Daily Ex. Sunday 219			Rules 41 and 44 applicable.						Daily Ex. Sunday 218

DRUMBO SUBDIVISION FOOTNOTES

Paris Jct.—Register station for regular trains only. Train No. 218 may register at Paris Jct. by delivering register ticket to Operator.

Train order signal governs Dundas Subdivision trains only. All Drumbo Subdivision trains must obtain terminal clearance.

Stratford—Normal position of switch just east of Stratford station platform is for trains to and from Brampton Subdivision.

RAILWAY CROSSINGS AT GRADE

MILEAGE 8.6—Canadian Pacific Railway; interlocking. In the event of train movement when no signalman on duty, dispatcher at Stratford will arrange with C.P.R. for signalman to come on duty. (B.T.C. 63055).

YARD LIMIT SIGNS

Paris Jct.—2679 feet west of Junction Switch. Stratford—5638 feet east of Station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger Trains	45
Freight and mixed trains, engine with caboose or light engines	35
M. 1.2 Ayr Road public crossing at grade (eastward trains) (B.T.C. 59820)	10

PERMANENT SLOW ORDERS

Mileage		Miles per hour
8.6	C.P. Rly. Crossing, approaching and within 500 ft. of governing home signal (B.T.C. 68921)	15

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest auxiliary crane permitted..... 250 ton.
PARIS JCT.—4100 class engines must not turn on wye.
TAVISTOCK—Heaviest engine permitted to operate on Tavistock Milling Co. and Zimmerman Bros. Box Factory tracks—Mikado type, except that account curvature Mikado engine equipped with vestibule cab cannot operate on these tracks.

NORTHWARD TRAINS FIRST CLASS 175 Passenger Daily Ex. Sunday	173 Passenger Daily Ex. Sunday	Miles from Junction Switch Dundas Sub.	Symbols	FERGUS SUBDIVISION STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity Sidings	Car Capacity Other Tracks	SOUTHWARD TRAINS FIRST CLASS 172 Passenger Daily Ex. Sunday	174 Passenger Daily Ex. Sunday
....	L AM 6.20	......	RXY	........LYNDEN........	P	......	......	35	....	A PM 7.54
		0.0		0.0 Jct. with Dundas Sub.						
....	A 6.27 L 6.41	3.2	*RZ	3.2 ......HARRISBURG...... Jct. with St. George Sub.	P	......	......	23	....	S 7.49
....	S 6.54	9.2	......	6.1 ......BRANCHTON......	P	......	......	20	....	S 7.38
From Brampton Sub.	A 7.03 L 7.13	14.9	WZ	5.7 ....GALT........	D	G A	24	87	To Brampton Sub.	S 7.28
	S 7.28	19.0	......	4.1 ....PRESTON.......	D N	R Q	......	56		S 7.08
	S 7.39	22.3	......	3.3 ....HESPELER.......	D N	H E	......	44		S 6.50
	F 7.45	24.8	......	2.5 .....GLENCHRISTIE.....	P	......	......	......		F 6.42
L PM 7.30	A 172 7.55 L 9.48	30.0	C*R WX YZ	5.2 ......GUELPH JCT...... Jct. with Brampton Sub.	D N	D K	......	Yard	A AM 9.22	L 6.34 A 5.48
S 7.50	S10.09	43.7	......	13.7 ....ELORA.........	D	U	......	33	S 9.04	S 5.29
S 7.58	S10.17	46.3	W	2.6 ....FERGUS........	D	X	23	33	S 8.59	S 5.22
F 8.08	S10.27	52.4	......	6.1 ....ALMA.........	D	F	......	16	S 8.45	S 5.07
F 8.17	F10.35	58.0	......	5.6 ....GOLDSTONE.......	P	......	......	14	F 8.37	F 4.58
S 8.24	S10.42	61.6	......	3.6 ....DRAYTON........	D	D N	......	34	S 8.31	S 4.52
S 8.33	S10.51	65.7	......	4.1 ......MOOREFIELD......	D	F D	17	16	S 8.23	S 4.43
A 8.45 PM	A 11.03 AM	72.8	CKW XYZ	7.1 V....PALMERSTON...... Jct. with Newton Sub.	D N	W T	YARD		L 8.10 AM	L 4.30 PM
Daily Ex. Sunday 175	Daily Ex. Sunday 173			Rules 41 and 44 applicable. Between Lynden and Guelph Jct.					Daily Ex. Sunday 172	Daily Ex. Sunday 174

FERGUS SUBDIVISION FOOTNOTES

Lynden—Trains may leave without obtaining terminal clearance. For instructions governing switches and signals, see page 8, under LYNDEN.

Harrisburg—*Register station for regular trains. Trains may leave without obtaining terminal clearance.

Galt—Walnut Street, mileage 15.0 (second north of Station)—Cars must not be left standing within two car lengths of south side of this crossing. (B.T.C. 28210.) Main Street, mileage 15.3 (fourth north of Station)—Southward movements over this crossing must be protected by member of crew. (B.T.C. 51927).

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Galt, except when necessary to prevent accident. (B.T.C. 57223.) This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the City of Galt extend from mileage 14.3 to mileage 16.8.

Preston—All switching movements over Guelph Street, mileage 19.0, (first north of Station) must be protected by member of crew. (B.T.C. 33303.)

Hespeler—Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the Town of Hespeler, except when necessary to prevent accident. (B.T.C. 70398.) This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the Town of Hespeler extend from mileage 21.0 to mileage 23.0.

Glenchristie—Engines must not enter building of Gypsum, Lime & Alabastine Canada Ltd.

Guelph Jct.—*Register station for fourth class and extra trains, except passenger extras. Regular trains may leave without obtaining terminal clearance. Extra trains may leave without terminal clearance, when no operator on duty.

Operator will operate Junction and crossover switches for Nos. 172, 173, 174 and 175, mileage 49.5, Brampton Subdivision; Junction switch from and to eastward main track for Nos. 173 and 174, mileage 49.8, Brampton Subdivision; also switch leading from north track to Brampton Subdivision main track, mileage 50.2, for No. 165.

The normal position of the north wye switch at Guelph Jct. is for trains to and from east leg of wye.

Movements over private crossing of Guelph Sand and Gravel Co., located 600 feet south of Brampton Subdivision junction switch, must be made with caution account trucks operating over crossing.

All movements on Standard Brands Track over public crossing at grade, No. 24 Highway, must be protected by member of crew. Railway cars shall not stop or be left standing at any time within the limits of highway right-of-way. (B.T.C. 56812.)

When movements from the Fergus Subdivision Eastward over Edinburgh Road, second public crossing east of Guelph Jct. station, mileage 49.5, Brampton Subdivision, are made, the wig-wag signals will commence to function when the main track switch turning out from the Brampton Subdivision to Fergus Subdivision is opened and similarly will stop when switch is again restored to normal position. Furthermore, movements from Loudens and the shop track will not actuate the wig-wags, consequently trainmen and yardmen must be in a position to flag such movements over Edinburgh Road.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Guelph, except when necessary to prevent accident. (B.T.C. 69572). This does not prohibit the sounding of engine whistle signals when necessary for train operation. The limits of the City of Guelph extend from mileage 29.5 to mileage 31.0.

Fergus—Cars placed at first chute, W. B. McFadzean Coal Co. will not clear Mill Spur.

Palmerston—Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Main Street public crossing at grade, Palmerston, which is first street north of station, mileage 0.2. Owen Sound Subdivision, between the hours of 7.30 a.m. and 10.30 p.m. daily except when necessary to prevent accident. (B.T.C. 77940.) This does not prohibit the sounding of engine whistle signals when necessary for train operation.

RAILWAY CROSSINGS AT GRADE

Mileage 14.6...Lake Erie and Northern Railway; automatic interlocking. (B.T.C. 63818).

Mileage 15.8...Grand river Railway; automatic interlocking. (B.T.C. 65944).

Mileage 17.3 Track leading to Goldie-McCulloch factory.—Grand River Ry. Electric signal protection on G.R. Ry. C.N. Ry. employees operate switch and derail, which is pipe connected and located on spur leading to interchange. The operating of the lock is as follows:—Opening door of electric lock causes GRR signals Nos. 1A and 1B to assume "Stop" position. After time interval of one minute the red indicator disc picks up, indicating that switch can be unlocked by turning locking lever to extreme left position, after which the switch may be thrown in usual manner.
After movement is completed, switch must be restored to normal, locking lever turned to extreme right position and door closed to restore GRR signals to normal. (B.T.C. 54763.)

Mileage 21.8...Grand River Railway; automatic interlocking. (B.T.C. 69001).

Mileage 30.6 (Guelph City Spur)—Canadian Pacific Railway with track leading to Joseph Wolfond Mill & Storage Plant; non interlocking. Signals on Canadian Pacific tracks only. Before proceeding over crossing, signals must be set against Canadian Pacific trains and must be restored to normal position when movement completed.

Mileage 32.4...Canadian General Electric Company's track—Crossing Canadian Pacific Railway Industrial Spur—Non-interlocking. (B.T.C. 89996).

Mileage 32.7...Canadian Pacific Railway; automatic interlocking. (B.T.C. 83760).

Mileage 46.7...Canadian Pacific Railway; interlocking. (B.T.C. 71773).

YARD LIMIT SIGNS

Harrisburg —Yard limits, Harrisburg, extend from Junction switches at Lynden to yard limit sign, 2562 feet north of Harrisburg station.

Galt —2924 feet south of station.
2507 feet north of station.

Guelph Jct.—13430 feet north of Jct. Switch.
6486 feet south of Jct. Switch.

Palmerston — 4128 feet south of station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Lynden to Guelph Junction—Passenger trains.........	45
Freight and mixed trains, engine with caboose or light engines......	40
Guelph Junction to Palmerston—Passenger trains......	60
Freight and mixed trains, engine with caboose or light engines......	40
Mileage 12.6 Bridge, Auxiliary cranes.........	15
" 14.9 to 15.3 Galt Concession, Walnut, Bruce, and Main Streets (first four north of station). (B.T.C. 74007) (B.T.C. 65160) (B.T.C. 51927).........	5
" 15.5 Galt, Kerr St., fifth north of station. (B.T.C. 56895).........	10
" 15.9 Galt, Beverley Street, sixth north of station. (B.T.C. 47063).........	10
" 16.1 Galt, Samuelson Street, seventh north of station (B.T.C. 91759).........	10
Mileage 18.2 to 19.7 Preston, Crossover, all public crossings at grade (Guelph Street B.T.C. 33303) and curves.........	10
" 30.0 to 30.8 Guelph, all public crossings at grade within city limits includes Guelph City spur.........	10
" 30.0 Guelph Junction, all public crossings at grade—backing around wye.........	5
" 41.6, " 45.3, " 54.7 Bridges—Mikado engines 3341 and 3466, also Hudson, Santa Fe, Mountain and Northern type engines, eight wheel yard engines, 200 and 250 ton auxiliary cranes and 135 tons capacity depressed flat cars.........	10
" 45.3 Bridge—Mikado Engines Nos. 3390 to 3404 and 3700 to 3757, when doubleheaded	20
" 46.5 Fergus, St. George Street, southward movements (B.T.C. 79243).........	10

PERMANENT SLOW ORDERS

Mileage		Miles per hour
3.1	Harrisburg Junction switch.........	20
11.1 to 11.9	Passenger trains (Curve).........	40
	Freight trains (Curve).........	30
14.6	Galt, L.E.&N. Ry. Crossing approaching diamond and between distant and home signals. (B.T.C. 76760).........	15
15.8	Galt, Grand River Railway crossing. Approaching and within limits of interlocking plant (B.T.C. 65944).........	10
21.8	Hespeler — Grand River Railway Crossing. Northward trains when passing governing approach signal. (B.T.C. 79752).........	30
	Southward trains when passing governing approach signal. (B.T.C. 79752).........	10
22.0	Bridge.........	20
27.3 to 27.6	Curve.........	25
30.0	Through switch at Edinburgh Road leading from westward main track, Brampton Subdivision, to long wye, also two switches leading from long wye to engine house and Louden track respectively.........	10
32.7	Passing governing approach signal, CPR crossing (B.T.C. 83760).	
	Passenger trains.........	50
	Freight trains.........	35
	Fergus—Engines operating over Spur Line.....	10
46.7	Fergus—Approaching and within 500 feet of home signal, Canadian Pacific Railway Crossing—Northward trains (B.T.C. 71773).........	15
	Palmerston, passing through wye.........	5

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest engine permitted to operate; any class except 80% Santa Fe and 55% eight wheel yard engines. Heaviest auxiliary crane permitted—250 tons.

GALT—Account sharp curvature, Track to Bibby Foundry will be operated over to right-of-way fence only. Engines must not go beyond clearance point. Engines must not operate over Canada Machinery Corporation coal ramp.

FERGUS—Heaviest engine permitted to operate over Spur Line—Mikado type.

OTHER TRACKS

	Car Capacity	Points face	Mileage
G.R. Ry. Interchange.........	10	N.	16.7
Goldie McCulloch.........	43	N.	17.3
Ontario Provincial Government....	7	N.	17.6
G.R. Ry. Interchange.........	14	N.	18.5
Preston Sand and Gravel Co.......	48	S.	19 7
Kayson Rubber & Plastics Ltd....	13	S.	19.9
Bucyrus Erie Company.........	28	S.	31.9
Canadian General Electric Co.....	12	S.	32.5
Marden.........	23	N. & S.	34.0

OTHER TRAINS

Way freight leave Hamilton 7.30 a.m., ex. Sun., for Galt and return.
Way freight leave Stratford 8.00 a.m. ex. Sat. & Sun. and 6.30 a.m. on Sat. for Galt and return.

NEWTON SUBDIVISION

WESTWARD TRAINS: THIRD CLASS 331 Mixed Daily Ex. Sunday	FIRST CLASS 177 Passenger Daily Ex. Sunday	FIRST CLASS 171 Passenger Daily Ex. Sunday	FIRST CLASS 169 Passenger Daily Ex. Sunday	Miles from Junction Switch Brampton Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD TRAINS: FIRST CLASS 176 Passenger Daily Ex. Sunday	FIRST CLASS 168 Passenger Daily Ex. Sunday	FIRST CLASS 170 Passenger Daily Ex. Sunday	THIRD CLASS 332 Mixed Daily Ex. Sunday
L AM 11.35	L PM 9.10	L PM 4.35	L AM 9.00	36.6	CKW XYZ	PALMERSTON V (Jct. with Fergus Sub.)	D N	W T	YA	RD	A AM 7.55	A AM 8.40	A PM 8.28	A PM 3.50
F 11.47	F 9.20	F 4.45	S 9.10	31.0		5.6 GOWANSTOWN	P			14	F 7.43	S 8.28	F 8.16	F 3.36
A 11.53 AM	A 9.25 PM	S 4.51	S 9.16	27.9	*R WZ	3.1 LISTOWEL (Jct. with Kincardine Sub.)	D N	S Y	43	49	L 7.38 AM	S 8.23	S 8.10	L 3.30 PM
To Kincardine Sub.	To Kincardine Sub.	F 5.02	F 9.23	23.5		4.4 BRITTON	P			3	From Kincardine Sub.	S 8.09	F 8.00	From Kincardine Sub.
		F 5.09	F 9.28	19.6		3.9 PEFFERS				8		F 8.04	F 7.54	
		F 5.14	S 9.33	16.8		2.8 NEWTON				25		S 7.59	F 7.49	
		S 5.20	S 9.38	14.4		2.4 MILVERTON	D	W D	19	13		S 7.55	S 7.45	
		F 5.26	F 9.44	11.5		2.9 BRUNNER	P			28		S 7.50	F 7.40	
		F 5.34	F 9.51	7.4		4.1 GAD'S HILL				4		S 7.43	F 7.33	
		A 5.48 PM	A 10.05 AM	0.0	CKW XYZ	7.4 STRATFORD (Jct. with Brampton Sub.)	D N	O D	YA	RD		L 7.30 AM	L 7.20 PM	
Daily Ex. Sunday 331	Daily Ex. Sunday 177	Daily Ex. Sunday 171	Daily Ex. Sunday 169			Rules 41 and 44 applicable.					Daily Ex. Sunday 176	Daily Ex. Sunday 168	Daily Ex. Sunday 170	Daily Ex. Sunday 332

NEWTON SUBDIVISION FOOTNOTES

Palmerston—
No's 168, 170, 176 and 332 use north leg of wye.
No's 169, 171, 177 and 331 use south leg of wye.

Extra distance, Stratford to Palmerston via North leg of the Wye at Palmerston is 0.2 mile.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Main St. crossing Palmerston, which is first street North of Station, mileage 0.2, Owen Sound Subdivision, between the hours of 7.30 a.m. and 10.30 p.m. daily except when necessary to prevent an accident. (B.T.C. 77940). This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Listowel—*Register station for regular trains.

Switching movements over Elma Street public crossing at grade (South Town Spur Line) must be flagged by member of crew. (B.T.C. 64637.)

YARD LIMIT SIGNS

Stratford —9300 feet east of station.
Listowel —3400 feet east of station.
—8060 feet west of station.
Palmerston—4760 feet west of station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	50
Freight and mixed trains, engine with caboose or light engines	40
Auxiliary crane over bridges M. 24 and 16.2	10
Mileage 0.5 to 0.9 Stratford, public crossings at grade	10
" 27.6 Listowel. Westward trains approaching and within 650 feet of Main St., second crossing west of station	20
" 36.5 Palmerston, James and William Street crossing north and south legs of wye. (B.T.C. 66927-59733)	5

PERMANENT SLOW ORDERS

Mileage		Miles per hour
0.0	Stratford, junction switch	10
2.4	Bridge—2500, 2600, 5000, 5500, 5600 class engines	15

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate ..... 5600 Class
Heaviest auxiliary crane permitted ..... 100 ton.
LISTOWEL—Heaviest engine permitted to operate on Malcolm Furniture Co. track ..... 1500 Class

OTHER TRAINS

Way Freight leave Stratford 9.00 a.m., except Sunday, for Palmerston and return.

KINCARDINE SUBDIVISION

NORTHWARD TRAINS: THIRD CLASS 331 Mixed Daily Ex. Sunday	FIRST CLASS 177 Passenger Daily Ex. Sunday	Miles from Junction Switch Newton Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD TRAINS: FIRST CLASS 176 Passenger Daily Ex. Sunday	THIRD CLASS 332 Mixed Daily Ex. Sunday
L AM 11.56	L PM 9.28		WRZ	LISTOWEL	D N	S Y			A AM 7.36	A PM 3.15
		0.0		0.0 Jct. with Newton Sub.						
S PM 12.10	F 9.38	5.9	Z	5.9 ATWOOD	D N	N Y		29	S 7.25	S 3.00
S 12.26	F 9.51	13.0		7.1 ETHEL	D N	F A		19	S 7.11	S 2.42
S 12.40	S 10.01	18.6		5.6 BRUSSELS	D N	B S		42	S 6.59	S 2.30
S 12.55	F 10.14	25.5		6.9 BLUEVALE				15	F 6.47	S 2.10
		28.3	Y	2.8 WINGHAM WYE				12		
S 1.15	S 10.24	29.7	WZ	1.4 WINGHAM	D N	W X		100	S 6.38	S 2.00
F 1.27	F 10.34	35.0		5.3 WHITECHURCH				13	F 6.28	F 1.27
S 1.55	S 10.46	41.2	Z	6.2 LUCKNOW	D	U C	13	35	S 6.16	S 1.15
S 2.15	S 11.01	49.4		8.2 RIPLEY	D	S F		41	S 6.01	S 12.45
A PM 2.40	A PM 11.25	57.8	CK WYZ	8.4 KINCARDINE	D N	K N	YA	RD	L AM 5.45	L PM 12.25
Daily Ex. Sunday 331	Daily Ex. Sunday 177			Rules 41 and 44 applicable.					Daily Ex. Sunday 176	Daily Ex. Sunday 332

KINCARDINE SUBDIVISION FOOTNOTES

Wingham Wye—All movements over public crossing at grade, Highway No. 86, on north leg of wye track, mileage 28.3, must be protected by member of crew. (B.T.C. 69799.)

Wingham—Josephine Street, mileage 29.7, (first north of station). All engines, cars and trains will stop before proceeding over this crossing and all movements will be protected by member of the crew. (B.T.C. 72346).

Kincardine—Wye track at M. 56.6. Northward trains will turn and back from Wye into Kincardine.

YARD LIMIT SIGNS

Listowel —5020 feet north of station.
Atwood —2000 feet south of station.
Wingham—4995 feet north of station.
Lucknow —3425 feet north of station.
3995 feet south of station.
Kincardine—8000 feet south of station.
3300 feet north of station.
3540 feet south of station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	40
Freight and mixed trains, engine with caboose or light engines	35
Mileage 0.2, Listowel. Northward trains approaching and within 650 feet of Main St., second crossing north of station	20
Mileage 29.9, Auxiliary crane over bridge	10

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate between Listowel and Atwood—5600; and between Atwood and Kincardine—1500 class.

Heaviest auxiliary crane permitted—100 ton.

DURHAM SUBDIVISION

NORTHWARD TRAINS	Miles from Junction Switch Owen Sound Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD TRAINS
↓		Z	WHITES JCT.	P				↑
	0.0		0.0 Jct. with Owen Sound Sub.					
	5.1		5.1 MINTO					
	10.7		5.6 MOUNT FOREST	D	M F		38	
	16.8		6.1 HOLSTEIN	P		22	4	
	22.8		6.0 VARNEY					
	25.7	W YZ	2.9 DURHAM	D	R M	YA	RD	
			Special Instruction No. 2 applicable. Rules 41 and 44 applicable.					

DURHAM SUBDIVISION FOOTNOTES

Mount Forest—Cars must not be left standing on freight shed tracks closer than 100 feet from Queen Street, mileage 10.7. (B.T.C. 27304).

RAILWAY CROSSINGS AT GRADE

MILEAGE 6.8—Canadian Pacific Railway. Non-interlocking. (B.T.C. 83244).

YARD LIMIT SIGNS

Whites Jct.—2090 feet north of junction switch.
Durham —7880 feet south of station.

SPEED RESTRICTIONS

All trains ..... 35 miles per hour

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted ..... 100 ton
Heaviest engine permitted 34%

OTHER TRAINS

Way freight leave Palmerston 11.45 a.m., daily except Sunday, for Durham and return.

ST. GEORGE SUBDIVISION

WESTWARD TRAINS: FIRST CLASS 173 Passenger Daily Ex. Sunday	Miles from Junction Switch Fergus Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Sidings	EASTWARD TRAINS: SECOND CLASS 166 Passenger Daily Ex. Sunday
L AM 6.30		R	HARRISBURG	P			A AM 6.40
	0.0		0.0 Jct. with Fergus Sub.				
A AM 6.34	2.0	Z	2.0 ST. GEORGE	D N	G H	Yard	L AM 6.36
Daily Ex. Sunday 173			Special Instruction No. 2 applicable. Rules 41 and 44 applicable.				Daily Ex. Sunday 166

ST. GEORGE SUBDIVISION FOOTNOTES

Harrisburg —Trains may leave without obtaining terminal clearance.
St. George —Trains may leave without obtaining terminal clearance, provided train order signal indicates proceed.
Yard Limits—from Mileage 0.0 Harrisburg to end of track 9,522 feet west of St. George station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speed where not otherwise limited:	
Passenger trains	45
Freight and mixed trains, engines with caboose, light engines	30
Auxiliary crane—west of St. George station	10

OTHER TRACKS

	Car Capacity	Points face	Mileage
Brant County Track	5	E	3.7

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate ..... 5200 Class
Heaviest auxiliary crane permitted ..... 200 ton

OWEN SOUND SUBDIVISION

NORTHWARD TRAINS																SOUTHWARD TRAINS							
THIRD CLASS				FIRST CLASS												FIRST CLASS				SECOND CLASS			FOURTH CLASS
339 Mixed Daily Ex. Sunday	329 Mixed Daily Ex. Sunday	179 Passenger Daily Ex. Sunday	175 Passenger Daily Ex. Sunday	173 Passenger Daily Ex. Sunday	Miles from Palmerston	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity: Sidings	Car Capacity: Other Tracks	172 Passenger Daily Ex. Sunday	174 Passenger Daily Ex. Sunday	178 Passenger Daily Ex. Sunday	330 Mixed Daily Ex. Sunday	340 Mixed Daily Ex. Sunday	730 Way Freight Daily Except Sat. & Sun.
	L AM 11.30	L PM 9.10	L PM 9.00	L AM 11.20	0.0	CK WXY	PALMERSTON	D N	W T	YA	RD	A AM 8.00	A PM 4.10	A AM 7.50	A PM 3.45		A PM 2.10
	11.32	9.12	9.02	11.22	1.0	Z	1.0 WHITES JCT. Jct. with Durham Sub.	P				7.57	4.08	7.47	3.42		1.50
	S11.45	S 9.20	S 9.10	S11.31	5.7	Z	4.7 HARRISTON	D N	H N	23	33	S 7.51	S 4.00	S 7.38	S 3.32		1.35
	A 11.46 AM	A 9.21 PM	9.11	11.32	6.0	Z	0.3 HARRISTON JCT. Jct. with Southampton Sub.	P				7.47	3.56	L 7.34 AM	L 3.30 PM		1.15
	To Southampton Sub.	To Southampton Sub.	9.17	11.38	10.8		4.8 DEWE	P			9	7.41	3.49	From Southampton Sub.	From Southampton Sub.		1.00
			F 9.21	F11.42	13.4		2.6 ALSFELDT				30	F 7.37	F 3.44				12.50
			S 9.25	S11.48	15.7		2.3 AYTON	D N	Q E		21	S 7.33	S 3.40				12.40
			S 9.32	S11.56	19.7		4.0 NEUSTADT	D N	S		48	S 7.26	S 3.33				12.30
			S 9.47	S PM 12.10	25.9	WY	6.2 HANOVER	D N	N C	36	38	S 7.14	S 3.21				PM 12.10
			S 9.58	S12.21	32.2		6.3 ELMWOOD	D N	E M		26	S 7.01	S 3.07				11.48
	From Wiarton Sub.		S10.08	S12.31	36.8		4.6 CHESLEY	D N	D E	27	33	S 6.53	S 2.59				11.35
			F10.20	S12.43	43.9		7.1 DOBBINTON	P		25	12	S 6.41	S 2.47			To Wiarton Sub.	11.15
			S10.29	S12.52	49.6	W	5.7 TARA	D	B A		23	S 6.32	S 2.37				11.00
			F10.38	S 1.01	54.6		5.0 ALLENFORD	P			14	S 6.22	F 2.28				10.45
L PM 2.47			F10.47	S 1.18	59.1	YZ	4.5 PARK HEAD. Jct. with Wiarton Sub.	D	P K		15	S 6.14	S 2.20			A AM 10.15	10.32
F 2.55			F10.52	S 1.24	61.8		2.7 SHALLOW LAKE	P			16	S 6.08	S 2.02			F10.09	10.25
F 3.08			11.02	1.34	67.5		5.7 BENALLEN	P			20	5.58	1.53			F 9.57	10.15
A PM 3.20			A PM 11.10	A PM 1.45	71.4	CK WZ	3.9 OWEN SOUND	D N	O W	*YA	RD	L AM 5.50	L PM 1.45			L AM 9.45	L AM 10.05
Daily Ex. Sunday 339	Daily Ex. Sunday 329	Daily Ex. Sunday 179	Daily Ex. Sunday 175	Daily Ex. Sunday 173			Rules 41 and 44 applicable.					Daily Ex. Sunday 172	Daily Ex. Sunday 174	Daily Ex. Sunday 178	Daily Ex. Sunday 330	Daily Ex. Sunday 340	Daily Except Sat. & Sun. 730

OWEN SOUND SUBDIVISION FOOTNOTES

Palmerston—Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Main St. public crossing at grade Palmerston, which is first street north of station, mileage 0.2, Owen Sound Subdivision, between the hours of 7.30 a.m. and 10.30 p.m. daily except when necessary to prevent an accident. (B.T.C. 77940). This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Owen Sound—Second track in front of station is "siding" for the meeting of trains.

Movements over 10th St., second public crossing at grade north of station, must be protected by a member of crew.

RAILWAY CROSSINGS AT GRADE

MILEAGE 6.0—Canadian Pacific Railway. Non-interlocking. Signal No. 59 governs northward movements. Signal No. 60 governs southward movements. These signals are manually operated by Canadian Pacific Railway. (B.T.C. 50492).

HANOVER—Canadian Pacific Railway siding crossed by Canadian National Railway track leading to Knechtel Furniture Co.

YARD LIMIT SIGNS

Palmerston —7877 feet north of station.
Harriston —5700 feet north of station.
—5400 feet south of station.
Park Head —2154 feet south of station.
—2686 feet north of station.
Owen Sound—6720 feet south of station.

SPEED RESTRICTIONS

	Miles per hour
Maximum speeds where not otherwise limited:	
Passenger trains	50
Freight and mixed trains, engine with caboose or light engines	40
Mileage 0.2 Palmerston, Main Street crossing (B.T.C. 61573)	5
" 5.8 Harriston, Arthur Street, first public crossing at grade north of station, approaching and within four hundred feet of crossing. (B.T.C. 80942)	10
" 25.8 Hanover, County Line Road, first south of station, Southward trains B.T.C. 19178	10
Northward trains (B.T.C. 90180)	20
" 37.0 Chesley, Long Street, third north of station (B.T.C. 21409)	10
" 54.6 Allenford, first public crossing at grade north of station (B.T.C. 84406)	30

PERMANENT SLOW ORDERS

Mileage		Miles per hour
8.6 to 8.8	Curve	40
15.7 to 16.0	Curve	
18.1 to 18.3	Curve	
20.6 to 20.8	Curve	
22.0 to 27.0	Passenger trains (Curves)	35
	Freight trains, engines with caboose, or light engines (Curves)	30
30.0 to 30.1	Curve	40
50.0 to 50.2	Curve	
53.3 to 53.9	Muskeg Swamp: All trains	20
59.1 to 59.4	Curve	
62.6 to 62.9	Curves	40
67.5 to 71.0	Curves and grade—all trains	30

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION—Heaviest engine permitted to operate—5100 Class.

Heaviest auxiliary crane permitted—160 ton.

CHESLEY—Engines must not exceed 5 m.p.h. on Chesley Chair Co., track account sharp curvature.

OWEN SOUND—Engines must not operate beyond switch points on either track leading off main spur track at Wm. Kennedy & Sons.

Pacific type engines must not operate beyond diamond crossing, Wm. Kennedy & Sons' spur track.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Chesley Mfg. Co.	10	S.	36.4

OTHER TRAINS

Way Freight leave Owen Sound at 10.05 a.m. except Saturday and Sunday and 9.00 a.m. on Saturday for Palmerston.

Way Freight leave Palmerston at 11.55 a.m. except Sunday, for Owen Sound.

SOUTHAMPTON SUBDIVISION

NORTHWARD TRAINS												SOUTHWARD TRAINS				
THIRD CLASS			FIRST CLASS							Car Capacity		SECOND CLASS				
		329 Mixed Daily Ex. Sunday		179 Passenger Daily Ex. Sunday	Miles from Junction Switch Owen Sound Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Sidings	Other Tracks	178 Passenger Daily Ex. Sunday	330 Mixed Daily Ex. Sunday			
		L AM 11.46		L PM 9.22		Z	HARRISTON JCT.	P				A AM 7.33	A PM 3.30			
					0.0		0.0 Jct. with Owen Sound Sub.									
		PM S12.05		S 9.33	6.3		6.3 CLIFFORD	D N	O R		19	S 7.22	S 3.15			
		S12.25		S 9.48	15.1		8.8 MILDMAY	D	M Y		28	S 7.07	S 2.50			
		S12.45		S10.01	21.0	W	5.9 WALKERTON	D	A		40	S 6.55	S 2.30			
		F12.55		F10.11	25.9		4.9 DUNKELD				8	F 6.44	F 2.00			
		S 1.05		S10.15	28.4		2.5 CARGILL	D N	H C		21	S 6.39	S 1.50			
		F 1.10		F10.19	29.7		1.3 PINKERTON				8	F 6.35	F 1.45			
		S 1.30		S10.32	36.1		6.4 PAISLEY	D	P I		23	S 6.24	S 1.30			
		F 1.45		F10.47	43.5		7.4 TURNERS					F 6.09	F 1.07			
		S 2.05		S11.00	49.1		5.6 PORT ELGIN	D N	G N		52	S 5.59	S12.52			
		A PM 2.20		A PM 11.10	53.2	CK WYZ	4.1 SOUTHAMPTON	D N	M O	YA	RD	L AM 5.50	L PM 12.30			
		Daily Ex. Sunday 329		Daily Ex. Sunday 179			Rules 41 and 44 applicable.					Daily Ex. Sunday 178	Daily Ex. Sunday 330			

SOUTHAMPTON SUBDIVISION FOOTNOTES

YARD LIMIT SIGNS

Southampton —3435 feet south of station.
Harriston Jct.—4939 feet north of Junction Switch.

SPEED RESTRICTIONS

Maximum speeds where not otherwise limited:	Miles per hour
Passenger trains	40
Freight and mixed trains, engine with caboose or light engines	35
Auxiliary crane over Bridge M. 36.6. Enginemen must not work steam or apply brakes on trains or engines when moving over bridge	5
Auxiliary crane over Bridge M. 48.2 / M. 28.4 Cargill, Main Street, first south of station (B.T.C. 61975)	10

PERMANENT SLOW ORDERS

Mileage		Miles per hour
36.6	Bridge, Teeswater River	5
37.0	Bridge, Willow Creek, all engines of the 1500 class	20
	(When double-heading)	10
48.2	Bridge, Mill Creek	10

ENGINE AND CAR RESTRICTIONS

HARRISTON JCT.—PAISLEY—Heaviest engine permitted 5600 class.
Heaviest auxiliary crane permitted 160 ton.
PAISLEY—SOUTHAMPTON—Heaviest engine permitted 1500 class.
Heaviest auxiliary crane permitted 60 ton.
MILEAGE 36.6 and 48.2—Two cars must separate engine from auxiliary crane over these bridges.
SOUTHAMPTON—Engines must not operate past boiler room of Fitton-Parker Furniture Co.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Mildmay Co-operative Association	9	S.	14.8
National Carbon Ltd.	22	S.	20.4
Superior Propane Ltd.	2	N.	20.7

WIARTON SUBDIVISION

NORTHWARD TRAINS												SOUTHWARD TRAINS				
SECOND CLASS										Car Capacity		THIRD CLASS				
			337 Mixed Daily Ex. Sunday	341 Mixed Daily Ex. Sunday	Miles from Junction Switch Owen Sound Sub.	Symbols	STATIONS	Train Order Office or Telephone	Office Signals	Sidings	Other Tracks	336 Mixed Daily Ex. Sunday	338 Mixed Daily Ex. Sunday			
			L PM 1.25	L AM 10.25		RYZ	PARK HEAD	D	P K	29	15	A PM 12.55	A PM 2.45			
					0.0		0.0 Jct. with Owen Sound Sub.									
			S 1.33	F10.30	2.4		2.4 HEPWORTH				6	S12.46	F 2.37			
			S 1.43	F10.44	5.7		3.3 CLAVERING				2	F12.36	F 2.27			
			A PM 1.55	A AM 10.55	10.0	RWZ	4.3 WIARTON	D	W I	YA	RD	L PM 12.25	L PM 2.15			
			Daily Ex. Sunday 337	Daily Ex. Sunday 341			Special Instruction No. 2 applicable. Rules 41 and 44 applicable.					Daily Ex. Sunday 336	Daily Ex. Sunday 338			

WIARTON SUBDIVISION FOOTNOTES

Park Head—Trains may leave without obtaining terminal clearance provided train order signal indicates proceed.

YARD LIMIT SIGNS

Park Head—3248 feet north of station.
Wiarton —5000 feet south of station.

SPEED RESTRICTIONS

Maximum speed where not otherwise limited:	Miles per hour
All Trains	25
Mileage 5.7 Clavering, public crossing at grade, second south of station. (B.T.C. 56630) / " 10.0 Wiarton, George St. (B.T.C. 58841)	10

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate—5600 Class.
Heaviest auxiliary crane permitted—160 ton.

TRAIN ORDER OFFICES

LONDON DIVISION

Station	Hours of Service	Days of Service
Aldershot	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Alvinston	8.30 a.m. to 5.30 p.m.	Tues. to Sat. incl.
Bayview	Continuous	Continuous
Beachville	7.30 a.m. to 5.00 p.m.	Mon.
	7.30 a.m. to 7.00 p.m.	Tues. to Fri. incl.
	10.00 a.m. to 7.00 p.m.	Sat.
Beamsville	9.00 a.m. to 6.00 p.m.	Mon. to Fri. incl.
Brantford	Continuous	Continuous
Bronte	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
Burford	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
Burlington	Continuous	Continuous
Caledonia	8.00 a.m. to 11.59 p.m.	Mon.
	Continuous	Tues. to Sat. incl.
Clarkson	5.45 a.m. to 11.45 p.m.	Mon. to Sat. incl.
Copetown	Continuous	Continuous
Dorchester	7.15 a.m. to 5.15 p.m.	Mon. to Fri. incl.
Dundas	Continuous	Continuous
Dunnville	9.00 a.m. to 6.00 p.m.	Mon. to Sat. incl.
East Summit	Continuous	Continuous
Fort Erie (B-1)	Continuous	Continuous
Fort Erie Yard	Continuous	Continuous
Grimsby	7.15 a.m. to 1.15 a.m.	Mon. to Sat. incl.
	4.15 p.m. to 1.15 a.m.	Sun.
Hagersville	8.30 a.m. to 12.30 a.m.	Mon. to Sat. incl.
Hamilton	Continuous	Continuous
Hamilton Yard	6.45 a.m. to 3.45 p.m.	Mon. to Sat. incl.
	6.45 p.m. to 2.45 a.m.	Mon. to Fri. incl.
Hamilton Jct	Continuous	Continuous
Hickson	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Hyde Park	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Ingersoll	Continuous	Continuous
Jordan	9.00 a.m. to 6.00 p.m.	Mon. to Fri. incl.
Kerwood	8.15 a.m. to 5.15 p.m.	Mon. to Fri. incl.
Komoka	Continuous	Continuous
London	Continuous	Continuous
London East	Continuous	Continuous
Longwood	10.00 p.m. to 6.00 a.m.	Mon. to Fri. incl.
Merritton	Continuous	Continuous
Mt. Brydges	9.00 a.m. to 6.00 p.m.	Mon. to Fri. incl.
Norwich	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
Oakville	Continuous	Continuous
Otterville	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Paris Jct	Continuous	Continuous
Petrolia	8.00 a.m. to 5.00 p.m.	Tues. to Sat. incl.
Port Colborne	Continuous	Mon. to Sat. incl.
	12.01 a.m. to 8.00 a.m.	Sun.
Port Credit	Continuous	Continuous
Port Dover	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
Port Rowan	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Princeton	8.00 a.m. to 5.40 p.m.	Mon. to Fri. incl.
Ridgeway	8.00 a.m. to 5.00 p.m.	Tues. to Sat. incl.
Sarnia	Continuous	Continuous
Simcoe	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
St. Catharines	Continuous	Continuous
St. Williams	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Stoney Creek	Continuous	Mon. to Sat. incl.
	12.01 a.m. to 4.00 p.m.	Sun.
Strathroy	Continuous	Continuous
Thorold	Continuous	Tues. to Fri. incl.
	12.01 a.m. to 4.00 p.m.	Sat.
	8.00 a.m. to 11.59 p.m.	Mon.
Tillsonburg	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Vineland	9.00 a.m. to 6.00 p.m.	Mon. to Fri. incl.
Wanstead	8.30 a.m. to 5.30 p.m.	Tues. to Sat. incl.
Watford	12.30 a.m. to 8.30 a.m.	Mon. to Sat. incl.
	8.30 a.m. to 5.30 p.m.	Continuous
West Summit	Continuous	Continuous
Winona	9.00 a.m. to 6.00 p.m.	Mon. to Fri. incl.
Woodstock	Continuous	Continuous
Wyoming	Continuous	Continuous

STRATFORD DIVISION

Station	Hours of Service	Days of Service
Acton	8.15 a.m. to 8.15 p.m.	Mon.
	12.01 a.m. to 8.15 p.m.	Tues. to Sat. incl.
	12.01 a.m. to 10.30 a.m.	Sat.
	11.30 p.m. to 11.59 p.m.	Mon. to Fri. incl.
	12.15 p.m. to 8.15 p.m.	Sat.
Ailsa Craig	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Alma	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
Atwood	7.10 a.m. to 4.10 p.m.	Mon. to Fri. incl.
Ayton	7.10 a.m. to 4.10 p.m.	Mon. to Fri. incl.
Baden	8.45 a.m. to 5.45 p.m.	Mon. to Fri. incl.
Brampton	12.01 a.m. to 2.00 a.m.	Continuous
	6.30 a.m. to 11.59 p.m.	Mon. to Fri. incl.
	6.30 a.m. to 3.30 p.m.	Sat.
	6.00 p.m. to 11.59 p.m.	Sat. and Sun.
Bright	7.30 a.m. to 4.30 p.m.	Mon. to Fri. incl.
Brussels	6.45 a.m. to 3.45 p.m.	Mon. to Fri. incl.
Cargill	6.30 a.m. to 3.30 p.m.	Mon. to Fri. incl.
Centralia	8.15 a.m. to 5.15 p.m.	Mon. to Fri. incl.
Chesley	6.20 a.m. to 6.00 p.m.	Mon. to Fri. incl.
	12.15 p.m. to 3.15 p.m.	Sat.
Clifford	7.00 a.m. to 4.00 p.m.	Mon. to Fri. incl.
Clinton	8.00 a.m. to 6.00 p.m.	Mon. to Fri. incl.
	11.40 a.m. to 3.40 p.m.	Sat.
Drayton	8.15 a.m. to 5.15 p.m.	Mon. to Fri. incl.
Drumbo	7.50 a.m. to 4.50 p.m.	Mon. to Fri. incl.
Dublin	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Durham	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
	1.00 p.m. to 3.40 p.m.	Sat.
Elmira	7.00 a.m. to 4.00 p.m.	Mon. to Fri. incl.
Elmwood	6.40 a.m. to 3.40 p.m.	Mon. to Fri. incl.
Elora	8.30 a.m. to 5.50 p.m.	Mon. to Fri. incl.
Ethel	6.55 a.m. to 3.55 p.m.	Mon. to Fri. incl.
Exeter	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Fergus	8.30 a.m. to 8.45 p.m.	Tues. to Fri. incl.
	8.30 a.m. to 11.10 a.m.	Sat.
	8.30 a.m. to 5.30 p.m.	Mon.
Forest	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Galt	10.30 a.m. to 7.30 p.m.	Mon. to Fri. incl.
	5.20 p.m. to 8.00 p.m.	Sat.
Georgetown	12.01 a.m. to 2.00 a.m.	Continuous
	6.30 a.m. to 11.59 p.m.	Mon. to Fri. incl.
	6.30 a.m. to 3.30 p.m.	Sat.
	6.00 p.m. to 11.59 p.m.	Sat. and Sun.
Goderich	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
	2.20 p.m. to 5.00 p.m.	Sat.
Guelph	6.00 a.m. to 10.00 p.m.	Mon. to Sat. incl.
	2.00 p.m. to 10.00 p.m.	Sun.
Guelph Jct.	12.01 a.m. to 10.30 a.m.	Continuous
	5.30 p.m. to 11.59 p.m.	Mon. to Sat. incl.
Hanover	6.50 a.m. to 10.30 p.m.	Mon. to Fri. incl.
	6.50 a.m. to 9.30 a.m.	Sat.
	10.30 a.m. to 1.10 p.m.	Sat.
	1.30 p.m. to 4.10 p.m.	Sat.
	7.50 p.m. to 10.30 p.m.	Sat.
Harriston	7.15 a.m. to 10.00 p.m.	Mon. to Fri. incl.
	7.15 a.m. to 12.01 p.m.	Sat.
	1.00 p.m. to 10.00 p.m.	Sat.
Hensall	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Hespeler	7.15 a.m. to 4.15 p.m.	Mon. to Fri. incl.
Ilderton	8.10 a.m. to 5.10 p.m.	Mon. to Fri. incl.

STRATFORD DIVISION (Continued)

Station	Hours of Service	Days of Service
Kincardine	12.01 a.m. to 6.30 a.m.	Tues. to Sat. incl.
	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
	10.30 p.m. to 11.59 p.m.	Mon. to Sat. incl.
	12.01 p.m. to 3.00 p.m.	Sat.
Kitchener	12.01 a.m. to 11.59 p.m.	Mon. to Sat. incl.
	12.01 a.m. to 7.00 a.m.	Sun.
	3.00 p.m. to 11.59 p.m.	Sun.
Listowel	7.15 a.m. to 10.15 p.m.	Mon. to Sat. incl.
Lucan	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Lucknow	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
	12.45 p.m. to 3.25 p.m.	Sat.
Malton	8.00 a.m. to 8.30 p.m.	Mon. to Fri. incl.
	11.30 a.m. to 8.30 p.m.	Sat.
Mildmay	8.30 a.m. to 4.30 p.m.	Mon. to Fri. incl.
Milverton	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
Mitchell	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Moorefield	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Mount Forest	8.30 a.m. to 4.30 p.m.	Mon. to Fri. incl.
Neustadt	7.00 a.m. to 4.00 p.m.	Mon. to Fri. incl.
New Hamburg	7.20 a.m. to 5.40 p.m.	Mon. to Fri. incl.
	7.20 a.m. to 10.30 a.m.	Sat.
	5.00 p.m. to 6.00 p.m.	Sat.
Owen Sound	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
	10.30 p.m. to 11.59 p.m.	Mon. to Fri. incl.
	12.01 a.m. to 7.30 a.m.	Tues. to Sat. incl.
	9.30 a.m. to 2.00 p.m.	Sat.
Paisley	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Palmerston	7.00 a.m. to 11.59 p.m.	Mon. to Sat. incl.
Park Head	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
	10.00 a.m. to 3.00 p.m.	Sat.
Parkhill	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Petersburg	8.45 a.m. to 5.45 p.m.	Mon. to Fri. incl.
Port Elgin	5.40 a.m. to 3.40 p.m.	Mon. to Fri. incl.
	1.00 p.m. to 3.40 p.m.	Sat.
Preston	7.00 a.m. to 3.00 p.m.	Mon. to Fri. incl.
Ripley	8.30 a.m. to 4.30 p.m.	Mon. to Fri. incl.
Rockwood	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
	8.30 a.m. to 11.10 a.m.	Sat.
Seaforth	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Sebringville	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Shakespeare	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
	10.00 a.m. to 12.40 p.m.	Sat.
Southampton	5.30 a.m. to 5.00 p.m.	Mon. to Fri. incl.
	5.30 a.m. to 3.00 p.m.	Sat.
St. George	6.15 a.m. to 3.15 p.m.	Mon. to Fri. incl.
St. Jacobs	7.30 a.m. to 4.30 p.m.	Mon. to Fri. incl.
St. Marys	12.01 p.m. to 9.00 p.m.	Tues. to Sat. incl.
	6.00 p.m. to 8.40 p.m.	Mon.
Stratford	Continuous	Continuous
Tara	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Tavistock	7.10 a.m. to 4.10 p.m.	Mon. to Fri. incl.
Thedford	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Thorndale	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Walkerton	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
	12.15 p.m. to 3.00 p.m.	Sat.
Waterloo	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Weston	6.45 a.m. to 9.30 p.m.	Mon. to Fri. incl.
	6.45 a.m. to 3.45 p.m.	Sat.
Wiarton	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.
	11.40 a.m. to 2.20 p.m.	Sat.
Wingham	6.20 a.m. to 10.45 p.m.	Mon. to Fri. incl.
	6.20 a.m. to 8.20 a.m.	Sat.
	12.45 p.m. to 3.25 p.m.	Sat.

SPECIAL INSTRUCTIONS

1. Employees whose duties are in any way affected by the time table must have a copy of the "General Instructions", Form 696 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:

Where speed restriction for freight trains is forty miles per hour or over—restriction thirty-five miles per hour.

Where speed restriction for freight trains is between forty and twenty-five miles per hour—restriction twenty-five miles per hour.

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.

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.

Pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment moving on its own wheels must not be moved in trains 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.

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.

When possible at least three cars must be placed between this equipment and engine handling train.

Pile drivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers, must be placed immediately ahead of caboose when handled on freight or work trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframe they may be handled in any location in work, freight, or mixed trains.

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.

Conductors will be held responsible for strict observance of this rule.

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 or method of loading do not apply. In such movements the equipment must be secured and handled in a manner that will ensure safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required in paragraph one of this rule.

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.

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.

All cranes in trains preferably should have heavier end leading, except that cranes with a working or shipping order weight of less than 100 tons must be so placed, unless otherwise instructed.

4. 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.

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.

D-2. In yard limits specified, that portion of Rule 93 reading, "Where automatic block signal system rules are in effect, 'known to be clear' includes when track is known to be clear by signal indication," does not apply.

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 further restricted by other instructions, the following must be observed:

	Miles per hour
Through turnouts unless otherwise provided	15
Spreaders in operation	15
Trains handling scale test cars	45
Trains receiving and discharging mail at catch posts	25
Equipment not headed by an engine (except snow plows)	20
Engines running tender first, other than suburban tank engines equipped with pilot on tender (B.T.C.-G.O. No. 710)	25

MAXIMUM SPEEDS FOR DIESEL ROAD UNITS OPERATING UNDER OWN POWER

Class	
MPA-16a, MPB-16a	83
CPA-16a, CPB-16a	83
GPA-17a, b, c, d, GPB-17a, b, c, d, GR-17P	83
GR-17j, GRG-17c, k	83
CFA-16a, b, CFB-16a, CR-16a	70
GFA-15a, b, c, d, GFB-15a, b, c	65
GR-9a, GR-12c, d, e, f, h, j, k, GR-15a, GR-17a, b, c, f, g, h, m, n, GRG-17e	65
MFA-15a, MFA-16a, b, c, MFB-16a, b	65
MR-16a, b, d, e, f, g, h, j, k, MRG-16c, MR-18a, b	65
CRG-24a	65
CR-12a, c, d, e, f, CRG-12b	60
GR-9b, GR-12a, b, g	60
MR-10a, b, c, d	60
ER-6a	55
ER-4a, b, c	35
Maximum speed for diesel yard switchers under own power or dead	40

Maximum speed for dead diesel units other than switchers is 5 miles per hour less than maximum speed for such units operating under own power.

MAXIMUM SPEEDS FOR STEAM LOCOMOTIVES OPERATING UNDER OWN POWER

Type	Class	
Suburban	X-10	65
Mogul	E-7, 10	55
10-wheeler	F-1, 2, G-16, 17	50
	H-4, 6, 10	60
Consol	M-1, 3, 5, 8	50
	N-1, 2, 3, 4, N-5a, b, c	55
	N-5d	65
Mikado	S-1, 2, 3, 4	65
Santa Fe	T-1, 2, 3	40
	T-4	45
Pacific	J-1, 3	70
	J-4, 7, K-1, 2, 3, 4	75
Hudson	K-5	95
Mountain	U-1	85
Northern	U-2, 3, 4	85
Yard engines under steam		25
Engines from which engine trucks, pony trucks or side rods have been removed and steam yard engines handled dead		15
Dead steam engines (Other than above)		25
Northern type engines (except U-4 class 6400) on passenger trains when handling 9 cars or less		70

Trains handling wrecking cranes, pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment, see Special Instructions No. 3.

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 on 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.

On track where there is an Automatic Block Signal System in operation; when approaching public crossings at grade protected by automatic signals or automatic gates; and at automatic interlocked railway crossings at grade, between the approach signal and until crossing is reached; single unit diesel locomotives, single Railiner (Budd) and equivalent single unit rail diesel cars running light must not exceed thirty (30) miles per hour, and dynamic braking shall not be used by diesel locomotives when running light.

DISTRICT SPEED RESTRICTIONS

	Miles per hour
Trains handling five or more open top cars loaded with stone, sand, or gravel from pits or quarries on Southern Ontario District	40

STRATFORD DIVISION — FAIR WEATHER EQUATED TONNAGE RATINGS

STEAM TONNAGE RATINGS

WEST AND NORTH

Car Factor	Engine Capacities 21%	26%	28%	34%	38%	40%	45%	50%	52% & 53%	55%	57%	59%	Controlling Grade BETWEEN	BETWEEN
5	750	870	950	1150	1300	1370	1510	1650	1750	1820	2010	2120	Georgetown—Acton	Toronto—Acton
6	970	1150	1250	1520	1800	1900	2070	2310	2400	2490	2800	2900	Breslau—Kitchener	Acton—Kitchener
6	800	950	1050	1270	1470	1600	1710	1850	2000	2080	2300	2420	Kitchener—Petersburg	Kitchener—Stratford
8	1100	1350	1450	1760	1950	2150	2340	2530	2700	2800	3100	3270	Parkhill—Thedford	Stratford—Sarnia
8	1280	1500	1600	1940	2150	2400	2520	2750	2900	3010	3340	3510	St. Mary's—Kellys	Stratford—London
7	920	1100	1200	1450	1630	1700	1980	2200	2300	2390	2640	2780	Paris Jct.—Richwood	Stratford—Paris Jct.
8	1340	1600	1700	2060	2280	2500	2720	3020	3150	3270	....	....	Sebringville—Mitchell	Stratford—Clinton Jct.
7	1000	1250	1350	1640	1820	2000	2200	2450	2550	2650	....	....	Clinton Jct.—Goderich	Clinton Jct.—Goderich
5	750	900	970	1180	1300	1400	1575	1750	1850	1920	1990	2090	Harrisburg—Branchton	Lynden—Galt
6	820	1000	1050	1270	1400	1600	1800	2000	2120	2200	2280	2400	Hespeler—Guelph Jct.	Galt—Guelph Jct.
6	800	950	1000	1210	1350	1550	1740	1930	2045	2120	....	....	Elora—Alma	Guelph Jct.—Palmerston
5	800	950	1000	1210	1350	1450	....	....	....	....	....	....	Minto—Mount Forest	Palmerston—Holstein
8	1100	1350	1450	1760	1950	2150	....	....	....	....	....	....	Varney—Durham	Holstein—Durham
8	1120	1400	1700	1980	2210	2330	2620	2910	3085	....	....	....	Newton—Brunner	Palmerston—Stratford
8	1100	1350	1450	....	....	....	....	....	....	....	....	....	Bluevale—Wingham	Listowel—Wingham
8	1000	1250	1350	....	....	....	....	....	....	....	....	....	Wingham—Whitechurch	Wingham—Lucknow
5	800	870	950	....	....	....	....	....	....	....	....	....	Lucknow—Ripley	Lucknow—Kincardine
8	1100	1350	1450	....	....	....	....	....	....	....	....	....	Harriston—Clifford	Palmerston—Clifford
7	970	1200	1300	....	....	....	....	....	....	....	....	....	Walkerton—Dunkeld	Clifford—Paisley
5	800	950	1000	....	....	....	....	....	....	....	....	....	Paisley—Turners	Paisley—Southampton
8	1100	1350	1450	1970	2170	2310	....	....	....	....	....	....	Harriston—Drew	Palmerston—Hanover
5	800	950	1000	1200	1320	1410	....	....	....	....	....	....	Hanover—Elmwood	Hanover—Park Head
5	800	950	1000	1200	1320	1410	....	....	....	....	....	....	Shallow Lake—Benallen	Park Head—Owen Sound
6	920	1100	1200	....	....	....	....	....	....	....	....	....	Park Head—Clavering	Park Head—Wiarton
7	1120	1320	1400	1700	1900	2000	....	....	....	....	....	....	Hyde Park—Ilderton	Hyde Park—Clinton Jct.
4	610	750	....	....	....	....	....	....	....	....	....	....	Blair—Kitchener	Kitchener—Galt
5	880	1080	....	....	....	....	....	....	....	....	....	....	Waterloo—St. Jacobs	Kitchener—Elmira

EAST AND SOUTH

Controlling Grade BETWEEN	Engine Capacities 59%	57%	55%	52% & 53%	50%	45%	40%	38%	34%	28%	26%	21%	Car Factor
Georgetown—Norval	4600	4370	3940	3800	3570	3280	3000	2850	2640	2000	1900	1600	10
Breslau—Mosborough	3270	3100	2800	2700	2350	2150	1950	1750	1570	1300	1200	1000	6
Baden—Petersburg	2670	2530	2280	2200	2110	1920	1750	1630	1450	1200	1100	920	6
Ailsa Craig—Lucan	2410	2300	2080	2000	1850	1720	1600	1470	1270	1050	950	800	6
London—Thorndale	2900	2760	2490	2400	2310	2070	1900	1750	1570	1300	1200	1000	7
Bright—Drumbo	3870	3680	3320	3200	3020	2790	2550	2280	2060	1700	1600	1340	9
Mitchell—Sebringville	....	....	2590	2500	2350	2160	2000	1820	1640	1350	1250	1050	7
Goderich—Holmesville	....	....	1920	1850	1670	1600	1450	1350	1210	1000	900	750	5
Galt—Branchton	5880	5110	4930	4750	4500	4050	3600	3320	2970	2450	2300	1930	12
Hespeler—Galt	3960	3760	3630	3500	3300	2975	2600	2450	2120	1750	1650	1350	9
Drayton—Alma	....	....	2070	1995	1880	1690	1500	1300	1150	950	850	710	5
Minto—Palmerston	....	....	....	....	....	....	2350	2240	2000	1650	1500	1280	8
Varney—Holstein	....	....	....	....	....	....	1100	1030	920	750	700	580	5
Gad's Hill—Milverton	....	....	....	2885	2720	2450	2180	2070	1850	1600	1350	1280	8
Wingham—Bluevale	....	....	....	....	....	....	....	....	....	1150	1050	850	5
Lucknow—Whitechurch	....	....	....	....	....	....	....	....	....	950	850	700	5
Kincardine—Ripley	....	....	....	....	....	....	....	....	....	900	800	670	5
Harriston—Palmerston	....	....	....	....	....	....	....	....	....	1500	1400	1120	8
Mildmay—Clifford	....	....	....	....	....	....	....	....	....	900	800	670	5
Turners—Paisley	....	....	....	....	....	....	....	....	....	900	800	670	5
Neustadt—Drew	....	....	....	....	....	....	1460	1390	1270	1050	950	800	6
Park Head—Allenford	....	....	....	....	....	....	1410	1340	1220	1000	900	750	6
Owen Sound—Benallen	....	....	....	....	....	....	890	840	750	650	600	500	4
Wiarton—Clavering	....	....	....	....	....	....	....	....	....	1000	900	750	6
Clandeboye—Ilderton	....	....	....	....	....	....	2300	2170	1830	1600	1470	1200	7
Blair—Galt	....	....	....	....	....	....	....	....	....	....	1140	920	6
Kitchener—Waterloo	....	....	....	....	....	....	....	....	....	....	780	630	5

ENGINES
Booster Equipped
6165
6170
6172
6174

The equated gross tonnage handled over these controlling grades is the tonnage to be shown in appropriate panel at foot of freight train journals Form 900, and to be reported to Dispatcher for use in the preparation of Form 800. Equated gross tonnage is the sum of Tare, Net and car factor allowance for every car in the train including caboose.

WESTWARD Between	BETWEEN	EASTWARD Between
Georgetown—Acton	Palmerston—Don	Drayton—Alma
Georgetown—Acton	London—Don, Via Stratford	Baden—Petersburg
Paris Jct.—Richwood	Stratford—Mimico, Via Paris Jct.	Bright—Drumbo
Clinton Jct.—Goderich	Goderich—Stratford	Goderich—Holmesville
Shallow Lake—Benallen	Owen Sound—Palmerston	Park Head—Allenford
Newton—Brunner	Stratford—Palmerston	Gad's Hill—Milverton
Georgetown—Acton	Stratford—Don	Baden—Petersburg

When doubleheading, an engine of less than 35% tractive effort must be placed ahead of a larger engine. These instructions also apply to assisting engines.

DIESEL TONNAGE RATINGS

WEST AND NORTH

Car Factor	SERIES 1700–1729 2 units	1700–1729 1 unit	2200–2217 3000–3042 3058–3065 3074–3093 4350–4369 9300, 9400 2 units	2200–2217 1 unit	3600–3670 4400–4495 4502–4559 2 units	3600–3670 1 unit	3043–3057 3066–3073 4370–4373 9000–9102 2 units	3043–3057 1 unit	Controlling Grade BETWEEN	BETWEEN
5	2400	1200	4240	2120	4240	2120	3940	1970	Georgetown—Acton	Toronto—Acton
9	3680	1840	6620	3310	6620	3310	6160	3080	.....	Acton—Guelph
9	3690	1845	6620	3310	6620	3310	6160	3080	.....	Guelph—Kitchener
5	2300	1150	4240	2120	4240	2120	3940	1970	Kitchener—Petersburg	Kitchener—Stratford
8	4000	2000	...	3200	...	3500	...	3000	Sebringville—Mitchell	Stratford—Clinton Jct.
5	2740	1370	...	2120	...	2120	...	1970	Clinton Jct.—Goderich	Clinton Jct.—Goderich
..	...	...	...	...	...	...	...	...	.....	Goderich—Elevator
8	...	...	9200	3710	9200	4060	8600	3500	St. Mary's—Kellys	Stratford—London
6	2500	1250	...	...	...	...	...	...	Elora—Alma	Guelph Jct.—Palmerston
8	...	2700	...	...	...	...	...	...	Harriston—Clifford	Palmerston—Clifford
7	...	2200	...	...	...	...	...	...	Walkerton—Dunkeld	Clifford—Paisley
5	...	1210	...	...	...	...	...	...	Paisley—Turners	Paisley—Southampton
8	...	2700	...	...	...	...	...	...	Bluevale—Wingham	Listowel—Wingham
8	...	1950	...	...	...	...	...	...	Wingham—Whitechurch	Wingham—Lucknow
5	...	1210	...	...	...	...	...	...	Lucknow—Ripley	Lucknow—Kincardine
5	2320	1160	...	...	...	...	...	...	Minto—Mount Forest	Palmerston—Holstein
8	2460	1230	...	...	...	...	...	...	Varney—Durham	Holstein—Durham

EAST AND SOUTH

Controlling Grade BETWEEN	SERIES 3043–3057 3066–3073 4370–4373 9000–9102 2 units	1 unit	3600–3670 4400–4495 4502–4559 2 units	1 unit	2200–2217 3000–3042 3058–3065 3074–3093 4350–4369 9300, 9400 2 units	1 unit	1700–1729 2 units	1 unit	Car Factor
Georgetown—Norval	Car limit	4500	Car limit	4800	Car limit	4800	Car limit	3300	10
Guelph—Rockwood	6440	3220	7000	3500	7000	3500	*3600	1370	6
Breslau—Mosborough	Car limit	4450	Car limit	4650	Car limit	4650	4680	2340	6
Baden—Petersburg	4880	2440	5700	2850	5700	2850	3200	1600	6
Mitchell—Sebringville	...	2440	...	2850	...	2600	2840	1420	5
Goderich—Holmsville	...	2220	...	2400	...	2400	2500	1250	5
.....	...	970	...	1050	...	1050	...	...	3
London—Thorndale	5080	2110	5480	2290	5480	2290	...	...	5
Drayton—Alma	...	...	...	...	...	...	2600	1300	5
Harriston—Palmerston	...	...	...	...	...	...	...	2270	8
Mildmay—Clifford	...	...	...	...	...	...	...	1175	5
Turners—Paisley	...	...	...	...	...	...	...	1210	5
Wingham—Bluevale	...	...	...	...	...	...	...	1520	5
Lucknow—Whitechurch	...	...	...	...	...	...	...	1330	5
Kincardine—Ripley	...	...	...	...	...	...	...	1210	5
Minto—Palmerston	...	...	...	...	...	...	4880	2440	8
Varney—Holstein	...	...	...	...	...	...	2000	1000	5

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.

* Rating for two units applies where train not required to stop at Rockcut. When stop required at Rockcut rating for two units is 2,740 tons.

LONDON DIVISION—FAIR WEATHER EQUATED TONNAGE RATINGS

STEAM TONNAGE RATINGS

WEST AND NORTH														EAST AND SOUTH												
Car Factor	Engine Capacities											Controlling Grade	BETWEEN	Controlling Grade	Engine Capacities											Car Factor
	26%	28%	34%	38%	40%	45%	50%	52% & 53%	55%	57%	59%	BETWEEN		BETWEEN	59%	57%	55%	52% & 53%	50%	45%	40%	38%	34%	28%	26%	
10	1800	1950	2440	2560	2790	3140	3480	3700	3840	4350	4570	.....Oakville—Bronte.....	.....Mimico—Burlington.....	....Port Credit—Mimico..	5890	5600	4980	4800	4520	4070	3620	3440	3080	2530	2350	12
10	1800	1950	2440	2560	2790	3140	3480	3700	3840	4350	4570	...Burlington—Aldershot...	.....Burlington—Hamilton.....	...Hamilton—Aldershot...	2650	2520	2390	2300	2160	1950	1730	1640	1470	1210	1120	12
12	1440	1550	1890	2130	2220	2500	2770	2950	3060	3400	3580	...Hargrove—Burlington...	...Burlington—Stoney Creek....	.Hargrove—Stoney Creek..	4630	4400	3950	3800	3570	3220	2860	2550	2430	2000	1860	12
12	2600	2800	3400	3800	4000	4500	5000	5300	5500	6200	6530	..St. Catharines—Jordan..	.....Hamilton—Merritton.....	.St. Catharines—Merritton.	4320	4100	3630	3500	3300	2970	2640	2500	2240	1850	1710	10
12	2420	2610	3170	3540	3730	4200	4660	4950	5140	5300	5580	..Niagara Falls—Merritton..	....Merritton—Niagara Falls....	..Merritton—Niagara Falls.	2890	2750	2430	2340	2170	1980	1760	1670	1500	1230	1140	10
12	2350	2530	3080	3440	3610	4050	4530	4800	4980	5500	5780	....Thorold—Merritton....	.....Merritton—Thorold.....	....Merritton—Thorold....	1320	1200	1140	1100	1030	930	830	780	700	580	540	3
12	2350	2530	3080	3440	3610	4050	4530	4800	4980	5500	5780	..Port Robinson—Lock 25..	.....Thorold—Port Colborne....	..Lock 25—Port Robinson..	3890	3700	3320	3200	3020	2720	2410	2280	2050	1690	1570	9
5	850	920	1120	1250	1320	1480	1640	1750	1820	2100	2210	.Hamilton West—Copetown.	.....Hamilton / .....Burlington } —Copetown....	.Copetown—Hamilton West.	5620	5350	4780	4600	4330	3900	3470	3300	2950	2430	2250	12
7	1220	1320	1600	1760	1880	2120	2350	2500	2590	3000	3160	...Brantford—Paris Jct....	.....Copetown—Woodstock.....	..Woodstock—Princeton...	4630	4400	3950	3800	3570	3220	2860	2550	2430	2000	1860	10
12	2250	2430	2950	3300	3470	3900	4330	4600	4780	5300	5560	....Dorchester—London...	.....Woodstock—London.....	..Beachville—Woodstock..	4630	4400	3950	3800	3570	3220	2860	2550	2430	2000	1860	10
10	1910	2060	2500	2790	2940	3310	3670	3900	4050	4550	4780	....Kerwood—Watford....	.....London—Sarnia.....	...Kingscourt—Watford...	4630	4400	3950	3800	3570	3220	2860	2550	2430	2000	1860	10
12	2110	2270	2840	3170	3240	3650	4050	4300	4460	4750	5000	....London—Hyde Park...	.....London—Glencoe.....	...Komoka—Hyde Park...	4890	4650	4150	4000	3760	3390	3010	2800	2560	2110	1960	10
8	1440	1550	1890	2130	2220	2500	2770	2950	3060	3450	3630	...Fort Erie—Ridgeway...	....Fort Erie—Port Colborne....	...Ridgeway—Fort Erie...	4210	4000	3630	3500	3300	2970	2640	2500	2240	1850	1710	9
8	1440	1550	1890	2130	2220	2500	2770	2950	3060	3450	3630	...Onondaga—Cainsville...	....Port Colborne—Brantford....	...Brantford—Cainsville...	3940	3740	3320	3200	3020	2710	2410	2280	2050	1690	1570	9
4	700	750	....	....	....	....	....	....	....	....	....	..Brantford—Mt. Vernon..	.....Brantford—Burford.....	..Mt. Vernon—Brantford..	....	....	....	....	....	....	....	....	....	1700	1580	9
8	1580	1700	....	....	....	....	....	....	....	....	....	..Hatchley—Norwich Jct...	.....Burford—Norwich Jct.....	..Norwich Jct.—Hatchley..	....	....	....	....	....	....	....	....	....	1700	1580	9
8	1580	1700	....	....	....	....	....	....	....	....	....	...Norwich—Springford...	..Norwich Jct.—Tillsonburg Jct..	...Springford—Norwich...	....	....	....	....	....	....	....	....	....	1500	1400	8
4	550	590	930	1030	1100	1235	1370	1460	....	....	....	.....Hamilton—Rymal.....	.....Hamilton—Rymal.....	.....Rymal—Hamilton.....	....	....	....	2850	2690	2420	2150	2040	1830	1500	1400	6
8	1400	1500	1830	2040	2150	2420	2690	2850	....	....	....	.....Rymal—Glanford.....	.....Rymal—Caledonia.....	....Caledonia—Glanford...	....	....	....	2850	2690	2420	2150	2040	1830	1500	1400	6
8	1450	1570	1805	2130	2240	2520	2800	2910	....	....	....	Willow Grove—Hagersville	.....Caledonia—Jarvis.....	..Willow Grove—Caledonia.	....	....	....	3670	3460	3115	2770	2630	2350	1940	1800	5

The equated gross tonnage handled over the undermentioned controlling grades is the tonnage to be shown in appropriate panel at foot of freight train journals Form 900, and to be reported to Dispatcher for use in the preparation of Form 800. Equated gross tonnage is the sum of Tare, Net and car factor allowance for every car in the train including caboose.

WESTWARD Between	BETWEEN	EASTWARD Between
....Merritton—Thorold....	..Fort Erie—Mimico, Via Beach.	...Port Credit—Mimico...
....Merritton—Thorold....	Fort Erie—Mimico, Via Hamilton	...Hamilton—Aldershot...
.St. Catharines—Merritton.	Niagara Falls—Mimico, Via Beach	...Port Credit—Mimico...
.St. Catharines—Merritton.	Nia. Falls—Mimico, Via Hamilton	...Hamilton—Aldershot...
.....Oakville—Bronte.....	.....Hamilton—Mimico.....	...Hamilton—Aldershot...
...Brantford—Paris Jct....	.....Sarnia—Mimico.....	..Beachville—Woodstock..
...Brantford—Paris Jct....	.....Sarnia—Niagara Falls.....	..Beachville—Woodstock..
...Brantford—Paris Jct....	.....Sarnia—Fort Erie.....	...Brantford—Cainsville...
.Niagara Falls—Merritton.	....Hamilton—Niagara Falls....	.St. Catharines—Merritton.
.St. Catharines—Merritton.	Mimico—Ft. Erie—Via Nia. Falls	

Note—Westward Copetown and Woodstock with help out of Brantford—increase rating 200 tons.

Booster equipped Mikado engines either direction Mimico and Fort Erie—increase rating to 57%.

Booster equipped engines 5702, 5703, 6165, 6170, 6172, 6174.

When doubleheading, an engine of less than 35% tractive effort must be placed ahead of a larger engine. These instructions also apply to assisting engines.

DIESEL TONNAGE RATINGS

WEST AND NORTH					EAST AND SOUTH			
Car Factor	Series		Controlling Grade BETWEEN	BETWEEN	Controlling Grade BETWEEN	Series		Car Factor
	3043–3057 3066–3073 4370–4373 9000–9102	2200–2217 3000–3042 3058–3065 3074–3093 3600–3670 4350–4369 4400–4495 4502–4559 9300 9400				2200–2217 3000–3042 3058–3065 3074–3093 3600–3670 4350–4369 4400–4495 4502–4559 9300 9400	3043–3057 3066–3073 4370–4373 9000–9102	
	2 Units	2 Units				2 Units	2 Units	
10	6400	6400	.....Oakville—Bronte.....	.....Mimico—Burlington.....	...Port Credit—Mimico...	6400	6400	12
10	6400	6400	...Burlington—Aldershot...	.....Burlington—Hamilton.....	...Hamilton—Aldershot...	4950	4700	12
12	4950	5250	...Hargrove—Burlington...	....Burlington—Stoney Creek...	..Hargrove—Stoney Creek..	6400	6400	12
12	6400	6400	..St. Catharines—Jordan..	.....Hamilton—Merritton.....	.St. Catharines—Merritton.	5900	5550	10
12	6400	6400	.Niagara Falls—Merritton..	....Merritton—Niagara Falls....	.Merritton—Niagara Falls.	4850	4600	10
12	6400	6400	....Thorold—Merritton....	.....Merritton—Thorold.....	....Merritton—Thorold....	2400	2250	3
12	6400	6400	..Port Robinson—Lock 25..	.....Thorold—Port Colborne....	..Lock 25—Port Robinson..	4750	4450	9
8	....	4400	...Fort Erie—Ridgeway...	....Fort Erie—Port Colborne....	...Ridgeway—Fort Erie...	6100	....	9
8	....	5600	...Onondaga—Cainsville...	....Port Colborne—Brantford...	...Brantford—Cainsville...	5800	....	9
5	3500	4000	.Hamilton West—Copetown.	.....Hamilton / .....Burlington } —Brantford.....	.Copetown—Hamilton West.	6400	6400	12
7	4100	4780	...Brantford—Paris Jct....	.....Brantford—Woodstock.....	...Woodstock—Princeton..	7820	6400	10
12	6400	7880	...Dorchester—London...	.....Woodstock—London.....	..Beachville—Woodstock..	6700	6400	10
10	6400	7300	....Kerwood—Watford....	.....London—Sarnia.....	...Kingscourt—Watford...	8000	6400	10

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" give warning of close approach to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice of 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 Side Clearance" signs, no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks, they will not be marked or indicated by tell-tales or restricted clearance signs, nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top of 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 erected on posts or on brackets as occasion demands.

LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS—LONDON DIVISION

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
PT. EDWARD	Pt. Edward	Shed Tracks 1 to 6	Platforms and other engines and cars	Both sides	
"	Sarnia	Sarnia Elevator Co.	Steps—Spouts	Nor. & Sou.	
"	"	Dominion Salt Co. No. 2 Track	Brine Tanks	East	
"	"	" " " " 2 "	Pipe	East	
"	"	" " " " 2 "	O.H. pipe	East	
"	"	" " " " 2 "	Roof projecting	East & West	
"	"	" " " "	Platform	East	
"	"	Lochiel St.	Building	West	
"	"	Lawrence Lumber Co.	Ret. wall	East	
"	"	S. Lampell & Son	Platform	East	
"	"	Yard	Telephone pole	East	
"	"	" Platform	Platform	East	
"	"	Stock Pens	Stock Pens	East	
"	"	Freight House Track	Shed	East	
"	"	Sarnia Bridge Co.	Crane bent	Nor. & Sou.	
"	"	" " "	Building	South	
"	"	" " "	O.H. crane		O.H.
"	"	Imperial Oil Co.	General	All tracks	
"	"	Freight Shed	Campbell St.	North	
"	"	All Yard Tracks	Other engines and cars	Both sides	
STRATHROY & ST. CLAIR TUNNEL	Sarnia Yard	Imperial Oil Tracks	General	All tracks	
"	"	Electric Loco. Stall Lead Tracks	Electric poles	Nor. & Sou.	
"	"		Tower 58	North	
"	"	Tracks 9 and 10	Warning light	Nor. & Sou.	
"	"	Electrified Section	Towers, anchors, poles and overhead wires	Both sides	O.H.
"	"	Outgoing Track, Pit Track	Oil lighting up pipes and platform	North	O.H.
"	"	" " "	Washing platform	South	
"	"	Ingoing Track	Oil lighting up pipes, coal chutes	Both sides	O.H.
"	"		Transfer platform	North	
"	"		Acct. shanty	South	
"	"		Stores building	South	
"	"	All Yard Tracks	Other engines and cars	Both sides	
"	London	Canadian Milling & Cereal Co.	Platforms	North	
DUNDAS	London	Between Maitland and William Streets North of Westward main track	Between Westward Main Track and E.B. Eddy siding		
"	"	C.N.R. Freight Sheds	Building and eaves	North	
"	Beachville	Chemical Lime Co. Ltd.	Loading dock & Bldg.	South side	O.H.
"	Mile 56.24	North American Cyanamid Ltd.	Pulverizing plant	South side	O.H.
"	Woodstock	Stand Pipe	Column	Both sides	
"	"	Stand Pipe	Column	South	
"	Paris Jct.	Stand Pipe	Column	North	
"	"	Coal Chute	Chains on coal chute		O.H.
"	Brantford	Ryerson Track	Bldgs. and battery house	North	
"	"	" "	Between siding and lead track		
"	"	Stand Pipes	Column	North side of E W track Both sides W W main track	
"	"	Station (opposite)	Flood Light Stds	North	
OTTERVILLE	Norwich	Norwich Co-operative	Building	East	
"	"	Borden Milk	Roof	West	
"	"	Butler & Cornell	Buildings	Both sides	
"	Otterville	Stock Pen	Loading platform	East	
BURFORD	Brantford	Lake of Wood Milling Co.	Canopy		O.H.
"	"	Siding (mileage 1.22) South Market St.	Bridge		O.H.
"	"	Massey Harris Co. Ltd. No. 1	Bulding, wall&drainpipe	All Tracks	
HAGERSVILLE	Hamilton	South end of Ferguson Avenue	Retaining wall between C.N.R. and T.H.&B.	South	
"	"	Milnes Coal Co.—West Track	Eaves on Myles Coal Co. Bldg.	South	
			Coal Co's Bldg. and Fence	Both sides	
		East Track	Building and hopper	Both sides	
"	"	Ferguson Ave. between Jackson and Main Streets	Electric Lights on poles	West	
"	"	Riddle & Son	Fence, Bldg. and eave of shed	Both sides	
"	"	Ferguson Ave. between Main and King Streets	Telegraph poles	East	
"	"	Distributing Warehouse	Gate post	Both sides	
			Electric light pole	South	
"	"	Wood Alexander & James	Building	South	O.H.
"	"	Fearman's	Building	South	
			Electric light poles	North	

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
HAGERSVILLE	Hamilton	Sackville Hill Company	Building	South	
"	"	Cannon St. Yard—Track No.8	Electric light pole	East	
		Track No.1	Freight shed	East	
		Crane Siding No.2	Post	West	
		Track No.7	Electric light pole	West	
OAKVILLE	"	Station tracks 1 to 6	Buildings, canopies eaves and columns	Both sides of tracks	O.H.
"	"	Water Tank	Posts	North	
"	"	No. 5 Syndicate	Platform	South	
"	"	Steel Co. of Canada			
		Track No. 1 at West end of Plant	Doors	Both sides	
		" " 2 " " "	Doors	Both sides	
		" " 3 " " "	Building	South	
		" " 4 " " "	Door	North	
		" " 5 " " "	Building	North	
"	"	Canada Iron Foundries			
		Mill Track	Building	North	
		Wheel Pit Track	Bldg. and platform	Both sides	O.H.
		Casting Track	Mast of hoist	South	
		Moulding Shop Track	Door	North	
		Auxiliary Track	Building	South	
		Machine Shop Track	Door	Both sides	
		South Yard—Track No. 11	Coal chute	South	
		South Yard, Coal Ramp Track	Building	Both Sides	
		South Yard—Track No. 12	Coal chute	North	
		South Yard—Stuart St., all Tracks	Other engines and cars	Both sides	
"	"	North Yard—Stuart St., all Tracks	Other engines and cars	Both sides	
"	"	Scalehouse	Electric lights	North	
"	"	East of Wentworth St.	Pole	North	
GRIMSBY	"	Station tracks 1 to 6	Buildings, canopies eaves and columns	Both sides of tracks	O.H.
"	"	Building Products (Bird Division) Track	Platform	East	
"	"	S. F. Bowser Co.	Gate and T.H.&B. Sw. Stand	West	
"	"	Std. Underground Cable	Building	East	
"	"	Walmer Transport Co., near Lottridge St.	Power pole E. and 2 W. of crossing	North	
		Lottridge St.	and crossing gates	North	
"	"	Frost Steel No. 2 Plant Track.	Telegraph pole	North	
"	"	" " " 1 " "	Tower and fuel bin	South	
"	"	Brown Boggs Track	Post of bin	North	
"	"	" " "	Eaves of Mat. bldg. and platform	South	
"	"	Remington Rand Track	Conductor pipe, brick siding, pipe railing	Both sides	
"	"	Burlington Steel No. 4 Track	Ladder and Crane, Bent and Ladder	North	
"	"	Burlington Steel No. 4 Track	Doorway to building	Both sides	
"	"	" " " 5 "	Unloading pipe and ladder	North	O.H.
"	"	" " " 3 "	Stock piles and building	South	
"	"	" " " 3 "	Steel post and girder	North	
"	"	" " " 2 "	Doorway and inside building	Both sides	O.H.
"	"	" " " 1 "	Crane bent building and fence	Both sides	O.H.
"	"	Can. Mach'y & Supply Co.	Wires and unloading rack	South	O.H.
"	"	National Sewer Pipe Track	Eaves Blacksmith shop.	East	O.H.
"	"	Essex Packing Co.	Warehouse	Both sides	O.H.
"	"	Service Track Wentworth St.			
		East Bound	Crossing Gates	South	
		West Bound	Crossing Gates	North	
"	"	XX Sherman Ave., W.B. Service Track	Crossing gates	North	
"	"	Steel Co. of Can., East Mill	Gate, canopy and bldgs.	Both sides	
"	"	" " " "West Mill Lead.	Poles, bldg. and fence.	South	O.H.
"	"	United Steel & Metal Co.	Fence East side Wellington	North	
"	"	" " "	Fence West side Wellington	South	
"	"	Wellington Ave. Crossing	Crossing gates	Both sides	
	Merritton	Merritt St. Bridge M 9.6,			
	"	Coal Run Track	Columns and girders	South	
	"	Through Track	Columns and girders	North	
	"	Tank Track	Columns and girders	South	

LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS—LONDON DIVISION

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
GRIMSBY	Merritton	Freight Shed Track	Freight shed	South	O.H.
"	"	Merritton Yard, Electrified Section	Overhead wires		O.H.
N. & N.W. Industrial Spur	Hamilton	Canadian Vegetable Oil Co.			
"	"	" Track No. 1	Bldg. posts & piles	Both sides	O.H.
"	"	" Track No. 2	Posts & Pipeline	South	O.H.
		Otis Fensom Elevator Co.			
		Track No. 1	Doorway	Both sides	O.H.
		" " 2	Gate posts and building	Both sides	
		" " 3	Doorway } Inactive	Both sides	O.H.
		" " 4	Doorway }		
		" " 5	Hopper, Elevated track	West	
"	"	Canadian Drawn Steel Co.	Fence, building and door	South	O.H.
"	"	Can. Liquid Air	Building and gate posts	North	
"	"	Connection with T.H. & B. North of Diamond	Semaphore rod	East	
"	"	Steel Co. of Canada, Water Crane Track	Flood light pole	East	
"	"	International Harvester Co.			
		Main Lead	Gate posts	Both sides	
		Twine Mill Trk.	Gate posts	Both sides	
"	"	Hamilton Bridge Co.	Gate post	South	
"	"	" " " "	North door to shop	North	O.H.
"	"	" " " "	South door to shop	Both sides	
"	"	Proctor & Gamble, Track No. 1	Trees	South	
			Shed and light poles	North	
		" " 2	Gate post	South	
			Building and brackets	North	
		" " 3	Tank and buildings	South	
			Fire Reel house	North	
		" " 4	Canopy 12 ft. high	North	
		Scale Track	Scale House	North	
"	"	C.I.L.—Track No. 2	Tank foundation	West	
		" " 6	Drop Spout	West	
		" " 7	Scale House	West	
		" " 8	Drop spout and bldg.	Both sides	
"	"	Mohawk Mills	Down spouts on building	South	
"	"	Economy Fuel Co. }	Gate post	North	
"	"	" " " }	Hoisting buckets	South	
"	"	Pumping Station, Beach Road	Fence and gate	Both Sides	
			Eaves or coal shed	East	
			Fence	East	
"	"	Austin Motor Track	Retaining wall	South	
"	"	Studebaker Corpn.	Track inside bldg.	North and South	O.H.
"	"	Studebaker Corpn.	Track North of bldg.	South	
"	Burlington	Nicholson & Son Ltd.	Adjacent to Ontario St. Unloading Conveyor between Sidings	East & West	
THOROLD	Thorold	Southbound Main Line Thorold	So. Bd. standpipe	North	
"	"	Ont. Paper Co.			
"	"	Old M. L. Track	Guard House eaves	West side	
"	"	" " "	Railing—concrete wall	West side	
"	"	" " "	Pulpwood Conveyor	Both sides	
"	"	Old Government Track	Steps	West side	
"	"	" " "	Stone Wall	West side	
		Sulphite Mill Track	Steam Accumulator and Valve house	West	
"	"	Scale Track	Scale House	East side	
"	"	" "	Pipe Line		O.H.
"	"	Old Schoolhouse Track	Building	West side	
"	"	" " "	Pipe Line		O.H.

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
THOROLD	Thorold	Warehouse Lead	Eaves Car Puller house	West	
"	"	East Warehouse Lead	Posts and Stairway O.H. conveyor	Both sides	
"	"	East Warehouse East Track	Corner of Store bldg.	East	
"	"	East Warehouse East Track	Doorway and interior of building	Both sides	O.H.
"	"	East Warehouse West Track	Doorway and interior of building	Both sides	O.H.
"	"	West Warehouse Track	Posts of O.H. conveyor	Both sides	
"	"	West Warehouse Track	Doorway and interior of building	Both sides	O.H.
"	"	Hayes Steel Products Ltd. Track	Loading doorways and signal	South	
DUNNVILLE	Port Colborne	International Nickel Co.,			
"	"	South Long Track	Scale house	South	
"	"	South Long Track	East end gate post	South	
"	"	North Long Track	East end gate post	North	
"	"	West Lead	West end gate post	Both sides	
"	"	East Side Spur	Home Signal rods	South	
"	"	Engine House Both Tracks	Doorway	Both sides	O.H.
"	"	New Welland Ship Canal Lift Bridge	Guides and pipe	South	
"	"	Old Welland Canal Swing Bdge	Girders and ladders, etc.	Both sides	
"	"	Elevator Lead Track	Six power poles	East	
"	"	" High Track	First & last power poles.	East	
"	"	" Track	Lamp post	West	
"	"	" "	Elevator	Both sides	O.H.
"	"	Maple Leaf East Track	Office building	East	
"	"	" " " "	Conveyor elevator	East	
"	"	" " " "	Rope guides	East	
"	"	" " " "	Chute platform	East	
"	"	" " " "	Hose house	East	
"	"	" " " "	Motor house	East	
"	"	" " " "	Tank	East	
"	"	" " West "	Mill building	West	
"	"	Valley Camp Tracks	Portable screening plant	Both Sides	O.H.
"	"	" " East Track	Loading conveyor		O.H.
"	"	" " West "	Car Puller building	West	
"	"	" " " "	Loading conveyor	West	O.H.
"	"	" " " "	Coal chutes	West	
"	"	N.S. & T. Transfer, Electrified Section	Overhead wires		O.H.
"	Dunnville	Siding	Stand pipe	South	
SIMCOE	Simcoe	Canadian Canners Track	Telegraph Pole at Robinston St.	North	
"	"	" " "	Columns of American Can. Overhead Runway	North	
"	"	American Can. Coal Track	Ladder guard	South	
"	"	American Can. Track No. 1	Doorway	South	O.H.
		" " " No. 2	Doorway	North	O.H.
		" " " No. 3	Doorway	South	O.H.
		" " " No. 4	Doorway	North	O.H.
		" " " No. 5	Doorway, beam and pipes	Both sides	O.H.
		" " " No. 6	Overhead runway		O.H.
PETROLIA	Petrolia	Canadian Oil Track	Telegraph wires		O.H.
"	"	" Refinery "	Unloading pipe building and shed	West	
"	"	" Long "	Loading rack	West	

LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS—STRATFORD DIVISION

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
BRAMPTON	Acton	Ajax Engineers	Car on track	North	
"	Guelph	Huskisson St. Subway	Iron railing	South	
"	"	Police Quarters	Eave of roof	North	
"	Kitchener	Dominion Electrohome	Building	North	
FERGUS	Guelph Jct.	Coal chute	Coal chute	West	O.H.
"	Fergus	W. B. McFadzean Coal Co.	Cars at first chute	Both sides	
"	Palmerston	Between Tracks 2-3-4-5-6 and 7	Other Engines and Cars	Both sides	
ELMIRA BR.	Waterloo	Between tracks 1-2 and 3-4 at Freight Shed and between cattle pen track and main track	Other engines and cars	Both sides	
GODERICH	Stratford	Yard	Elevated steam pipe		O.H.

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
GODERICH	Goderich	Spur to Dock	Overhead bridge		O.H.
"	"	Goderich Elevator & Transit	Elevator buildings	North	
			Canopy on elevator	North	O.H.
			Elevator building	Both sides	O.H.
			Power house	North	
			Shed	North	
"	"	Upper Lake & St. Lawrence Transportation Company Limited	Salt shed	South	
			Mill building	South	
			Loading spout	South	
			Posts and canopy	North	O.H.
			Cable on coal conveyor.		O.H.
			Loading spout	North	O.H.

Location of Restricted Clearances which are not Marked or Indicated by Tell-Tales or Restricted Clearance Signs—On Main Tracks

LONDON DIVISION

Subdivision	Structure or Obstruction	Location	Side of Track or Over Head
Hagersville	Overhead Bridge	Mileage 11.5	Over Head
Beach	" "	" 4.7	Overhead and Both Sides
Beach, Hamilton Ind'l Spur	" "	" 0.7	Over Head
" " " "	" "	" 0.9	"
" " " "	" "	" 1.1	"
Oakville	" "	" 34.2	Over Head
"	" "	" 36.4	"
"	" "	" 36.7	"
Grimsby	" "	" 7.7	Over Head
"	" "	" 8.5	"
"	" "	" 8.7	"
"	" "	Merritt St. 9.6	Both Sides
"	" "	" 9.8	Over Head
"	" "	" 11.0	"
"	" "	" 14.5	"
"	" "	" 27.2	"
"	" "	" 43.4	"
"	" "	" 43.46	Overhead and North
"	" "	" 43.5	
Dundas	" "	Y Track	
"	" "	Mileage 0.2	Over Head
"	" "	" 0.8	Overhead and Both Sides

Subdivision	Structure or Obstruction	Location	Side of Track or Over Head
Dundas—Continued	Overhead Bridge	Mileage 10.2	Over Head
"	" "	" 11.7	"
"	" "	" 30.3	"
"	Chains on Coal Chute Aprons	Paris Jct.	"
"	Overhead Bridge	Mileage 31.4	"
"	" "	" 33.2	"
"	" "	" 35.5	"
"	" "	" 40.0	"
"	" "	" 49.7	"
"	" "	" 49.8	"
"	Whistle Post	" 56.5	South
Strathroy	Overhead Bridge	" 5.2	Over Head
"	" "	" 5.8	"
"	" "	" 8.1	"
"	Half Thru	" 20.6	Both Sides
Strathroy, St. Clair Tunnel & Pt. Edward	Overhead Wires Towers, Anchor, Tunnel, etc.	Electrified Section Sarnia, Port Huron	Over Head and Both Sides
"		" "	
Dunnville	Overhead Bridge Stand Pipe	Mileage 1.6 Dunnville	Over Head North
"			
Burford	Thru Truss Bridge	Mileage 1.5	Both Sides
Simcoe	Water Tank	Lynn Valley	South

STRATFORD DIVISION

Subdivision	Structure or Obstruction	Location	Side of Track or Over Head
Brampton	Overhead Bridge	Mileage 22.8	Over Head
"	" "	" 29.0	"
"	" "	" 29.9	"
"	" "	" 32.6	"
"	" "	" 40.3	"
"	" "	" 44.8	"
Thorndale	" "	" 11.1	"
Forest	" "	" 1.1	"
"	" "	" 22.8	"
Owen Sound	Thru Truss Bridge	" 24.7	Both Sides
"	Overhead Bridge	" 25.3	Over Head
"	" "	" 36.6	"

Subdivision	Structure or Obstruction	Location	Side of Track or Over Head
Fergus	Overhead Bridge	Mileage 10.5	Over Head
"	" "	" 16.0	"
"	" "	" 23.6	"
"	Coal Chute	" 30.0	"
"	Overhead Bridge	" 44.9	"
Drumbo	" "	" 8.1	"
"	Thru Truss Bridge	" 16.5	Both Sides
Goderich	" "	" 0.5	"
"	Overhead Bridge	" 1.2	Overhead
"	" "	" 7.4	"
"	" "	" 7.8	"
"	Thru Truss Bridge	" 10.3	Both Sides
"	Overhead Bridge	" 13.4	Overhead

Instructions Governing Movement of Trains over Spring Switches

Trainmen will observe indication on dwarf signal after train clears spring switch, and if this signal does not display normal indication report must be made from first available point of communication.

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

Before movement to main track is made, trainman must press switch indicator button. If switch indicator then shows no train approaching, open box marked "Push Button" and press this button. This will cause Leave Siding Signal to display a proceed indication if train is to leave siding. If Leave Siding Signal is cleared in this manner and train in siding cannot for any reason proceed at once, the trainman must immediately open and close the spring switch by hand to restore Leave Siding Signal to stop indication; and when train in siding is again ready to proceed, the method described above must be repeated to secure a favourable indication on the Leave Siding Signal.

If switch indicator shows train approaching after button is pressed, or if a proceed indication cannot be obtained on Leave Siding Signal, trainman must communicate with the train dispatcher or operator for instructions. Telephones are located adjacent to all Leave Siding Signals. Instructions must not be given by an operator without authority of the train dispatcher.

These instructions do not relieve employees from the requirements of Rule 512 where switch indicators are provided, nor from the requirements of Rules 513 and 513a where switch indicators are not in service.

WATCH INSPECTORS—LONDON DIVISION

Station	Inspector	Address
Sarnia	Young's Jewellers	174 Christina Street North.
Petrolia	C. Anderson.	
London	W. G. Young Co. Ltd.	170 Dundas Street. 712 Dundas Street East.
Woodstock	W. D. Paxton	5 Reeve Street.
Brantford	Ostrander's Jewellers	97 Colborne Street.
Hamilton	Thomas Lees	17 King Street West.
	Ostranders	287 Ottawa North.
	James Jewellers	334 James St. North.
Niagara Falls	E. C. Cole	353 Queen Street.
Simcoe	H. J. Miller	20 Norfolk St. West.
Oakville	A. J. Grosvenor	88 Colborne St. East.

WATCH INSPECTORS—STRATFORD DIVISION

Station	Inspector	Address
Goderich	R. Bell.	
Stratford	R. Doughty	40 Wellington St.
Kitchener	A. Heller & Co.	32 Queen Street South
Guelph	Savage & Co.	21 Wyndham Street.
Galt	R. L. McGill.	
Owen Sound	J. H. Newton.	
Southampton	R. B. Hillmer.	
Palmerston	O. P. Noll	Main Street.

DIAGRAM SHOWING LOCATION OF DISPATCHERS PHONE WIRES. FACE DIRECTION NAMED AND COUNT CROSSARM FROM TOP DOWN

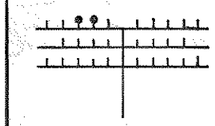
LONDON DIVISION

OAKVILLE SUBDIVISION

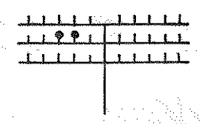
LOOK WEST
MIMICO - WEST END
TO
BAYVIEW CABIN

BAYVIEW
TO
HAMILTON
(MARY ST.)
WIRES IN CABLE

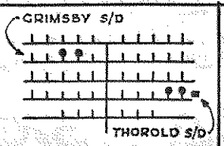
GRIMSBY SUBDIVISION



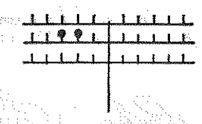
LOOK EAST
HAMILTON - MARY ST.
TO
HAMILTON-GAGE AVE.



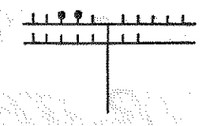
LOOK EAST
HAMILTON-GAGE AVE
TO
MERRITTON



LOOK EAST
MERRITON STA.
TO
OVERHEAD BRIDGE



LOOK EAST
MERRITON CANAL
BRIDGE TO
CLIFTON JCT.



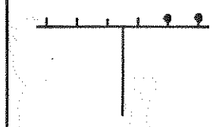
LOOK EAST
CLIFTON JCT.
TO
NIAGARA FALLS

THOROLD SUBDIVISION

LOOK SOUTH
MERRITON
TO
BRIDGE 10

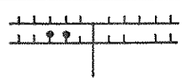
LOOK SOUTH
BRIDGE 10
TO
PORT ROBINSON

HUMBERSTONE

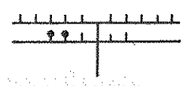


LOOK SOUTH
WELLAND JCT.
TO
PORT COLBORNE

HAGERSVILLE SUBDIVISION



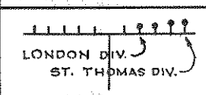
LOOK WEST
HAMILTON MAIN ST. R
TO
T.H. & B. TRACKS



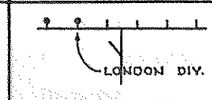
LOOK WEST
HAMILTON T.H. & B
TOWER TO
CALEDONIA JCT.

LOOK WEST
CALEDONIA JCT.
TO
JARVIS

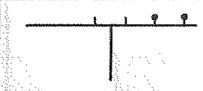
SIMCOE SUBDIVISION



LOOK WEST
SIMCOE JCT.
TO
SIMCOE C.N.-STN



LOOK WEST
SIMCOE ROBINSON
ST. TO
NORFOLK ST.

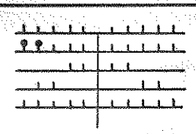


LOOK WEST
SIMCOE - NORFOLK ST
TO MI. 0.7
PT. DOVER (TROLLEY)

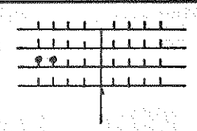
LOOK WEST
PT. DOVER (TROLLEY L.)
MI. 0.7 TO
PORT DOVER STA.

SIMCOE TO
PORT ROWAN
NO
TELEPHONE
LINE

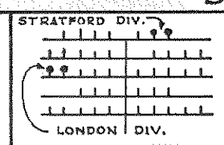
DUNDAS SUBDIVISION



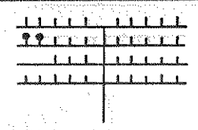
LOOK WEST
HAMILTON JCT.
TO
HAMILTON WEST



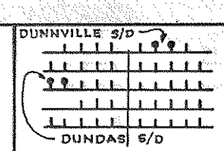
LOOK WEST
HAMILTON WEST
TO
LYNDEN JCT.



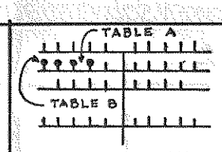
LOOK WEST
BETWEEN POLES
755 AND 760



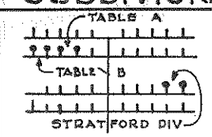
LOOK WEST
LYNDEN JCT. TO
B & G JCT. POLE
BRANTFORD



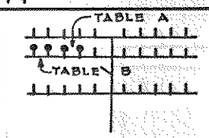
LOOK WEST
B & G JCT. TO
TERM. CABLE POLE
BRANTFORD YD. E.



LOOK WEST
1 MILE WEST OF
BRANTFORD TO
PARIS JCT



LOOK WEST
PARIS JCT. TOWER
TO
JCT. POLE #1264A

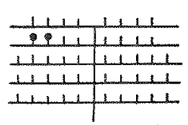


LOOK WEST
JCT. POLE WITH
DRUMBO SUB. #1264A
TO LONDON JCT.

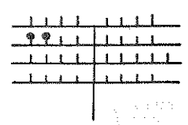
LONDON EAST
TO
WORTLEY RD.
WIRES IN CABLE

TRAIN PHONE
WIRES SHOWN
THUS
TABLE A - EAST DISP.
TABLE B - WEST DISP.
LONDON

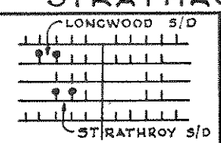
STRATHROY SUBDIVISION



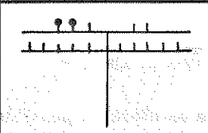
LOOK WEST
WORTLEY RD.
TO
HYDE PARK



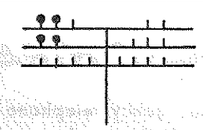
LOOK WEST
HYDE PARK
TO
KOMOKA



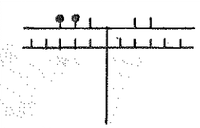
LOOK WEST
KOMOKA STA. CABLE
POLE TO JCT. POLE
WITH LONGWOOD S/D



LOOK WEST
KOMOKA JCT. POLE
TO
WYOMING

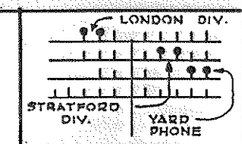


LOOK WEST
WYOMING
TO
PETROLIA JCT.

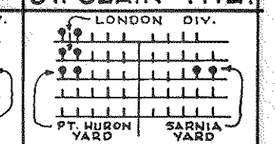


LOOK WEST
PETROLIA JCT. CABLE
POLE TO SARNIA JCT.
WITH FOREST S/D

ST. CLAIR TNL.

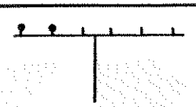


LOOK WEST
SARNIA JCT.
TO
SARNIA STATION



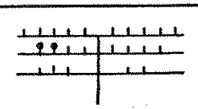
LOOK WEST
SARNIA STATION
TO EAST SUMMIT
TOWER

PETROLIA SUB.



LOOK SOUTH
PETROLIA JCT.
TO
PETROLIA

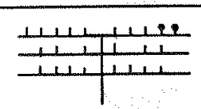
LONGWOOD SUBDIVISION



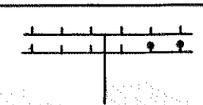
LOOK WEST
KOMOKA
TO
GLENCOE JCT.

SEE SK # 2
CHATHAM SUB.
GLENCOE JCT. POLE
TO
GLENCOE STATION

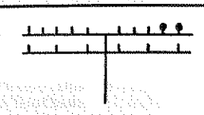
DUNNVILLE SUBDIVISION



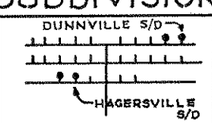
LOOK WEST
B.I. BRIDGE
TO
RACE TRACK



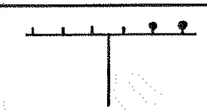
LOOK WEST
FORT ERIE RACE TR
TO DUNNVILLE &
CANFIELD M. 47.3 TO
CALEDONIA YARD



LOOK WEST
DUNNVILLE
TO
CANFIELD M. 47.3

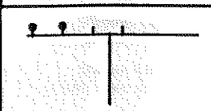


LOOK WEST
CALEDONIA YARD
TO
CALEDONIA STA.



LOOK WEST
CALEDONIA
TO
BRANTFORD

BURFORD SUBDIVISION

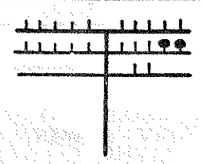
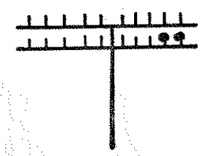
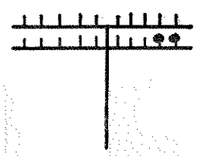
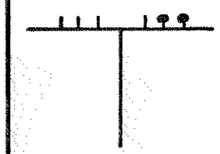
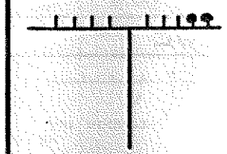
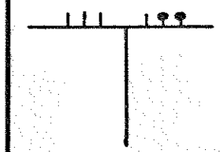
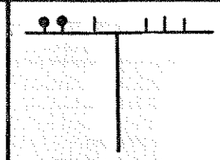
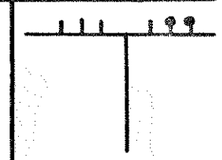


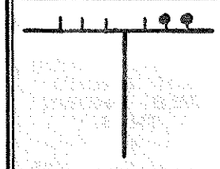
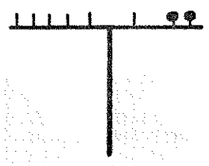
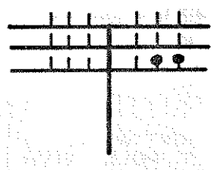
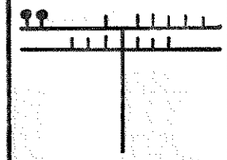
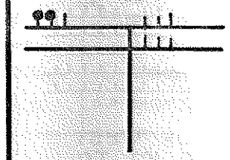
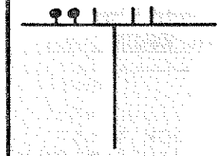
LOOK WEST
BRANTFORD
TO
TILLSONBURG

LOOK WEST
TILLSONBURG
TO
TILLSONBURG JCT.

DIAGRAM SHOWING LOCATION OF DISPATCHERS PHONE WIRES FACE DIRECTION NAMED AND COUNT CROSSARMS FROM TOP DOWN.

STRATFORD DIVISION.

BRAMPTON SUBDIVISION.		THORNDALE SUB.	WATERLOO SUB.	FOREST SUB	DRUMBO SUB.	GODERICH SUB.	EXETER SUB	NEWTON SUB.	ST GEORGE SUB
			NO TELEPHONE				NO TELEPHONE		
LOOK WEST WEST TORONTO TO GUELPH JCT.	LOOK WEST GUELPH JCT TO STRATFORD YD.	LOOK WEST STRATFORD TO JCT SW LONDON EAST.		LOOK WEST ST. MARYS JCT. TO SARNIA JCT.	LOOK WEST PARIS JCT. TO STRATFORD E. YD	LOOK WEST STRATFORD TO GODERICH		LOOK EAST STRATFORD TO PALMERSTON.	LOOK WEST HARRISBURG J.T. TO ST. GEORGE.

FERGUS SUBDIVISION			KINCARDINE SUB	OWEN SOUND SUB	WIARTON SUBDIVN		SOUTHAMPTON SUB.	DURHAM SUB.	
			NO TELEPHONE				NO TELEPHONE.		
LOOK NORTH LYNDEN JCT TO GUELPH JCT.	LOOK NORTH GUELPH JCT TO PALMERSTON	LOOK NORTH SOUTH TO NORTH END OF GALT YD.		LOOK NORTH PALMERSTON TO OWEN SOUND	LOOK NORTH PARK HEAD TO MILE 9.4	LOOK NORTH MILE 9.4 TO WIARTON.		LOOK NORTH WHITES TO DURHAM.	

TRAIN PHONE WIRES MARKED THUS :- •

The emergency telephone wires must be hooked up as close as possible to the pole, first scraping any corrosion off the pole line wires in order to establish contact with the train dispatcher.

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.)

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

STATION	MEDICAL OFFICER	DISTRICT
BRAMPTON	Dr. C. Heggie	Phone: Office 247-W; Residence 247-J. West Switch Weston to West Switch, Norval.
BRANTFORD	†Dr. R. W. Digby	Phone: Office 2-1533; Residence 2-0281. If no answer 3-0351. Brantford to Cainsville, inclusive, to East Switch Burford.
BRUSSELS	Dr. C. A. Myers	Phone 4. North Switch Atwood to South Switch Wingham Wye.
BUFFALO	Dr. J. R. Hall	Phone Delaware 2762. Buffalo and Black Rock.
CALEDONIA	Dr. H. Y. Whitehead	Phone 49-C. East Switch Cainsville to West Switch Canfield and West Switch Caledonia to East Switch Rymal.
CLINTON	Dr. J. A. Addison	Phone 215. Clinton to West Switch Seaforth, to South Switch Brucefield to Holmesville Station.
DUNDAS	Dr. A. R. Woods	Phone MA-8-6031. Hamilton West to East Switch Copetown.
DUNNVILLE	Dr. Herbert Walker	Phone 28.
	Dr. E. L. McInnis (associate)	Phone 153. East Switch Wainfleet to West Switch Canfield Jct., and from Canfield Jct. to East Switch Moulton.
DURHAM	Dr. R. Burnett	Phone: 133. North Switch Mt. Forest to Durham inclusive.
ELORA	Dr. C. A. Wallace	Phone 34. North Switch Marden to North Switch Alma.
EXETER	Dr. R. W. Read	Phone 295. South Switch Brucefield to Lucan Crossing.
FORT ERIE	†Dr. A. S. Hammond	Phone 830.
	†Dr. C. W. Streets	Phone 304. Fort Erie to West Switch Stevensville and West Switch Ridgeway.
GALT	Dr. L. H. Douglas	Phone: Office 3-W; Residence 3-J. North Switch Harrisburg to South Switch Guelph to South Switch Doon.
	Dr. A. McAllister	Phone 49.
GEORGETOWN	Dr. C. V. Williams	Phone TRiangle 7-3431. Georgetown to South Switch Tottenham, to South Switch Milton, to West Switch Norval, and to Limehouse Station.
GLENCOE	Dr. L. W. M. Freele	Phone 26. West Switch Lawrence to East Switch Bothwell, and from Glencoe to West Switch Komoka and Alvinston Subdivision.
GODERICH	Dr. A. H. Taylor	Phone: Office 28-W; Residence 28-J. Goderich, inclusive, to Holmesville Station.
GUELPH	Dr. Wm. Howitt	Phone: Office 877; Res. 12. Guelph to Limehouse Station, to North Switch Marden, to East Switch Breslau.
HAMILTON	†Dr. W. S. T. Connell	Phone JA-2-2042.
	Dr. R. J. Perkins	Phone LI-4-0466.
	†Dr. H. H. Lee	Phone: Office JA-7-1545; Res. LI-5-6918.
	†Dr. T. Tweedie	Phone: Office JA-7-1545; Res. JA-7-0640. City of Hamilton, Hamilton to East Switch Grimsby, to East Switch Burlington, including Beach Subdivision to South Switch Milton, and East Switch Rymal.
HANOVER	Dr. L. S. Stokes	Phone 62. North Switch Drew to North Switch Chesley.
INGERSOLL	Dr. R. Williams	Phone 83.
	Dr. S. S. Bland	Phone 90. West Switch Beachville to West Switch Dorchester.
JARVIS	Dr. E. M. Jones	Phone 74. West Switch Jarvis to East Switch Canfield Jct., to West Switch, Caledonia.
KINCARDINE	Dr. A. E. H. Couch	Phone 92. North Switch Lucknow to Kincardine inclusive.
KITCHENER	Dr. H. M. Lackner	Phone 31451.
	Dr. H. A. Lackner	Phone 31451.
	Dr. N. R. McMurchy	Phone 55551. Kitchener to West Switch New Hamburg to East Switch Breslau, and from North Switch Waterloo to South Switch Doon.
LISTOWEL	Dr. J. G. Kirk	Phone: Day 520; Night 17. East Switch Listowel to East Switch Newton to North Switch Atwood.
LONDON	†Dr. F. R. Clegg	Phone 3-0280-J.
	†Dr. V. A. Callaghan	Phone 3-2425.
	†Dr. E. G. Wermuth	Phone 3-5476.
	†Dr. C. H. Spurgeon	Phone 7-8521. City of London to West Switch Dorchester, to East Switch Thorndale, to East Switch Komoka, to Lucan Crossing.
LYNDEN	Dr. E. R. Langs	Phone 18. East Switch Copetown to East Switch, Harrisburg—to East Switch Brantford.
MILVERTON	Dr. P. L. Tye	Phone: Office 62; Residence 82. East Switch Newton to East Switch Stratford.
NIAGARA FALLS	†Dr. E. M. V. Fielding	Phone 430.
	†Dr. A. B. Whytock	Phone 352. Niagara Falls and St. David's to East Switch Port Robinson.
NORWICH	Dr. R. M. Hall	Phone 17. West Switch Norwich Jct. to East Switch Burford, and Burgessville to Otterville inclusive.
OAKVILLE	Dr. W. M. Wilkinson	Phone VI-4-3011. West Switch Port Credit to East Switch Burlington.
OWEN SOUND	Dr. D. McKee	Phone: Office 2350; Residence 2280. North Switch Park Head to Owen Sound.
PAISLEY	Dr. D. H. Milne	Phone 22. North Switch Paisley to North Switch Mildmay.
PALMERSTON	†Dr. G. A. Vanner	Phone 140 Palmerston to North Switch Alma, to North Switch Mildmay, to East Switch Listowel, to North Switch Mount Forest, and to North Switch Drew.
PARIS	Dr. A. S. Dunton	Phone: Office 7; Residence 262. East Switch Bright to East Switch Princeton and West Switch Brantford.
PARKHILL	Dr. W. G. Scrimgeour	Phone 11. East Switch Lucan to West Switch Forest.
PETROLIA	Dr. Wm. Shaw	Phone 99. West Switch Mandaumin to East Switch Wanstead and to Petrolia inclusive.
PORT COLBORNE	Dr. E. A. MacKenzie	Phone: Office 4113; Residence 6425. West Switch Ridgeway to East Switch Wainfleet and to South Switch Welland Jct.
PORT DOVER	Dr. J. D. Struthers	Phone: Office 62-J; Residence 43. Town of Pt. Dover.
PORT ELGIN	Dr. J. E. Fraser	Phone: Office 3-J; Residence 3-W. South Switch Turner's to Southampton, including Allenford and Tara.
PORT ROWAN	Dr. D. A. Archibald	Phone 74R2. Port Rowan to West Switch Vittoria.
SARNIA	†Dr. W. D. Logie	Phone: Office DI-1241; Residence DI-4662.
	†Dr. C. W. V. McCutcheon	Phone: Office DI-1873; Residence DI-2052. (If no answer call DI-2100) West Switch Mandaumin to Sarnia, inclusive, and Port Edward Branch, and from Sarnia to West Switch Forest.
SEAFORTH	Dr. P. L. Brady	Phone: Office 26; Residence 55. East Switch Dublin to West Switch Seaforth.
SIMCOE	Dr. G. M. Marshall	Phone: Office 507; Residence 369. Simcoe to East Switch Port Dover to West Switch Vittoria.
SOUTHAMPTON	Dr. J. E. Fraser	Phone: Office 3-J; Residence 3-W. South Switch Turner's to Southampton inclusive.
ST. CATHARINES	†Dr. A. S. Malcolmson	Phone MU-2-5621.
	Dr. C. L. Anderson	Phone MU-2-4612. East Switch Grimsby to West Switch St. Davids, and Port Dalhousie to North Switch Port Robinson.
ST. MARY'S	Dr. T. J. McInnis	Phone 7. West Switch St. Pauls to West Switch Lucan to East Switch Thorndale.
STRATHROY	Dr. O. R. Newton	Phone 4. East Switch Komoka to East Switch Wanstead.
STRATFORD	†Dr. G. C. Jarrott	Phone: Office 42-W; Residence 42-J.
	†Dr. H. B. Kenner	Phone: Office 140; Residence 2240.
	†Dr. H. C. Hazell	Phone: Office 3201-W; Residence 3201-J. (If no answer to above numbers call 1158). West Switch New Hamburg to West Switch St. Pauls, and East Switch Bright to East Switch Dublin.
TARA	Dr. W. M. Wallace	Phone 34. North Switch Chesley to South Switch Park Head.
TILLSONBURG	Dr. H. J. Alexander	Phone: Office 1; Residence 4. East Switch Delhi to East Switch Aylmer and from Tillsonburg to West Switch Norwich (Burford Subdivision).
TORONTO	Dr. R. N. Killingbeck	Medical Clinic.
	Dr. G. L. Chambers	City of Toronto and Don, Room 248, 17 Queen St. E. (EMpire 4-1919). Res. 86 Wells Hill Ave. (LE. 5-1856).
	Dr. H. Leibe	Mimico to West Switch Port Credit. 193 Lake Shore Road, Mimico. Office CL. 9-6243; Res. CL. 9-5734.
	Dr. C. A. White	Mimico to West Switch Port Credit. 1336 Lake Shore Road, Long Branch. (CLifford 1-2161).
	Dr. J. S. Crawford	Parkdale to Concord. 151 Marion Street (LE. 2-2902).
	Dr. J. H. Davies	Danforth and Don. 635 Kingston Rd. (OXford 1-1718).
	Dr. H. A. Brown	North of St. Clair Ave. East of Avenue Road; and Leaside, 711 Millwood Road (HUdson 9-3090).
	Dr. F. Cruikshank	Malton Airport. 186 Main St. North, Weston, Ont. (CHerry 1-5209).
WELLAND	Dr. M. A. Renaud	Phone 4122. East Switch Moulton to West Switch Stevensville and to North Switch Port Robinson.
WIARTON	Dr. W. A. Wilford	Phone: Office 62; Residence 98. Wiarton to South Switch Park Head, including wye tracks.
WINGHAM	Dr. W. A. Crawford	Phone 150. South Switch Wingham Wye to North Switch Lucknow.
WOODSTOCK	Dr. W. Krupp	Phone 203-J.
	Dr. A. R. Hawkins	Phone: Office 98; Residence 1786. East Switch Princeton to West Switch Beachville and to Hickson.

SPEED TABLE

Time per Mile	Miles per hour	Time per Mile	Miles per hour	Time per Mile	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