

5.00

CANADIAN PACIFIC RAILWAY

EASTERN REGION

TRENTON, LONDON AND TORONTO TERMINALS DIVISIONS



TIME

44

TABLE



Taking Effect at 12.01 a.m. SUNDAY, APRIL 30th, 1961

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

S. M. GOSSAGE,
VICE-PRESIDENT AND GENERAL MANAGER

G. W. MILLER,
ASSISTANT GENERAL MANAGER

S. G. COLLINS,
SUPERINTENDENT TRANSPORTATION

TRENTON DIVISION

Page	Subdivision	From	To	Miles
3	Kingston	Kingston	Renfrew, not including Renfrew	103.6
4	Belleville	Smiths Falls	Trenton, not including Smiths Falls	102.5
5	Oshawa	Trenton	Agincourt, not including Agincourt	94.4
6	Havelock	Glen Tay	Havelock	93.7
7	Peterboro	Havelock	Agincourt	86.7
8	Bobcaygeon	Dracoe	Bobcaygeon	34.3
8	Naphton	Havelock	Blue Mountain	20.0
8-9	MacTier	MacTier	Emery, not including Emery	117.9
10	Camp Borden	Ypres	Camp Borden	3.3
10	Port McNicoll	Medonte	Coldwater	1.3
10	Port McNicoll	Orillia	Port McNicoll	27.7
10	Port McNicoll	Port McNicoll	Midland	5.0
				690.4

J. W. STEWART,
Superintendent,
Toronto.

J. HADDOW,
Asst. Superintendent,
Toronto.

D. W. ALEXANDER,
Asst. Superintendent,
Smiths Falls.

F. J. KOEHN,
Asst. Superintendent,
Toronto.

Dispatching Office at Toronto: Telegraph Call C.

F. SEENEY, Chief Train Dispatcher.
J. J. JOHNSTON, Night Chief Train Dispatcher.
W. C. BAYNES, Night Chief Train Dispatcher.
R. C. BROWN, Relieving Chief Train Dispatcher.

D. E. WILSON,
W. W. SMITH,
V. HURREN,
M. SALUSOO,
W. B. KENT,
R. P. CAVANAUGH,
D. G. LEASK,

Train
Dispatchers.

LONDON DIVISION

Page	Subdivision	From	To	Miles
11	Goderich	Hamilton Jct.	Goderich	113.5
11	Hamilton	Canpa	Hamilton Jct.	28.5
12 & 13	Galt	London	Cooksville, not including Cooksville	99.6
14	St. Thomas	Woodstock	St. Thomas	33.6
14	Port Burwell	Ingersoll	Port Burwell	33.4
14	St. Marys	Ingersoll North	St. Marys	25.0
15	Windsor	London	Windsor	111.2
16	Orangeville	Streetsville	Orangeville	34.6
16	Owen Sound	Orangeville	Owen Sound	73.0
17	Walkerton	Saugeen	Walkerton	37.3
17	Elora	Cataract	Elora	29.4
17	Teeswater	Fraxa	Teeswater	67.9
17	Teeswater	Mount Forest Wye	Mount Forest	1.2
17	Teeswater	Wingham Jct.	Wingham	3.6
				691.8

Dispatching Office at London: Telegraph Call N.

C. L. CURTIS, Chief Train Dispatcher.
D. A. GUSE, Night Chief Train Dispatcher.

O. E. ADKIN,
E. A. LEECE,
K. M. ODEGARD,
J. KOWALCHUK,
G. G. AMES,
H. L. WARD,
K. CHRISTIAN,

Train
Dispatchers.

Dispatching Office at Toronto: Telegraph Call C.

S. RICHARDS,
F. D. BEATTIE,
T. W. WILCOX,
C. J. FLEAR,
F. C. STANFIELD,

Train
Dispatchers.

TORONTO TERMINALS DIVISION

Page	Subdivision	From	To	Miles
5	Oshawa	Agincourt	Toronto	16.0
9	MacTier	Emery	West Toronto	9.4
11	Hamilton	Canpa	Toronto	8.5
12-13	Galt	Cooksville	Toronto	15.0
18	North Toronto	Leaside	West Toronto via North Toronto	5.9
18	Canpa	Obico	Canpa	2.6
				57.4

J. G. COLEMAN,
Superintendent, Toronto.

J. R. ARMSTRONG,
Asst. Superintendent, Toronto.
T. C. HOWARD,
Asst. Superintendent, Toronto.

F. D. TRAVIS,
Asst. Superintendent, Toronto.

MEDICAL OFFICERS

DR. G. EARLE WIGHT, Chief of Medical Services
Room 501, Windsor Station, Montreal

DR. S. E. BAKER, Ontario Area Medical Officer
1434 King St. West, Phone LE.2-0871 Parkdale

NAME	RESIDENCE	NAME	RESIDENCE
DR. R. M. FERGUSON, Phone 283-0123		DR. IVAN H. SMITH, Phone GE. 8-9218	
DR. J. T. HOGAN, " 283-1414	Smiths Falls	DR. L. PAUL WALDEN, " GE. 8-2661	
DR. R. J. WALKER, " 283-2222		DR. K. D. MACPHERSON, " GL. 5-2500	London
DR. C. B. G. CHURCH, " 283-2222	Perth	DR. J. H. WALKER, " GE. 4-9621	
DR. C. H. AUSTIN WALTERS, " 283-2222	Belleville	DR. W. J. DEANE, " GE. 9-1971	
DR. J. G. JOHNSTON, Phone 4811	Trenton	DR. J. S. FERGUSON, " Chatham	
DR. K. W. SLEMON, " 283-2222	Bowmanville	DR. A. K. CARTER, Phone CL. 2-4750	
DR. J. E. RUNDLE, " 283-2222	Oshawa	DR. W. GAYNOR POWELL, " CL. 3-1622	Windsor
DR. H. C. MABEE, " 283-2222	Kingston	DR. J. E. PRINCE, " CL. 3-2495	
DR. C. J. WHYTOCK, " 283-2222	Sharbot Lake	DR. C. D. McLEAN, " Woodbridge	
DR. A. GIBSON ALLEN, " 283-2222	Tweed	DR. CLIFFORD G. CAMPBELL, " Owen Sound	
DR. R. B. PRITCHARD, " 283-2222	Havelock	DR. D. B. JAMIESON, " Durham	
DR. JOHN T. R. STEWART, " 283-2222		DR. C. S. ARMSTRONG, " Durham	
DR. G. S. CAMERON, " 283-2222	Peterboro	DR. D. C. HEGGIE, " Brampton	
DR. THOMAS E. CURRIER, " 283-2222		DR. W. E. HENDERSON, " Orangeville	
DR. J. A. McARTHUR, " 283-2222	Burkton	DR. M. W. BERWICK, " Grand Valley	
DR. K. R. BORLAND, " 283-2222	Agincourt	DR. J. T. H. ROBINSON, " Walkerton	
DR. A. C. BAILLIE, " 283-2222	Orillia	DR. H. V. PITCHER, " Alliston	
DR. GEO. W. HALL, " 283-2222	Coldwater	DR. W. H. BENNETT, " Bala	
DR. R. J. CARDWELL, " 283-2222	Midland	DR. C. A. TALBOT, " Port McNicoll	
DR. C. S. SWAN, " 283-2222		DR. PETER F. SCOTT, " MacTier	
DR. G. A. MONTEMURRO, " 283-2222	Streetsville	DR. D. W. THOMPSON, Phone JA. 9-8891	Hamilton
DR. C. K. STEVENSON, " 283-2222	Milton	DR. N. E. PRICE, Phone JA. 2-6207	Hamilton
DR. A. B. McCARTER, " 283-2222	Guelp	DR. F. L. THOMPSON, Phone WA. 4-5100	North Toronto
DR. P. L. TYE, " 283-2222	Milverton	DR. C. L. BURKE, Phone BE. 1-2000	Islington
DR. N. C. JACKSON, " 283-2222	Goderich	DR. F. R. SCOTT, Phone LE. 2-1650	Parkdale
DR. L. H. DOUGLAS, " 283-2222	Galt	DR. C. W. HAIN, Phone RO. 9-2736	
DR. JOHN HOLLAND, " 283-2222	Ayr	DR. H. E. HOPKINS, " RO. 7-3535	West Toronto
DR. H. W. BAKER, " 283-2222	Woodstock	DR. J. C. MILLAR, " RO. 7-2525	
DR. R. W. FLOWERS, " 283-2222	Thamesford	DR. H. H. VARTY, " RO. 9-3430	
DR. WILLIAM J. DAVIS, " 283-2222	St. Marys	DR. S. G. COULTER, " HO. 1-9211	Toronto (east end)
DR. C. C. CORNISH, " 283-2222	Ingersoll	DR. COLIN S. ROSS, " HU. 9-9103	Toronto (north and east end)
DR. M. B. RYCKMAN, " 283-2222	St. Thomas	DR. A. G. SMITH, " Royal York Hotel	
DR. H. J. ALEXANDER, " 283-2222	Tillsonburg	DR. COLIN McRAE, " Royal York Hotel	

Employees are reminded that the Company's Medical Officers are at their disposal without fee for treatment of personal injury sustained in any accident occurring in the course of employment.

NORTHWARD TRAINS INFERIOR DIRECTION			Miles from Renfrew	Telegraph and Telephone Offices	KINGSTON SUBDIVISION	Telegraph Calls	Car Capacity Siding	SOUTHWARD TRAINS SUPERIOR DIRECTION		
								FOURTH CLASS		
								88 Freight or Daily ex. Sun.		
			103.6	D	.....KINGSTON.....KWZ 0.2	M C		A.M. 10.00		
	Joint	Track	103.4 103.3		0.1			Can. National Ry.		
			102.9		0.4 ROUND HOUSE.....			9.39		
			93.4		9.5 GLENVALE.....		14	9.14		
			89.5		3.9 MURVALE.....		10	9.04		
			84.8	D	4.7 HARROWSMITH..... Jct. C.N.R.	W S	16	8.50		
			78.6		6.2 VERONA.....		18	8.34		
			74.2		4.4 GODFREY.....		NII	8.23		
			65.3	D	8.9 TICHBORNE.....RZ Jct. Belleville Sub.	A	12	8.00 A.M.		
			56.8	D N	8.5 SHARBOT LAKE.....YZ Jct. Havelock Sub.	B I	13			
			48.1		8.7 CLARENDON.....		19			
			46.4		1.7 ROBERTSVILLE.....		NII			
			44.3		2.1 MISSISSIPPI.....		NII			
			42.3		2.0 SNOW ROAD.....		11			
			34.4	D	7.9 LAVANT.....	O A	11			
			32.2		2.2 FOLGER.....		NII			
			27.4		4.8 CLYDE FORKS.....		NII			
			25.4		2.0 FLOWER.....		NII			
			16.3		9.1 BARRYVALE.....		NII			
			14.4	D	1.9 CALABOGIE.....YZ	C N	NII			
			10.5		3.9 ASHDOD.....		NII			
			4.5		6.0 OPEONGO.....		NII			
			1.3		3.2 RENFREW JUNCTION.....	J C	NII			
			.0	D N	1.3 RENFREW.....KWZ	R S				
Rule 93a applies. Rules 41 and 44 apply.								1 Daily ex. Sun.		
								88		

KINGSTON SUBDIVISION FOOTNOTES

Switches leading from Kingston Sub. to Havelock Sub. at Sharbot Lake must not be opened when signals 215 or 216 indicate proceed except under flag protection.

Normal position for switch leading from Kingston Sub. onto siding extension at Tichborne is set for movements through siding.

Stop board erected West side of Kingston Sub. track, just North of switch leading to siding extension, Tichborne yard. All southward movements off Kingston Sub. will stop clear of stop board and before handling switch for movement onto siding, member of crew will first contact dispatcher by phone located at crossover switch and when securing permission to use crossover can ascertain if any conflicting movement being made on siding.

Railway crossing at grade, with C.N.R. at mileage 1.3—Not interlocked. All trains must stop at stop boards located 500 feet from diamond and all movements over crossing must be protected by a member of the train crew. At mileage 102.5—not interlocked. All trains must stop at stop boards located 500 feet from diamond and all movements over crossing must be protected by a member of the train crew.

Junction with C.N.R. mileage 85.1—Not interlocked, switches equipped with electric locks. Rule 681 applies.

Junction with Havelock Sub. at Sharbot Lake—Automatic Signals.

Mileage 103.3 to mileage 103.4 is operated as joint section, under the following instructions:—

Signal located on north side of cabin mileage 103.3 governs the C.N.R. westward movement and signal located on east side of cabin governs C.P.R. southward movements.

Normal position of signals is for C.N.R. movement. C.P.R. movements over the joint section must be made under flag protection front and rear.

C.P.R. movements over Ontario St. mileage 103.3 must be protected by a member of the crew.

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

Miles per Hour

Passenger Trains..... 30

Permanent Slow Orders

Permissible Speed—
Miles per Hour

Mileage	Location	Passenger Trains	Frt. and Mixed Trains
0.26	Raglan St., Renfrew.....	10	10
0.35	Argyle St., Renfrew.....	10	10
84.8 to 85.2	Harrowsmith.....	10	10
102.6	Cataraqui St., Kingston....	5	5
103.1	Anglins Crossing, Kingston .	10	10
103.2	Place d'Armes St., Kingston	10	10
103.3	Ontario St., Kingston.....	5	5
103.4	Brock St., Kingston.....	10	10

G-3, G-4, H-1, K-1, P-2 and S-2 engines must not exceed twenty-five miles per hour over bridge Mileage 67.96.

Yard limits Kingston extend to yard limit sign located at mileage 97.8.

Yard limits Renfrew extend to yard limit sign located at Mileage 1.76.

Switching movements over Brock St. crossing mileage 103.4 Kingston, must be protected by a member of train crew.

All sidings except Tichborne and Sharbot Lake are also used as business tracks.

Cars set off in siding Harrowsmith must not be left within 100 feet of highway crossing Mileage 84.98. Bonded circuit 100 feet on each side of crossing on siding, occupancy of which will operate flashers.

BELLEVILLE SUBDIVISION FOOTNOTES

Rules 251-258 apply eastward between Signals 02 and 156 at Glen Tay, and Signal 14 at Smiths Falls, and westward between Signal 07 at Smiths Falls and Signal 155 at Glen Tay.

Provided fixed signals indicate Proceed, movements may be made with the current of traffic within Smiths Falls yard limits on the time of superior trains, provided such movements are kept sufficiently clear to avoid delay.

Signals 14 and 06 west of Smiths Falls are Station Protection Signals.

Rules 261-271 apply between Signals 155 and 155B at Glen Tay and Signal 04 Trenton, Oshawa Subdivision.

At Belleville when a movement is authorized to pass Interlocking Signal 921 or 922 indicating stop, a member of the crew must flag movement over Pinnacle St. and Front St.

Junction with Havelock Sub. at Glen Tay—Interlocked. Railway Crossing at Grade with C.N.R. at Mileage 92.3—Interlocked. On freight shed spur at Trenton with C.N.R.—Not Interlocked, and Can. Creosote Co.—Not Interlocked.

Permanent Slow Orders		Permissible Speed— Miles per Hour	
Mileage	Location	Passenger Trains	Frt. and Mixed Trains
0.0 to 2.0	On Curves.....	70	
2.0 to 11.0	On Curves.....	75	
11.0 to 15.0	On Curves.....	50	50
15.0 to 16.0	On Curves.....	45	45
16.0 to 24.0	On Curves.....	70	
24.0 to 43.0	On Curves.....	50	50
43.0 to 62.0	On Curves.....	65	
62.0 to 68.0	On Curves.....	60	60
68.0 to 75.0	On Curves.....	75	
75.0 to 79.0	On Curves.....	60	60
79.0 to 88.0	On Curves.....	80	
88.0 to 89.0	On Curves.....	70	
89.0 to 91.8	On Curves.....	80	
91.8 to 92.1	George St., Belleville.....	10	10
	John St., Belleville.....	10	10
	Church St., Belleville.....	10	10
	Pinnacle St., Belleville.....	10	10
92.1 to 93.0	On Curves.....	45	45
93.0 to 95.0	On Curves.....	70	
95.0 to 99.6	On Curves.....	90	
102.2 to 102.5	Between Signal 1022 and Trenton Station.....	20	20

For main track movements against the current of traffic the following speed restrictions apply at public crossings at grade until the engine or leading car has passed over it—Mileages 11.3 and 12.4 thirty-five miles per hour.

Special Instruction D applies at the following switches: Mileage 94.8 Superior Propane spur, Mileage 101.2 and Mileage 101.42 R.C.A.F. tracks Trenton.

Rule 99 does not apply to trains standing between signals 915 and 922 at Belleville.

Engines using interchange tracks at Belleville must not run more than 50 feet from main track frog.

Engines heavier than G1 or G2 class must not use Andrew Jergens spur at Perth.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 75 miles on this Subdivision.

Special Instructions A and C are not applicable to trains handling piggy back cars exclusively. These trains will be governed by speed restrictions for passenger trains but must not exceed sixty-five miles per hour at any point.

Special Instruction "A" is amended to read sixty miles per hour between yard limit sign Smiths Falls Mileage 2.0 and Trenton. Freight and mixed trains will be governed by permanent slow orders and must not exceed sixty miles per hour at any point.

WESTWARD TRAINS— INFERIOR DIRECTION					Miles from Smiths Falls	Telegraph and Telephone Offices	BELLEVILLE SUBDIVISION			Telegraph Calls	Car Capacity Sidings	EASTWARD TRAINS— SUPERIOR DIRECTION				
FIRST CLASS							STATIONS					FIRST CLASS				
			33 Passenger / Daily	21 Passenger / Daily			22 Passenger α Daily	34 Passenger α Daily								
			P.M. 11.35	A.M. 1.05	.0	D N	DOUBLE TRACK AUTOMATIC BLOCK SIGNAL SYSTEM Movement by Signal Indication	SMITHS FALLS.....CKVWZ	M F	.....	A.M. 4.20	A.M. 5.50			
					2.2			TOWN LINE.....V		Nil						
			s 11.55	s 1.25	11.6	D N		V PERTH.....VX	H R	E 77	s 3.58	s 5.30				
			A.M. 12.05		15.4			V GLEN TAY.....Y	G Y	W 53 E 54	3.47	5.05				
			A.M.					Jct. Havelock Sub.				A.M.				
					20.7			ELLIOTT.....		150						
					30.4			BOLINGBROKE.....		150						
				f 2.07	40.6	D		TICHBORNE.....	A	180	f 3.05					
								Jct. Kingston Sub.								
					42.7			PARHAM.....		Nil						
					52.2			WILKINSON.....	W K	153						
					61.0			LENS.....		150						
					68.2	D		ROBLINDALE.....	V N	150						
					79.3			LONSDALE.....		150						
					87.8			THURLOW.....		Nil						
				s 3.15	91.9	D N		BELLEVILLE.....V	N S	150	s 2.00					
				4.00	102.5	D N		TRENTON.....KW	O N	Yard	1.45					
			A.M.								A.M.					
			α Daily 33	α Daily 21				Rule 93a does not apply between Glen Tay and Trenton.				/ Daily 22	/ Daily 34			

No. 929 due to leave Smiths Falls	12.35 a.m.....	arrive Trenton	3.20 a.m. daily.
No. 903 " " " " "	9.15 a.m.....	" " "	12.15 p.m. daily.
No. 915 " " " " "	2.45 p.m.....	" " "	6.00 p.m. daily.
No. 927 " " " " "	10.35 p.m.....	" " "	1.00 a.m. daily.
No. 905 " " " " "	9.50 p.m. daily ex. Fri., Sat. and Sun.....	" " "	12.50 a.m. daily ex. Sat., Sun. and Mon.
No. 930 due to leave Trenton	2.45 a.m.....	arrive Smiths Falls	5.10 a.m. daily.
No. 902 " " " " "	1.20 p.m.....	" " "	5.15 p.m. daily.
No. 928 " " " " "	1.30 p.m.....	" " "	2.15 a.m. daily.
No. 904 " " " " "	9.45 p.m.....	" " "	12.55 a.m. daily.
No. 910 " " " " "	10.05 p.m. daily ex. Fri., Sat. and Sun.....	" " "	1.25 a.m. daily ex. Sat., Sun., and Mon.

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TIME TABLE No. 44, APRIL 30th, 1961

WESTWARD TRAINS—INFERIOR DIRECTION										Miles from Glen Tay	Telegraph and Telephone Offices	HAVELOCK SUBDIVISION	Telegraph Calls	Car Capacity Sidings	EASTWARD TRAINS—SUPERIOR DIRECTION									
FIRST CLASS															FIRST CLASS					SECOND CLASS				
									33 Passenger / Daily						34 Passenger α Daily						72 Freight α Daily ex. Sun.			
									A.M. 12.05	.0		GLEN TAY.....RYZ	G Y		A.M. 5.05		P.M. 6.25							
									12.10	3.7		BATHURST.....		52	4.55		6.18							
									12.20	11.2		MABERLEY.....		42	4.45		6.08							
									12.28	17.5		UNGAVA.....		43	4.37		6.00							
								s	12.40	21.4	D N	SHARBOT LAKE.....YZ Jct. Kingston Sub.	B I	31	s 4.30		5.48							
									12.50	27.3		OLDEN.....		44	4.13		5.40							
									12.55	30.5		MOUNTAIN GROVE.....		46	4.08		5.35							
								*	1.04	36.2		ARDENDALE.....	N E	43	* 4.00		5.28							
									1.12	41.2		RONALDSON.....		42	3.53		5.22							
								*	1.20	46.3	D	KALADAR.....	K R	44	* 3.46		5.15							
									1.33	55.0		HUNGERFORD.....		43	3.35		4.54							
										57.3	D	SULPHIDE.....Z	S U	NII										
									1.40	58.8		BOGART.....		42	3.28		4.49							
								s	1.48	62.5	D N	TWEED.....Z	F E	46	s 3.20		4.44							
									1.55	66.4		BULLER.....		41	3.08		4.38							
								*	2.04	71.7		IVANHOE.....		43	s 2.59		4.31							
									2.12	76.2		PETERSON.....		43	2.52		4.25							
								*	2.40	80.4	D	BONARLAW.....Z	G G	43	s 2.40		4.18							
									2.55	89.7		BLAIRTON.....		43	2.27		4.06							
									3.10	93.7	D N	HAVELOCK.....KWZ	S		2.20		4.00							
									A.M.						A.M.		P.M.							
								α Daily				Rule 93a applies.			/ Daily		/ Daily ex. Sun.							
								33							34		72							

Westward trains may leave Glen Tay without terminal clearance.
 Junction with Belleville Sub. at Glen Tay—Interlocked; with Kingston Sub. at Sharbot Lake—Automatic Signals.
 Railway Crossing at grade with C.N.R. at mileage 80.4—Not Interlocked.

Permanent Slow Orders		Permissible Speed Miles per Hour	
Mileage	Location	Passenger Trains	Frt. and Mixed Trains
.0 to 41.2	On Curves.....	60	60
41.2 to 62.53	On Curves.....	60	
62.53	Victoria St., Tweed.....	10	10
62.53 to 63.55	On Curves.....	60	
63.55	On Curve.....	55	
63.55 to 93.7	On Curves.....	60	

All switching movements over Victoria St. Crossing, Tweed, mileage 62.53 must be protected by flagman, and cars must not be spotted within 100 feet of this crossing.

*No. 33 will stop on flag at Ardendale and Kaladar to detrain revenue passengers from east of Smiths Falls and to entrain revenue passengers for Toronto and will stop at Ivanhoe to entrain revenue passengers for Toronto and will slow down sufficiently passing Ivanhoe station and Bonarlaw station to permit mail to be handled.

*No. 34 will stop on flag at Kaladar and Ardendale to detrain revenue passengers from Toronto and to entrain revenue passengers for points east of Smiths Falls.

No. 33 and No. 34 will exchange mail at meeting point.

All movements over public crossing on spur track leading to Ontario Rock Co's. Quarry, opposite mileage 80.8 must be protected by a flagman.

Siding Kaladar is also used as business track.

Engines of G3, H1, P1 and P2 class must not operate into Nichols Chemical track Sulphide.

BOBCAYGEON SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. at mileage 17.9—Not interlocked.

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED Miles per Hour

Passenger Trains..... 25

Permanent Slow Orders Permissible Speed—Miles per Hour

Mileage	Location	Passenger Trains	Frt. and Mixed Trains
18.00	King St., Lindsay.....	10	10
18.09	Queen St., Lindsay.....	10	10
18.4	St. Paul St., Lindsay.....	10	10
19.0 to 29.2	.....	20	20
29.2	Over bridge.....	15	15
29.2 to 34.3	.....	20	20

Diesel units heavier than DS6a to DS6f and DS6h to DS6m must not operate between mileage 24.0 and mileage 34.3.

Yard limits Dranoel extend to yard limit sign located at mileage 2.6.

Yard limits Bobcaygeon extend to yard limit sign located at mileage 16.9.

Switching movements over Queen St. and King St., Lindsay, must be protected by flagman.

**NORTHWARD TRAINS—
INFERIOR DIRECTION**

NO REGULAR
SERVICE

**BOBCAYGEON
SUBDIVISION****STATIONS**

Miles from Dranoel	Telegraph and Telephone Office	STATIONS	Telegraph Calls	Car Capacity Sidings
.0	.....	DRANOEL..... RYZ	.....	26
2.2	.....	BETHANY.....	.....	Nil
18.1	D	LINDSAY..... R	D A	Nil
26.4	.....	DUNSFORD.....	.....	Nil
34.3	D	BOBCAYGEON..... KZ	B G	.....

Rule 93a applies.
Rules 41 and 44 apply.

**SOUTHWARD TRAINS—
SUPERIOR DIRECTION**

NO REGULAR
SERVICE

NORTHWARD TRAINS— INFERIOR DIRECTION	Miles from Havelock	Telegraph and Telephone Office	NEPHTON SUBDIVISION	Telegraph Calls	Car Capacity Sidings	SOUTHWARD TRAINS— SUPERIOR DIRECTION
			STATIONS			
NO REGULAR SERVICE	0	D N	HAVELOCK..... CKWZ	S	.....	NO REGULAR SERVICE
	8.8	.....	SOUTH LAKE.....	.....	21	
	16.3	.....	NEPHTON..... WY	.....	.....
	20.0	.....	BLUE MOUNTAIN.....	.....	.....
			Rule 93a applies. Rules 41 and 44 apply.			

MAXIMUM SPEED UNLESS OTHERWISE RESTRICTED Miles per hour

Passenger trains..... 25

PERMANENT SLOW ORDERS

Mileage to Mileage	Location	Permissible Speed Miles per hour
1.0 to 13.6	On curves.....	20 all trains
13.6 to 14.5	On curves.....	10 all trains
14.5 to 20.0	On curves.....	20 all trains

Communication with dispatcher can be obtained through local phones located at South Lake and in Section Tool House at Mile 16.0.

MACTIER SUBDIVISION FOOTNOTES

Trains between West Toronto and Toronto will be governed by Toronto Terminals time table, pages 18, 19 and 20.

Trains between Emery and West Toronto will be governed by MacTier Sub. time table.

Toronto Terminals Division yard limits extend to yard limit sign located Mileage 9.47.

All passenger trains to MacTier Sub. must obtain terminal clearance at West Toronto.

Trenton Division train dispatchers will issue train orders between West Toronto and Emery.

Northward trains except passenger trains must receive terminal clearance at West Toronto Diamond.

Rules 261 to 271, except Rule 269, apply between Signals 895 and 914 at Medonte on MacTier Subdivision. Switch at south end of wye extension is equipped with a spring switch and electric lock.

Railway crossing at grade with C.N.R. and with Toronto Terminals and Junction with Toronto Terminals at West Toronto—Interlocked.

Railway crossing at grade with C.N.R. at mileage 44.6—Interlocked Automatic.

Railway crossing at grade with C.N.R. at mileage 58.09—Interlocked Automatic.

Railway crossing at grade with C.N.R. at mileage 60.49—Interlocked Automatic.

Railway crossing at grade with C.N.R. and Junction with Port McNicoll Sub. at mileage 91.36—Interlocked.

Permanent Slow Orders**Permissible Speed—
Miles per Hour**

Mileage	Location	Passenger Trains	Frt. and Mixed Trains
0.0	Diamond, West Toronto.....	20	20
0.0 to 3.8	.....	35	35
3.8 to 5.0	On Curves.....	35	35
5.0 to 18.0	On Curves.....	50	50
18.0 to 21.6	On Curves.....	60	60
21.6 to 26.0	Between Bolton and Humber.....	60	60
26.0 to 35.4	On Curves.....	60	60
35.4 to 39.0	Between Tottenham and Beeton.....	60	60
39.0 to 54.0	On Curves.....	65	65
54.0 to 55.0	On Curves.....	45	45
55.0 to 77.0	On Curves.....	75	75
77.0 to 89.0	On Curves.....	60	60
89.0 to 114.5	On Curves.....	55	55
114.5 to 115.0	Bala.....	30	30
115.0 to 126.9	On Curves.....	60	60

G-3, G-4, H-1, K-1, P-2, and S-2 engines must not exceed twenty-five miles per hour over bridge Mileage 54.36.

Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only, over the following railway crossings at grade: With C.N.R. at mileage 44.6, at mileage 58.09, at mileage 60.49, and at mileage 91.36.

Movements on interchange tracks Essa restricted to six miles per hour.

Yard limits Medonte extend to yard limit sign located at Mileage 86.7.

Yard limits Tottenham extend to yard limit sign located at Mileage 29.4.

*Nos. 11 and 12 will flag stop at Alliston and Midhurst for passengers to or from Port Arthur and West.

*No. 4 will stop at any station to detrain passengers from Sudbury and beyond and will stop at Bala to entrain passengers for Toronto and beyond.

Northward passenger trains clearing Southward passenger trains at MacTier will, unless otherwise directed, take siding at crossover switch immediately south of station. Southward trains will not foul the track until properly cleared.

Train crews switching in MacTier yard must use extra care when shoving into north end of No. 2 track to protect movement while shopmen are working around engines on passenger trains on track No. 1.

Movements on siding over Jane St., mileage 2.9 and Denison Avenue, mileage 3.1 must not be made until trains first come to a stop and until gates and signals are manually operated by a member of train crew. Control boxes are located at crossings. Unlock box and be governed by instructions posted therein.

Doubling siding mileage 32.6 capacity 24 cars. [Switch at south end.

The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable for public crossings between West Toronto and mileage 5.0, also within the limits of the Village of Woodbridge between mileage 11.49 and mileage 11.77. Whistle signal 14(L) is prohibited within these limits.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 75 miles on this subdivision.

Spring switches located at north end and south end MacTier yard.

See special instructions, page 21 regarding overlap block.

NORTHWARD TRAINS—INFERIOR DIRECTION								Miles from West Toronto	Telephone and Telephone Offices	MACTIER SUBDIVISION		Telegraph Calls	Car Capacity Sidelings	SOUTHWARD TRAINS—SUPERIOR DIRECTION																	
SECOND CLASS				FIRST CLASS										FIRST CLASS				SECOND CLASS		FOURTH CLASS											
955	901	953	965		3	317	11							303	STATIONS				4	304	12	318		948	954		80	84	82	86	88
Freight / Daily	Freight / Daily	Freight / Daily	Freight / Daily		Passenger / Daily	Passenger / Fri. only	Passenger / Daily							Passenger / Wed. & Sat. only					Passenger α Daily	Passenger α Mon. & Thurs. only	Passenger α Daily	Passenger α Sun. only		Freight α Daily	Freight α Daily		Freight α Daily	Freight α Daily	Freight α Daily	Freight α Daily	Freight α Daily
P.M.	P.M.	A.M.	A.M.		P.M. 10.30	P.M. 5.10	P.M. 5.00	P.M. 12.01					A.M. 7.00	A.M. 11.20	P.M. 5.10	P.M. 8.45		P.M.	A.M.		A.M.	A.M.	P.M.	P.M.	P.M.						
9.20	7.55	11.30	12.20		s10.55	s 5.27	s 5.15	s12.15	0.0	D N	TORONTO.....KZ	U N		s 6.35	s11.00	s 4.50	s 8.25		6.40	1.00		8.15	11.15	12.05 P.M.	6.05	10.00					
9.28	8.01	11.38	12.28		11.02	5.33	5.21	12.22	3.0		WEST TORONTO...K	J U		6.28	10.53	4.44	8.20		6.25	12.51		8.06	11.03	11.57	5.55	9.51					
						f 5.38			3.8	D	TREMOP.....			6.26	10.51	4.42	f 8.16														
9.36	8.09	11.46	12.36		11.11	5.44	5.30	12.30	8.0		WESTON.....	N G		6.17	10.44	4.36	8.09		6.15	12.36		7.56	10.53	11.46	5.44 5.20	9.36					
											EMERY.....																				
9.42	8.16	11.52	12.42		11.20	5.50	5.35	12.36	11.8	D	WOODBRIDGE.....Z	W E	53	6.09	10.37	4.30	8.02		6.05	12.17		7.49	10.46	11.19	5.10	9.16					
9.51	8.24	11.59	12.49		11.30	5.57	5.41	12.42	16.7	D	KLEINBURG.....Z	K G	56	6.01	10.31	4.24	7.56		5.57	12.09		7.42	10.39	11.12	5.02	9.09					
10.00	8.30	P.M. 12.06	12.56		11.40	f 6.04	5.47	12.48	21.6	D N	BOLTON.....YZ	B O	98	5.53	10.25	4.19	f 7.50		5.47	12.01		7.35	10.30	11.05	4.54	9.02					
10.08	8.36	12.14	1.04		11.49	6.10	5.53	12.54	26.0		HUMBER.....		85	5.47	10.18	4.14	7.44		5.26	11.49		7.26	10.20	10.56	4.44	8.53					
10.16	8.43	12.22	1.12		11.56	6.17	6.00	1.01	31.3		PALGRAVE.....		85	5.40	10.10	4.08	7.37		5.18	11.25		7.18	10.10	10.48	4.35	8.43					
10.22	8.48	12.28	1.18		A.M. 12.03	f 6.22	6.05	1.06	35.4		TOTTENHAM.....Z		85	5.34	10.02	4.03	f 7.30		5.04	11.15		7.04	9.33	10.34	4.20	8.27					
10.27	8.53	12.33	1.23		12.08	f 6.27	6.09	1.10	38.9		BEETON.....Z		75	5.29	9.57	3.59	f 7.25		4.58	11.09		6.58	9.25	10.28	4.13	8.21					
10.35	9.01	12.41	1.31		s12.20	f 6.35	* 6.16	f 1.18	45.1	D N	ALLISTON.....Z	S K	57	s 5.20	9.48	* 3.52	f 7.16		4.50	11.00		6.50	9.16	10.20	4.04	8.13					
					12.31	6.43		1.26	51.8		BAXTER.....		NII	5.10	9.39		7.06														
10.45	9.11	12.51	1.41		12.33	6.45	6.25	1.27	52.8		YPRES.....YZ		85	5.08	9.38	3.44	7.05		4.40	10.45		6.40	9.06	10.10	3.53	8.03					
											Jct. Camp Borden Sub.																				
10.54	9.19	1.00	1.50		f12.42	6.53	6.33	1.37	58.9		ESSA.....Z		85	5.00	9.30	3.36	6.57		4.19	10.27		6.19	8.57	9.49	3.44	7.54					
11.01	9.25	1.07	1.57		12.47	6.59	6.38	1.45	63.4		MAG.....		NII	4.53	9.24	3.30	6.50		4.12	10.21		6.12	8.48	9.42	3.35	7.48					
11.07	9.30	1.13	2.03		f 1.01	f 7.04	*6.43	f 1.55	67.2	D N	MIDHURST.....WYZ	M H	85	f 4.48	s 9.18	*3.25	f6.43		4.06	10.15		6.06	8.41	9.36	3.25	7.42					
11.24	9.39	1.30	2.20		1.12	f 7.13	6.51	2.05	73.9		CRAIGHURST.....Z		85	4.38	9.06	3.16	f 6.29		3.57	10.05		5.57	8.31	9.27	3.00	7.33					
11.35	9.49	1.41	2.31		1.21	f7.22	7.00	2.14	81.7		CARLEY.....		85	4.28	8.56	3.08	f 6.19		3.46	9.49		5.46	8.19	9.16	2.45	7.22 6.50					
11.43	9.56	1.49	2.39		1.27	f 7.29	7.06	2.21	87.1		EADY.....		NII	4.20	8.48	3.02	f 6.11		3.38	9.16		5.38	8.10	9.08	2.35	6.38					
											3.3																				
11.49	10.01	1.55	2.45		s 1.40	f 7.34	7.10	2.25	90.4	D N	MEDONTE.....YZ	W D	105	s 4.15	8.42	2.58	f 6.06		3.32	9.10		5.32	8.00	9.02	2.25	6.32					
								P.M.			Jct. Port McNicoll Sub.																				
11.56	10.07	2.02	2.52		1.50	f 7.41	7.17		95.2		4.8		85	4.05		2.52	f 5.58		3.25	9.02		5.25		8.55		6.25					
12.10	10.17	2.12	3.02		2.01	7.51	7.27		103.1		7.9		85	3.55		2.43	5.48		3.15	8.50		5.15		8.45		6.15					
						s 7.53			103.8		0.7		NII				s 5.47														
12.25	10.26	2.35	3.15		2.12	8.02	7.38		110.3		SEVERN FALLS		85	3.45		2.35	5.38		3.05	8.40		5.05		8.35		6.05					
12.40	10.32	2.55	3.35		s 2.20	s 8.09	7.45		114.9	D N	6.5			*3.35		2.30	s 5.32		2.55	8.30		4.55		8.25		5.55					
12.55	10.40	3.15	3.43		2.30	8.19	7.52		119.2		4.6			3.25		2.25	5.25		2.45	8.19		4.45		8.15		5.45					
1.30	10.55	3.45	4.00		2.45	8.30	8.03		126.9	D N	4.3			3.10		2.15	5.15		2.30	8.05		4.30		8.00		5.30					
A.M.	P.M.	P.M.	A.M.		A.M.	P.M.	P.M.				7.7			A.M.		P.M.	P.M.		P.M.	P.M.		A.M.		A.M.		P.M.					
α Daily	α Daily	α Daily	α Daily		α Daily	α Fri. only	α Daily	α Wed. & Sat. only			Rule 93a applies.			/ Daily	/ Mon. & Thurs. only	/ Daily	/ Sun. only		/ Daily	/ Daily		/ Daily	/ Daily	/ Daily	/ Daily	/ Daily					
955	901	953	965		3	317	11	303						4	304	12	318		948	954		80	84	82	86	88					

WESTWARD TRAINS INFERIOR DIRECTION	Miles from Ypres	Telegraph and Telephone Offices	CAMP BORDEN SUBDIVISION	Telegraph Calls	Car Capacity Siding	EASTWARD TRAINS SUPERIOR DIRECTION
NO REGULAR SERVICE	.0 3.3	D	STATIONS YPRES.....Y 3.3 CPR..CAMP BORDEN.....Y C B			NO REGULAR SERVICE
			Rule 93a applies. Rules 41 and 44 apply.			

C.N.R. and C.P.R. trains move on all tracks within Camp Borden area. C.P.R. crews must have copy of C.N.R. timetable.

Trains or engines must not exceed twenty miles per hour between Ypres and C.P.R. Camp Borden and between C.P.R. Camp Borden and end of track, flying field.

All tracks will be considered within yard limits.

WESTWARD TRAINS INFERIOR DIRECTION	Miles from Orillia	Telegraph and Telephone Offices	PORT McNICOLL SUBDIVISION	Telegraph Calls	Car Capacity Siding	EASTWARD TRAINS SUPERIOR DIRECTION
FIRST CLASS 303 Passenger / Wed. & Sat. only			STATIONS			FIRST CLASS 304 Passenger on Mon. & Thur. only
	.0	D	ORILLIA.....RZ O R	42		
	2.2		2.2 TAFTON.....	53		
	7.9	D	5.7 UNTHOFF.....Z F O	16		
P.M.	6.2		6.2			A.M.
2.25		D N	MEDONTE.....YZ W D Jct. MacTier Sub.		8.42	
	15.7		1.6 COLDWATER.....	40	8.38	
2.36	18.8		3.1 FESSERTON.....	53	8.32	
2.46	23.9		5.1 MELDUF.....	53	8.23	
3.00	27.7	D	3.8 PORT McNICOLL. KWZ V I		8.15	
P.M.	29.2	D	3.3 McMILLAN.....D N Jct. C.N.R.			A.M.
			CAN. NAT. Rys.			
	31.4	D	4.2 MIDLAND.....M I			
on Wed. & Sat. only 303			Rule 93a applies Rules 41 and 44 apply.			on Mon. & Thur. only 304

Rules 261 to 271, except Rule 269, apply between signals 895 and 914 at Medonte on MacTier Subdivision. Movements from Port McNicoll Subdivision are governed by Signals 141, 142 and 902B. Switch at south end of wye extension is equipped with a spring switch and electric lock.

Railway crossing at grade with C.N.R. at Mileage 16.1—Interlocked. All trains reduce speed to fifteen miles per hour approaching home signals of this interlocking.

Railway crossing at grade with C.N.R. and Junction with MacTier Sub. at Mileage 14.1—Interlocked.

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED Miles per Hour
Passenger Trains..... 45

Passenger trains must not exceed thirty miles per hour on curves between mileage 14.0 and mileage 16.0 and between mileage 26.27 and mileage 27.7.

Trains must not exceed five miles per hour over bridge mileage 26.07.

Diesel units must not exceed forty miles per hour between the following mileages:
0.0 to 8.1
25.8 to 27.7

G2 with 10,000 gallon tender, G3-4, H1, N2, P1-2, R2-3, S2, K1 and V4 class engines may be operated single headed only over bridge mileage 26.07.

DRS-24 and DPA-22 class diesel units may be operated single headed only over bridge mileage 26.07. Double diesel units or single DRS-24 or DPA-22 class diesels must not start train moving eastward if stopped on bridge.

C.N.R. time table governs between McMillan and Midland.

Position of main track switch Coldwater is normal when set for movements between Coldwater and Medonte.

Yard limits Medonte extend to yard limit sign located at Mileage 16.2.

Yard limits Port McNicoll extend east to yard limit sign located at Mileage 25.4 east of Hog Bay trestle and south to McMillan.

Hayes derail operated with main track switch, 240 feet from switch at McMillan. All trains must come to a stop not less than 50 feet from derail and not proceed until main track switch has been clearing derail. Rear of trains from Midland to Port McNicoll must be clear of derail before main track switch is returned to normal position.

Account insufficient clearance, engines must not enter the loading house at elevator at Port McNicoll and Midland. Engines are also prohibited from entering freight shed Port McNicoll.

NORTHWARD TRAINS— INFERIOR DIRECTION					SOUTHWARD TRAINS SUPERIOR DIRECTION—				
SECOND CLASS			Miles from Hamilton Jct.	Telegraph and Telephone Office	STATIONS	Telegraph Calls	Car Capacity Siding	SECOND CLASS	
		741 Mixed ex. Sun.						742 Mixed ex. Sun.	88 Freight ex. Daily
			.0		HAMILTON JCT.		NII		P.M. 10.00
			4.6	D	WATERDOWN SOUTH	W O	NII		
			5.5		WATERDOWN NORTH		31		9.45
			7.7		MILLGROVE		NII		
			11.0		FLAMBORO		28		9.30
			16.4	D N	GUELPH JCT. RYZ	G U			9.05
			20.2		MOFFAT		28		8.55
			23.2		CORWHIN		36		8.45
		A.M.	27.1		ARKELL		9	P.M.	8.35
		8.00	31.6	D	GUELPH KYZ	H U	41	4.15	8.15
		f 8.15	37.7	D	ARISS	W N	35	f 4.00	P.M.
		f 8.27	43.7		WEST MONTROSE		NII	f 3.45	
		f 8.50	47.6	D	ELMIRA	Z M E	21	f 3.35	
		f 9.05	51.7		WALLENSTEIN		17	f 3.15	
		f 9.20	56.6		LINWOOD	Z	17	f 3.00	
		f 9.35	62.2		MILLBANK		17	f 2.45	
		f 9.55	66.4	D	MILVERTON	Z V N	18	f 2.30	
		f 10.15	75.1	D	WEST MONKTON	Z K S	37	f 2.05	
		f 10.35	87.7	D	WALTON	W A	43	f 1.40	
		f 10.55	95.3	D	BLYTH	Z B Y	43	f 1.20	
		f 11.07	101.2		AUBURN		39	f 1.05	
			104.3		SHAPIT		NII		
		f 11.17	106.2		MCGAW		NII	f 12.55	
		f 11.25	110.1		MENESET		NII	f 12.35	
		11.30 A.M.	111.8	D	GODERICH	KZ G O		12.30 P.M.	
		ex. Daily ex. Sun.			Rule 93a applies. Rules 41 and 44 apply.			1 Daily ex. Sun.	1 Daily
		741						742	88

WESTWARD TRAINS— INFERIOR DIRECTION						HAMILTON SUBDIVISION				EASTWARD TRAINS— SUPERIOR DIRECTION			
FIRST CLASS				Miles from Toronto	Telegraph Office	STATIONS	Telegraph Calls	FIRST CLASS					
	329 Passenger / Daily	325 Passenger / Daily ex. Sun.	321 Passenger / Daily					322 Passenger ex. Sun.	324 Passenger ex. Sun. only	326 Passenger ex. Sun.	328 Passenger ex. Sun.		
..	P.M. 7.10	P.M. 4.15	A.M. 8.05	.0	DN	Toronto Terminals Railway { TORONTO..... KYZ 1.1 BATHURST ST.....	U N	A.M. 7.40	A.M. 9.00	P.M. 3.45	P.M. 9.00	..	
..	7.14	4.18	8.08	1.1	..		..	7.35	8.55	3.40	8.55	..
	C.N. Rys.	C.N. Rys.	C.N. Rys.	..	..	CAN. NAT. Rys.	..	C.N. Rys.	C.N. Rys.	C.N. Rys.	C.N. Rys.	
..	8.10	5.03	9.00	37.3	..	Double Track Automatic Block Signal System { HAMILTON JCT..... V Jct. Goderich Sub. Jct. C.N.R. 1.7 .. V... MAIN ST..... 1.2 T.H.B. Terminals	..	6.41	8.06	2.51	8.06	..	
..	8.15	5.06	9.05	39.0	..		..	6.39	8.04	2.49	8.04	..
..	8.20 P.M.	5.10 P.M.	9.10 A.M.	40.2	D N		H	6.35 A.M.	8.00 A.M.	2.45 P.M.	8.00 P.M.	..	
	ex. Daily 329	ex. Daily ex. Sun. 325	ex. Daily 321					1 Daily ex. Sun. 322	1 Sun. only 324	1 Daily ex. Sun. 326	1 Daily 328		

C.N.R. time table governs on joint tracks between Bathurst St. and Hamilton Jct.

T.H. & B. time table governs between Main St. and Kinnear Yard and between Main St. and Aberdeen Yard.

Provided fixed signals indicate Proceed, movements may be made with the current of traffic between Hamilton Junction and Main Street on the time of superior trains, provided such movements are kept sufficiently clear to avoid delay.

Trains must not enter double track at Main Street for movement to Hamilton Junction without obtaining terminal clearance from the Operator at Hamilton or at Aberdeen.

Junction with C.N.R. and with Goderich Sub. at Hamilton Jct.—Interlocked.

Through passenger trains between Hamilton and Toronto are authorized to use 110-pound brake pipe pressure.

London Division Train Dispatchers will issue train orders between Hamilton Jct. and Main St.

Trains must not exceed forty miles per hour on curves between Hamilton Jct. and Hamilton.

P2 class engines must not exceed five miles per hour between west wye and Main St. when moving eastward.

G-3-4, H-1, P-1, P-2, N-2 and R-3 class engines, also N.Y.C.-K and J class engines must not exceed ten miles per hour over bridge Mileage 37.36.

The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable within the limits of the City of Hamilton. Whistle signal 14(L) is prohibited.

See page 20 Toronto Terminals Railway Special Instructions governing movement of trains between Bathurst Street and Toronto.

All trains must obtain Terminal Clearance at Guelph Jct. Trains may leave Hamilton Jct. without terminal clearance. Junction with Hamilton Sub. at Hamilton Jct.—Interlocked. Junction with Galt Sub. at Guelph Jct.—Automatic Signals. Railway crossing at grade with C.N.R. at mileage 31.77—Not Interlocked. Signal governing southward movements is located on east side of track. (Signals will be operated by C.N.R. trainmen and must be left normally clear for C.P.R. trains). Railway crossing at grade with C.N.R. at mileage 34.1—Interlocked Automatic. Railway crossing at grade with C.N.R. on Industrial lead track Guelph not interlocked. Movements over this crossing must be protected by Flagman. Permanent Slow Sign at mileage 109.5 affecting northward trains, between Meneset and Goderich, and Permanent Slow Sign at mileage 6.6 affecting southward trains, between Waterdown North and Hamilton Jct. Saturday only No. 742 will wait at Goderich until No. 741 has arrived. Engine arriving Goderich on No. 741 Saturday only may assume schedule of No. 742 and leave Goderich without terminal clearance. Time of No. 742 at Guelph applies at switch at north end of siding.

P1 Class engines must not be used beyond switch leading to Top Notch food plant, Milverton, also stock pens at Elmira. When necessary to switch at these locations, reachers MUST be used. G3, G4, H1, P2 or S2 class engines must not exceed thirty miles per hour over bridge mileage 35.85. Trains or engines must not pass over Eramosa Road Guelph mileage 31.59 between 10.00 p.m. and 6.30 a.m. daily and between 6.30 a.m. and 10.00 p.m. on Sundays until flashing light signals are operated by a member of train crew by operating push button in box marked switches located either side of crossing. Switching movements over Allen's Road, or over York Road on Spur Line leading to Page Hersey plant at Guelph, must be protected by flagman. Rule 20 of Form 582 applies to Southward trains at Waterdown North. Rule 34 of Form 582 applies to Southward trains Waterdown North to Hamilton Jct. See special instructions Page 22. Yard limits Goderich extend to yard limit sign located at Mileage 109.7. The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable within the limits of the City of Guelph (between mileage 30.09 and mileage 33.64), also within the limits of the City of Hamilton. Whistle signal 14(L) is prohibited within these limits.

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED			Miles per Hour	
Passenger trains—Goderich to Guelph Jct.			35	
Guelph Jct. to Hamilton Jct.			25	
Permanent Slow Orders			Permissible Speed Miles per Hour	
Mileage	Location		Passenger Trains	Freight and Mixed Trains
.0 to 5.5	Between Hamilton Jct. and Waterdown North		25	25
5.5 to 11.8	On Curves		25	25
30.19 to 31.78	Victoria Rd., Guelph		10	10
31.78 to 32.74	Through City of Guelph		10	10
32.74 to 33.49	Norwich Street, Guelph		5	5
33.49 to 34.49	Through City of Guelph		10	10
34.49 to 37.36	Over Crossing—Northward		10	10
37.36 to 38.49	Over Crossing—Southward		25	25
38.49 to 40.09	Winstanley St., West Monkton		10	10
40.09 to 111.8	Between Meneset and Goderich, Northward		20	20

Westward passenger trains to Galt Sub. must obtain terminal clearance at West Toronto.

First class trains may leave Quebec St. without registering.

Eastward first and second class trains and Nos. 19 and 359 may leave Guelph Jct. without registering.

Trains may leave Cooksville without terminal clearance, provided train order signal indicates proceed.

London Division train dispatchers will issue train orders between West Toronto and Cooksville.

Eastward trains may leave Adelaide St., and westward trains may leave Obico without terminal clearance.

Trains between Cooksville and Obico will be governed by Galt Sub. timetable.

Toronto Terminals Division yard limits extend to yard limit sign located mileage 15.02.

Trains between Obico and Tecumseh St., and between Tecumseh St. and Toronto will be governed by Toronto Terminals time table pages 18, 19 and 20.

Westward passenger trains will unless otherwise directed take siding at crossover east of Woodstock station when meeting at that point.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 75 miles on this subdivision.

Yard limits Woodstock extend from yard limit sign located at mileage 85.99 to yard limit sign located at mileage 88.71.

Railway crossing at grade with C.N.R. at mileage 32.5—Interlocked, Rule 671 applies, at mileage 74.16—Interlocked; at mileage 87.5—Interlocked; at mileage 111.7—Interlocked Automatic.

Junction with double track, Adelaide St.—Not Interlocked.

Junction with Quebec Street Yard, Quebec Street—Interlocked.

Spring switch located end of double track, Guelph Jct.

Signals 201 and 213 Streetsville are Station Protection Signals.

Cars must not be left within 25 feet of street line, Dundas Street, Galt.

Employees must not ride on or give lantern signals from top of cars where overhead trolley wires are located in Galt yard.

Train movements over Samuelson and Dundas Sts. on both wye tracks at Galt, and over Northumberland Ave. at Ayr, except on main tracks, must be protected by flagman.

Public crossing mileage 74.8 Drumbo must be flagged by a member of train crew when occupying siding with crossing cut.

When switching movements are made on Thomas Organ and Piano Co.'s track Woodstock switch must be left open until switching completed and movement has returned to main track.

The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable within the limits of the City of Galt between mileage 55.86 and mileage 58.27. Whistle signal 14(L) is prohibited within these limits.

The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable for public crossings at grade east of mileage 9.75 where whistle signal 14(L) is prohibited.

Permanent Slow Orders		Permissible Speed— Miles per hour	
Mileage	Location	Passenger Trains	Frt. & Mixed Trains
9 to 14.2	On curves Eastward Track.	85	
14.2 to 14.2	Over West Switch of Eastward Siding, Cooksville.	45	45
14 to 19	On Curves Westward Track.	60	
14.2 to 18	On Curves Eastward Track.	65	
19 to 22	On Curves Westward Track.	50	50
18 to 22	On Curves Eastward Track.	50	50
22 to 33	On Curves Westward Track.	70	
22 to 32	On Curves Eastward Track.	75	
33 to 39.4	On Curves Westward Track.	45	45
32 to 39.4	On Curves Eastward Track.	45	45
39.4 to 46.1	On Curves.	60	
53 to 56	On Curves.	70	
56 to 57.2	On Curves.	60	
57.2 to 60	Bond Street East of Galt Station.	10	10
60 to 67	On Curves.	45	45
67 to 69	On Curves.	80	
71 to 72	On Curves.	45	45
72 to 75	On Curves.	65	
81.88 to 81.88	Innerkip, East Switch.	45	45
81.88 to 86	On Curves.	80	
86 to 89	On Curves.	50	50
87.8 to 87.8	Ingersoll Avenue, Woodstock.	10	10
87.99 to 89	Drew Street, Woodstock.	10	10
89 to 89	On Curves.	85	
111.67 to 113.1	On Curves.	50	50
113.1 to 113.1	Quebec Street crossing, London.	15	15
113.6 to 113.6	Adelaide Street, London.	15	15
	Between Adelaide Street and St. George Street, London.	15	15

Cars must not be left within 200 feet of the street line, Ontario St., Milton.

No power larger than P-1 engine or single unit diesel to be used beyond a point 200 feet north of the wye switch at Ayr.

Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over following railway crossings at grade: With C.N.R. at mileage 32.5, at mileage 74.16 and at mileage 111.7.

(Continued on Page 13)

WESTWARD TRAINS—INFERIOR DIRECTION

SECOND CLASS				FIRST CLASS								Miles from Toronto	Telephone and Telegraph Office	GALT SUBDIVISION	
		903	915		19	313	37	307	359	301	21	305			
		Freight / Daily	Freight / Daily		Passenger / Daily	Passenger / Sun. only	Passenger / Daily	Passenger / Daily ex. Sun.	Passenger / Daily ex. Sun.	Passenger / Sat. only	Passenger / Daily	Passenger / Daily ex. Sat. and Sun.			
					P.M. 10.00	P.M. 8.30	P.M. 6.10	P.M. 5.40	P.M. 3.55	A.M. 10.00	A.M. 8.00	A.M. 7.55	.0	D N	TORONTO.....KYZ
					s 10.20	s 8.40	s 6.25	s 5.50	s 4.05	s 10.10	s 8.18	s 8.05	4.5	D N	V WEST TORONTO.....K Jct. MacTier Sub.
													8.7		4.2 ISLINGTON.....X
		P.M.	A.M.		10.25	8.45	6.30	5.55	4.10	10.15	8.23	8.10	9.6		0.9 OBICO.....XY Jct. Canpa Sub.
		8.00	2.00		10.26	8.46	6.31	5.56	4.11	10.16	8.24	8.11	11.4		1.8 V QUEENSWAY.....VX Jct. Canpa Sub.
													12.6		1.2 DIXIE.....
		8.08	2.08		10.32	8.50	6.35	6.00	4.15	10.20	8.30	8.15	14.2	D	1.6 COOKSVILLE.....X
													17.3		3.1 ERINDALE.....X
		8.20	2.18		10.40	8.59	f 6.42	6.09	4.22	10.29	* 8.40	8.24	21.2	D N	3.9 V STREETSVILLE.....VXYZ Jct. Orangeville Sub.
		8.30	2.28		10.48	P.M.	6.50	P.M.	4.28	A.M.	8.49		27.6	P	6.4 HORNBY.....X
		8.38	2.36		10.54		f 6.55		4.32		f 8.55		32.1	D	4.5 MILTON.....XZ
		8.46	2.43		11.00		7.00		4.36		9.02		36.0		3.9 CHRISTIE.....X
													38.0		2.0 CAMPBELLVILLE.....
		9.15	3.02		11.04		* 7.05		4.40		* 9.15		39.2	D N	1.2 GUELPH JCT.....RXYZ Jct. Goderich Sub.
		9.30	3.12		11.11		7.10		4.45		9.23		44.9		5.7 PUSLINCH.....
		9.40	3.25		11.18		7.16		4.51		9.31		52.0		7.1 KILLEAN.....
		9.48	3.35		s 11.30		s 7.25		s 5.00		s 9.42		57.2	D N	5.2 GALT.....YZ
		9.55	3.44		11.38		7.30		5.05		9.50		60.3		3.1 ORRIS LAKE.....
		10.05	4.11		11.46		f 7.37		5.11		* 9.59		67.6	D	7.3 AYR.....YZ
							f 7.43		5.17		10.08		74.3	D N	6.7 DRUMBO.....Z
		10.15	4.21		11.53		7.48		5.22		10.13		78.5		4.2 BLANDFORD.....
		10.21	4.27		11.57		7.51		5.25		f 10.17		81.6		3.1 INNERKIP.....Z
		10.26	4.32		12.01		7.55		5.29		10.23		87.0		5.4 COAKLEY.....
		10.33	4.39		12.06		s 7.58		s 5.32		s 10.35		87.8	D N	0.8 WOODSTOCK.....WZ Jct. St. Thomas Sub.
		10.35	4.41		s 12.12								88.3		0.5 JELICOE.....
		10.37	4.43		12.13		8.02		5.33		10.37		94.9	D N	6.6 ZORRA.....Z Jct. St. Marys Sub.
		10.47	4.51		12.20		8.09		5.39		10.47		101.0	D	6.1 THAMESFORD.....Z
		10.57	5.00		12.26		8.14		5.44		10.55		104.6		3.6 NISSOURI.....
		11.03	5.15		12.30		8.17		5.47		11.00		109.1		4.5 CRUMLIN.....
		11.13	5.25		12.34		8.21		5.51		11.05		113.1	D N	4.0 QUEBEC ST.....KW
		11.20	5.35		12.39		8.25		5.55		11.10		113.6		0.5 ADELAIDE ST.....
		P.M.	A.M.		12.45		8.30		6.00		11.15		114.6	D N	1.0 LONDON.....KZ
					A.M.		P.M.		P.M.		A.M.				
		a Daily	a Daily		a Daily	a Sun. only	a Daily	a Daily ex. Sun.	a Daily ex. Sun.	a Sat. only	a Daily	a Daily ex. Sat. and Sun.			
		903	915		19	313	37	307	359	301	21	305			

Rule 93a applies between
Guelph Jct. and Adelaide St.

Telegraph and Telephone Office		GALT SUBDIVISION		Telegraph Calls		Car Capacity Sidings		EASTWARD TRAINS—SUPERIOR DIRECTION																		
								FIRST CLASS								SECOND CLASS				FOURTH CLASS						
								20	360	306	38	308	302	22		74	902	904			50	52	54	56		
								Passenger a Daily	Passenger a Daily ex. Sun.	Passenger a Daily ex. Sun.	Passenger a Daily	Passenger a Daily ex. Sun.	Passenger a Sun. only	Passenger a Daily		Freight a Daily	Freight a Daily	Freight a Daily			Freight a Daily	Freight a Daily	Freight a Daily	Freight a Daily		
STATIONS								A.M. 8.00	A.M. 9.20	A.M. 10.00	P.M. 3.30	P.M. 4.55	P.M. 8.00	P.M. 10.25						A.M. 10.15	A.M. 11.00	P.M. 9.30	A.M. 2.20			
D N	DOUBLE TRACK	TORONTO.....KYZ		U N																						
D N		V WEST TORONTO.....K Jct. MacTier Sub.		J U																						
		4.2 ISLINGTON.....X																								
		0.9 OBICO.....XY Jct. Canpa Sub.																								
		1.8 VQUEENSWAY.....VX																								
		1.2 DIXIE.....																								
D		1.6 COOKSVILLE.....X		G V		E 71 W-NII																				
		3.1 ERINDALE.....X				NII																				
D N		3.9 VSTREETSVILLE.....VXYZ Jct. Orangeville Sub.		J C		W34																				
P		6.4 HORNBY.....X				NII																				
D		4.5 MILTON.....XZ		M I		E 70 W73																				
		3.9 CHRISTIE.....X				NII																				
		2.0 CAMPBELLVILLE.....				NII																				
D N		AUTOMATIC BLOCK SIGNAL SYSTEM	1.2 GUELPH JCT.....RXYZ Jct. Goderich Sub.		G U		Yard																			
			5.7 PUSLINCH.....				61																			
			7.1 KILLEAN.....				64																			
D N			5.2 GALT.....YZ		G		63																			
			3.1 ORRIS LAKE.....				127																			
D			7.3 AYR.....YZ		A Y		66																			
D N			6.7 DRUMBO.....Z		D		73																			
	4.2 BLANDFORD.....				63																					
	3.1 INNERKIP.....Z				64																					
	5.4 COAKLEY.....				64																					
D N	0.8 WOODSTOCK.....WZ Jct. St. Thomas Sub.		W		Yard																					
	0.5 JELLICOE.....				41																					
D N	6.6 ZORRA.....Z Jct. St. Marys Sub.		G D		84																					
D	6.1 THAMESFORD.....Z		R S		65																					
	3.6 NISSOURI.....				65																					
	4.5 CRUMLIN.....				63																					
D N	DOUBLE TRACK		4.0 QUEBEC ST.....KW		N O																					
			0.5 ADELAIDE ST.....																							
D N			1.0 LONDON.....KZ		D O																					
	Rule 93a applies between Guelph Jct. and Adelaide St.							/ Daily	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Daily	/ Daily ex. Sun.	/ Sun. only	/ Daily		/ Daily	/ Daily	/ Daily			/ Daily	/ Daily	/ Daily	/ Daily		
								20	360	306	38	308	302	22		74	902	904			50	52	54	56		

(Continued from Page 12)

Main track movements against the current of traffic must not exceed thirty-five miles per hour at public crossing at grade mileage 32.2 until the engine or leading car has passed over it.

No. 37 and No. 38 will stop at flag stops for revenue passengers only.

*No. 37 and No. 20 will stop at Guelph Jct. daily except Sunday, and will stop on flag on Sundays.

*No. 20 will stop on flag at Ayr for passengers for Toronto.

*No. 22 will stop at Ayr and Guelph Jct. on Sunday to entrain passengers.

*No. 21 will stop at Guelph Jct. and Ayr daily except Sunday and will stop on flag Sundays at Guelph Jct. and Ayr.

*No. 21 will flag stop at Streetsville for revenue passengers for Galt and beyond.

Engines heavier than D-10 class or single DRS units must not use private track at Somerville plant Crumlin. If necessary to use heavier locomotive, sufficient cars must be used to keep engine off this track.

Engines must not go beyond road crossing on McCarthy's mill track, Streetsville.

Movements of cars or engines in Cooksville Brick Plant mileage 18.02 are restricted to the switching lead. Cars are not to be left foul of No. 2 track used by Brick Company's engine in movement to and from their shop.

LONDON TERMINALS

Provided fixed signals indicate Proceed, movements may be made with the current of traffic between St. George St. and Adelaide St., on the time of superior trains, provided such movements are kept sufficiently clear to avoid delay.

The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable within the limits of the City of London between mileage 11.39 Galt Sub. and mileage 1.13 Windsor Sub. Whistle signal 1-4(L) is prohibited within these limits (except at St. George St.).

Yard limits London Terminals extend from yard limit sign, mileage 108.2, Galt Subdivision, to yard limit sign, mileage 1.23, Windsor Subdivision.

Movements over Richmond St. into Hyman's Tannery must be protected by flagman.

Yard crews switching in W. A. Jenkins Co. track must always leave switch open while switching in this track.

Account narrow track centres between tracks three and four and between four and five on west end and between four and five on east end Quebec St. Yard, train and enginemen must use extreme care to see that cars when placed are into clear.

No. 903 due to leave Quebec St. 12.01 a.m. daily.
No. 915 " " " " 6.30 a.m. daily.
No. 902 due to arrive Quebec St. 2.20 a.m. daily.
No. 904 " " " " 1.50 p.m. daily.
No. 74 " " " " 10.30p.m. daily.

Account narrow track centres tracks one and two Streetsville yard, extreme care to be used by crews when switching on these two tracks.

Switch leading to General Motors Diesel test track at west end of siding Crumlin is to be left set for movement from the siding to main track. When in this position, yellow light and target will so indicate.

WESTWARD TRAINS INFERIOR DIRECTION				Miles from Woodstock	Telegraph and Telephone Offices	ST. THOMAS SUBDIVISION	Telegraph Calls	Car Capacity Sidings	EASTWARD TRAINS SUPERIOR DIRECTION			
SECOND CLASS									FOURTH CLASS			
			73 Freight / Daily						78 Freight a Daily			
			A.M. 3.00	.0	D N	WOODSTOCK...KWZ	W		A.M. 7.55			
			3.10	4.2		BEACHVILLE...Z		23	7.45			
			3.20	8.9	D	INGERSOLL...Z	I G	NII	7.35			
						Jct. Port Burwell Sub.						
			3.30	14.1		PUTNAM		45	7.20			
			3.55	24.8	D	BELMONT...Z	B	NII	6.55			
			4.10	32.0		WABASH TRANSFER			6.40			
			A.M.	33.6	D	ST. THOMAS...RZ	S A		A.M.			
			a Daily 73			Rule 93a applies. Rules 41 and 44 apply.				/ Daily 78		

ST. THOMAS SUBDIVISION FOOTNOTES

Railway crossing at Grade with C.N.R. at Mileage 0.77 Interlocked, at Mileage 32.3 Interlocked—see Page 21 for Special Instructions; with M.C.R. at Mileage 33.6, Not Interlocked.

All eastward trains must not exceed ten miles per hour between approach and home signals, and all trains must not exceed ten miles per hour between limits of interlocking with C.N.R., Mileage 32.3.

Yard limits St. Thomas extend to yard limit sign located at Mileage 31.63.

Switching movements over Thames Street, Ingersoll, must be curtailed as much as possible, and running switches over this crossing are prohibited. Between the hours of 8.00 a.m. and 6.00 p.m., Monday to Friday, and 9.00 a.m. to 6.00 p.m., Saturday, protection by gates will be provided by station forces, and at all other times trains must stop and flag over this crossing by use of gates provided for the purpose.

Switch leading to siding extension at west end of siding Beachville and switch leading to spur track at west end of siding Putnam are to be left for movement from siding to main track. When in this position, yellow target will so indicate.

Westward trains approaching and when within 800 feet of Talbot Street crossing, St. Thomas, mileage 32.8, must not exceed ten miles per hour. If stopped before crossing is reached must not exceed four miles per hour. Eastward train must stop at stop sign and a member of the train crew proceed to box marked "push buttons" and manually operate the protection.

Siding Beachville is also used as business track.
Time of No. 78 at Ingersoll applies at Junction Switch.

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

Passenger Trains.....

Miles per Hour
35

Permanent Slow Orders

Mileage

Location

Passenger

Freight & Mixed

0.0 to 0.4 Over level crossings at Drew St., Hunter St. and Dundas St... 10 10

23.6 G3, G4, H1, K1, S2 and P2 class engines over bridge... 5 5

23.6 G2 with 10,000 gal. tender, N2, P1, R3, V3, V4 and DRS24 class engines over bridge... 10 10

23.6 D9, D10, F1, F2, G1, G5, M3, M4, R2, G2 with 8,000 gal. tender, DPA15, DFA16, BCEFG and DFB16ACD.... 15 15

24.7 Over crossing... 10 10

29.6 G3, G4, H1, K1, S2 and P2 class engines over bridge.... 25 25

WESTWARD TRAINS INFERIOR DIRECTION				Miles from Ingersoll North	Telegraph and Telephone Offices	ST. MARYS SUBDIVISION	Telegraph Calls	Car Capacity Sidings	EASTWARD TRAINS SUPERIOR DIRECTION	
THIRD CLASS									FOURTH CLASS	
			61 Freight / Daily ex. Sun.						62 Freight a Daily ex. Sun.	
			A.M.	.0		INGERSOLL NORTH		4		P.M.
			11.00	4.3	D N	ZORRA...RZ	C D		2.40	
						Jct. Galt Sub.				
			11.15	9.3	D	EMBRO	B M	21	2.25	
			11.35	16.3		LAKESIDE		16	2.00	
				23.7		LIND		NII		
			P.M. 12.10 P.M.	25.0	D	ST. MARYS...RZ	M R		1.30 P.M.	
			a Daily ex. Sun. 61			Rule 93a applies. Rules 41 and 44 apply.				/ Daily ex. Sun. 62

ST. MARYS SUBDIVISION FOOTNOTES

Railway crossing at grade with St. Marys Cement Company's plant, and with C.N.R. on Industrial track, St. Marys, Not Interlocked. Movement over these crossings must be protected by flagman.

Movements over Thames St., Ingersoll North, must be protected by flagman and trains must not exceed four miles per hour between Thames St. and Packing House.

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

Passenger trains.....

Miles per Hour
25

Permanent Slow Orders

Mileage

Location

Passenger

Freight & Mixed

0.0 to 3.0 20 20

Train movements must not be made over Governor's Road Crossing, Mileage 3.78, and Highway Crossing, Mileage 4.27 St. Marys Subdivision at Zorra until trains first come to a stop at Stop signs located each side of crossings, and until crossing protection is manually operated by a member of the train crew. Control boxes are located on each side of crossing marked "Push Buttons". Unlock box and be governed by instructions.

D-10 or smaller steam power or diesel units are the only engines that are to use the lead going from the Ingersoll North branch into Cement Co. plant at Zorra.

Engine arriving St. Marys on No. 61 Saturday only may assume schedule of No. 62 and leave St. Marys without terminal clearance.

Sidings at Embro and Lakeside are also used as business tracks.

PORT BURWELL SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. at Mileage 15.2—Interlocked. All trains reduce speed to fifteen miles per hour approaching home signals of this Interlocking. Home signal governing Southward movement is located on East side of track.

Railway crossing at grade with C.N.R. at Mileage—17.73—Interlocked—Automatic, trains must not exceed twenty miles per hour when passing the governing approach signal.

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

Passenger trains.....

Miles per Hour
35

Permanent Slow Orders

Mileage

Location

Passenger

Freight and Mixed

7.17 N2, P1 and R3 Class Engines over Bridge.... 30 25

10.8 N2, P1, and R3 Class Engines over Bridge... 30 25

15.4 Tilson Ave., Tillsonburg..... 10 10

16.3 D9, D10 and M4 Class Engines with 5,000 gal. tenders over bridge 20 20

16.3 D4, D6 and M3 Class Engines over Bridge... 30 30

23.68 to 24.0 South end of bridge..... 20 15

33.2 Over Bridge St., Port Burwell..... 10 10

All back up movements over crossing Tilson Avenue, Mileage 15.4 must be flagged by a member of the train crew.

Movements must not exceed six miles per hour around the wye at Tillsonburg. The transfer at Tillsonburg can only be used by single DRS units.

Yard limits Tillsonburg extend from yard limit sign located at Mileage 14.25 to yard limit sign located at Mileage 18.19.

Engine arriving Port Burwell on No. 72 on Saturday only may assume schedule of No. 71 and leave Port Burwell without terminal clearance.

NORTHWARD TRAINS
INFERIOR DIRECTION

FOURTH CLASS

71

Freight
/ Daily
ex. Sun.

Miles from Ingersoll

Telegraph and Telephone Offices

PORT BURWELL SUBDIVISION

STATIONS

Telegraph Calls

Car Capacity Sidings

FOURTH CLASS

72

Freight
a Daily
ex. Sun.

A.M.

			A.M. 11.00	33.4	D	PORT BURWELL...RZ	B W		A.M. 10.20			
						VIENNA		NII	10.10			
			11.10	31.3		STRAFFORDVILLE		21	9.55			
			11.30	25.6		LOOP LINE TRANSFER		NII				
				18.0		TILLSONBURG WYE		NII	9.30			
			11.55	15.4		TILLSONBURG...YZ	B G	NII				
				0.2	D							
			P.M. 12.15	15.2	D	TILLSONBURG TOWER	N G	15	9.15			
				12.3		OSTRANDER		23	9.05			
			12.40	7.7		MOUNT ELGIN		NII	8.50			
			1.00 P.M.	.0	D	INGERSOLL...RZ	I G	12	8.30 A.M.			
			a Daily ex. Sun. 71			Rule 93a applies. Rules 41 and 44 apply.				/ Daily ex. Sun. 72		

SEE PAGE 21 FOR SPECIAL INSTRUCTIONS WINDSOR TERMINALS

WESTWARD TRAINS—INFERIOR DIRECTION										EASTWARD TRAINS—SUPERIOR DIRECTION																
SECOND CLASS				FIRST CLASS				Miles from London	Telegraph and Telephone Office	WINDSOR SUBDIVISION	Telegraph Calls	Car Capacity Siding	FIRST CLASS				SECOND CLASS			FOURTH CLASS						
		915	903		37	359	21						19		20	360	38	22		904	74	902	80	82	84	
		Freight / Daily	Freight / Daily		Passenger / Daily	Passenger / Daily ex. Sun.	Passenger / Daily	Passenger / Daily			Passenger a Daily	Passenger a Daily ex. Sun.	Passenger a Daily	Passenger a Daily		Freight a Daily	Freight a Daily	Freight a Daily	Freight a Daily	Freight a Daily	Freight a Daily					
		A.M.	A.M.		P.M.	P.M.	A.M.	A.M.			A.M.	A.M.	P.M.	P.M.		P.M.	P.M.	A.M.	A.M.	P.M.	A.M.					
		6.40	12.10		8.40	6.10	11.30	1.00	.0	D N	.....LONDON.....KZ	D O	.....	4.45	7.05	12.55	7.10	.....	1.40	10.15	2.10	10.55	4.50	4.20	.....
		7.00	12.20		8.45	6.14	11.35	1.05	3.9	.....	.....HYDE PARK.....	.....	66	4.40	7.00	12.50	7.05	.....	1.32	10.05	2.04	10.47	4.40	4.10	.....
		7.10	12.25		8.48	6.17	11.38	1.08	6.9	.....	.....LOBO.....	.....	64	4.35	6.56	12.47	6.59	.....	1.27	9.58	1.58	10.40	4.30	4.00	.....
		7.16	12.32		8.51	6.20	11.42	1.11	10.5	.....	.....KOMOKA.....	.....	80	4.32	6.53	12.44	6.55	.....	1.22	9.50	1.54	10.33	4.20	3.50	.....
		7.22	12.40		8.55	6.24	11.47	1.16	15.1	D N	.....CARADOC.....Z	C A	65	4.26	6.48	12.39	6.51	.....	1.16	9.40	1.47	10.25	4.09	3.40	.....
		7.28	12.46		8.59	6.27	11.51	1.19	19.1	.....	.....LONGWOOD.....	.....	54	4.22	6.45	12.35	6.47	.....	1.10	9.30	1.40	10.15	4.00	3.30	.....
		7.40	12.55		9.04	6.32	11.57	1.24	25.7	.....	.....APPIN.....Z	.....	85	4.16	6.40	12.29	6.41	.....	1.02	9.18	1.24	10.05	3.50	3.20	.....
		7.48	1.04 19 1.28		9.09	6.37	12.01	1.28	30.2	D	.....GLENCOE.....	C N	65	4.12	6.36	12.24	6.37	.....	12.56	9.09	1.09	9.55	3.40	3.10	.....
		7.59	1.45		9.16	6.43	12.07	1.34	37.3	.....	.....NEWBURY.....	.....	53	4.06	6.30	12.17	6.31	.....	12.48	8.50	12.57	9.40	3.26	2.55	.....
		8.05	1.51		9.21	6.48	12.11	1.38	41.9	N	.....BOTHWELL.....Z	W H	59	4.02	6.26	12.11	6.27	.....	12.42	8.44	12.50	9.30	3.16	2.50	.....
		8.15	2.00		9.28	6.53	12.19	1.45	49.3	D	.....THAMESVILLE.....	V S	54	3.55	6.20	12.01	6.21	.....	12.33	8.32	12.40	9.15	3.05	2.38	.....
		8.23	2.07		9.32	6.57	12.26	1.50	54.7	.....	.....KENT BRIDGE.....Z	.....	65	3.50	6.16	11.55	6.17	.....	12.26	8.25	12.33	9.05	2.57	2.27	.....
		8.30	2.12		9.35	7.00	12.30	1.53	58.1	.....	.....ARKWOOD.....	.....	53	3.47	6.13	11.52	6.14	.....	12.20	8.20	12.28	8.55	2.50	2.12	.....
		8.43	2.25		9.39	7.04	12.35	1.58	63.2	.....	.....EASTEND.....Y	.....	69	3.42	6.09	11.48	6.10	.....	12.10	8.10	12.20	8.43	2.40	1.58	.....
		8.48	2.32		9.45	7.10	12.42	2.05	64.2	D N	.....CHATHAM.....Z	H A	Yard	s 3.40	s 6.06	s 11.45	s 6.05	.....	12.05	7.45	12.10	8.13	2.31	1.30	.....
		8.54	2.40		9.50	7.15	12.50	2.08	65.2	.....	.....WESTEND.....	.....	64	3.33	5.58	11.40	5.57	.....	12.01	7.39	12.04	8.03	2.21	1.20	.....
		9.02	2.48		9.55	7.20	12.56	2.15	70.9	.....	.....RINGOLD.....	.....	57	3.28	5.53	11.35	5.52	.....	11.54	7.20	11.57	7.53	2.14	1.10	.....
		9.09	2.55		10.00	7.25	1.01	2.20	76.0	.....	.....JEANETTE.....Z	.....	83	3.23	5.48	11.30	5.47	.....	11.47	7.04	11.50	7.45	1.55	12.55	.....
		9.14	3.00		10.06	7.30	1.06	2.24	79.9	D N	.....TILBURY.....VZ	R U	85	3.20	s 5.44	f 11.25	s 5.40	.....	11.42	6.57	11.45	7.35	1.45	12.45	.....
		9.22	3.15		10.12	7.35	1.12	2.29	85.9	D	.....HAYCROFT.....Z	H Y	67	3.15	5.39	11.18	5.17	.....	11.35	6.47	11.37	7.25	1.30	12.35	.....
		9.28	3.30		10.15	7.38	1.16	2.33	90.1	.....	.....ST. JOACHIM.....Z	.....	65	3.11	5.36	11.15	5.14	.....	11.29	6.40	11.31	7.15	1.16	12.25	.....
		9.34	3.40		10.20	7.41	1.21	2.37	94.2	D	.....BELLE RIVER.....Z	R I	77	3.07	5.33	f 11.11	5.10	.....	11.24	6.32	11.25	6.57	12.59	12.15	.....
		9.44	3.50		10.25	7.46	1.29	2.43	101.0	D	.....ELMSTEAD.....	C K	64	3.02	5.28	11.05	5.04	.....	11.15	6.20	11.16	6.45	12.50	12.05	.....
		9.55	4.00		10.31	7.51	1.36	2.55	108.1	.....	.....WALKERVILLE JCT.....	.....	80	2.55	5.22	10.58	4.57	.....	11.06	6.10	11.06	6.30	12.40	11.50	.....
		A.M.	A.M.						108.2	.....	.....C. & O. JCT.....	.....	NII					.....	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	.....
					10.33	7.53	1.39	3.00	109.8	D N	.....LAKEHORE TOWER....	S J	NII	2.50	5.20	10.55	4.55	.....							.....
									111.2	D N	.....WINDSOR YARD.KWZ	W A						.....							.....
					s 10.40	s 8.00	s 1.45	s 3.10	111.5	D N	.....WINDSOR (M.C.R.)....	R D I		s 2.45	s 5.15	s 10.50	s 4.50	.....							.....
					10.50	8.10	1.55	3.20			.....DETROIT (M.C.R.)....	F		s 2.35	s 5.10	s 10.40	s 4.35	.....							.....
					11.00	8.20	2.05	3.30	114.2					A.M.	A.M.	A.M.	P.M.								.....
		α Daily	α Daily		α Daily	α Daily ex. Sun.	α Daily	α Daily			Rule 93a applies.			/ Daily	/ Daily ex. Sun.	/ Daily	/ Daily		/ Daily	/ Daily	/ Daily	/ Daily	/ Daily	/ Daily	/ Daily	
		915	903		37	359	21	19						20	360	38	22		904	74	902	80	82	84		

All trains except first class trains must obtain terminal clearance at Quebec Street and may leave London without terminal clearance provided train order signal indicates proceed. London is register station for first class trains only.

Eastward trains leaving Windsor Yard must obtain Terminal Clearance and will leave Walkerville Jct. without Terminal Clearance.

Before making movements west out of Freight shed tracks over West St., Chatham, a member of train crew must start wig wag operating as per instructions in control box.

Junction with double track Mileage 0.14—Interlocked. Junction with C.N.R. Mileage 65.1—Interlocked.

Switch leading to siding extension at the west end of siding Elmstead is to be left set for movement from siding to main track. When in this position, yellow light and target will so indicate.

Railway crossing at grade with C.N.R. at mileage 11.8—Interlocked Automatic; with C.N.R. at mileage 31.9—Interlocked Automatic; with C. & O. at mileage 63.7—Interlocked; with C.N.R. at mileage 68.6—Interlocked Automatic; with C. & O. and Junction at mileage 108.1—Interlocked; with E.T.R. and Junction at mileage 109.9—Interlocked.

*No. 21 will stop at Thamesville to detrain passengers only.

Trains must not exceed ten miles per hour over St. George Street, London, mileage 0.17

Trains must not exceed twenty-five miles per hour through that portion of the City of Chatham between and including Murray St. mileage 63.71 and Inches Ave. mileage 64.95.

Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER and FREIGHT TRAINS over the following railway crossings at grade: with C.N.R. at mileage 11.8, at mileage 31.9 and at mileage 68.6. Has also authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over the railway crossing at grade with C. & O. at mileage 108.1.

The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable within that portion of the City of Chatham between mileage 63.71 and mileage 65.27 where whistle signal 14(L) is prohibited. The ringing of engine bell is also prohibited for public crossings at grade within these limits except that engine bell must be rung for seventy-five feet before reaching crossing. All engines will sound whistle and ring bell for Merritt Ave. mileage 65.41. All westward engines will sound whistle and ring bell for Murray St. mileage 63.71.

Cars must not be left standing within 20 feet of Raleigh Street, Chatham, and movements over this Street must be protected by flagman.

Switching movements over West St., also over Richmond St., on City Industrial spur and Hadley's Track, and over Patterson Avenue, Chatham, must be protected by flagman.

Yard limits Chatham extend from yard limit sign located at mileage 62.15 to yard limit sign located at mileage 66.52.

Yard limits London Terminals extend from yard limit sign, mileage 108.2 Galt Sub. to yard limit sign, mileage 1.23 Windsor Sub. See page 13 for special instructions London Terminals.

Yard limits Windsor yard extend to yard limit sign located at mileage 107.00.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 75 miles on this subdivision.

All eastward trains will be restricted to fifteen miles per hour when approaching within 800 feet of Tecumseh Road Crossing, mileage 110.77, Windsor Subdivision until front of train has reached the crossing.

Engines must not pass over hopper located East end of local track Jeanette.

NORTHWARD TRAINS INFERIOR DIRECTION						Miles from Streetsville	Telegraph and Telephone Office	ORANGEVILLE SUBDIVISION		Telegraph Cells	Car Capacity Siding	SOUTHWARD TRAINS SUPERIOR DIRECTION						
FOURTH CLASS		FIRST CLASS						STATIONS				FIRST CLASS			THIRD CLASS		FOURTH CLASS	
82 Freight / Daily ex. Sun.		313 Passenger / Sun. only	307 Passenger / Daily ex. Sun.	301 Passenger / Sat. only	305 Passenger / Daily ex. Sat. and Sun.			306 Passenger / Daily ex. Sun.	308 Passenger / Daily ex. Sun.			302 Passenger / Sun. only	81 Freight / Daily ex. Sun.		90 Freight / Daily ex. Sat.			
Elora Subdivision Train	P.M.	P.M.	P.M.	A.M.	A.M.	.0	D N	STREETSVILLE... RYZ	J C	.....	.....	A.M.	P.M.	P.M.	Elora Subdivision Train	.....	P.M.
	f 9.03	f 6.13	f 10.33	f 8.28	2.1	2.1	.....	MEADOWVALE.....	.....	5	5	f 9.22	f 4.17	f 7.22		.....	8.30
	f 9.06	f 6.16	f 10.36	f 8.31	4.3	4.3	.....	CHURCHVILLE.....	.....	NII	NII	f 9.19	f 4.14	f 7.19		.....	.....
	s 9.14	s 6.24	s 10.44	s 8.39	7.5	7.5	D	BRAMPTON..... Z	B A	22	22	s 9.14	s 4.09	s 7.14		.....	8.17
	9.20	6.30	10.50	f 8.45	12.2	12.2	.....	SNELGROVE.....	.....	26	26	9.06	f 4.01	7.06		.....	8.07
	f 9.25	f 6.35	f 10.55	f 8.50	17.1	17.1	.....	CHEL TENHAM.....	.....	23	23	f 9.01	f 3.56	f 7.01		.....	7.57
	f 9.29	f 6.39	f 10.59	f 8.57	19.8	19.8	.....	INGLEWOOD..... Z	.....	17	17	f 8.57	f 3.52	f 6.57		.....	7.50
	f 9.34	f 6.44	f 11.04	f 9.02	24.0	24.0	.....	FORKS OF CREDIT..... Z	.....	10	10	f 8.50	f 3.45	f 6.50		A.M.	7.40
	1.05	f 9.38	f 6.48	f 11.08	f 9.06	26.6	.....	CATARACT..... RZ	.....	11	11	f 8.45	f 3.40	f 6.45		8.30	7.30
	1.15	f 9.42	f 6.52	f 11.12	f 9.10	29.7	.....	ALTON.....	.....	22	22	f 8.39	f 3.34	f 6.39		8.12	7.20
P.M.	f 9.45	f 6.55	f 11.15	f 9.13	31.8	31.8	.....	MELVILLE.....	.....	NII	NII	f 8.36	f 3.31	f 6.36	A.M.	.....	.....
	1.30	9.48	6.58	11.18	9.16	34.6	D	ORANGEVILLE..... KZ	H O	.....	.....	8.32	3.27	6.32		8.00	7.10
α Daily ex. Sun.	α Sun. only	α Daily ex. Sun.	α Sat. only	α Daily ex. Sat. and Sun.	α Daily ex. Sat. and Sun.			Rule 93a applies				/ Daily ex. Sun.	/ Daily ex. Sun.	/ Sun. only	/ Daily ex. Sun.		/ Daily ex. Sat.	
82	313	307	301	305								306	308	302	81		90	

NORTHWARD TRAINS INFERIOR DIRECTION						Miles from Orangville	Telegraph and Telephone Office	OWEN SOUND SUBDIVISION		Telegraph Cells	Car Capacity Siding	SOUTHWARD TRAINS SUPERIOR DIRECTION						
THIRD CLASS		FIRST CLASS						STATIONS				FIRST CLASS			FOURTH CLASS			
71 Freight / Daily ex. Sun.	91 Freight / Daily ex. Sun.	313 Passenger / Sun. only	307 Passenger / Daily ex. Sun.	301 Passenger / Sat. only	305 Passenger / Daily ex. Sat. and Sun.			306 Passenger / Daily ex. Sun.	308 Passenger / Daily ex. Sun.			302 Passenger / Sun. only	88 Freight / Daily ex. Sun.	72 Freight / Daily ex. Sun.	92 Freight / Daily ex. Sun.			
A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	.0	D	ORANGEVILLE..... KZ	H O	.....	.....	A.M.	P.M.	P.M.	.....	P.M.	P.M.
6.20	6.00	9.50	7.00	11.20	9.18	4.0	.....	FRAXA..... RYZ	.....	47	47	s 8.24	s 3.19	s 6.24	.....	1.45	2.30
6.40	6.20	s 9.58	s 7.08	s 11.28	s 9.26	7.2	.....	LAUREL.....	.....	NII	NII	8.18	f 3.13	6.18	.....	.....	P.M.
6.54	.....	10.03	7.13	11.33	f 9.31	11.5	.....	CROMBIES.....	.....	36	36	8.14	f 3.09	6.14	.....	1.30	.....
7.10	.....	f 10.13	f 7.23	f 11.43	f 9.41	16.0	D	SHELBURNE..... Z	S B	40	40	f 8.08	f 3.03	f 6.08	.....	1.20	.....
7.17	.....	10.18	7.28	11.48	f 9.45	19.5	.....	MELANCTHON.....	.....	23	23	8.04	f 2.59	6.04	.....	1.05	.....
7.24	.....	10.22	* 7.32	11.52	f 9.49	23.3	.....	CORBETTON.....	.....	36	36	8.00	f 2.55	f 6.00	.....	12.50	.....
7.35	.....	f 10.28	f 7.38	f 11.58	f 9.55	27.3	D	DUNDALK.....	K D	27	27	f 7.56	f 2.51	f 5.56	.....	12.40	.....
7.50	.....	f 10.33	f 7.43	f 12.03	f 10.00	32.3	.....	PROTON.....	.....	34	34	f 7.50	f 2.45	f 5.50	.....	12.25	.....
8.00	.....	s 10.37	s 7.47	s 12.07	s 10.04	34.4	P	SAUGEEN..... RYZ	.....	.....	.....	s 7.46	s 2.41	s 5.46	A.M.	12.15	.....
Walkerton Subdivision Train	A.M.	f 10.43	f 7.53	f 12.13	f 10.10	37.7	D	FLESHERTON.....	F N	25	25	f 7.41	f 2.36	f 5.41	8.50	.....	.....
	.....	f 10.50	f 8.00	f 12.20	f 10.17	44.1	D	MARKDALE..... Z	M K	31	31	f 7.33	f 2.28	f 5.33	8.35	.....	.....
	.....	f 10.56	f 8.06	f 12.26	f 10.23	49.4	.....	BERKELEY.....	.....	25	25	f 7.27	f 2.22	f 5.27	8.25	.....	.....
	.....	f 11.01	f 8.11	f 12.31	f 10.28	53.5	.....	HOLLAND CENTRE.....	.....	28	28	f 7.22	f 2.17	f 5.22	8.15	.....	.....
	.....	f 11.10	f 8.20	f 12.40	f 10.37	60.4	D	CHATSWORTH..... Z	C W	22	22	f 7.14	f 2.09	f 5.14	8.00	.....	.....
.....	.....	11.17	8.27	12.47	f 10.44	65.6	.....	ROCKFORD.....	.....	29	29	7.09	f 2.04	5.09	7.50	.....	.....
.....	.....	11.30	8.40	1.00	10.55	73.0	D	OWEN SOUND..... KWZ	O N	.....	.....	7.00	1.55	5.00	7.30	.....	.....
α Daily ex. Sun.	α Daily ex. Sun.	α Sun. only	α Daily ex. Sun.	α Sat. only	α Daily ex. Sat. and Sun.			Rule 93a applies				/ Daily ex. Sun.	/ Daily ex. Sun.	/ Sun. only	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Daily ex. Sun.	
71	91	313	307	301	305							306	308	302	88	72	92	

ORANGEVILLE SUBDIVISION FOOTNOTES

Northward passenger trains clearing Southward passenger trains at Orangeville will, unless otherwise directed, take siding at crossover switch leading to island platform immediately south of station. Southward trains will not foul the track until properly cleared.

Switching movements over Nelson St., Brampton, except on main track, must be protected by flagman.

Railway crossing at grade with C.N.R. at Mileage 7.8 Interlocked, Automatic.

Railway crossing at grade with CNR Mileage 19.8—Interlocked Automatic. Trains must not exceed fifteen miles per hour when passing governing approach signals and until entire train has passed limits of home signal.

MILES PER HOUR

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

Passenger Trains..... 70

Permanent Slow Orders

Permissible Speed—Miles Per Hour

Mileage

Location

Passenger Trains

Frt. and Mixed Trains

0.0 to 7.5 On Curves..... 45

7.5 to 19.8 On Curves..... 45

19.8 to 25.8 On Curves..... 35

25.8 Over bridge..... 25

25.8 to 26.6 On Curves..... 35

26.6 to 34.6 On Curves..... 45

Diesel units must not exceed forty miles per hour between the following mileages:
0.00 and 3.83
9.23 and 18.28
22.35 and 27.67

N2, P1, R2-3 class engines must not exceed twenty miles per hour over bridge mileage 3.1.
F1-2, G1-2-5 class engines singleheaded only and D9-10 M3-4 class engines must not exceed twenty miles per hour over bridge mileage 23.8.
G2 engines with 10,000 gallon tender must not be operated between mileage 7.5 and 34.6.
Trains handling 200 ton and 250 ton cranes must not exceed ten miles per hour over bridges mileages 3.1, 23.8, and fifteen miles per hour over bridge mileage 19.3.
Siding at Alton is also used as business track.
Trains must not exceed 20 miles per hour when approaching and within one thousand feet of public road crossing mileage 0.20 Orangeville Sub.
All movements on west leg of wye Streetsville over public road crossing Mileage 0.20 Orangeville Sub. must be protected by flagman.

OWEN SOUND SUBDIVISION FOOTNOTES

Northward passenger trains clearing Southward passenger trains at Orangeville will, unless otherwise directed, take siding at crossover switch leading to island platform immediately south of station. Southward trains will not foul the track until properly cleared.

Northward trains may leave Fraxa without terminal clearance.

MILES PER HOUR

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

Passenger Trains..... 70

Permanent Slow Orders

Permissible Speed—Miles per Hour

Mileage

Location

Passenger Trains

Frt. and Mixed Trains

0.04 Town Line, Orangeville..... 10

0.04 to 3.0 On Curves..... 30

3.0 to 7.5 On Curves..... 40

7.5 to 27.5 On Curves..... 50

27.2 Main Street, Dundalk..... 10

27.2 to 36.0 On Curves..... 50

36.0 to 49.0 On Curves..... 40

49.0 to 54.0 On Curves..... 50

54.0 to 80.4 On Curves..... 40

80.4 to 73.0 On Curves..... 50

Switching movements over Main St., Shelburne Mileage 15.95 must be protected by a flagman.

Diesel units must not exceed forty miles per hour between the following mileages:
5.1 and 11.71
12.75 and 15.80
55.20 and 60.24
72.42 and 73.00

Rule 20 of Form 582 applies to Southward trains at Fraxa. Rule 34 of Form 582 applies to Southward trains Mileage 3.4 to Mileage 1.1. See special Instructions Page 22.

Sidings at Crombles, Dundalk, Berkeley and Fraxa are also used as business tracks.

*No. 307 will stop at Corbetton Friday only.

Switch leading to Team Track at north end of siding Flesherston is to be left set for movement from siding to main track. When in this position, yellow light and target will so indicate.

ORANGEVILLE SUBDIVISION FOOTNOTES

Northward passenger trains clearing Southward passenger trains at Orangeville will, unless otherwise directed, take siding at crossover switch leading to island platform immediately south of station. Southward trains will not foul the track until properly cleared.

Switching movements over Nelson St., Brampton, except on main track, must be protected by flagman.

Railway crossing at grade with C.N.R. at Mileage 7.8 Interlocked, Automatic.

Railway crossing at grade with CNR Mileage 19.8—Interlocked Automatic. Trains must not exceed fifteen miles per hour when passing governing approach signals and until entire train has passed limits of home signal.

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

Passenger Trains..... 70 Miles per Hour

Permanent Slow Orders		Permissible Speed— Miles Per Hour	
Mileage	Location	Passenger Trains	Frt. and Mixed Trains
0.0 to 7.5	On Curves.....	45	
7.5 to 18.8	On Curves.....	45	
18.8 to 25.9	On Curves.....	35	
25.9	Over bridge.....	25	25
25.9 to 26.8	On Curves.....	35	
26.8 to 34.6	On Curves.....	45	

Diesel units must not exceed forty miles per hour between the following mileages:

0.00 and 3.83

8.23 and 18.26

22.35 and 27.67

N2, P1, R2-3 class engines must not exceed twenty miles per hour over bridge mileage 3.1. F1-2, G1-2.5 class engines singleheaded only and D8-10 M3-4 class engines must not exceed twenty miles per hour over bridge mileage 23.8.

G2 engines with 10,000 gallon tender must not be operated between mileage 7.5 and 34.6. Trains handling 200 ton and 250 ton cranes must not exceed ten miles per hour over bridges mileages 3.1, 23.8, and fifteen miles per hour over bridge mileage 19.3.

Siding at Alton is also used as business track.

Trains must not exceed 20 miles per hour when approaching and within one thousand feet of public road crossing mileage 0.20 Orangeville Sub.

All movements on west leg of wye Streetsville over public road crossing Mileage 0.20 Orangeville Sub. must be protected by flagman.

OWEN SOUND SUBDIVISION FOOTNOTES

Northward passenger trains clearing Southward passenger trains at Orangeville will, unless otherwise directed, take siding at crossover switch leading to island platform immediately south of station. Southward trains will not foul the track until properly cleared.

Northward trains may leave Fraxa without terminal clearance.

MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

Passenger Trains..... 70 Miles per Hour

Permanent Slow Orders		Permissible Speed— Miles per Hour	
Mileage	Location	Passenger Trains	Frt. and Mixed Trains
0.04	Town Line, Orangeville.....	10	
0.04 to 3.0	On Curves.....	30	10
3.0 to 7.5	On Curves.....	40	30
7.5 to 27.2	On Curves.....	50	
27.2	Main Street, Dundalk.....	10	10
27.2 to 38.0	On Curves.....	50	
38.0 to 49.0	On Curves.....	40	
49.0 to 54.0	On Curves.....	50	
54.0 to 60.4	On Curves.....	40	
60.4 to 73.0	On Curves.....	50	

Switching movements over Main St., Shelburne Mileage 15.95 must be protected by a flagman.

Diesel units must not exceed forty miles per hour between the following mileages:

5.1 and 11.71

12.75 and 15.80

55.20 and 60.24

72.42 and 73.00

Rule 20 of Form 582 applies to Southward trains at Fraxa. Rule 34 of Form 582 applies to Southward trains Mileage 3.4 to Mileage 1.1. See special Instructions Page 22.

Sidings at Crombies, Dundalk, Berkeley and Fraxa are also used as business tracks.

*No. 307 will stop at Corbetton Friday only.

Switch leading to Team Track at north end of siding Flesherton is to be left set for movement from siding to main track. When in this position, yellow light and target will so indicate.

WESTWARD TRAINS—NORTHWARD TRAINS—INFERIOR DIRECTION																					Mileage	Telegraph and Telephone Offices	TORONTO TERMINALS DIVISION				
FIRST CLASS																							STATIONS				
					3 Passenger / Daily	19 Passenger / Daily	387 Passenger / Sun. only	313 Passenger / Sun. only	37 Passenger / Daily	307 Passenger / Daily ex. Sun.	317 Passenger / Fri. only	385 Passenger / Daily ex. Sun.	11 Passenger / Daily	359 Passenger / Daily ex. Sun.	383 Passenger / Daily ex. Sun.	303 Passenger / Wed. and Sat. only	301 Passenger / Sat. only	381 Passenger / Daily ex. Sun.	21 Passenger / Daily	305 Passenger / Daily ex. Sat. and Sun.	33 Passenger / Daily						
							P.M. s 8.19					P.M. f 4.46			P.M. f 1.01			A.M. f 7.24	A.M. 6.29		A.M. 6.10	96.3	D N	DOUBLE TRACK AUTOMATIC BLOCK SIGNAL SYSTEM Movement by Signal Indication	.....AGINCOURT.....RZ 6.0	
																						102.3			.....DONLANDS..... Jct. C.N.R. 1.3	
							s 8.30					s 4.55			s 1.10			s 7.34	s 6.40		s 6.23	103.6	D N		.....LEASIDE.....X Jct. North Toronto Sub. 3.5	
							s 8.35					4.59			1.14			f 7.38	6.47		s 6.30	107.1	D N	DOUBLE TRACK AUTOMATIC BLOCK SIGNAL SYSTEM	.....DON..... 2.0	
					P.M. 10.30	P.M. 10.00		P.M. 8.45	P.M. 8.30	P.M. 6.10	P.M. 5.40	P.M. 5.10	P.M. 5.05	P.M. 5.00	P.M. 3.55	P.M. 1.20	P.M. 12.01	A.M. 10.00		A.M. 7.50	A.M. 7.00	A.M. 7.55	A.M. 6.45	.0	D N	DOUBLE TRACK AUTOMATIC BLOCK SIGNAL SYSTEMTORONTO.....KYZ 1.1
																							1.1		.....BATHURST ST..... 0.2	
																							1.3		.....TECUMSEH ST..... 1.0	
					s10.39 s10.45 10.55	s10.07 s10.20		s 8.35 s 8.40	s 6.15 s 6.25	s 5.45 s 5.50	5.15 s 5.27		5.05 s 5.15	4.00 s 4.05		s12.07 s12.15	s10.05 s10.10		s 8.08 s 8.13 8.18	s 8.00 s 8.05			2.3 4.5	D N	DOUBLE TRACK AUTOMATIC BLOCK SIGNAL SYSTEM	V.....WEST TORONTO.....KX 1.3	
						10.22		8.42	6.27	5.52			4.07			10.12		8.20	8.07			5.8		.....PARKDALE..... 2.9		
						10.25		8.45	6.30	5.55			4.10			10.15		8.23	8.10			8.7		.....LAMBTON.....X 0.9		
						10.26		8.46	6.31	5.56			4.11			10.16		8.24	8.11			9.6		DOUBLE TRACK AUTOMATIC BLOCK SIGNAL SYSTEM (OVERLAY)	.....OBICO.....XY Jct. Canpa Sub. 1.8	
																							11.4		V.....QUEENSWAY.....VX 1.2		
																							12.6		.....DIXIE..... 1.6	
																							14.2	D	.....COOKSVILLE.....X 3.0	
					11.02	P.M.		P.M.	P.M.	P.M.			5.33		5.21	P.M.		12.22	A.M.		A.M.	A.M.		3.0	TREMOP..... 0.8	
																							3.8	D	.....WESTON..... 4.2	
					11.11	P.M.							5.44		5.30	P.M.		12.30	P.M.				8.0		.....EMERY.....	
					α Daily	α Daily	α Sun. only	α Sun. only	α Daily	α Daily ex. Sun.	α Fri. only	α Daily ex. Sun.	α Daily	α Daily ex. Sun.	α Daily ex. Sun.	α Wed. and Sat. only	α Sat. only	α Daily ex. Sun.	α Daily	α Daily ex. Sat. and Sun.	α Daily						
					3	19	387	313	37	307	317	385	11	359	383	303	301	381	21	305	33						

WESTWARD TRAINS				Miles from Leaside	Telegraph and Telephone Offices	NORTH TORONTO SUBDIVISION				Telegraph Calls	EASTWARD TRAINS			
						STATIONS								
				.0	DN	.....LEASIDE.....X	2.3	.....NORTH TORONTO.....X	3.6	DO				
NO REGULAR SERVICE				2.3	DN	.....WEST TORONTO.....CKW				JU	NO REGULAR SERVICE			
				5.9	DN									

WESTWARD TRAINS				Miles from Obico	Telegraph and Telephone Offices	CANPA SUBDIVISION				Telegraph Calls	EASTWARD TRAINS			
						STATIONS								
				.0	DN	.....OBICO.....Y	2.6	.....CANPA.....MO						
NO REGULAR SERVICE				2.6	DN						NO REGULAR SERVICE			

Railway crossing at grade with C.N.R. at mileage 5.27—Interlocked; with C.N.R. and with Toronto Terminals and Junction with Toronto Terminals at mileage 5.9—Interlocked.

Junction with C.N.R. at Canpa—Interlocked. Junction at Obico—Automatic Block Signals. Trains must not exceed twenty-five miles per hour over this Subdivision. See page 21 for additional footnotes.

No. 902.	Due to arrive West Toronto 6.30 a.m.; leave 8.30 a.m. daily.	No. 965.	Freight due to leave Parkdale 12.01 a.m. daily except Sat. and Sun. and due to leave West Toronto yard 12.01 a.m. Sat. and Sun.
No. 904.	Due to arrive West Toronto 5.05 p.m.; leave 6.25 p.m. daily.	No. 905.	Due to arrive Parkdale 5.30 a.m., King St. shed 6.00 a.m., daily except Sat., Sun., and Mon.
No. 910.	Due to leave Parkdale 5.40p.m. daily except Fri., Sat., and Sun.	No. 903.	Due to arrive West Toronto 5.45 p.m.; leave 7.45 p.m. daily.
No. 954.	Due to arrive West Toronto yard 2.00 a.m. daily.	No. 915.	Due to arrive West Toronto 12.15 a.m.; leave 1.45 a.m. daily.
No. 948.	Due to arrive West Toronto yard 8.15 p.m. daily.	No. 955.	Due to leave Parkdale 9.00 p.m. daily.
No. 74.	Due to arrive West Toronto 5.50 a.m. daily.	No. 953.	Due to leave West Toronto yard 11.00 a.m. daily.
No. 78.	Due to arrive West Toronto 11.30 a.m. daily except Sun.	No. 927.	Due to arrive Toronto coach yard 4.20 a.m. daily.
No. 71.	Due to leave West Toronto 4.00 a.m. daily except Mon.	No. 929.	Due to arrive Toronto coach yard 6.15 a.m. daily.
No. 928.	Due to leave Toronto coach yard 8.55 p.m. daily.	No. 73.	Freight due to leave West Toronto 11.00 p.m. daily except Sat.
No. 930.	Due to leave Toronto coach yard 12.15 a.m. daily.	No. 901.	Freight due to leave Parkdale 7.45 p.m. daily except Sun.

TORONTO TERMINALS DIVISION		EASTWARD TRAINS—SOUTHWARD TRAINS—SUPERIOR DIRECTION																
		FIRST CLASS																
STATIONS		4	20	380	386	360	306	304	382	38	308	12	384	302	318	22	34	
		Passenger a Daily	Passenger a Daily	Passenger a Daily ex. Sun.	Passenger a Sun. only	Passenger a Daily ex. Sun.	Passenger a Daily ex. Sun.	Passenger a Mon. and Thurs. only	Passenger a Daily ex. Sun.	Passenger a Daily	Passenger a Daily ex. Sun.	Passenger a Daily	Passenger a Daily ex. Sat.	Passenger a Sun. only	Passenger a Sun. only	Passenger a Daily	Passenger a Daily	
DOUBLE TRACK AUTOMATIC BLOCK SIGNAL SYSTEM Movement by Signal Indication	AGINCOURT.....V			A.M. s 8.48	A.M. s 8.48				P.M. s 2.08				P.M. s 5.48			P.M. 11.36	P.M. 11.50	
	6.0 DONLANDS.....																	
	1.3 LEASIDE.....X			s 8.40	s 8.40				s 2.00				s 5.40			s 11.20	s 11.32	
	3.5 DON.....			8.34	8.34				f 1.54				5.34			11.10	11.22	
	2.0	A.M.	A.M.			A.M.	A.M.	A.M.		P.M.	P.M.	P.M.		P.M.	P.M.			
	TORONTO.....KYZ	7.00	8.00	8.30 A.M.	8.30 A.M.	9.20	10.00	11.20	1.50 P.M.	3.30	4.55	5.10	5.30 P.M.	8.00	8.45	11.05 10.25	11.15 P.M.	
	1.1 BATHURST ST.....																	
	0.2 TECUMSEH ST.....																	
	1.0 PARKDALE.....	s 6.50	s 7.45			9.12	f 9.52	s 11.10		s 3.20	f 4.47	4.58		f 7.52	s 8.35	s 10.15		
	2.2 V.....WEST TORONTO.....KX	s 6.35	s 7.40			s 9.07	s 9.47	s 11.00		s 3.15	s 4.42	s 4.50		s 7.47	s 8.25	s 10.06		
DOUBLE TRACK AUTOMATIC BLOCK SIGNAL SYSTEM	1.3 LAMBTON.....X		7.34			9.05	9.45			3.10	4.40			7.45		9.59		
	2.9 ISLINGTON.....X		7.31			9.02	9.42			3.07	4.37			7.42		9.56		
	0.9 OBICO.....XY		7.30			9.01	9.41			3.06	4.36			7.41		9.55		
	1.8 Jct. Canpa Sub. V.....QUEENSWAY.....VX																	
	1.2 DIXIE.....																	
	1.6 COOKSVILLE.....X		7.23			8.57	9.37			3.00	4.32			7.37		9.50		
	3.0 TREMOP.....	6.28	A.M.			A.M.	A.M.	10.53		P.M.	P.M.	4.44		P.M.	8.20	P.M.		
	0.8 WESTON.....	6.26						10.51				4.42			f 8.16			
	4.2 EMERY.....	6.17 A.M.						10.44 A.M.				4.36 P.M.			8.09 P.M.			
		/ Daily	/ Daily	/ Daily ex. Sun.	/ Sun. only	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Mon. and Thurs. only	/ Daily ex. Sun.	/ Daily	/ Daily ex. Sun.	/ Daily	/ Daily ex. Sat.	/ Sun. only	/ Sun. only	/ Daily	/ Daily	
		4	20	380	386	360	306	304	382	38	308	12	384	302	318	22	34	

All main tracks within Toronto Terminals from yard limit sign located mileage 101.2 Oshawa Sub.; to yard limit sign located mileage 9.47 MacTier Sub.; to yard limit sign located mileage 15.02 Galt Sub.; to yard limit sign located at Canpa, except the territory operated by the Toronto Terminals Railway Company between Don and Tecumseh Street, will be considered within yard limits.

Provided fixed signals indicate proceed, movements may be made with the current of traffic between Cookville and Tecumseh Street on the time of superior trains, provided such movements are kept sufficiently clear to avoid delay.

Trains or yard engines from Canpa must not foul the main track at Obico until they have received advice from train supervisor that train can be received at West Toronto Yard.

Westward passenger trains to Galt Sub. must obtain terminal clearance at West Toronto.

Trains may leave Agincourt without registering.

Trains between Emery and West Toronto will be governed by MacTier Sub. timetable.

Trenton Division train dispatchers will issue train orders between West Toronto and Emery. Galt Sub. trains may leave West Toronto without registering.

Trains between Cookville and Obico will be governed by Galt Sub. timetable.

London Division train dispatchers will issue train orders between West Toronto and Cookville.

Trains between Agincourt and Leaside will be governed by Oshawa Sub. timetable.

Signals 984 and 974 west of Agincourt are Station Protection Signals.

Trenton Division train dispatchers will issue train orders between Agincourt and Don when necessary.

Electric Staff Block System Absolute between Tecumseh Street Tower and Front Street Tower on King Street Lead.

MacTier Subdivision trains may use westward track between West Toronto Interlocking and Ossington Avenue Subway mileage 4.3 North Toronto Sub. for movements to and from West Toronto Yard and are protected by interlocking signals.

Movements on siding over North Queen Street crossing mileage 11.42 Galt Sub. Jane St., mileage 2.9 and Denison Avenue, mileage 3.1, MacTier Subdivision must not be made until trains first come to a stop and until gates and signals are manually operated by a member of train crew. Control boxes are located at crossings. Unlock box and be governed by instructions posted therein.

All movements over public street crossings on Scarborough Industrial Spur, mileage 98.88 Oshawa Subdivision must be protected by a flagman.

All movements over the following crossings must be protected by a flagman: C.N.R. switching leads Hanna and Liberty Streets and Jefferson and Liberty Streets, Parkdale, St. Clair Ave., Ryding Ave. and Symes Road, on Abattoir lead, all public street crossings on Harbour Commission Tracks and all public street crossings on low level tracks between Don station and Church St. Dupont St. into Dominion Radiator and Dodge Motors. Kipling Ave. mileage 9.38, except on main track.

Crossing of Eastern Avenue Cherry Street Yard must be protected by Watchman between the hours of 8.00 a.m. and 1.00 a.m. daily, and all trains be brought to a stop before passing over the said crossing and be preceded by a Yardman.

The crossover track from C.P.R. old westward main track to Canadian National Railway Cherry Street Yard lead, just south of Eastern Avenue, is to enable Canadian Pacific Railway engines and cars to enter Canadian National Railway Cherry Street Yard for interchange purposes and movements to and from Axters track. Before using these tracks, the two position colour light S.P.S. signal, located about 300 feet south of Queen Street Crossing on the west side of Cherry Street, must be set at "Stop" by placing the switch in the "Control Box" located on the signal in "Down" position. As this signal is manual control, the switch must be left in "Down" position while switching C.N.R. tracks, and must be restored to "Up" position after switching is completed and crossover switches restored to normal position.

Railway crossing at grade with C.N.R. on industrial tracks, Front St.—Not Interlocked; on Queen's Wharf—Interlocked; at Tecumseh Street—Interlocked; at West Toronto and Junction with Toronto Terminals Div.—Interlocked.

When interlocking signal 1021 at mileage 102.1 Oshawa Subdivision is at "Stop", all westward trains must stop at "Circuit End" sign located 575 feet east of Don Mills Road, mileage 101.88, after 90 seconds automatic gates at Don Mills Road will clear if no eastward train is approaching. When interlocking signal 1021 indicates "Proceed" westward trains having stopped at "Circuit End" sign must not exceed fifteen miles per hour.

The Toronto Terminals Railway Company's tracks extend from a point just west of Tecumseh St. to a point just west of the Don—See page 20 for special instructions governing the movement of trains in this territory.

Trains must not exceed ten miles per hour over lane on Abattoir lead track between Ryding Ave. and St. Clair Ave. Six miles per hour when moving equipment on loop at John St. roundhouse. Three miles per hour on Canada Malting Co.'s tracks. Twenty miles per hour over Diamond West Toronto.

Trains must not exceed twenty-five miles per hour on curve mileage 4.7 and fifty miles per hour on all other curves between Islington and Tecumseh Street.

Passenger trains are restricted to fifty miles per hour on curves between Leaside and Don.

The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable within the limits of the City of Toronto where whistle signal 14(L) is prohibited.

The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable for public crossings at grade east of mileage 9.75 where whistle signal 14(L) is prohibited.

The fourth paragraph of Uniform Code of Operating Rule 31 is not applicable for the following public crossings at grade: Dixie Road mileage 12.70, Stanfield Road mileage 13.10, Haines Road mileage 13.62 and Cawthra Road mileage 13.87 Galt Subdivision where whistle signal 14(L) is prohibited.

The ringing of any engine bell approaching the following public crossings at grade within the limits of the City of Toronto on North Toronto Subdivision, Bartlett Avenue, Mileage 4.6, Symington Avenue, Mileage 5.4 and Osler Avenue, Mileage 5.7, is prohibited.

Towermen at Tecumseh St. must be notified of destination of all trains from Parkdale or King St. except eastward passenger trains, before any trains can enter the limits of this interlocking.

No switching movements will be made over Fleet Street West Crossing (Toronto Harbour Commission Tracks) between the hours of 7.30 a.m. to 8.30 a.m. and 4.00 p.m. to 6.00 p.m. EXCEPT during period of daylight saving time the restriction will be from 6.30 a.m. to 8.30 a.m. and 3.00 p.m. to 5.00 p.m. This does not prevent a straight movement over this crossing.

See page 21 for additional footnotes and special instructions regarding Overlap Block.

THE TORONTO TERMINALS RAILWAY COMPANY

SPECIAL INSTRUCTIONS GOVERNING MOVEMENTS WITHIN THE LIMITS OF THE TORONTO TERMINALS RAILWAY COMPANY

1. Except as affected by the following instructions, the Uniform Code of Operating Rules applies to all employees while operating within the limits of the Toronto Terminals Railway Company.

2. Toronto Terminals Railway Company Limit Boards are located as follows:

C.N.R. Bala Subdivision.....	} At Interlocking Signals 205 and 206.
C.P.R. Toronto Terminals Division.....	
C.N.R. Oshawa Subdivision.....	} At Interlocking Signal 171.
C.N.R. Freight Tracks.....	
C.N.R. Oakville Subdivision.....	} 840 feet West of Bathurst Street overhead bridge.
C.N.R. Brampton Subdivision.....	
C.P.R. Toronto Terminals Division.....	} 910 feet West of Bathurst Street overhead bridge.

3. Within these limits movements on any track in either direction will be made by fixed signal indication or, where there is no fixed signal, on hand signal given by switchtender on the ground which must be authorized by the train director. Intervals prescribed by Rule 91 will not be maintained.

4. A trainman or yardman must ride on the rear end of the rear car of every train or draft movement being handled by yard or road engine. If rear end car is without end door or vestibule, trainman or yardman will take a conspicuous position as near the rear as possible to guard against the possibility of accidents 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 to provide further protection when movement is stopped the trainman or yardman on rear end must immediately take a position on the ground to protect his train or movement, except in the territory between John and Scott Street Interlocking Stations. When a light engine is unaccompanied by trainman or yardman, these duties will be performed by the fireman.

5. During foggy, smoky or stormy weather or when view of track is obscured, enginemen, trainmen and yardmen must take every precaution to prevent accidents. Where men may be at work on tracks, to attract their attention the engine bell must be rung, speed reduced and, if necessary, whistle sounded. When passenger equipment is pushed by an engine, air whistle must be sounded.

6. When passenger equipment is pushed by an engine, trainman or yardman must know that air-brake equipment is coupled through from front of leading car to engine, and in an operative condition; that back-up hose is coupled to air-brake hose on front of leading car, test same and know it is in proper working order, then take a conspicuous position on leading end of leading car and signal to enginemen by hand or communicating signal.

7. When freight equipment is pushed by an engine, trainman or yardman must take a conspicuous position on leading car and signal to enginemen by hand signal.

8. Toilets in passenger cars must be kept locked.

BATHURST STREET ZONE NON-INTERLOCKING

9. Bathurst Street Zone Non-Interlocking extends westward from a point 300 feet West of Spadina Avenue overhead bridge on tracks Nos. 5 and 6 and from Spadina Avenue overhead bridge on tracks Nos. 1, 2, 3 and 4 to the west limit boards. All switches in this zone are operated by switchtenders and all movements must be made prepared to stop unless the track is seen to be clear.

10. There are six tracks between John Street Interlocking Station and stop signs located 1150 feet west of Spadina Avenue overhead bridge and are numbered from No. 1 on the North to No. 6 on the South. There must be a thorough understanding between train directors of John Street Interlocking Station and Cabin "D" before any movement, in either direction, is authorized over these tracks.

11. Eastward movements from C.N.R. Oakville Subdivision eastward track are governed by color light dwarf signal located 1100 feet west of Bathurst Street overhead bridge.

Indications are: RED—Stop.

YELLOW—Proceed at restricted speed, prepared to find track occupied, a car foul, an open switch, a broken rail, or other obstruction.

12. Eastward movements from C.N.R. Brampton Subdivision are governed by home signal located 1512 feet west of Bathurst Street overhead bridge. All movements must stop before passing this signal.

13. Eastward movements from C.P.R. Toronto Terminals Division are governed by home signal located 1022 feet west of Bathurst Street overhead bridge. All movements must stop before passing this signal.

14. Westward movements must stop at stop signs located on all six tracks 1150 feet west of Spadina Avenue overhead bridge and then proceed only on hand signal given by switchtender. Movements from Tracks Nos. 1 and 2 will proceed on hand signal to color light dwarf signal located 875 feet west of stop signs and be governed by signal indication.

RED—Stop.

YELLOW—Proceed at restricted speed, prepared to find track occupied, a car foul, an open switch, a broken rail, or other obstruction.

15. Westward movements on the C.N.R. Brampton Subdivision and C.P.R. Toronto Terminals Division are governed by home signal located 590 feet west of Bathurst Street overhead bridge and south of tracks. This signal is equipped with dummy mast and is identified by a lunar white light. Upper arm governs C.N.R. Brampton Subdivision movements; Lower Arm governs C.P.R. Toronto Terminals Division movements.

16. Westward C.N.R. Brampton Subdivision main track movements over C.P.R. Tecumseh Street railway crossing at grade are governed by home signal located on south side of C.N.R. Brampton Subdivision eastward main track, and 1050 feet west of Bathurst Street overhead bridge. This signal is equipped with dummy mast and is identified by a lunar white light.

17. Leverman at Tecumseh Street Interlocking Station must notify train director at Cabin "D" of movements approaching from the west, stating whether C.N.R., C.P.R., passenger or freight, and also C.P.R. movements to or from King Street Shed and then be governed by instructions from train director at Cabin "D".

INTERLOCKING ZONE

18. The Interlocking Zone extends from Signal 206 on the C.N.R. Bala Subdivision and Signal 205 on the C.P.R. Toronto Terminals Division, located just North (east on C.P.R.) of Don, also from Signal 171 on the C.N.R. Oshawa Subdivision, located 1050 feet east of Cherry Street Interlocking Station, to Signal 514, located 300 feet west of Spadina Avenue overhead bridge on tracks Nos. 5 and 6 and to Spadina Avenue overhead bridge on tracks Nos. 1, 2, 3 and 4, also to Signal 283, located 560 feet east of Scott Street Interlocking Station. Interlocking rules apply except as modified herein.

19. Signals mounted on station train shed must be respected as dwarf signals. Signals Nos. 30, 1057, 02 and 712 located outside interlocking zone and Nos. 225, 232, 233, 234, 236 located between Scott Street and Cherry Street Interlocking, are of the color light type and when displaying a red indication are Stop and Proceed signals. All other signals in the interlocking zone are interlocking signals.

20. Rules 629, 663, 670-A and 674 are not applicable.

21. There are six tracks between Jarvis and Parliament Streets numbered from No. 1 on the north to No. 6 on the south. North of track No. 1 a non-interlocking service track extends from Jarvis Street to Sherbourne Street.

22. Hand operated switch, located at Sherbourne Street, and connecting Eastern Harbour Terminal track with track No. 6 is equipped with an electric lock under control of Scott Street Interlocking Station.

23. Hand operated switch, located approximately 400 feet east of Spadina Ave., overhead bridge and connecting track No. 1 with C.N.R. express lead, is equipped with an electric lock under the control of John Street Interlocking Station.

24. Hand operated switch on the service track at the west side of Jarvis Street leads to two tracks north of service track. Stop signs are placed at the fouling points of the first track 222 feet west of Jarvis Street and the second track 380 feet west of Jarvis Street. All trains and engines using these tracks must stop at stop sign and proceed only after switches have been properly set and secured. Normal position of switches is for the service track and first track north.

25. Dwarf Signal 533, located 275 feet west of John Street Interlocking Station on the north side of tracks, governs eastward movements into the three north side tracks.

26. When necessary to make a movement against an interlocking signal which is inoperative, such movement may be made only after the movement has been stopped, track and switches in the route inspected by signal maintainer, and then only on understanding between enginemen, trainmen or yardmen and signal maintainer on the ground. When making such movement, thorough understanding must be had between train director and signal maintainer. Such movements proceeding on verbal instructions must move at restricted speed to next signal and then be governed by indication displayed.

27. A reverse movement within the limits of the interlocking or forward movement after making a reverse movement, must not be made without the proper interlocking signal indication. If a reverse movement is to be made, this may be done only after a member of the crew assures himself that the signal in the rear of such reverse movement displays a yellow indication.

28. Telephones, in boxes painted white, are located at various points in yard and afford direct communication with Cherry Street, Scott Street or John Street Interlocking Stations.

29. Interlocking Stations are equipped with Electric Sirens. The following sounds will be observed:

One long—All movements will stop immediately.

Two long—All movements having proper signal indication may proceed.

STATION TRACKS

30. Trains must not be started from station until conductor has received permission from station master who must first clear platform inter-communication signal light to GREEN.

31. On any storage track west of Station Platforms and east of John Street Interlocking station, air brake must be bled off and hand brake applied on any car or cars left thereon.

RESTRICTED CLEARANCES

All tracks in Station.
Canadian Pacific Express Company's Building.
Canadian National Express Company's Building.
Spadina Avenue Overhead Bridge.
Bathurst Street Overhead Bridge.

Employees riding on side of cars or engines are warned of restricted clearance at dwarf signals and low switch stands within the limits of the Toronto Terminals Railway Company.

SPEED RESTRICTIONS

Thirty miles per hour within the limits of the Toronto Terminals Railway Company except as otherwise restricted.

Fifteen miles per hour over Eastern Avenue Crossing. (B.T.C. 79286).

Fifteen miles per hour between west limit boards and Spadina Avenue Overhead Bridge.

Parliament Street (Low Level Tracks). All movements will stop clear of crossing and then proceed on hand signal from trainman or yardman, who will protect movement over crossing.

EASTERN AVENUE—All yard and transfer movements over this public crossing at grade must come to a stop, regardless of position of crossing gates, and such movements will only proceed on hand signals given by member of the crew after observing gates are in down position.

MILEAGE

Toronto (Centre of Station)..... 0.00			
WEST		EAST	
John Street (Interlocking Station).....	0.4	Scott Street (Interlocking Station).....	0.3
Spadina Avenue (overhead bridge).....	0.6	Jarvis Street.....	0.5
Bathurst Street (overhead bridge).....	1.1	Sherbourne Street.....	0.7
Cabin "D".....	1.2	Parliament Street.....	1.0
		Cherry Street (Interlocking Station).....	1.2
		Eastern Avenue (gate tower).....	1.7
		Don.....	1.9

MEDICAL OFFICERS

Dr. G. L. Chambers..... 17 Queen Street East - Room 243 EM. 4-1919
Residence: 88 Wells Hill Ave..... LE. 5-1856

Dr. G. C. Pretty
Dr. A. G. Tucker } Medical Clinic, C.N.R. Communications Bldg... EM. 6-9011
Dr. G. W. MacPherson

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS
BY FIXED SIGNALS

OVERLAP BLOCK. When a train finds a PERMISSIVE signal indicating STOP It must stop before reaching the signal and not more than 100 yards from it and may proceed when the signal is cleared. If not immediately cleared a flagman will advance in the direction of the train movement for five minutes after which the train may proceed at restricted speed to the next signal. Should the signal change from the STOP indication before the expiration of the five minutes the train may proceed and be governed by the indication displayed.

When trains meet by train order arrangement the train which is to take the siding must stop if it finds a signal protecting the block indicating STOP, and may then proceed with caution to the siding without being preceded by a flagman.

WINDSOR SUBDIVISION

Color light type signal located 350 feet east of east Flood Light Tower, Windsor Yard, will display YELLOW or GREEN governing eastward movements out of Windsor Yard. Trains must not start from yard tracks until the signal displays "GREEN". When the signal displays "YELLOW", switching movements only may be made to home signal No. 1108 located just east of Tecumseh Road.

Rules 261-271 apply between Signal 1108 located just east of Tecumseh Road, Windsor, 1102 and 22 covering eastward trains from the Essex Terminal Railway at Lake Shore Tower and signals 1081, 1081B and 54 at Walkerville Junction.

Special Instruction D applies at Mileage 110, switch to Jockey Club track, Lakeshore Tower.

The time release feature on signals governing westward trains over Komoka Automatic Interlocker with C.N.R. Mileage 11.8 provides that after a C.P.R. westward train has occupied the circuit for 6 minutes or more, C.N.R. signals will be automatically released for a C.N.R. train, and thus permit of clear signal being taken away from C.P.R. train. The 6-minute interval applies from the time train enters the circuit until it reaches Signal 111. The circuit extends from Mileage 9.6 to Mileage 11.1.

ST. THOMAS SUBDIVISION

Railway crossing with C.N.R. at Mileage 0.77 Interlocked. When home signals indicate STOP, Trainman will proceed to the diamond and communicate with Operator at C.N.R. Station, Woodstock, by telephone from booth located at diamond, and after ascertaining that there is NO CONFLICTING MOVEMENT on C.N.R., Trainman will be governed by Rule 672.

Railway crossing with C.N.R. at Mileage 32.3 Interlocked. All trains must stop at Governing home signal and then proceed on signal indication displayed following manipulation of pushbutton located in box marked pushbutton attached to instrument case at diamond. If signal does not clear, crew to be governed by Rule 672.

TORONTO TERMINALS DIVISION

Rules 261-271 apply between Signal 1068 mounted on Signal Bridge 175 feet East of Queen Street Bridge, Don, and Signal 1037 and dwarf signal West of Leaside Station.

Rule 99 will not be operative in this territory. Operator Leaside must positively know track is clear before authorizing a train or engine to pass Signals 1068, 1037 and dwarf signal.

Rules 261-271 apply on Eastward and Westward tracks between Signals 02 and 1038 West of Leaside Station and Signals 1030 and 1032 East of Leaside Station.

Rules 261-271 apply on Westward track between Signals 1032 and 1032B located West of East switch of switching lead Leaside and Signal 1021 located 1,758 feet East of C.N.R. switch Donlands. Operator Leaside must positively know track is clear before authorizing a train or engine to pass Signals 1032, 1032B and 1021.

Rules 251-258 apply between Signals 1030, 1032 and 1032B East of Leaside Station and Signal 964 East of Agincourt Station, also between Signal 963 East of Agincourt Station and Signal 1021 located 1,758 feet East of C.N.R. switch Donlands.

Telephones for communicating with Operator, Leaside Station, are located at C.N.R. switch Donlands; at Signal 1029, near dwarf Signals 1032 and 1032B and at switch to Scarboro Industrial siding mileage 99.

SPECIAL INSTRUCTIONS

WINDSOR TERMINALS

- 1—Westward movements must come to a full stop before passing under Sandwich St. bridge, unless signalled to proceed.
- 2—While handling cars in either direction between east and west yards a yardman must be located at the end of string of cars and one next the engine in order to repeat signals to engineman, and in no case must cars be handled westward when being pushed by an engine unless the air brake is in operation.
- 3—Eastward engines must not exceed four miles per hour moving around the curve at Sandwich St. until they have obtained a clear view of the main track. When yardmen receive orders to go to east yard and to look out for engine coming west, they must in every case advise the engineman. Trains must not exceed eight miles per hour from Tecumseh Road until yarded at Windsor.
- 4—All trains operating between Lake Shore Tower and Windsor M.C.R. depot must proceed at yard speed. Westward passenger trains must come to a full stop at the switch leading off westward main track midway between Lake Shore Tower and M.C.R. station used by Essex Terminal freight trains, unless it is seen that the track is clear and no trains or light engines near the switch.
- 5—All Eastward trains must not exceed fifteen miles per hour on Essex Terminal Railway between approach and home signals approaching Interlocking Lake Shore Tower.
- 6—Train movements must not be made over Tecumseh Road crossing, Mileage 3.8, Essex Terminal Railway at Windsor, until trains first come to a stop at stop signs located each side of the crossing, and until flashing light signals are manually operated by a member of the train crew. Control boxes are located on each side of crossing and are marked "Push Button" Unlock box and be governed by instructions posted therein.
- 7—Trains of Essex Terminal Railway will not proceed on main track between Windsor M.C.R. Interchange and Lake Shore Tower, on the time of the C.P.R. regular trains without first obtaining from Windsor Yard Office, or Lake Shore Tower, a clearance showing that all overdue regular trains have arrived and departed.
- 8—Air hose must be coupled and air brakes in working order on all movements of one or more cars over Dougall Ave., Windsor, whether such movements are preceded by an engine or otherwise.
- 9—Trains between Windsor and Detroit are operated on N.Y.C. tracks and controlled by N.Y.C. and will be required to observe N.Y.C. Rule D.93, which reads: "Trains standing on main tracks within yard limits must be protected as prescribed by Rule 99, unless relieved of this duty by yardmaster."
- 10—See special instructions on this page governing the movement of trains by Fixed Signals.

CANPA SUBDIVISION

- Automatic cut-outs are provided at Evans Avenue, mileage 1.56, and Horner Avenue, mileage 2.21, to eliminate unnecessary operation of the protection. When trains stop or switch in this area, any train stopped within 1200 feet of the crossings must not exceed five miles per hour until the crossing has been reached.
- To avoid delay to highway traffic on Evans and Horner Avenues, when eastward trains cut to clear the crossings the gates may be raised manually by a member of the train crew, as per instructions posted along side of box marked key switch mounted on case near crossings.
- Manually operated push buttons are provided at Evans Avenue for operating the protection when trains switch siding.
- Westward trains stopping at Signal 113 Horner Avenue must not stop closer than 100 feet in the rear of the Signal; this is necessary to permit the gates to clear.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS FOR DISABLED AND DEAD STEAM LOCOMOTIVES, DEAD DIESEL UNITS AND OTHER EQUIPMENT

CONDITION OF LOCOMOTIVE	CLASS OF SERVICE	MAX. SPEED M.P.H.	
		When Operating	When Hauled
Dead Locomotive—Main rods removed, all side rods in position.....	Freight and Passenger Switcher	—	30
Disabled Locomotive—Both back side rods only removed.....	Freight and Passenger Switcher	50	30
Disabled Locomotive—One main rod removed, all side rods in position.....	Freight and Passenger Switcher	40	30
Disabled Locomotive—Both main rods and all side rods removed.....	Freight and Passenger Switcher	—	20
Disabled Locomotive—Not requiring removal of any rods, trucks or equalizers.....	Freight and Passenger Switcher	40	Max. Operating Speeds

In all cases where the permissible speeds for a serviceable locomotive is less than that shown above, the permissible speed must not be exceeded.

When equalizers are removed or blocked, wheels blocked up, leading or trailing truck removed, the weight distribution is altered and authority for the movement and speed restrictions of the locomotive should be obtained from the Superintendent. Care must be taken to avoid damage to track, culverts, bridges, etc. If a wheel is raised care must be taken to see that the rim does not contact the rail.

Whenever doubt exists as to the maximum permissible speed for a particular disabled locomotive the Superintendent should be consulted.

When removal of any side rod other than the back rod is necessary, all side and main rods on both sides of the locomotive must be removed, the crossheads must be moved to the front of the guides and be securely blocked.

When removal of only the back side rod is necessary, the corresponding rod on the opposite side must also be removed.

AUXILIARY CRANES, CRANES OTHER THAN AUXILIARY, COMBINATION CRANES, PILE DRIVERS, STEAM SHOVELS, ETC.

These machines are subject to restrictions contained in bridge load chart. On Subdivisions where they are permitted to operate, the following speed restrictions must be observed and care must be exercised by trains handling such machines on down grades and around sharp curves.

CLASS	WHERE AUTHORIZED FREIGHT TRAIN SPEED IS	RESTRICTION	UNLESS OTHERWISE PROVIDED IN FOOTNOTES TRAINS HANDLING MUST NOT EXCEED
<u>Auxiliary Cranes</u>			
Nos. 414240 to 414502 Inclusive	40 M.P.H. or over 35 or 30 M.P.H. 25 M.P.H. or less	35 M.P.H. 25 M.P.H. Permissible freight train speed.	
Except 414320, 414321, 414328 and 414370			
No. 414650 (diesel)			
Nos. 414320, 414321, 414328 and 414370	Over 25 M.P.H. 25 M.P.H. or less	25 M.P.H. 15 M.P.H.	
<u>Cranes, Combination Cranes and Pile Drivers</u>			
Nos. 414099 to 414221 Inclusive	Over 25 M.P.H. 25 M.P.H. or less	20 M.P.H. 15 M.P.H.	
Nos. 414600 to 414605 Inclusive			
<u>Steam Shovels and Steel Pile Drivers</u>			
Nos. 400213 to 400375 Inclusive	35 M.P.H. or over 25 to 35 M.P.H. Under 25 M.P.H.	25 M.P.H. 20 M.P.H. 15 M.P.H.	
Nos. 400009 to 400053 Inclusive			
<u>Wooden Pile Drivers</u>			
Nos. 400000 to 400006 Inclusive	30 M.P.H. or over Under 30 M.P.H.	30 M.P.H. 5 M.P.H. less than authorized speed	
*Erie Excavators Nos. E-1, E-2 and E-3			
*Ditching Machines Nos. D-1 to D-14 Inclusive			
Scale Test Cars Nos. 420925 to 420928 Inclusive			
*These move on flat cars.			

When moved on freight trains, the above machines must be handled immediately ahead of the cabooses except when occupied boarding cars are also being handled, in which case they must be handled immediately ahead of such cars. Machines having arrows to indicate direction of travel, including steam cranes and all combination crane and pile drivers, must be placed in trains in that manner.

Yardmasters must secure authority from the Chief Dispatcher before moving these machines in trains. Connecting divisions as well as Conductors and Enginemen of the trains handling the machines must be informed in the same manner as applies to dead locomotives and diesel-electric units.

Similar machines, privately owned or those of another railroad are subject to the above restrictions.

Retaining valves must be used on 50 per cent of the cars on freight trains on descending grades of 2 per cent or over if the tonnage is in excess of "A" rating for the ascending grade for the diesel units on which the dynamic brake is in effective operating condition, unless the train is controlled with a pressure maintaining brake valve. Otherwise Rules 34(a) Form 582, and 27 Form 583 apply.

Rule 34 of Form 582 does not apply to RAIL DIESEL CARS.

INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS
BY ELECTRIC STAFF BLOCK SYSTEM
RULES 301, 302, 303 APPLY.

1. The staff system has three functions, as follows:—
1st—ABSOLUTE BLOCK.—A block in which but one train is permitted at a time. It is governed by an ABSOLUTE STAFF, which is a steel rod turned into rings.
2nd—PERMISSIVE BLOCK.—A block in which one or more trains are permitted to follow, or to meet as provided by Clause 10. It is governed by a PERMISSIVE STAFF, which is either a divisible steel rod, or a steel rod equipped with 11 removable rings.
3rd—PUSHER BLOCK.—A block in which a pusher engine is permitted to enter and assist in movement of trains. It is governed by a PUSHER STAFF of special design.
2. A train must not enter a block until a staff or portion of a staff, or a ring has been delivered to the conductor or Engineman, as the case may be, by the operator on duty.
3. When yard, or station limits extend to a point within staff territory, switching movements may be made within these limits without securing a staff, keeping clear of first and second class trains.
4. When trains are to be moved through a permissive block on a portion of a staff, or a ring, the conductor, or enginemen as the case may be, of the first train, must see the permissive staff. The last train moved through the block under a permissive staff must obtain the balance of the staff, or rings.
5. At a staff station where a pusher engine is required to assist a train through a portion of a block, a special pusher attachment will be provided, and the Engineman of the pusher engine will receive from the operator, a special pusher staff. This special staff gives the Engineman of the pusher engine the right to enter a block and after assisting the train the required distance, return to the staff station and immediately deliver the special staff to the operator, who must insert it in the holder.
6. When two or more engines, coupled, are to be moved through a block accompanied by a conductor, the staff, or portion of a staff or a ring, must be shown to the Enginemen by the conductor, who will ride on the rear engine. If no conductor, the Engineman of the rear engine must obtain and handle the staff, or portion of a staff or ring, in the manner prescribed for the conductor. When two trains coupled are to be moved through a block, conductor of rear train must handle staff or ring.
7. Regular trains entering a block must be registered according to their classification.
8. In the event of a portion of a train being left in a block, the conductor must retain possession of the staff, or portion of the staff, or ring, until all cars in his train are clear of the block.
9. Except where an automatic attachment is installed, the operator must take the staff out of the holder, and deliver it to the conductor whose duty it will be to show it to the Engineman, who must not leave a staff station until he has seen the staff. The conductor must retain possession of the staff, or portion of a staff, or ring, until the train has passed through and cleared the block, when he will deliver it to the operator who must immediately insert it in the holder. The staff, or portion of a staff, or ring, must not be transferred from one train to another. At a staff station where an operator is not employed, an automatic attachment will be provided, and when a staff is required for a train to enter a block, it must be obtained from the holder by the conductor, or Engineman, as the case may be, of such train, and on arrival of a train at such staff station, or any intermediate staff station, the staff must be deposited in the holder by the conductor or Engineman, as the case may be, observing special instructions as to the manner of such operation, which are posted at such station.
10. If a siding, at which operators are not employed, is located in a block, a special unattended siding attachment will be provided at the staff station, and trains required to meet at the siding will receive a special staff conferring the right to track only to siding, at which point the special staffs must be exchanged. Such exchanged special staffs confer the right to each train to proceed to the staff station at the end of the block. With this special staff a 19Y form train order must be issued to the trains, indicating which train shall hold main track at the meeting point.
11. If one block adjoins another block, or if there is an unattended siding in a block, the staffs will have engraved on them the names of the stations at the ends of the block which they govern, and the conductor or Engineman, as the case may be, must know that the properly engraved staff, or portion of a staff, is delivered to him before entering a block.
12. When, owing to the balance of traffic being in one direction, there is an accumulation of staffs at one end of the block, they may be transferred to the other end under the direction of the Assistant Superintendent, or Chief Train Dispatcher. When transferring staffs from one instrument to another, an even number of staffs must always be taken. This even number of staffs must not include the staff to be used for the train movement at the time the transfer is being made. In making such a transfer of staffs, the necessary even number of staffs must be taken from the instrument, the instrument locked up and then tested, after which the staff for the train must be taken out in the regular manner by the operator.
13. In the event of the staff system becoming inoperative, a staff overcarried or lost, or from any cause the system is disabled the movement of trains through the block must be governed by time-table, train orders, and uniform Code of Operating Rules.
14. All trains must, unless otherwise arranged, obtain terminal clearance before leaving the last station of the territory controlled by electric staff block system.

SPECIAL INSTRUCTIONS

A—Unless otherwise provided, freight and mixed trains will be governed by the following speed limits and must not make any one mile in less than time shown for each subdivision.

Subdivision	Speed Limit	Time for One Mile
Windsor, Galt, Oshawa, Belleville, Peterboro, Havelock, MacTier.....	50 M.P.H.....	1 Min. 6 Sec.
Orangeville, Owen Sound, Walkerton, St. Thomas, Port Burwell, Goderich Subdivision between Guelph Jct., Goderich and Teeswater.....	35 M.P.H.....	1 Min. 30 Sec.
Other Subdivisions including Goderich Subdivision between Guelph Jct. and Hamilton Jct.....	25 M.P.H.....	2 Min. 0 Sec.

B-MAXIMUM SPEEDS FOR STEAM LOCOMOTIVES

CLASS	Miles Per Hour
F1, F2, G3e, f, g, h, j, H1, K1.....	90
A1, G1, G2, G3a, b, c, d, G4, G5.....	75
P2g, h, j, k, T1b, c.....	65
D6, D9, D10.....	60
A2, D4, J3, M3, M4, N2, N4, P1, P2a, b, c, d, e, f, T1a.....	50
R3.....	35
R2, S2.....	30
U3, V3, V4, V5, W1.....	20

MAXIMUM SPEEDS FOR DIESEL UNITS AS GOVERNED BY TRACTION MOTOR GEARING

CLASS	Miles per Hour
DPA-17, DPB-17, DPA-15, DPB-15.....	89
DPA-22.....	85
DRS-24*, DRS-18, DFA-16a, e, f, DFB-16c, DRS-16, DRS-10c.....	75
DFA-16b, c, d, g, DFB-16a, b, d.....	70
DRS-17, DFA-15, DFB-15, DRS-15, DRS-12, DS-12, DS-9, DS-8.....	65
DRS-10a, b, DS-10, SB-10, DS-6.....	60
HS-5.....	35

*DRS-24 restricted to freight train speed on curves.

MAXIMUM SPEED FOR RAIL DIESEL CARS..... 90 miles per hour, except unit 9194 which is restricted to 85 miles per hour.

C—In addition to the strict observance of Rule 111, freight and mixed trains will not, unless otherwise provided, run more than forty miles without stopping for standing train inspection.

D—In territory where Rules 261-271 are effective, trains must not clear the main track at non-electrically locked hand operated switches at the locations listed in the Subdivision footnotes of time table. When switching movements are made through such switches, the switch must be left open until switching completed and movement has returned to the main track.

ORE CARS—Trains handling ore cars 370000 to 377249 Series, loaded or empty, must not exceed thirty miles per hour on Windsor, Galt, MacTier, Hamilton, Oshawa, Belleville, Peterboro and Havelock Subdivisions, and 20 miles per hour on all other Subdivisions.

TABLE SHOWING RATE OF SPEED A TRAIN IS RUNNING WHERE THE TIME OF ONE MILE IS GIVEN

15.4 GT
21.4 SL
42.5
42.5
8.5
60.
190.3

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 40 Sec.	90.00	1 Min. 4 Sec.	56.25	1 Min. 28 Sec.	40.91	1 Min. 52 Sec.	32.14	2 Min. 16 Sec.	26.47	2 Min. 39 Sec.	22.64	3 Min. 2 Sec.	19.78	3 Min. 25 Sec.	17.56
0 " 41 "	87.80	1 " 5 "	55.38	1 " 29 "	40.45	1 " 53 "	31.86	2 " 17 "	26.28	2 " 40 "	22.50	3 " 3 "	19.67	3 " 26 "	17.48
0 " 42 "	85.71	1 " 6 "	54.55	1 " 30 "	40.00	1 " 54 "	31.58	2 " 18 "	26.09	2 " 41 "	22.36	3 " 4 "	19.57	3 " 27 "	17.39
0 " 43 "	83.72	1 " 7 "	53.73	1 " 31 "	39.56	1 " 55 "	31.30	2 " 19 "	25.90	2 " 42 "	22.22	3 " 5 "	19.46	3 " 28 "	17.31
0 " 44 "	81.81	1 " 8 "	52.94	1 " 32 "	39.13	1 " 56 "	31.03	2 " 20 "	25.71	2 " 43 "	22.08	3 " 6 "	19.35	3 " 29 "	17.22
0 " 45 "	80.00	1 " 9 "	52.17	1 " 33 "	38.71	1 " 57 "	30.77	2 " 21 "	25.53	2 " 44 "	21.95	3 " 7 "	19.25	3 " 30 "	17.14
0 " 46 "	78.26	1 " 10 "	51.43	1 " 34 "	38.30	1 " 58 "	30.51	2 " 22 "	25.35	2 " 45 "	21.82	3 " 8 "	19.15	3 " 31 "	17.06
0 " 47 "	76.59	1 " 11 "	50.70	1 " 35 "	37.89	1 " 59 "	30.25	2 " 23 "	25.17	2 " 46 "	21.69	3 " 9 "	19.05	3 " 32 "	16.98
0 " 48 "	75.00	1 " 12 "	50.00	1 " 36 "	37.50	2 " 0 "	30.00	2 " 24 "	25.00	2 " 47 "	21.56	3 " 10 "	18.95	3 " 33 "	16.90
0 " 49 "	73.47	1 " 13 "	49.31	1 " 37 "	37.11	2 " 1 "	29.75	2 " 25 "	24.83	2 " 48 "	21.43	3 " 11 "	18.85	3 " 34 "	16.82
0 " 50 "	72.00	1 " 14 "	48.65	1 " 38 "	36.73	2 " 2 "	29.51	2 " 26 "	24.66	2 " 49 "	21.30	3 " 12 "	18.75	3 " 35 "	16.74
0 " 51 "	70.59	1 " 15 "	48.00	1 " 39 "	36.36	2 " 3 "	29.27	2 " 27 "	24.49	2 " 50 "	21.18	3 " 13 "	18.65	3 " 36 "	16.67
0 " 52 "	69.23	1 " 16 "	47.37	1 " 40 "	36.00	2 " 4 "	29.03	2 " 28 "	24.32	2 " 51 "	21.05	3 " 14 "	18.56	3 " 37 "	16.59
0 " 53 "	67.92	1 " 17 "	46.75	1 " 41 "	35.64	2 " 5 "	28.80	2 " 29 "	24.16	2 " 52 "	20.93	3 " 15 "	18.46	3 " 38 "	16.51
0 " 54 "	66.67	1 " 18 "	46.15	1 " 42 "	35.29	2 " 6 "	28.57	2 " 30 "	24.00	2 " 53 "	20.81	3 " 16 "	18.37	3 " 39 "	16.44
0 " 55 "	65.45	1 " 19 "	45.57	1 " 43 "	34.95	2 " 7 "	28.35	2 " 31 "	23.84	2 " 54 "	20.69	3 " 17 "	18.27	3 " 40 "	16.36
0 " 56 "	64.29	1 " 20 "	45.00	1 " 44 "	34.62	2 " 8 "	28.12	2 " 32 "	23.68	2 " 55 "	20.57	3 " 18 "	18.18	3 " 41 "	16.29
0 " 57 "	63.16	1 " 21 "	44.44	1 " 45 "	34.29	2 " 9 "	27.91	2 " 33 "	23.53	2 " 56 "	20.45	3 " 19 "	18.09	3 " 42 "	16.22
0 " 58 "	62.07	1 " 22 "	43.90	1 " 46 "	33.96	2 " 10 "	27.69	2 " 34 "	23.38	2 " 57 "	20.34	3 " 20 "	18.00	3 " 43 "	16.14
0 " 59 "	61.02	1 " 23 "	43.37	1 " 47 "	33.64	2 " 11 "	27.48	2 " 35 "	23.23	2 " 58 "	20.22	3 " 21 "	17.91	3 " 44 "	16.07
1 " 0 "	60.00	1 " 24 "	42.86	1 " 48 "	33.33	2 " 12 "	27.27	2 " 36 "	23.08	2 " 59 "	20.11	3 " 22 "	17.82	3 " 45 "	16.00
1 " 1 "	59.02	1 " 25 "	42.35	1 " 49 "	33.03	2 " 13 "	27.07	2 " 37 "	22.93	3 " 0 "	20.00	3 " 23 "	17.73	3 " 46 "	15.93
1 " 2 "	58.06	1 " 26 "	41.86	1 " 50 "	32.73	2 " 14 "	26.87	2 " 38 "	22.78	3 " 1 "	19.89	3 " 24 "	17.65	3 " 47 "	15.86
1 " 3 "	57.14	1 " 27 "	41.38	1 " 51 "	32.43	2 " 15 "	26.67								

DIAGRAM SHOWING LOCATION OF TRAIN TELEPHONE WIRES—EASTERN REGION.
FACE IN DIRECTION NAMED, COUNT CROSSARMS FROM THE TOP, DOWN.

LOOK WEST Scarlet Road to Obico • Terminal C. □ London C. Δ Orangeville C.	LOOK WEST M.P. 11 to Guelph Jct. □ London C. Δ Orangeville C.	LOOK WEST Guelph Jct. to Woodstock.	LOOK WEST Woodstock to London • Galt S.D. C. □ Windsor C.	LOOK WEST London to Windsor Yard	LOOK WEST Zorra to St. Marys	LOOK WEST Woodstock to Ingersoll	LOOK WEST Ingersoll to St. Thomas	LOOK SOUTH Ingersoll to Pt. Burwell	LOOK NORTH Guelph Jct. to Guelph	LOOK NORTH Guelph to Goderich	LOOK NORTH Hamilton to Guelph Jct.	LOOK NORTH West Toronto to Bolton	LOOK NORTH Bolton to MacTier	LOOK WEST Yates to Camp Borden
LOOK WEST Orillia to Medonte	LOOK WEST Medonte to Port McNicoll	LOOK WEST McMillan to Midland	LOOK WEST Smiths Falls to Glen Tay • Trenton C.	LOOK WEST Glen Tay to Agincourt Via Trenton	LOOK WEST Agincourt to Leaside • Trenton C. □ Havelock C.	LOOK WEST Glen Tay to Ivanhoe	LOOK WEST Ivanhoe to Agincourt	LOOK NORTH Dracoe to M.P. 16.8 Bobcaygeon Sub-Div.	LOOK NORTH M.P. 16. to Lindsay	LOOK NORTH Lindsay to Bobcaygeon	LOOK NORTH Streetsville to Orangeville	LOOK NORTH Orangeville to Owen Sound	LOOK WEST Canpa to Obico • Terminal C. □ London C.	