ONT.

CANADIAN PACIFIC RAILWAY

ONTARIO DISTRICT

TIME 106 TABLE

Taking Effect at 12.01 a.m. SUNDAY, APRIL 27th, 1947

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

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

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE PRESCRIBED BY THE RULES, AND EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS, MUST HAVE A COPY OF THE RULES AND OF THE CURRENT TIME-TABLE ACCESSIBLE WHEN ON DUTY.

N. R. CRUMP,
VICE-PRESIDENT AND GENERAL MANAGER

D. S. THOMSON,
ASSISTANT GENERAL MANAGER

J. R. KIMPTON,
GENERAL SUPERINTENDENT.

TRENTON DIVISION

Page	Subdivision	From	To	Miles
3	Kingston	Kingston	Renfrew, not including Renfrew	103.6
4	Belleville	Smith's Falls	Trenton, not including Smith's Falls	102.7
5	Oshawa	Trenton	Leaside, not including Leaside	103.8
6	Havelock	Glen Tay	Havelock	93.7
7	Peterboro	Havelock	Agincourt	88.0
8	Bobcaygeon	Dranoel	Bobcaygeon	34.3
				526.1

G. E. MAYNE, Superintendent, Toronto.
W. J. PRESLEY, Asst. Superintendent, Smiths Falls.
E. T. TRUMAN, Asst. Superintendent, Toronto.

Dispatching Office at Toronto: Telegraph Call, C.
O. A. BRACKEN, Chief Train Dispatcher.
G. W. MILLER, Night Chief Train Dispatcher.

Train Dispatchers: J. A. ROCHE, C. A. STINSON, P. L. PATTISON, W. COBURN, P. A. BROWN, D. E. WILSON, F. SEENEY, R. C. BROWN.

LONDON DIVISION

Page	Subdivision	From	To	Miles
9	Goderich	Main St.	Goderich	113.5
10 & 11	Galt	Obico	London	105.0
12	Windsor	London	Windsor	111.2
13	St. Thomas	Woodstock	St. Thomas	33.6
13	Port Burwell	Ingersoll	Port Burwell	33.4
13	St. Marys	Ingersoll North	St. Marys	25.0
				421.7

W. E. McGILL, Superintendent, London.
W. H. McDONALD, Asst. Superintendent, London.
J. O. JOHNSTON, Asst. Superintendent, Windsor

Dispatching Office at London: Telegraph Call, N.
H. R. BUTTERILL, Chief Train Dispatcher.

Train Dispatchers: W. J. MOORE, D. A. L. WIGGINS, B. CUSACK, C. G. TRIPP, E. G. PIERCE, F. C. PRESTON, G. G. AMES, O. E. ADKIN.

BRUCE DIVISION

Page	Subdivision	From	To	Miles
5	Toronto Terminals	Leaside	Toronto	5.3
14	Toronto Terminals	Leaside	West Toronto, via North Toronto	5.9
14	Toronto Terminals	Obico	Canpa	2.6
14 & 15	Toronto Terminals	Toronto	Obico	9.6
16	Hamilton	Toronto	Hamilton Jct.	37.3
16	Port McNicoll	Portswitch	Coldwater	1.3
16	Port McNicoll	Orillia	Port McNicoll	27.7
16	Port McNicoll	Port McNicoll	Midland	5.0
17	MacTier	West Toronto	MacTier, not including MacTier	126.9
17	MacTier	Ypres Spur	Camp Borden	3.3
18	Orangeville	Streetsville	Orangeville	34.6
18	Owen Sound	Orangeville	Owen Sound	73.0
19	Walkerton	Saugeen	Walkerton	37.6
19	Elora	Cataract	Elora	29.4
19	Teeswater	Fraxa	Teeswater	67.9
19	Teeswater	Mount Forest Wye	Mount Forest	1.2
19	Teeswater	Wingham Jct.	Wingham	4.5
				473.1

C. E. TOWLE, Superintendent, Toronto.
A. ALVER, Asst. Superintendent, Toronto.
J. B. MacPHERSON, Asst. Superintendent, Toronto.
C. W. ROUTLEDGE, Asst. Superintendent, Toronto.

Dispatching Office at Toronto: Telegraph Call, C.
O. A. BRACKEN, Chief Train Dispatcher.
G. W. MILLER, Night Chief Train Dispatcher.

Train Dispatchers: J. M. POWELL, M. D. REGIS, S. BEAM, J. A. MALCOLM.

MEDICAL OFFICERS

DR. C. P. FENWICK, Chief of Medical Services
Room 327, Windsor Station, Montreal
3445 Ridgewood, Montreal

DR. S. E. BAKER, District Medical Officer
1334 King St., Phone LA 0871 Parkdale

NAME	RESIDENCE
DR. R. M. FERGUSSON, Phone 306	Smith's Falls
DR. J. T. HOGAN .... " 60	Smith's Falls
DR. R. J. WALKER... " 162	Smith's Falls
DR. W. G. BLAIR	Perth
DR. J. J. ROBERTSON	Belleville
DR. J. G. JOHNSTON, Phone 83	Trenton
DR. W. H. BIRKS	Bowmanville
DR. F. J. RUNDLE	Oshawa
DR. E. D. FARQUHARSON	Agincourt
DR. H. C. MABEE	Kingston
DR. C. J. WHYTOCK	Sharbot Lake
DR. M. B. GEORGE	Tweed
DR. D. W. CLARK	Peterboro
DR. G. S. CAMERON	Peterboro
DR. H. G. CARLETON	Peterboro
DR. G. W. MacNEIL	Pontypool
DR. A. D. McARTHUR	Burketon
DR. J. J. HAMILTON	Bethany
DR. C. V. SCOTT	Orillia
DR. J. D. McPHEE	Victoria Harbor, Port McNicoll
DR. G. E. TANNER	Midland
DR. D. C. S. SWAN	Midland
DR. JOHN M. FLEMING	Bala
DR. G. A. MONTEMURRO	Streetsville
DR. C. K. STEVENSON	Milton
DR. A. B. McCARTER	Guelph
DR. P. L. TYE	Milverton
DR. W. F. GALLOW	Goderich
DR. L. H. DOUGLAS	Galt
DR. J. R. BEAVAN	Galt
DR. WARD WOOLNER	Ayr
DR. C. M. MACKAY	Woodstock
DR. H. W. BAKER	Woodstock
DR. T. M. WEIR	Thamesford

NAME	RESIDENCE
DR. C. C. CORNISH	Ingersoll
DR. M. B. RYCKMAN	St. Thomas
DR. C. F. SMITH	St. Marys
DR. H. J. ALEXANDER	Tillsonburg
DR. J. L. HUFFMAN, Phone Metcalf 5822	London
DR. J. C. LINDSAY " Fairmont 320	London
DR. A. S. DUNCAN " " 20	London
DR. IVAN H. SMITH " " 3512W	London
DR. J. S. FERGUSON	Chatham
DR. C. L. FULLER ..... Phone 3-4083	Windsor
DR. W. GAYNOR POWELL " 3-1622	Windsor
DR. G. D. McLEAN	Woodbridge
DR. S. T. WHITE	Orangeville
DR. R. HOWEY	Owen Sound
DR. CLIFFORD G. CAMPBELL	Owen Sound
DR. D. B. JAMIESON	Durham
DR. T. A. SINCLAIR	Walkerton
DR. D. C. HEGGIE	Brampton
DR. M. W. BERWICK	Grand Valley
DR. M. H. GILLIES	Teeswater
DR. R. C. WILSON	Alliston
DR. G. E. J. LANNIN, Phone 7-3372	Hamilton
DR. F. L. THOMPSON, Phone HY 2400	North Toronto
DR. F. R. SCOTT, Phone LA 1650	Parkdale
DR. C. W. HAIN ..... Phone JU 2736	West Toronto
DR. H. E. HOPKINS..... " LY 3535	West Toronto
DR. J. C. MILLAR..... " LY 2525	West Toronto
DR. W. ROSS WALTERS, Phone GR 1400	Toronto
DR. EMMERSON BULL, Phone LY 5095	Lambton

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.

NORTHBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS						Miles from Renfrew	Telegraph and Telephone Offices	KINGSTON SUBDIVISION — STATIONS	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS					
				617 Mixed ℓ Daily	613 Mixed ℓ Daily ex. Sun.						618 Mixed a Daily	612 Mixed a Daily ex. Sun.				
				P.M. 8.30	A.M. 10.30	103.6	D	.....KINGSTON....CWZK 0.2	M C		A.M. 7.15	P.M. 5.15				
				Joint	Track	103.4 103.3		0.1			Can. National Rys.					
				8.35	10.35	102.9		0.4 .....ROUND HOUSE.....			6.57	4.53				
				f 8.48	f 10.48	97.8		5.1 .....CATARAQUI.....		10	f 6.42	f 4.40				
				f 9.00	f 11.00	93.4		4.4 .....GLENVALE.....		14	f 6.30	f 4.29				
				f 9.10	f 11.10	89.5		3.9 .....MURVALE.....		10	f 6.20	f 4.19				
				f 9.25	s 11.25	85.0	D	4.5 .....HARROWSMITH..... Jct. C.N.R.	W S	16	s 6.08	s 4.08				
				f 9.35	f 11.33	82.1		2.9 ★.....HARTINGTON.....			f 6.00	f 4.00				
				s 9.50	s 11.45	78.6		3.5 .....VERONA.....		18	s 5.50	s 3.50				
				f 10.10	s 11.58	74.2		4.4 .....GODFREY.....		11	f 5.40	s 3.38				
				f 10.20	P.M. f 12.05	71.4		2.8 .....HINCHINBROOKE.....		9	f 5.30	f 3.30				
				s 10.40	12.20 s 12.45	65.3	D N	6.1 Z.....TICHBORNE...CZYR Jct. Belleville S.D.	A	12	s 5.00	s 3.00				
				f 11.25	f 1.05	61.5		3.8 ★.....OCONTO.....			f 4.42	f 2.48				
				11.45	612 1.20 s 2.40	56.8	D N	4.7 Z..SHARBOT LAKE...ZYKW Jct. Havelock S.D.	B I	13	4.30	613 2.35 s 1.00				
				P.M.							A.M.					
					f 2.50	53.5		3.3 ★.....OSO.....				f 12.45				
					s 3.05	48.1		5.4 .....CLARENDON.....		19		s 12.28				
					f 3.10	46.4		1.7 ★.....ROBERTSVILLE.....				f 12.22				
					f 3.17	44.3		2.1 .....MISSISSIPPI.....		18		s 12.16				
					s 3.23	42.3		2.0 .....SNOW ROAD.....		11		s 12.11				
					f 3.38	36.2		6.1 ★.....WILBUR.....				P.M. f 11.50				
					s 3.45	34.4	D	1.8 .....LAVANT.....	O A	11		s 11.45				
					s 3.55	32.2		2.2 .....FOLGER.....		11		f 11.35				
					s 4.10	27.4		4.8 .....CLYDE FORKS.....W		10		f 11.20				
					f 4.16	25.4		2.0 ★.....FLOWER.....				s 11.10				
					s 4.40	16.3		9.1 .....BARRYVALE.....		8		f 10.45				
					s 4.50	14.4	D	1.9 Z.....CALABOGIE.....YZ	C N	10		s 10.35				
					f 5.10	10.5		3.9 ★.....ASHDOD.....				f 10.15				
					f 5.30	4.5		6.0 ★.....OPEONGO.....				f 9.55				
					f 5.40	1.3		3.2 ....RENFREW JUNCTION....	J C			f 9.45				
					5.50 P.M.	.0	D N	1.3 Z.....RENFREW.....CWK	R S			9.40 A.M.				
				a Daily 617	a Daily ex. Sun. 613			★No passing track.			ℓ Daily 618	ℓ Daily ex. Sun. 612				

Railway crossing at grade, with C.N.R. at mileage 1.3—Not Interlocked and when signalman not on duty Renfrew Junction, trainmen will operate signals. At mileage 102.5—Not Interlocked, signals will be operated by C.P.R. trainmen and must be left normally clear for C.N.R. trains.

Junction with C.N.R. mileage 85.1—Interlocked.

Junction with Havelock S.D. at Sharbot Lake—Automatic Signals.

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

The signal located on the north side of cabin mileage 103.3 governs the C.N.R. westbound movement, and the signal located on the east side of cabin governs C.P.R. southbound movements. Normal position of both signals STOP, day signalman only.

When signalman on duty, all trains and engines of C.P.R. and C.N.R. southbound must stop before passing signal, and proceed only on receiving hand signal from signalman. Signalman must precede and flag each southbound movement over the Joint section.

When signalman not on duty C.N.R. Signal will indicate PROCEED and C.P.R. Signal will indicate STOP and be so left for uninterrupted movement of C.N.R. trains and engines.

When C.P.R. trains are required to be moved over the Joint section during the absence of signalman such movements must be made under flag protection and rear of such trains must also be protected against C.N.R. trains, by leaving flagman at the entrance to the Joint section.

Yard limits Kingston extend to yard limit board located at mileage 101.

Passenger trains are restricted to a speed of thirty miles per hour.

Trains must not exceed speed of ten miles per hour over Argyle St., Renfrew, over Wilton St., Harrowsmith, and over Anglins Crossing, Kingston.

Movements over Cataraqui St. crossing mileage 102.6 and Ontario Street crossing mileage 103.3 Kingston, must not exceed five miles per hour.

Movements over Brock St. crossing mileage 103.4 Kingston, must not exceed ten miles per hour, and all switching movements over this crossing be flagged by a member of train crew.

Engines heavier than D-4 class must not exceed speed of fifteen miles per hour over bridges mileage 10.23, 14.26, 44.77 and 57.28 and must not be double-headed over bridge mileage 14.26.

D-10 class engines with 7800 gallon tenders or engines of the same weight or heavier can only be operated between Kingston and Sharbot Lake and must not pass over bridge mileage 57.28.

All passing tracks between Kingston and Renfrew except Tichborne and Sharbot Lake are also used as business tracks.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

BELLEVILLE SUBDIVISION

Stations	Miles from Smiths Falls	Telegraph and Telephone Offices	Telegraph Calls	Car Capacity Passing Tracks
SMITHS FALLS .. CWZK	.0	D N	M F	
5.7				
★ELMSLEY	5.7			
5.9				
P PERTH ..... PXZW	11.6	D N	H R	WB 77 EB 77
3.8				
Z GLEN TAY ..... ZYR (Jct. Havelock S.D.)	15.4	D N	G Y	WB 53 EB 54
5.8				
ELLIOTT	21.2			77
2.7				
CHRISTIE LAKE	23.9			61
3.8				
★FELDSPAR	27.7			
2.7				
BOLINGBROKE	30.4			81
3.9				
CROW LAKE ..... ZW	34.3			67
6.5				
ZP TICHBORNE ..... PCY (Jct. Kingston S.D.)	40.8	D N	A	79 71
2.0				
★PARHAM	42.8			
4.4				
ECHO	47.2			75
5.2				
Z WILKINSON ..... W	52.4	D N	W K	76
8.8				
LENS	61.2			75
3.4				
CURRIE	64.6			69
3.8				
Z ROBLINDALE ..... W	68.4	D N	V N	77
6.1				
KINGSFORD	74.5			78
5.0				
LONSDALE	79.5			77
2.8				
BINNS	82.3			68
4.7				
SHANNONVILLE .... ZW	87.0			77
0.8				
★THURLOW	87.8			
4.5				
BELLEVILLE ..... Z (Jct. C.N.R.)	92.3	D N	N S	S 93 N 78
5.6				
BAYSIDE	97.9			75
4.8				
Z TRENTON ..... CWK	102.7	D N	O N	

AUTOMATIC BLOCK DOUBLE TRACK — ABSOLUTE PERMISSIVE BLOCK

★No passing track.

WESTBOUND TRAINS—INFERIOR DIRECTION

	THIRD CLASS	SECOND CLASS				FIRST CLASS				
	85 Mixed ℓ Mon. Wed. Fri.	905 Toronto Mdse. ℓ Daily ex. Sat. and Sun.	915 Interstate Freight ℓ Daily	901 Interstate Freight ℓ Daily	903 Interstate Freight ℓ Daily	29 Perth Psgr. ℓ Daily ex. Sun.	35 Toronto Psgr. ℓ Daily ex. Sun.	23 Toronto Psgr. ℓ Daily ex. Sun.	21 Chicago Psgr. ℓ Daily	33 Toronto Psgr. ℓ Daily
	a Mon. Wed. Fri. 85	a Daily Ex. Sun. and Mon. 905	a Daily 915	a Daily 901	a Daily 903	a Daily ex. Sun. 29	a Daily ex. Sun. 35	a Daily ex. Sun. 23	a Daily 21	a Daily 33
SMITHS FALLS	A.M. 11.30	P.M. 10.00	A.M. 11.15	A.M. 10.00	A.M. 3.45	P.M. 9.05	P.M. 1.00	A.M. 1.40	A.M. 1.20	A.M. 12.10
ELMSLEY	f 11.45					f 9.15	1.08	1.49	1.29	12.19
PERTH	P.M. 12.01 12.50	10.20	11.40	10.25	4.10	s 9.25	s 1.16	s 1.58	s 1.38	s12.30
GLEN TAY	35 1.00 s 1.25	10.28	11.50 P.M.	10.35	4.19	9.35 P.M.	s1.23 P.M.	2.08	1.48	12.40 A.M.
ELLIOTT	1.40	10.38	12.05	10.50	4.35			2.17	1.57	
CHRISTIE LAKE	f 1.50	10.43	12.11	10.55	5.12			2.20	2.00	
FELDSPAR	f 1.57									
BOLINGBROKE	f 2.03	10.54	12.25	11.08	5.25			2.28	2.08	
CROW LAKE	f 2.15	11.02	12.33	11.15	5.35			2.33	2.13	
TICHBORNE	s 3.10	11.15	12.50	11.28	5.55			s 2.43	s 2.25	
PARHAM	f 3.20						Havelock Subdivision Train			Havelock Subdivision Train
ECHO	f 3.35	11.25	1.05	11.40	6.10			2.58	2.38	
WILKINSON	f 4.00	11.33	1.15	P.M. 12.01	6.20			3.10	2.50	
LENS	f 4.22	11.45	1.30	12.15	6.35			3.20	3.00	
CURRIE	4.35	11.53	1.37	12.22	6.42			3.25	3.05	
ROBLINDALE	s 4.50	A.M. 12.05	1.45	12.40	6.53			3.30	3.10	
KINGSFORD	f 5.05	12.15	1.57	12.52	7.05			3.38	3.17	
LONSDALE	f 5.20	12.23	2.05	1.00	7.15			3.50	3.23	
BINNS	5.25	12.27	2.10	1.05	7.20			3.53	3.26	
SHANNONVILLE	f 5.35	12.34	2.18	1.13	7.30			4.00	3.31	
THURLOW										
BELLEVILLE	s 5.45 88 6.30	12.43	2.27	1.23	7.40			s 4.10	s 3.40	
BAYSIDE	6.45	12.55	2.45	1.38	7.50			4.20	3.50	
TRENTON	7.00 P.M.	1.05 A.M.	3.15 P.M.	2.00 P.M.	8.00 A.M.			4.30 A.M.	4.00 A.M.	

EASTBOUND TRAINS—SUPERIOR DIRECTION

	FIRST CLASS					SECOND CLASS				THIRD CLASS	FOURTH CLASS		
	22 Overseas Psgr.	34 Ottawa Psgr.	24 Ottawa Psgr. a Daily ex. Sun.	30 Montreal Psgr. a Daily ex. Sun.	36 Montreal Psgr. a Daily ex. Sun.	902 Interstate Freight	906 Interstate Freight	910 Montreal Mdse. a Daily ex. Sun. and Mon.	904 Interstate Freight	86 Mixed a Tue. Thurs. Sat.	82 Freight	84 Freight	88 Freight
	a Daily 22	a Daily 34	a Daily ex. Sun. 24	a Daily ex. Sun. 30	a Daily ex. Sun. 36	a Daily 902	a Daily 906	a Daily ex. Sun. and Mon. 910	a Daily 904	a Tue. Thurs. Sat. 86	a Daily 82	a Daily 84	a Daily 88
SMITHS FALLS	A.M. 4.15	A.M. 5.15	A.M. 6.05	A.M. 6.50	P.M. 3.40	P.M. 6.45	P.M. 11.55	A.M. 12.45	A.M. 2.00	P.M. 4.00	A.M. 9.30	P.M. 4.20	P.M. 10.30
ELMSLEY	4.05	5.05	5.52	f 6.40	3.29					f 3.45			
PERTH	s 3.55	s 4.53	s 5.35	6.30	s3.20	6.10	11.00	12.18	1.33	36 3.30 s 2.40	8.55	3.40	9.45
GLEN TAY	3.46	4.45 A.M.	5.25		3.10 P.M.	6.00	10.45	12.10	1.23	s 2.20	8.45	3.20	9.35
ELLIOTT	3.38		5.17			5.51	10.38	12.01	1.10	2.05	8.30	3.00	9.20
CHRISTIE LAKE	3.35		5.12			5.47	10.23	A.M. 11.57	1.06	f 2.00	8.25	2.50	9.10
FELDSPAR										f 1.47			
BOLINGBROKE	3.26		5.02			5.35	10.10	11.47	12.55	f 1.40	8.10	2.35	8.55
CROW LAKE	3.20		4.55			5.27	10.00	11.40	12.49	f 1.30	8.00	2.15	8.45
TICHBORNE	s 3.05		s 4.37			5.15	9.45	11.15	12.37	s 1.05 915 2.10 P.M.	7.45	1.45	8.20
PARHAM					Havelock Subdivision Train					f11.50			
ECHO	2.58		4.27			5.00	9.30	10.59	12.25	f11.40	7.30	1.05	8.00
WILKINSON	2.50		4.20			4.40	9.20	10.50	12.15	f11.20	7.20	12.50	7.50
LENS	2.41		4.10			4.22	8.52	10.38	12.01	f10.50	7.00	12.35	7.25
CURRIE	2.36		4.05			4.12	8.42	10.33	A.M. 11.53	10.40	6.42	12.22	7.15
ROBLINDALE	2.31		§ 3.55			4.02	8.32	10.27	11.46	f10.25	6.20	12.01	7.05
KINGSFORD	2.23		3.38			3.50	8.20	10.17	11.36	f10.00	6.10	P.M. 11.45	6.50
LONSDALE	2.16		3.30			3.37	8.08	10.08	11.27	f 9.50	6.00	11.35	6.35
BINNS	2.13		3.26			3.30	8.02	10.04	11.23	9.40	5.55	11.25	6.25
SHANNONVILLE	2.03		3.15			3.15	7.50	9.56	11.14	f 9.25	5.45	11.15	6.10
THURLOW													
BELLEVILLE	s 1.53		s 3.05			3.00	7.35	9.47	11.05	s 9.10 8.25	5.35	11.00	5.55
BAYSIDE	1.42		2.52			2.45	7.20	9.38	10.54	8.10	5.20	10.45	5.40
TRENTON	1.35 A.M.		2.45 A.M.			2.35 P.M.	7.10 P.M.	9.30 P.M.	10.45 P.M.	8.00 A.M.	5.10 A.M.	10.30 A.M.	5.30 P.M.

Junction with Havelock S.D. at Glen Tay—Interlocked. Railway Crossing at Grade and connection with C.N.R. at mileage 92.3—Interlocked, equipped with electric switch locks. On freight shed spur at Trenton with C.N.R.—Not interlocked, and Can. Creosote Co.—Not Interlocked.

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

Passenger trains are restricted to a speed of

Fifty miles per hour on curve just west of Perth Station and on curves between Christie Lake and Parham.

Sixty miles per hour on curves between mileage 57 and Roblindale and on curves between Kingsford and Lonsdale.

Trains must not exceed speed of fifty miles per hour on curve mileage 58.05.

Trains must not exceed speed of ten miles per hour over Pinnacle, Church, John, and George Sts., Belleville.

Unless otherwise directed, when first-class trains meet at Tichborne, the westbound trains will take the passing track at crossover switch just west of the coal chutes.

Operator Glen Tay will register all westbound trains. He will also register all eastbound trains, except when green signals are displayed by any section thereof in which case conductor of each section must register.

Exception to special instruction "S" trains No. 904 and 910 may run Trenton to Crow Lake and train No. 905 from Smiths Falls to Roblindale for inspection but if stopped for any other purpose between points mentioned standing inspection must be made.

No. 24 will stop on flag at Roblindale to entrain passengers for Smith's Falls and beyond.

To comply with Rule 99, between Smiths Falls and mileage 15.5, flagmen must go out 15 telegraph poles instead of 10 to equal 500 yards; 36 telegraph poles instead of 24 to equal 1200 yards; 54 telegraph poles instead of 36 to equal 1800 yards, and between mileage 15.5 and Trenton flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards; 28 telegraph poles instead of 24 to equal 1200 yards; and 41 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

Engines heavier than D10 Class must not use Industrial Spur Siding, Bowmanville, beyond Scugog St. Crossing.

Railway crossing at grade on freight shed spur, Trenton with Can. Creosote Co.—Not Interlocked, and with C.N.R.—Not Interlocked; with C.N.R. at mileage 32.7—Interlocked; with O.E.R. at mileage 71.5—Interlocked; Junction with Peterboro S.D. at Agincourt—Interlocked; with C.N.R. at mileage 102.3—Electric Switch Locks operated from Leaside; with Toronto Terminals Sub-Division at Leaside—Interlocked.

Passenger trains are restricted to a speed of
Fifty miles per hour on curve mileage 1.51.
Fifty-five miles per hour on curves at mileage 33.5 and 74.1.
Sixty miles per hour on curves at mileage 2.3; 39.2; 39.7; 42.2; 65.3; 68.0; 75.8.
Sixty-five miles per hour on curves at mileage 55.1; 58.8; 60.3; 66.1; 81.8.

OSHAWA SUBDIVISION

| WESTBOUND TRAINS—INFERIOR DIRECTION | | |

| WESTBOUND TRAINS—INFERIOR DIRECTION | | |

PETERBORO SUBDIVISION

| WESTBOUND TRAINS—INFERIOR DIRECTION | | |

NORTHBOUND TRAINS— INFERIOR DIRECTION								BOBCAYGEON SUBDIVISION			SOUTHBOUND TRAINS— SUPERIOR DIRECTION					
			SECOND CLASS								SECOND CLASS					
					605 Mixed l Daily ex. Sun.	Miles from Dranoel	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	606 Mixed a Daily ex. Sun.					
					A.M. 11.15	.0		DRANOEL YRW		26	P.M. 4.05					
					f 11.22	2.2		★ BETHANY			s 4.00					
					f 11.32	4.1 6.3		★ FLEETWOOD			f 3.50					
					f 11.43	4.4 10.7		★ REA'S			f 3.40					
					f 11.48	2.3 13.0		★ HILLHEAD			f 3.33					
					P.M. 12.01 12.25	5.1 18.1	D	Z LINDSAY ZW	D A		3.20 2.40					
					f 12.37	4.3 22.4		★ PLEASANT POINT			f 2.30					
					s 12.48	4.0 26.4		★ DUNSFORD			s 2.20					
					f 12.58	3.9 30.3		★ ANCONA POINT			f 2.10					
					f 1.02	1.3 31.6		★ BIRCH POINT			f 2.07					
					f 1.05	1.5 33.1		★ KENSTONE			f 2.04					
					1.15 P.M.	1.2 34.3	D	BOBCAYGEON CK	B G		2.00 P.M.					
					a Daily ex. Sun. 605			★ No passing track.			l Daily ex. Sun. 606					

Railway crossing at grade with C.N.R. at mileage 17.9—Interlocked.

No. 606 will not leave Bobcaygeon until No. 605 arrives.

Trains must not exceed speed of ten miles per hour over Queen St. and King St., Lindsay, and switching movements over these crossings must be protected by flagman, ten miles per hour over St. Paul St. mileage 18.4 and fifteen miles per hour over Bridge mileage 29.2.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

GODERICH SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION												EASTBOUND TRAINS—SUPERIOR DIRECTION									
FIRST CLASS												FIRST CLASS								FOURTH CLASS	
653	651	649	647	637	645	643	Miles from Hamilton Jct.	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	642	644	646	648	650	652	640	654	86	84
Psgr. l Daily ex. Sun.	Psgr. l Daily ex. Sun.	Psgr. l Daily ex. Sat., Sun.	Psgr. l Daily ex. Sun.	Psgr. l Daily ex. Sun.	Psgr. l Daily ex. Sun.	Psgr. l Daily ex. Sun.						Psgr. a Daily ex. Sun.	Psgr. a Daily ex. Sun.	Psgr. a Sat. only	Psgr. a Daily ex. Sat., Sun.	Psgr. a Daily ex. Sat., Sun.	Psgr. a Daily ex. Sun.	Psgr. a Daily ex. Sun.	Psgr. a Daily ex. Sun.	Freight a Daily	Freight a Daily ex. Sun.
				A.M. 8.27			.0	D N	★.....HAMILTON JCT.....R	S U								P.M. 8.33		A.M. 6.05	
									4.6												
				s 8.36			4.6	D	★...WATERDOWN SOUTH....	W D								s 8.24			
									0.9												
				f 8.39			5.5		....WATERDOWN NORTH....		31							f 8.21		5.45	
									2.2												
				f 8.43			7.7		★.....MILLGROVE.....									f 8.17			
									3.3												
P.M.	P.M.	P.M.	P.M.	f 8.48	A.M.	A.M.	11.0		.....FLAMBORO.....		32	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	f 8.12	P.M.	5.15	P.M.
									5.4												
9.05	6.50	3.30	2.00	s 9.00 9.30	8.40	7.20	16.4	D N	Z.....GUELPH JCT. ZYKCW	G U		7.10	8.30	1.20	1.50	3.20	6.35	s 7.55	8.50	5.00	5.45
									Jct. Galt S.D.												
									3.8											A.M.	
f 9.12	f 6.57	f 3.37	f 2.07	s 9.37	f 8.47	7.27	20.2		.....MOFFAT.....		28	f 7.00	f 8.20	f 1.10	f 1.40	f 3.10	f 6.25	s 7.45	f 8.40		5.30
									3.0												
f 9.17	f 7.02	f 3.42	f 2.12	f 9.42	f 8.52	f 7.32	23.2		.....CORWHIN.....		36	f 6.55	f 8.15	f 1.05	f 1.35	f 3.05	f 6.20	f 7.40	f 8.35		5.20
									3.9												
9.24	f 7.09	3.49	f 2.19	f 9.48	8.59	7.39	27.1		.....ARKELL.....		9	f 6.49	f 8.09	f 12.59	f 1.29	f 2.59	f 6.14	f 7.34	f 8.29		5.10
									2.5												
f 9.28	f 7.13	f 3.53	f 2.23	f 9.52	f 9.03	7.43	29.6		★.....SPEEDWELL.....			f 6.45	f 8.05	f 12.55	f 1.25	f 2.55	f 6.10	f 7.30	f 8.25		5.00
									2.0												
9.40	7.25	4.05	2.35	s 10.02 10.12	9.15	7.50	31.6	D N	Z..... GUELPH.....ZYKCW	H U	42	6.40	8.00	12.50	1.20	2.50	6.05	651 7.25 s 7.10	8.20		4.45
									6.1												
P.M.	P.M.	P.M.	P.M.	s 10.24	A.M.	A.M.	37.7	D	.....ARISS.....	W N	35	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	s 6.55	P.M.		2.45
									6.0												
				s 10.35			43.7		★Z....WEST MONTROSE.....Z									s 6.44			2.28
									3.9												
				s 10.43			47.6	D	Z.....ELMIRA.....Z	M E	21							s 6.36			2.17
									4.1												
				s 10.50			51.7		.....WALLENSTEIN.....		17							s 6.27			2.05
									4.9												
				s 11.01			56.6		.....LINWOOD.....YZW		17							s 6.17			1.50
									5.6												
				s 11.11			62.2		.....MILLBANK.....		17							s 6.06			1.25
									4.2												
				s 11.19			66.4	D	.....MILVERTON.....Z	V N	18							s 5.58			1.10
									8.7												
				s 11.34			75.1	D	Z.... WEST MONKTON ....ZW	K S	37							s 5.43			12.40
									6.2												
				f 11.44			81.3		.....McNAUGHT.....		38							f 5.32			12.15
									6.4												P.M.
				s11.55			87.7	D	.....WALTON.....	W A	43							s 5.21			11.55
				P.M.					7.6												
				s 12.08			95.3	D	Z.....BLYTH.....ZW	B Y	39							s 5.09			10.55
									5.9												
				s 12.19			101.2		.....AUBURN.....		39							s 4.58			10.30
									3.1												
							104.3		★.....SHAPIT.....												
									1.9												
				f 12.27			106.2		★.....McGAW.....									f 4.49			10.00
									3.9												
				f 12.34			110.1		★.....MENESET.....									f 4.40			
									1.7												
				12.40 P.M.			111.8	D	Z.....GODERICH.....KCW	G O								4.35 P.M.			9.30 A.M.
a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sat., Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.			★No passing track.			l Daily ex. Sun.	l Daily ex. Sun.	l Sat. only	l Daily ex. Sat., Sun.	l Daily ex. Sat., Sun.	l Daily ex. Sun.	l Daily ex. Sun.	l Daily ex. Sun.	l Daily	l Daily ex. Sun.
653	651	649	647	637	645	643						642	644	646	648	650	652	640	654	86	84

Junction with Hamilton S.D. at Hamilton Jct.—Interlocked; with Galt S.D. at Guelph Jct.—Automatic Signals. Railway crossing at grade with C.N.R. at mileage 31.77—Not Interlocked, (signals will be operated by C.N.R. trainmen and must be left normally clear for C.P.R. trains), and at mileage 34.1—Interlocked Automatic.

Yard Limits Goderich extend to mileage 109.7 fifteen hundred feet east of east switch Meneset.

Permanent Slow Post at mileage 109.5 affecting westbound trains, which must not exceed schedule speed between Meneset and Goderich, and Permanent Slow Post Mileage 5.6 affecting eastbound trains, which must not exceed schedule speed between Waterdown North and Hamilton Jct.

Passenger Trains are restricted to a speed of fifty miles per hour on curves.

Trains must not exceed speed of twenty-five miles per hour between Hamilton Jct. and Waterdown South, ten miles per hour over Victoria Road mileage 30.19, through the City of Guelph, six miles per hour over crossing mileage 33.5 and ten miles per hour over Winstanley St., mileage 74.9.

Trains or engines must not pass over Eramosa Road, Guelph, between 10.15 p.m. and 6.15 a.m. daily, and between 6.15 a.m. and 10.15 p.m. on Sundays, until gates are lowered by train or enginemen.

Switching movements must not be made over Allen's Road, nor over York Road on Spur Line leading to Page Hersey plant at Guelph, without being protected by flagman.

Air Brake Rule 66A applies on all trains running from Waterdown North to Hamilton Jct.

N-2 engines must not be turned on wye at Linwood.

Operator at Hamilton Jct. will register all trains except when green signals are displayed by any section thereof, in which case conductor of each section must register.

To comply with Rule 99 between Hamilton and mileage 8, flagmen must go out 13 telegraph poles instead of 10 to equal 500 yards; 31 telegraph poles instead of 24 to equal 1200 yards and 47 telegraph poles instead of 36 to equal 1800 yards, and between mileage 8 and Guelph Junction, flagmen must go out 14 telegraph poles instead of 10 to equal 500 yards; 34 telegraph poles instead of 24 to equal 1200 yards and 51 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

The sounding of locomotive whistles for any highway crossing or crossings within the limits of the City of Galt is prohibited except when necessary to prevent accident.

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

Junction with double track mileage 113.73—Not Interlocked.

Junction with Quebec Street Yard, Quebec Street—Interlocked.

Trains must not exceed speed of ten miles per hour over Ingersoll Avenue, Woodstock, over Drew Street mileage 87.99, Samuelson Street on Wye at Galt, Kerr and Beverly Streets on Downtown Spur Galt, and over Bond Street east of Galt Station. Cars must not be left within 25 feet of street line, Dundas Street, Galt.

Train movements over Kerr St. and Beverly St. on the Downtown Spur at Galt, and over Samuelson and Dundas Sts. on the wye tracks at Galt, and over Northumberland Ave. at Ayr, except on main tracks, must be protected by flagman.

Highway crossing mileage 74.6 Drumbo must be flagged by a member of train crew when occupying passing track with crossing cut.

Trains are restricted to a speed of forty-five miles per hour on curves between mileage 71 and mileage 72 and at Innerkip Station.

Trains must not exceed speed thirty miles per hour over West Switch of eastbound passing track, Cooksville.

Trains must not exceed schedule speed between Cooksville and Streetsville.

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.

Permanent Slow Post mileage 38. Trains on both tracks must not exceed speed of forty-five miles per hour between this slow post and mileage 33.5.

Permanent Slow Post mileage 60. Eastbound trains must not exceed speed of forty miles per hour between this slow post and west switch at Galt.

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

Movements of cars or engines in Cooksville Brick Plant mileage 16.02 are restricted to the switching lead. Cars are not to be left foul of No. 2 siding used by Brick Company's engine in movement to and from their shop.

Trains between Obico and Tecumseh St., and between Tecumseh St. and Toronto will be governed by Toronto Terminals time table pages 14, 15 and 20.

Operator Quebec St. will register first class trains and operator Guelph Jct. will register eastbound first class trains and Train No. 19 except when green signals are displayed by any section thereof, in which case conductor of each section must register.

Eastbound trains may leave Adelaide St., London, and westbound trains may leave Obico without terminal clearance.

Nos. 681 and 682 will register at Zorra.

Woodstock yard limits extend from a point 1000 feet east of the east switch at Coakley to a point 1000 feet west of the west switch at Jellicoe.

Galt Sub-Division Westbound passenger trains unless otherwise directed will take passing track at crossover east of Woodstock station when meeting at that point.

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

§No. 37 will stop at Innerkip to detrain passengers from Toronto and beyond and pick up passengers for Windsor and beyond.

§No. 38 will stop at Innerkip to detrain passengers from Windsor and beyond and pick up passengers for Toronto and beyond.

§No. 37, No. 20 and No. 38 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 and points west of Guelph.

§No. 22 will stop at Ayr, Milton and Streetsville on Sundays to entrain passengers and will stop at Streetsville on Sundays to detrain passengers from London and west.

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

Exception to special instruction "S" freight and mixed trains may run between Ayr and West Toronto for inspection but if stopped for any other purpose between points mentioned standing inspection must be made.

To comply with Rule 99, between Islington and Puslinch, flagmen must go out 15 telegraph poles instead of 10 to equal 500 yards; 35 telegraph poles instead of 24 to equal 1200 yards and 51 telegraph poles instead of 36 to equal 1800 yards, and between Puslinch and Killean, flagmen must go out 11 telegraph poles instead of 10 to equal 500 yards; 27 telegraph poles instead of 24 to equal 1200 yards, and 40 telegraph poles instead of 36 to equal 1800 yards, and between Killean and London, flagmen must go out 13 telegraph poles instead of 10 to equal 500 yards; 30 telegraph poles instead of 24 to equal 1200 yards, and 45 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

Toronto—London mdse. No. 71	Lv. West Toronto	1.00 a.m.
	Ar. London	10.00 a.m.
Toronto—St. Thomas mdse. No. 73	Lv. West Toronto	10.35 p.m.
	Ar. St. Thomas	5.30 a.m.

WESTBOUND TRAINS—INFERIOR DIRECTION

THIRD CLASS	SECOND CLASS				FIRST CLASS									Miles from Toronto	Telegraph and Telephone offices	GALT SUBDIVISION — STATIONS
681		915	901	903		635	19	707	37	629	631	21	705			
St. Marys Mixed / Daily ex. Sun.		Interstate Freight / Daily	Interstate Freight / Daily	Interstate Freight / Daily		The Michigan Psgr. / Daily ex. Sat.	The Canadian Psgr. / Daily	Owen Sound Psgr. / Daily ex. Sun.	The Royal York Psgr. / Daily	London Psgr. / Daily ex. Sat., Sun.	London Psgr. / Sat. only	Chicago Psgr. / Daily	Owen Sound Psgr. / Daily ex. Sun.			
.....	.....	.....	.....	.....	.....	P.M. 11.45	P.M. 10.00	P.M. 6.00	P.M. 5.35	P.M. 2.30	P.M. 12.30	A.M. 8.00	A.M. 7.45	.0	D N	TORONTO.....YK (TORONTO TERMINALS)
.....	.....	.....	.....	.....	.....	A.M. s 12.06	s 10.18	s 6.18	s 5.53	s 2.42	s 12.42	s 8.20	s 8.03	4.5	D N	4.5 WEST TORONTO KCW
.....	.....	P.M.	P.M.	P.M.	.....	f 12.12	10.23	s 6.24	5 58	2.47	12.47	8.27	s 8.10	8.7	D	4.2 ISLINGTON.....X
.....	.....	10.35	9.20	3.40	.....	12.13	10.24	6.25	5.59	2.48	12.48	8.28	8.11	9.6	.....	0.9 OBICO.....XY (AUTOMATIC BLOCK) Jct. Toronto Terminals S.D
.....	.....	.....	.....	.....	.....	.....	.....	f 6.27	.....	.....	.....	.....	.....	10.8	.....	1.3 ★SUMMERVILLE.....
.....	.....	.....	.....	.....	.....	.....	.....	f 6.30	.....	.....	.....	.....	.....	12.6	.....	1.7 ★DIXIE.....
.....	.....	10.43	9.28	3.48	.....	f 12.21	10.29	s 6.33	6.04	2.53	12.53	8.35	s 8.18	14.2	D	1.6 COOKSVILLE.....X
.....	.....	.....	.....	.....	.....	.....	.....	s 6.38	.....	.....	.....	.....	f 8.23	17.3	.....	3.1 ★ERINDALE.....X
.....	.....	10.55	9.40	4.00	.....	f 12.32	10.38	6.43	6.13	3.02	1.02	§ 8.47	8.29	21.2	D N	3.9 Z STREETSVILLE.....YXW Jct. Orangeville S.D.
.....	.....	.....	.....	.....	.....	.....	.....	P.M.	.....	.....	.....	.....	A.M.	.....	.....	
.....	.....	11.05	9.50	4.10	.....	f 12.41	10.45	.....	6.20	3.09	1.09	f 8.58	.....	27.6	T	6.4 ★HORNBY.....X (DOUBLE TRACK)
.....	.....	11.13	9.58	4.18	.....	f 12.47	10.49	.....	s 6.26	3.13	1.13	f 9.07	.....	32.1	D	4.5 MILTON.....X
.....	.....	11.19	10.04	4.24	.....	12.53	10.55	.....	6.32	3.18	1.18	9.13	.....	36.0	.....	3.9 ★CHRISTIE.....X
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38.0	.....	2.0 ★CAMPBELLVILLE.....
.....	.....	11.55	10.30	4.50	.....	s 1.00 1.10	11.00	.....	§ 6.43	s 3.25	s 1.25	§ 9.25	.....	39.2	D N	1.2 Z GUELPH JCT....YXKCW Jct. Goderich S.D.
.....	.....	A.M. 12.05	10.40	5.02	.....	f 1.20	11.07	.....	6.50	3.32	1.32	f 9.35	.....	44.9	T	5.7 PUSLINCH.....
.....	.....	12.15	10.50	5.12	.....	1.29	11.14	.....	6.57	3.39	1.39	9.44	.....	52.0	T	7.1 KILLEAN.....
.....	.....	12.22	10.57	5.20	.....	s 1.35 1.55	s 11.23	.....	s 7.09	s 3.45	s 1.45	s 9.55	.....	57.2	D N	5.2 Z GALT.....YW (ABSOLUTE PERMISSIVE BLOCK)
.....	.....	12.35	11.28	5.30	.....	2.02	11.28	.....	7.16	3.53	1.53	10.05	.....	60.3	D N	3.1 ORR'S LAKE.....
.....	.....	12.41	11.40	5.35	.....	2.05	11.31	Orangeville Subdivision Train	7.19	3.55	1.55	10.09	Orangeville Subdivision Train	62.7	T	2.4 DUMFRIES.....
.....	.....	12.50	11.47	5.42	.....	f 2.13	11.36		s 7.25	4.00	2.00	§ 10.16		67.6	D	4.9 Z AYR.....YW
.....	.....	1.01	11.58	5.52	.....	f 2.21	11.43		f 7.33	4.07	2.07	f 10.26		74.3	DN	6.7 Z DRUMBO.....
.....	.....	1.07	A.M. 12.04	5.57	.....	2.27	11.47		7.38	4.11	2.11	10.32		78.5	T	4.2 BLANDFORD.....
.....	.....	1.12	12.09	6.01	.....	f 2.32	11.50		§ 7.41	4.14	2.14	f 10.37		81.6	T	3.1 Z INNERKIP.....
.....	.....	1.20	12.16	6.10	.....	2.40	11.55		7.50	4.20	2.20	10.45		87.0	T	5.4 COAKLEY.....
A.M. 11.00	.....	1.30	12.20	6.15	.....	s 2.45	s 11.59 A.M.		s 7.57	s 4.23	s 2.23	s 10.53		87.8	D N	0.8 Z WOODSTOCK.....KW Jct. St. Thomas S.D.
11.02	.....	1.35	12.22	6.28	.....	2.52	12.01		7.59	4.24	2.24	10.55		88.3	.....	0.5 JELLICOE.....
11.25	.....	1.55	12.40	6.50	.....	3.02	12.08	.....	8.12	4.30	2.30	11.06	.....	94.9	N	6.6 ZORRA..... Jct. St. Marys S.D.
A.M.	.....	2.05	12.50	6.58	.....	f 3.10	12.13	.....	8.20	4.35	2.35	f 11.15	.....	101.0	D	6.1 Z THAMESFORD.....
	.....	2.10	1.00	7.03	.....	3.15	12.16	.....	8.25	4.38	2.38	11.20	.....	104.6	T	3.6 NISSOURI.....
St. Marys Subdivision Train	.....	2.16	1.15	7.20	.....	3.20	12.20	.....	8.30	4.42	2.42	11.25	.....	109.1	T	4.5 CRUMLIN.....
	.....	2.25	1.25	7.35	.....	3.25	12.25	.....	8.35	4.46	2.46	11.30	.....	113.1	D N	4.0 Z QUEBEC ST.....KCW
		A.M.	A.M.	P.M.												
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	113.6	.....	0.5 ADELAIDE ST..... (DOUBLE TRACK AUTOMATIC BLOCK)
	.....	.....	.....	.....	.....	3.30 A.M.	12.30 A.M.	.....	8.40 P.M.	4.50 P.M.	2.50 P.M.	11.35 A.M.	.....	114.6	D N	1.0 LONDON.....K
a Daily ex. Sun.		a Daily	a Daily	a Daily		a Daily ex. Sun.	a Daily	a Daily ex. Sun.	a Daily	a Daily ex. Sat., Sun.	a Sat. only	a Daily	a Daily ex. Sun.			
681		915	901	903		635	19	707	37	629	631	21	705			

★No passing track.

GALT SUBDIVISION

EASTBOUND TRAINS—SUPERIOR DIRECTION

Telegraph and Telephone Offices		STATIONS	Telegraph Calls	Car Capacity Passing Tracks	FIRST CLASS 20 The Canadian Psgr. a Daily	630 London Psgr. a Daily ex. Sun.	706 Owen Sound Psgr. a Daily ex. Sun.	38 The Royal York Psgr. a Daily	708 Owen Sound Psgr. a Daily ex. Sun.	632 London Psgr. a Daily ex. Sun.	22 Overseas Psgr. a Daily	SECOND CLASS 74 Freight a Daily	78 Freight a Daily	902 Interstate Freight a Daily	906 Interstate Freight a Daily	904 Interstate Freight a Daily	FOURTH CLASS 70 Freight a Daily	72 Freight a Daily	682 St. Marys Mixed a Daily ex. Sun.	76 Freight a Daily	82 Freight a Daily
					A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.										
DN		TORONTO.....YK (TORONTO TERMINALS)	UN	....	8.30	9.30	11.45	2.55	9.15	9.40	10.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN		4.5 WEST TORONTO KCW (TORONTO TERMINALS)	JU	....	s 8.12	s 9.17	s11.30	s 2.40	s 9.00	s 9.22	s 9.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D		4.2 ISLINGTON.....X (TORONTO TERMINALS)	NS	....	8.04	9.12	s11.21	2.32	8.51	s 9.10	9.42	.....	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.
....	AUTOMATIC BLOCK	0.9 OBICO.....XZY (TORONTO TERMINALS) Jct. Toronto Terminals S.D.	....	....	8.03	9.11	11.20	2.31	8.50	9.09	9.41	.....	5.35	7.20	7.35	12.50	5.40	11.15	4.55	.....	11.50	3.20
....	AUTOMATIC BLOCK	1.3 ★SUMMERVILLE.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	AUTOMATIC BLOCK	1.7 ★DIXIE.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	AUTOMATIC BLOCK	1.6 COOKSVILLE.....ZX	CV	EB 71 WB 45	7.58	9.05	s11.13	2.25	8.42	s 9.01	9.36	.....	5.20	7.05	7.20	12.43	5.33	11.07	4.45	.....	11.35	3.05
....	DOUBLE TRACK	3.1 ★ERINDALE.....X	....	....	.....		f11.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	DOUBLE TRACK	3.9 STREETSVILLE.....YXWZ Jct. Orangeville S.D.	JC	WB 34	f 7.48	8.56	11.03	2.16	8.32	f 8.52	§ 9.26	.....	5.08	6.50	7.05	12.30	5.22	10.56	4.30	.....	11.20	2.50
							—A.M.—		—P.M.—												
T	DOUBLE TRACK	6.4 ★HORNBY.....X	....	....	7.38	8.49	.....	2.09	.....	f 8.44	9.19	.....	4.54	6.34	6.50	12.15	5.12	10.47	4.15	.....	11.01	2.35
D	DOUBLE TRACK	4.5 MILTON.....ZX	MI	EB 70 WB 73	s 7.31	8.45	.....	s 2.04	.....	s 8.37	§ 9.14	.....	4.48	6.27	6.40	12.01	5.05	10.40	4.05	.....	10.50	2.20
....	DOUBLE TRACK	3.9 ★CHRISTIE.....X	....	....	7.25	8.41	.....	1.58	.....	8.31	9.08	.....	4.40	6.20	6.33	P.M. 11.50	4.58	10.33	3.55	.....	10.40	2.10
....	DOUBLE TRACK	2.0 ★CAMPBELLVILLE.....	....	....	.....	.....	.....	.....	.....	f 8.27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	DOUBLE TRACK	1.2 GUELPH JCT....ZYXKCW Jct. Goderich S.D.	GU	EB 49 WB 54	§ 7.19	s 8.36	.....	§ 1.53	.....	8.25 s 8.10	s 9.03	.....	4.30	6.10	6.25	11.40	4.50	10.25	3.45	.....	10.20	2.00
T	ABSOLUTE PERMISSIVE BLOCK	5.7 PUSLINCH.....	....	61	7.11	8.28	.....	1.46	.....	f 8.00	8.53	.....	4.00	5.53	6.10	11.10	4.40	10.00	3.32	.....	10.00	1.20
T	ABSOLUTE PERMISSIVE BLOCK	7.1 KILLEAN.....	....	64	7.03	8.21	.....	1.39	.....	f 7.50	8.45	.....	3.45	5.38	5.57	10.55	4.30	9.44	3.00	.....	9.45	1.00
DN	ABSOLUTE PERMISSIVE BLOCK	5.2 GALT.....ZYW	G	63	s 6.56	s 8.15	.....	s 1.32	.....	s 7.40 7.25	s 8.35	.....	3.30	5.28	5.48	10.40	6294.10 3.35	9.15	2.50	.....	9.30	12.22
DN	ABSOLUTE PERMISSIVE BLOCK	3.1 ORR'S LAKE.....	KA	65	6.48	8.07	.....	1.19	.....	7.16	8.21	.....	3.15	5.10	5.38	10.25	3.26	8.55	2.35	.....	9.00	12.05
T	ABSOLUTE PERMISSIVE BLOCK	2.4 DUMFRIES.....	....	65	6.46	8.04	.....	1.16	.....	f 7.10	8.18	.....	3.10	5.05	5.33	10.09	3.22	8.47	2.30	.....	8.55	A.M. 11.59
D	ABSOLUTE PERMISSIVE BLOCK	4.9 AYR.....ZYW	AY	66	§ 6.39	8.00	.....	s 1.10	.....	s 7.04	§ 8.13	.....	3.00	4.56	5.20	9.52	3.14	8.35	2.20	.....	8.40	19 11.47 901 11.15
DN	ABSOLUTE PERMISSIVE BLOCK	6.7 DRUMBO.....	D	67	6.31	7.53	Orangeville Subdivision Train	f 1.01	Orangeville Subdivision Train	s 6.56	8.05	.....	2.45	4.44	5.08	9.42	3.03	8.20	2.07	.....	8.20	11.00
T	ABSOLUTE PERMISSIVE BLOCK	4.2 BLANDFORD.....	....	63	6.26	7.49		12.56		6.50	8.00	.....	2.27	4.36	5.00	9.35	2.56	8.15	1.45	.....	8.00	10.50
T	ABSOLUTE PERMISSIVE BLOCK	3.1 INNERKIP.....	....	64	6.22	7.46		§ 12.52		s 6.46	7.57	.....	2.05	4.29	4.55	9.30	2.51	8.05	1.40	.....	7.41	10.45
T	ABSOLUTE PERMISSIVE BLOCK	5.4 COAKLEY.....	....	64	6.15	7.40		12.46		6.39	7.50	.....	1.50	4.17	4.44	9.20	2.42	7.40	1.30	P.M.	7.25	10.35
DN	ABSOLUTE PERMISSIVE BLOCK	0.9 WOODSTOCK.....ZKW Jct. St. Thomas S.D.	W	....	s 6.13	s 7.39		s 12.45		s 6.38 6.30	s 7.48	.....	1.45	4.15 A.M.	4.42	9.15	2.40	7.25	1.25	5.30	7.20	10.30
....	ABSOLUTE PERMISSIVE BLOCK	0.5 JELLICOE.....	....	41	6.07	7.36		12.38		6.28	7.40	.....	1.35	.....	4.40	9.10	2.24	7.10	1.10	5.25	7.10	9.45
N	ABSOLUTE PERMISSIVE BLOCK	6.6 ZORRA..... Jct. St. Marys S.D.	CD	71	6.00	7.30	.....	12.31		s 6.19	7.34	.....	1.22	.....	4.25	9.00	2.05	6.55	1.00	5.10 P.M.	6.50	9.30
D	ABSOLUTE PERMISSIVE BLOCK	6.1 THAMESFORD.....	RS	65	5.53	7.25	.....	f 12.25	.....	s 6.10	7.28	.....	1.10	St. Thomas Subdivision Train	4.15	8.50	1.56	6.40	12.50	St. Marys Subdivision Train	6.35	9.15
T	ABSOLUTE PERMISSIVE BLOCK	3.6 NISSOURI.....	....	65	5.49	7.22	.....	12.20	.....	6.05	7.24	.....	1.00		4.05	8.40	1.50	6.30	12.40		6.25	9.05
T	ABSOLUTE PERMISSIVE BLOCK	4.5 CRUMLIN.....	....	63	5.44	7.18	.....	12.15	.....	f 6.00	7.20	.....	12.50		3.55	8.25	1.40	6.20	12.30		6.15	8.55
DN	DOUBLE TRACK AUTOMATIC BLOCK	4.0 QUEBEC ST.....KCW	NO	....	5.40	7.14	.....	12.10	.....	s 5.55	7.15	.....	12.30 A.M.		3.40 A.M.	8.10 A.M.	1.30 P.M.	6.00 A.M.	12.15 P.M.		6.00 P.M.	8.40 P.M.
....	DOUBLE TRACK AUTOMATIC BLOCK	0.5 ADELAIDE ST.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....
DN	DOUBLE TRACK AUTOMATIC BLOCK	1.0 LONDON.....ZK	DO	....	5.35 A.M.	7.10 A.M.	.....	12.05 P.M.	.....	5.50 P.M.	7.10 P.M.	.....	.....		.....	.....	.....	.....	.....		.....	.....
					l Daily	l Daily ex. Sun.	l Daily ex. Sun.	l Daily	l Daily ex. Sun.	l Daily ex. Sun.	l Daily		l Daily	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily ex. Sun.	l Daily	l Daily
		★No passing track.			20	630	706	38	708	632	22		74	78	902	906	904	70	72	682	76	82

LONDON TERMINALS

Yard limits London Terminals extend from yard limit board, mileage 111.32, Galt Subdivision to yard limit board, mileage 1.23 Windsor Subdivision.

Movements not authorized by time-table or train order may be made in the direction of the current of traffic on double track between Adelaide St. and St. George St. All trains must proceed under full control between these points and be prepared to stop if track occupied.

Trains must not exceed speed of fifteen miles per hour passing Quebec St. and between Adelaide St. and St. George St. and ten miles per hour over St. George St.

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

Yard crews switching in Wilson's Coal and Western Wire and Nail Co. siding must always eave switch open while in siding.

Account narrow track centres between Tracks One and Two and Two and Three on west end and between Two and Three on east end Quebec Street Yard, train and enginemen must use extreme care to see that cars when placed are into clear.

The sounding of locomotive whistles and the ringing of locomotive bells within the limits of the City of London between mileage 111.39 Galt Subdivision and mileage 0.1 Richmond Street, Windsor Subdivision for the purpose of signalling in making up trains or approaching highway crossings are prohibited except when necessary to prevent accident and except that the bell shall always be rung for seventy-five feet before reaching crossing.

No. 901 due to leave Quebec St. 2.00 a.m. daily.
No. 915 " " " " " 3.00 a.m. daily.
No. 903 " " " " " 8.50 p.m. daily.
No. 902 due to arrive Quebec St. 3.10 a.m. daily.
No. 906 " " " " " 6.30 a.m. daily.
No. 904 " " " " " 1.05 p.m. daily.
No. 74 " " " " " 10.40 p.m. daily.

WINDSOR TERMINALS

A—Westbound movements must come to a full stop before passing under Sandwich St. bridge, unless signalled to proceed.

B—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 engineer, and in no case must cars be handled westbound when being pushed by an engine unless the air brake is in operation.

C—Eastbound 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 engineer. Trains must not exceed eight miles per hour entering or leaving Windsor yard.

D—All trains operating between Lake Shore Tower and Windsor M.C.R. depot must proceed with caution and be prepared to stop. Westbound passenger trains, must come to a full stop at the switch leading off westbound 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.

All Eastbound trains must not exceed fifteen miles per hour on Essex Terminal Railway between distant and home signals approaching Interlocking Lake Shore Tower.

E—All switching and transfer movements over Tecumseh Road on Essex Terminal tracks must be at a speed not exceeding ten miles per hour and must be protected by a flagman.

F—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.

G—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.

H—Trains between Windsor and Detroit are operated on M.C.R. tracks and controlled by M.C.R., and will be required to observe M.C.R. Rule 93.B, 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."

No. 903	Interstate Freight due to arrive Windsor 3.30 a.m.
No. 901	Interstate Freight due to arrive Windsor 8.00 a.m.
No. 915	Interstate Freight due to arrive Windsor 8.30 a.m.
No. 906	Interstate Freight due to leave Windsor 12.30 a.m.
No. 904	Interstate Freight due to leave Windsor 9.40 a.m.
No. 74	Windsor Freight due to leave Windsor 6.00 p.m.
No. 902	Interstate Freight due to leave Windsor 11.25 p.m.

WESTBOUND TRAINS—INFERIOR DIRECTION									Miles from London	Telegraph and Telephone Offices	WINDSOR SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS—SUPERIOR DIRECTION									
SECOND CLASS			FIRST CLASS											FIRST CLASS			SECOND CLASS				FOURTH CLASS		
903 Interstate Freight	915 Interstate Freight	901 Interstate Freight			37 The Royal York Psgr.	21 Chicago Psgr.	635 The Michigan Psgr.	19 The Canadian Psgr.			STATIONS			20 The Canadian Psgr.	38 The Royal York Psgr.	22 Overseas Psgr.	906 Interstate Freight	904 Interstate Freight	74 Freight	902 Interstate Freight	70 Freight	72 Freight	76 Freight
l Daily	l Daily	l Daily			l Daily	l Daily	l Daily ex. Sun.	l Daily						a Daily	a Daily	a Daily	a Daily	a Daily	a Daily	a Daily	a Daily	a Daily	a Daily
P.M. 9.00	A.M. 3.10	A.M. 2.10	.....	.....	P.M. 8.50	A.M. 11.50	A.M. 3.45	A.M. 12.35	.0	D N	.....LONDON.....ZK	D O	....	A.M. 5.20	A.M. 11.50	P.M. 7.00	A.M. 6.20	P.M. 12.50	P.M. 10.30	A.M. 3.00	A.M. 11.25	P.M. 3.50	A.M. 4.10
9.15	3.25	2.25	.....	.....	8.56	11.55	3.53	12.40	3.9	T	3.9 ....HYDE PARK.....	....	66	5.15	11.44	6.54	6.10	12.40	10.20	2.50	11.15	3.40	3.53
9.20	3.32	2.45	.....	.....	8.59	11.58	3.57	12.43	6.9	T	3.0 .....LOBO.....	....	64	5.12	11.39	6.51	6.03	12.35	10.14	2.45	11.05	3.30	3.32
9.27	3.40	3.00	.....	.....	9.03	P.M. 12.02	f 4.01	12.47	10.5	....	3.6 .....KOMOKA.....	....	53	5.08	f11.33	6.47	5.55	12.30	10.06	2.39	10.55	3.20	3.20
9.35	3.50	3.10	.....	.....	9.08	12.07	f 4.06	12.52	15.1	D N	4.6 ....CARADOC.....ZW	C A	65	5.04	f11.26	6.42	5.46	12.22	9.58	2.32	10.45	3.10	3.10
9.50	4.10	3.16	.....	.....	9.12	12.11	4.10	12.56	19.1	T	4.0 ...LONGWOOD.....	....	54	5.00	11.20	6.39	5.40	12.11	9.50	2.27	10.35	3.00	2.52
10.10	4.53	3.26	.....	.....	9.19	12.17	4.17	1.03	25.7	T	6.6 .....APPIN.....Z	....	85	4.53	11.12	6.33	5.30	P.M. 11.50	9.40	2.17	10.20	2.45	2.42
10.20	5.10	3.32	.....	.....	9.23	12.21	4.22	1.07	30.2	D	4.5 .....GLENCOE.....	C N	65	4.48	f11.07	6.29	5.10	11.44	9.23	2.10	10.10	2.30	2.36
10.35	5.30	3.42	.....	.....	9.29	12.27	4.30	1.14	37.3	T	7.1 ....NEWBURY.....	....	53	4.41	10.59	6.22	20 4.41 635 4.22	11.35	8.50	2.00	9.55	2.10	2.25
10.45	5.45	3.50	.....	.....	9.33	12.31	4.37	1.18	41.9	N	4.6 ...BOTHWELL.....ZW	W H	59	4.37	10.54	6.17	3.50	11.29	8.40	1.50	9.45	1.55	2.15
11.00	5.55	4.30	.....	.....	f 9.41	f12.37	f 4.45	1.25	49.3	D	7.4 ..THAMESVILLE.....	V S	54	4.30	s10.45	6.10	3.25	11.20	8.28	1.25	9.30	1.35	1.55
11.07	6.03	4.52	.....	.....	9.47	12.42	f4.52	1.30	54.7	T	5.4 ..KENT BRIDGE.....	....	65	4.25	10.38	6.03	3.15	11.13	8.19	1.05	9.20	1.20	1.45
11.12	6.08	5.15	.....	.....	9.50	12.45	4.56	1.33	58.1	T	3.4 ....ARKWOOD.....	....	53	4.22	10.35	6.00	3.07	11.09	8.12	1.00	9.10	1.05	1.33
11.35	6.30	5.50	.....	.....	9.55	12.49	5.02	1.38	63.2	....	5.1 ....EASTEND.....WYC	....	66	4.17	10.30	5.55	2.50	11.00	8.00	12.50	9.00	12.49	902 1.10 12.05
11.40	6.35	6.00	.....	.....	s10.00	s12.53	s 5.07 5.25	s 1.42	64.2	D N	1.0 .....CHATHAM.....W	H A	76	s 4.13	s10.26	s 5.50	2.19	10.54	7.38	12.43	8.52	12.30	12.01
11.50	6.44	6.10	.....	.....	10.08	12.59	5.33	1.48	65.2	....	1.0 .....WESTEND.....	....	64	4.05	10.16	5.40	2.10	10.45	7.29	12.34	8.43	12.10	A.M. 11.50
A.M. 12.26	6.54	6.25	.....	.....	10.14	1.05	5.39	1.54	70.9	T	5.7 .....RINGOLD.....	....	57	3.59	10.10	5.35	1.54	10.38	7.20	12.26	8.35	12.01	11.22
12.45	7.02	6.34	.....	.....	10.19	1.10	f 5.44	1.59	76.0	T	5.1 .....JEANETTE.....Z	....	83	3.54	10.05	5.30	1.34	10.31	7.11	12.19	8.26	P.M. 11.50	11.15
12.55	7.09	6.41	.....	.....	s10.24	s 1.16	s 5.50	2.03	79.9	D	3.9 .....TILBURY.....PW	R U	65	3.50	s10 00	s 5.20	1.28	10.26	7.05	12.13	8.20	11.40	11.10
1.20	7.18	6.53	.....	.....	10.31	1.22	5.58	2.09	85.9	D	6.0 ...HAYCROFT.....Z	H Y	55	3.44	9.52	5.10	1.20	10.18	6.55	12.05	8.05	11.15	11.01
1.33	7.25	7.01	.....	.....	10.35	1.26	f 6.03	2.13	90.1	....	4.2 ...ST. JOACHIM.....	....	52	3.40	9.48	5.06	1.13	10.13	6.48	A.M. 11.59	7.55	11.00	10.55
1.41	7.35	7.09	.....	.....	f10.39	1.30	f 6.10	2.17	94.2	D	4.1 ..BELLE RIVER.....ZW	R I	65	3.36	f 9.43	f 5.02	1.05	10.08	6.40	11.53	901 7.35 915 7.00	10.40	10.39
2.00	7.50	7.21	.....	.....	10.47	1.36	6.17	2.23	101.0	D	6.8 ....ELMSTEAD.....	C K	64	3.29	9.35	4.55	12.55	9.58	6.28	11.43	6.50	10.30	10.15
2.15	8.10	7.35	.....	.....	10.54	1.43	s 6.25	2.30	108.1	T	7.1 WALKERVILLE JCT...Z	....	57	3.22	9.28	4.48	12.45	9.48	6.15	11.33	6.35	10.15	10.05
A.M.	A.M.	A.M.	.....	.....	.....	.....	.....	.....	108.2	....	0.1 ★..P.M.R. JCT.....	....	....	.....	.....	.....	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.
.....	.....	.....	.....	.....	10.57	1.46	6.28	2.34	109.8	D N	1.6 ★ LAKESHORE TOWER...	S J	....	3.19	9.25	4.45	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	111.2	D N	1.4 Z... WINDSOR YARD..KCW	W A	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	s11.05 11.15	s 1.55 2.05	s 6.35 6.50	s 2.40 2.50	111.5	D N	1.7 .....WINDSOR (M.C.R.)	R D I	....	3.15 s 3.05	9.20 s 9.10	4.40 s 4.25	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	11.25 P.M.	2.15 P.M.	7.00 A.M.	3.00 A.M.	114.2	....	2.7 .....DETROIT (M.C.R.)	F	....	2.55 A.M.	9.00 A.M.	4.15 P.M.	.....	.....	.....	.....	.....	.....	.....
a Daily 903	a Daily 915	a Daily 901			a Daily 37	a Daily 21	a Daily ex. Sun. 635	a Daily 19			★ No passing track.			l Daily 20	l Daily 38	l Daily 22	l Daily 906	l Daily 904	l Daily 74	l Daily 902	l Daily 70	l Daily 72	l Daily 76

Trains must not exceed speed of ten miles per hour through City of Chatham, and over St. George St., London.

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

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.

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

Yard limits Chatham extend from West switch West End to yard limit board 4200 feet east of east switch East End.

D-10 or heavier class engines must not use north or south sidings at Zakoor's plant.

Trains between Windsor Yard and Walkerville Jct. will be governed by Signal Indications only, as per Special Instructions, page 21.

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

The sounding of locomotive whistle and ringing of locomotive bell approaching highway crossings within City of Chatham from mileage 63.71 to mileage 65.27 is prohibited except the ringing of locomotive bell when engine is within 75 feet of reaching such crossing, and except when it is necessary to sound locomotive whistle or ring the bell to prevent an accident. All locomotives will whistle and ring bell for Merritt Ave., mileage 65.4 and all westbound locomotives will sound whistle and ring bell for Murray St., mileage 63.72.

Yard Limits London Terminals extend from Yard Limit board, mileage 111.32 Galt Subdivision to Yard Limit board, mileage 1.23 Windsor Subdivision.

Yard limits Windsor Yard extend to 25 feet east of Lake Shore Tower. See page 11 for special instructions London Terminals.

Railway crossing at grade with C.N.R. at mileage 11.8—Interlocked Automatic; with M.C.R. at mileage 24.7—Interlocked Automatic; with C.N.R. at mileage 31.9—Interlocked; with P.M.R. and Junction at mileage 63.7—Interlocked; with C.N.R. at mileage 65.1—Interlocked; at mileage 68.6—Interlocked Automatic; with P.M.R. and Junction at mileage 108.1—Interlocked; with E.T.R. and Junction at mileage 109.9—Interlocked. Junction with double track mileage 0.14—Interlocked.

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. mileage 11.8, with M.C.R. mileage 24.7, with C.N.R at mileage 31.9 at mileage 68.6 and with P.M.R. at mileage 108.1.

Exception to special instruction "S" freight and mixed trains may run between East end and Quebec Street for inspection, but if stopped for any other purpose between the points mentioned standing inspection must be made.

To comply with Rule 99, between London and Chatham, flagmen must go out 13 telegraph poles instead of 10 to equal 500 yards; 30 telegraph poles instead of 24 to equal 1200 yards; and 45 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

WESTBOUND TRAINS INFERIOR DIRECTION				Miles from Woodstock	Telegraph and Telephone Offices	ST. THOMAS SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION			
THIRD CLASS	SECOND CLASS								SECOND CLASS			THIRD CLASS
73 Freight Daily		660 Mixed l Daily ex. Sun.	655 Mixed l Daily ex. Sun.			STATIONS			656 Mixed a Daily ex. Sun.	659 Mixed a Daily ex. Sun.		78 Freight a Daily
A.M. 3.10	.....	A.M. 11.05	A.M. 10.00	.0	D N	.....WOODSTOCK.ZKCW	W	.....	P.M. 4.50	P.M. 5.35	.....	A.M. 3.55
						4.2						
3.35	.....	s 11.16	f 10.10	4.2	.....	.....BEACHVILLE.....	.....	25	f 4.35	s 5.24	.....	3.35
						4.7						
3.55	.....	11.30	s 10.25 11.45	8.9	D	Z.....INGERSOLL...ZRW	I G	19	s 4.20	5.10	.....	3.23
						Jct. Port Burwell S.D.						
		A.M.	P.M.			5.2				P.M.		
4.20	.....	.....	f 12.01	14.1	.....	.....PUTNAM.....	.....	47	f 3.45	.....	.....	3.10
						4.7						
4.35	.....	Port Burwell S.D. Train	f 12.15	18.8	.....	.....HARRIETSVILLE.....	.....	46	f 3.30	Port Burwell S.D. Train	.....	2.58
						3.0						
.....	.....		f 12.25	21.8	.....	★.....GLADSTONE.....	.....	.....	f 3.15		.....	.....
						3.0						
4.50	.....		s 12.40	24.8	D	Z★.....BELMONT.....W	B	.....	s 3.05		.....	2.43
						7.2						
5.05	.....	.....	12.55	32.0	.....	....WABASH TRANSFER....	.....	.....	2.40	.....	.....	2.25
						1.6						
5.30 A.M.	.....	.....	1.00 P.M.	33.6	D N	Z...ST. THOMAS....KCW	S A	26	2.30 P.M.	.....	.....	2.15 A.M.
a Daily 73		a Daily ex. Sun. 660	a Daily ex. Sun. 655			★No passing track			l Daily ex. Sun. 656	l Daily ex. Sun. 659		l Daily 78

Railway crossing at grade with C.N.R. at mileage 0.77—Interlocked; at mileage 32.3—Interlocked; with M.C.R. at mileage 33.5—Not Interlocked.

Trains must not exceed speed of ten miles per hour over Hunter St., Dundas St. and Drew St., Woodstock, and over crossing Mileage 24.7.

All eastbound trains must not exceed speed of ten miles per hour between distant and home signals, and all trains must not exceed speed of ten miles per hour between limits of interlocking plant with C.N.R., mileage 32.3.

Switching movements over Thames St., Ingersoll, must be curtailed as much as possible, and running switches over this crossing are prohibited. Between 8.00 p.m. and 8.00 a.m. daily, and between 8.00 a.m. and 8.00 p.m. on Sundays, trains must stop and flag over this crossing.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

WESTBOUND TRAINS INFERIOR DIRECTION				Miles from Ingersoll North	Telegraph and Telephone Offices	ST. MARYS SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION			
SECOND CLASS									SECOND CLASS			
			681 Mixed l Daily ex. Sun.			STATIONS			682 Mixed a Daily ex. Sun.			
.....	.....	.....	A.M.	.0	.....	.....INGERSOLL NORTH.....	.....	4	P.M.	.....	.....	.....
						4.3						
.....	.....	.....	11.30	4.3	N	.....ZORRA.....R	.....	.....	5.05	.....	.....	.....
						Jct. Galt S.D.						
						5.0						
.....	.....	.....	s 11.45	9.3	D	.....EMBRO.....	B M	21	s 4.50	.....	.....	.....
						2.8						
.....	.....	.....	f 11.55	12.1	.....	★.....BENNINGTON.....	.....	.....	f 4.30	.....	.....	.....
			P.M.			1.4						
.....	.....	.....	f 12.01	13.5	.....	★.....McCONKEY.....	.....	.....	f 4.27	.....	.....	.....
						2.8						
.....	.....	.....	s 12.10	16.3	.....	.....LAKESIDE.....	.....	16	s 4.19	.....	.....	.....
						2.8						
.....	.....	.....	f 12.20	19.1	.....	★.....UNIONDALE.....	.....	.....	f 4.06	.....	.....	.....
						4.6						
.....	.....	.....	f 12.35	23.7	.....	★.....LIND.....	.....	.....	f 3.54	.....	.....	.....
						1.3						
.....	.....	.....	12.45 P.M.	25.0	D	Z.....ST. MARYS.....KCW	MR	.....	3.50 P.M.	.....	.....	.....
			a Daily ex. Sun. 681			★No passing track			l Daily ex. Sun. 682			

Railway crossing at grade with St. Marys Cement Co's. plant, St. Marys—Not Interlocked. Movements over this crossing must be protected by flagman.

Passenger trains are restricted to a speed of thirty miles per hour on curves.

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

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

NORTHBOUND TRAINS INFERIOR DIRECTION				Miles from Ingersoll	Telegraph and Telephone Offices	PORT BURWELL SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION			
		SECOND CLASS							SECOND CLASS			
			659 Mixed l Daily ex. Sun.			STATIONS			660 Mixed a Daily ex. Sun.			
.....	.....	.....	P.M. 2.45	33.4	D	.....PORT BURWELL..ZKW	B W	.....	P.M. 1.50	.....	.....	.....
						2.1						
.....	.....	.....	s 2.55	31.3	.....	.....VIENNA.....	.....	31	s 1.43	.....	.....	.....
						2.8						
.....	.....	.....	f 3.05	28.5	.....	★.....KINGLAKE.....	.....	.....	f 1.34	.....	.....	.....
						2.9						
.....	.....	.....	s 3.15	25.6	.....	.....STRAFFORDVILLE.....	.....	23	s 1.25	.....	.....	.....
						3.7						
.....	.....	.....	f 3.25	21.9	.....	.....EDEN.....	.....	30	f 1.13	.....	.....	.....
						3.9						
.....	.....	.....	.....	18.0	.....	★...LOOP LINE TRANSFER	.....	.....	.....	.....	.....	.....
						2.6						
.....	.....	.....	s 3.41	15.4	.....	Z★.TILLSONBURG WYE....	.....	.....	12.55	.....	.....	.....
						0.2						
.....	.....	.....	3.45 4.05	0.2	D	Z★....TILLSONBURG.WZY	B G	17	12.50 12.30	.....	.....	.....
						0.2						
.....	.....	.....	4.10	15.2	D	...TILLSONBURG TOWER..Z	N G	.....	s 12.25	.....	.....	.....
						2.9						
.....	.....	.....	f 4.20	12.3	.....	.....OSTRANDER.....	.....	26	f 12.16	.....	.....	.....
						4.6						
.....	.....	.....	s 4.35	7.7	.....	.....MOUNT ELGIN.....	.....	16	s 12.03	.....	.....	.....
						3.2			P.M.			
.....	.....	.....	f 4.50	4.5	.....	.....SALFORD.....	.....	24	f 11.55	.....	.....	.....
						4.5						
.....	.....	.....	5.05 P.M.	.0	D	Z.....INGERSOLL.....RW	I G	19	11.40 A.M.	.....	.....	.....
			a Daily ex. Sun. 659			★No passing track.			l Daily ex. Sun. 660			

Railway crossing at grade with C.N.R. at mileage 15.2—Interlocked; at mileage 17.7—Interlocked Automatic, passenger trains must not exceed speed of thirty miles per hour and freight trains twenty miles per hour over this crossing. All trains must not exceed speed of fifteen miles per hour passing through interlocking plant mileage 15.2.

Permanent Slow Post 2210 feet south of mileage 23 affecting southbound trains. Passenger trains must not exceed speed of twenty miles per hour and freight trains fifteen miles per hour between this slow post and south end of bridge at mileage 24.0.

M-4 engines must not exceed speed of twenty miles per hour over bridge, mileage 7.17. Doubleheaded must not exceed speed of ten miles per hour and singleheaded must not exceed speed of fifteen miles per hour over bridge mileage 16.3.

D-10 class engines either with 5000 or 7800 gallon tenders, also D-9 class engines with 5000 gallon tenders must not exceed ten miles per hour over bridge mileage 16.3.

N2 and P1 class engines must not exceed speed of twelve miles per hour over bridges Mileages 7.17 and 10.8.

Trains must not exceed speed of ten miles per hour over Bridge St., mileage 33.2.

Southbound passenger extras must not exceed speed of thirty-five miles per hour over crossing mileage 32.7.

D-10 or heavier engines must not exceed speed of six miles per hour around the wye at Tillsonburg, and the transfer at Tillsonburg can only be used by M-4 or smaller class engines, up to north switch of transfer. Track north of transfer up to M.C.R. station cannot be used by engines heavier than D-10 class.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

WESTBOUND TRAINS—INFERIOR DIRECTION

FIRST CLASS

635 The Michigan Psgr. ℓ Daily ex. Sat.	27 Soo Psgr. ℓ Daily	3 The Dominion Psgr. ℓ Daily	773 Camp Borden Psgr. ℓ Sun. only	19 The Canadian Psgr. ℓ Daily	619 Toronto Psgr. ℓ Sun. only	35 Toronto Psgr. ℓ Daily ex. Sun.	707 Owen Sd. Psgr. ℓ Daily ex. Sun.	37 The Royal York Psgr. ℓ Daily	771 Bala Psgr. ℓ Fri. only	703 Steamship Psgr. ℓ Tue., Sat. only	629 London Psgr. ℓ Daily ex. Sat., Sun.	631 London Psgr. ℓ Sat. only	25 Sudbury Psgr. ℓ Daily ex. Sunday	601 Toronto Psgr. ℓ Daily ex. Sun.	23 Toronto Psgr. ℓ Daily ex. Sun.	21 Chicago Psgr. ℓ Daily	705 Owen Sd. Psgr. ℓ Daily ex. Sun.	33 Toronto Psgr. ℓ Daily	Miles	Telegraph and Telephone Offices		STATIONS
					P.M. s 7.35	P.M. s 7.10								A.M. s 9.00	A.M. s 7.10	A.M. s 6.35		A.M. s 6.25	103.8	D N	Governed by Signal Indication	Jct. Oshawa S.D. LEASIDE XR
					s 7.45	s 7.20								s 9.07	s 7.20	6.45		s 6.35	107.1	D N		3.3 ★DON
					P.M. 11.45	P.M. 11.25	P.M. 10.55	P.M. 10.35	P.M. 10.00	P.M. 7.55	P.M. 7.30	P.M. 6.00	P.M. 5.35	P.M. 5.15	P.M. 2.35	P.M. 2.30	P.M. 12.30	A.M. 9.30	A.M. 9.15	A.M. 7.30	6.55	A.M. 7.45	A.M. 6.45	.0	D N	Toronto Terminals Railway	2.0 TORONTO YK
										P.M.	P.M.								A.M.	A.M.	8.00		A.M.	1.1			1.1 BATHURST ST
																								1.3			0.2 TECUMSEH ST
			s 11.52	s 11.33	s 11.03	s 10.43	s 10.08			s 6.08	s 5.43	s 5.22	s 2.42	f 2.37	f 12.37	s 9.37				s 8.08	s 7.53		2.3	N	DOUBLE TRACK	1.0 PARKDALE
			A.M. s 12.06	11.43	11.13	10.50	s 10.18			s 6.18	s 5.53	5.33	2.47	s 2.42	s 12.42	9.43				s 8.20	s 8.03		4.5	D N	AUTOMATIC BLOCK	2.2 WEST TORONTO XKCW Jct. MacTier S.D.
				P.M.	P.M.	P.M.						P.M.	P.M.			A.M.											1.9 LAMBTON X
			12.09				10.21			6.21	5.56			2.45	12.45					8.23	8.06		6.4				2.3 ISLINGTON X
			f 12.12				10.23			s 6.24	5.58			2.47	12.47					8.27	s 8.10		8.7	D			0.9 OBICO XY
			12.13 A.M.				10.24 P.M.			6.25 P.M.	5.59 P.M.			2.48 P.M.	12.48 P.M.					8.28 A.M.	8.11 A.M.		9.6				Jct. Galt S.D.
a Daily ex. Sun. 635	a Daily 27	a Daily 3	a Sun. only 773	a Daily 19	a Sun. only 619	a Daily ex. Sun. 35	a Daily ex. Sun. 707	a Daily 37	a Fri. only 771	a Tue., Sat. only 703	a Daily ex. Sat., Sun. 629	a Sat. only 631	a Daily ex. Sun. 25	a Daily ex. Sun. 601	a Daily ex. Sun. 23	a Daily 21	a Daily ex. Sun. 705	a Daily 33	Miles from Toronto			

TORONTO TERMINALS SUBDIVISION

★No passing track.

WESTBOUND TRAINS—INFERIOR DIRECTION

NO REGULAR SERVICE

TORONTO TERMINALS SUBDIVISION

Miles from Leaside	Telegraph and Telephone Offices		STATIONS	Telegraph Calls
.0	DN	Double Track	LEASIDE XR	DO
2.3			2.3 NORTH TORONTO	
5.9	DN		3.6 WEST TORONTO KCW	JU

EASTBOUND TRAINS—SUPERIOR DIRECTION

NO REGULAR SERVICE

Railway crossing at grade with C.N.R. at mileage 5.27—Interlocked; with C.N.R. and with MacTier S.D. and junction with MacTier S.D. at mileage 5.9—Interlocked.
Passenger trains are restricted to a speed of fifty miles per hour on curves.

WESTBOUND TRAINS—INFERIOR DIRECTION

NO REGULAR SERVICE

TORONTO TERMINALS SUBDIVISION

Miles from Obico	Telegraph and Telephone Offices		STATIONS	Telegraph Calls
.0		Staff System Absolute	OBICO Z	
2.6	DN		2.6 CANPA	MO

EASTBOUND TRAINS—SUPERIOR DIRECTION

NO REGULAR SERVICE

Junction with C.N.R. at Canpa—Interlocked. With Galt S.D. at Obico—Automatic Signals.

TORONTO TERMINALS SUBDIVISION

EASTBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS

	STATIONS	Telegraph Calls	28 Soo Psgr. a Daily	4 The Dominion Psgr. a Daily	20 The Canadian Psgr. a Daily	620 Havelock Psgr. aSun. only	36 Montreal Psgr. a Daily ex. Sun.	630 London Psgr. a Daily ex. Sun.	704 Steamship Psgr. a Mon., Thurs. only	706 Owen Sound Psgr. a Daily ex. Sun.	38 The Royal York Psgr. a Daily	26 Sudbury Psgr. a Daily ex. Sun.	604 Peterboro Psgr. a Sat. only	602 Peterboro Psgr. a Daily ex. Sat., Sun.	708 Owen Sound Psgr. a Daily ex. Sun.	772 Bala Psgr. a Sun. only	632 London Psgr. a Daily ex. Sun.	22 Overseas Psgr. a Daily	34 Ottawa Psgr. a Daily	24 Ottawa Psgr. a Daily ex. Sat.
Governed by Signal Indication	Jct. Oshawa S.D.					A.M.	A.M.						P.M.	P.M.				P.M.	P.M.	P.M.
	LEASIDE XR	D O				s 9.18	s 9.44						s 12.42	s 5.57				s 11.02	s 11.17	s 11.37
	3.3																			
	★DON	D N				s 9.07	s 9.36						s 12.35	s 5.45				10.52	11.07	11.27
	2.0		A.M.	A.M.	A.M.			A.M.	A.M.	A.M.	P.M.	P.M.			P.M.	P.M.	P.M.			
Toronto Terminals Railway	TORONTO YK	U N	6.40	7.00	8.30	9.00	9.30	9.30	11.30	11.45	2.55	3.20	12.30	5.40	9.15	9.30	9.40	10.45	11.00	11.20
	1.1					A.M.	A.M.						P.M.	P.M.				10.10	P.M.	P.M.
	BATHURST ST.																			
	0.2																			
	TECUMSEH ST.																			
DOUBLE TRACK — AUTOMATIC BLOCK	1.0																			
	PARKDALE	F A	s 6.30	s 6.50	s 8.20			f 9.22	s 11.20	s 11.37	s 2.47	s 3.10			s 9.07	s 9.20	s 9.30	s 10.00		
	2.2																			
	WEST TORONTO XKCW	J U	6.20	6.40	s 8.12			s 9.17	11.11	s 11.30	s 2.40	3.00			s 9.00	9.10	s 9.22	s 9.52		
	Jct. MacTier S.D.		A.M.	A.M.					A.M.			P.M.				P.M.				
	1.9																			
	LAMBTON X				8.07			9.14		11.25	2.35				8.55		9.13	9.45		
	2.3																			
	ISLINGTON X	N S			8.04			9.12		s 11.21	2.32				8.51		s 9.10	9.42		
	0.9																			
	OBICO XY				8.03			9.11		11.20	2.31				8.50		9.09	9.41		
	Jct. Galt S.D.				A.M.			A.M.		A.M.	P.M.				P.M.		P.M.	P.M.		
			l Daily	l Daily	l Daily	l Sun. only	l Daily ex. Sun.	l Daily ex. Sun.	l Mon., Thurs. only	l Daily ex. Sun.	l Daily	l Daily ex. Sun.	l Sat. only	l Daily ex. Sat., Sun.	l Daily ex. Sun.	l Sun. only	l Daily ex. Sun.	l Daily	l Daily	l Daily ex. Sat.
	★No passing track.		28	4	20	620	36	630	704	706	38	26	604	602	708	772	632	22	34	24

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 MacTier S.D.—Interlocked.

Railway crossing at grade with Toronto Transportation Commission at Front Street and Spadina Ave. with King Street Freight Shed Spur—Interlocked.

Trains must not exceed speed of ten miles per hour over Summerhill Ave., just east of North Toronto yard, and over lane on Abattoir lead track between Ryding Ave. and St. Clair Ave. Four miles per hour when turning equipment on loop at John St. roundhouse. Three miles per hour on Canada Malting Co.'s Sidings. Twenty miles per hour over Diamond West Toronto.

Trains must not exceed speed 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 a speed of fifty-five miles per hour on curves between Leaside and Don.

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. Stockyard lead.

All public street crossings on Harbour Commission Tracks and all public street crossings on low level tracks between Don Station and Church St.

Royce Ave. into Dominion Radiator and Dodge Motors. Bloor St. mileage 8.9, except on main track.

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.

All tracks within Toronto Terminals from yard limit board located at Mileage 102.3 Oshawa S.D. to yard limit board 1300 feet west of the west wye switch Obico, except the territory operated by the Toronto Terminals Railway Company between Don and Tecumseh Street, will be considered within yard limits, Rule 93 applying accordingly. Movements not arranged by timetable or train order may be made in the direction of current of traffic between Obico and Tecumseh Street if fixed signals indicate the line is clear, and such movements may be made between these points on the time of superior trains in the same direction provided they are kept sufficiently clear of first class trains to avoid delay. Trains or yard engines must be positive, before taking the crossover switch at any point to use opposite track in the direction of current of traffic, that such track has not been singled. Trains or yard engines coming on to the Toronto Terminals Subdivision at Obico must not foul the main track until they have ascertained the movement of first class trains and advice received from train supervisor that train can be received at West Toronto yard. During foggy weather and during snow storms extra precautions must be taken.

The sounding of locomotive whistles within Toronto City Limits for the purpose of signalling, in making up trains, or approaching highway crossings, is prohibited except when necessary to prevent accident.

Operator Leaside will register all eastbound trains. He will also register all westbound trains except when green signals displayed by any section thereof, in which case conductor of each section must register.

Eastbound trains from Canpa may leave Obico without terminal clearance.

Operator West Toronto will register Galt S.D. first-class trains.

ondon Division train dispatchers will issue train orders between West Toronto and Obico.

The crossover track from C.P.R. old westbound main track to Canadian National Railway Cherry St. Yard Lead, just South of Eastern Avenue is to enable Canadian Pacific Railway engines and cars to enter Canadian National Railway Cherry St. Yard for interchange purposes and movements to and from Axlers Siding. Before using these tracks, the semaphore signal, which is located on west side of Canadian National Railway Cherry St. Lead about 400 feet south of Queen Street must be set to protect intending Canadian Pacific Railway movement. Operating lever for this signal is located on east side of Canadian National Railway Cherry St. Lead, 200 feet north of Eastern Avenue; in addition, manual protection must be afforded to protect against possible Canadian National Railway yard engine movements in Cherry Street Canadian National Railway yards.

Trains from King St. shed will be governed by a two arm home signal on right hand side of track 200 feet east of diamond on C.N.R. work track; the upper arm governs movements to Parkdale on westbound main track, the lower arm governs to any available route at slow speed prepared to stop.

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

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

To comply with Rule 99 between Leaside and Don, Tecumseh St. and West Toronto, Leaside and West Toronto via North Toronto, flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards, 41 telegraph poles instead of 36 to equal 1800 yards. Between West Toronto and Obico and between Obico and Canpa flagmen must go out 15 telegraph poles instead of 10 to equal 500 yards, 35 telegraph poles instead of 24 to equal 1200 yards, 52 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

No. 905. Toronto Mdse. due to arrive Parkdale 5.30 a.m., King St. Shed 6.00 a.m., daily except Sun. and Mon.

No. 903. Interstate Freight due to arrive West Toronto 2.00 p.m.; leave 3.30 p.m. daily.

No. 915. Interstate Freight due to arrive West Toronto 9.00 p.m.; leave 10.25 p.m. daily.

No. 955. Sudbury Mdse. due to leave Parkdale 7.00 p.m. daily.

No. 959. Western Lines Freight due to leave West Toronto 3.45 a.m. daily.

No. 953. Western Lines Freight due to leave West Toronto 10.15 a.m. daily.

No. 902. Interstate Freight due to arrive West Toronto 7.45 a.m.; leave 9.30 a.m. daily.

No. 901. Interstate Freight due to arrive West Toronto 7.45 p.m.; leave 9.10 p.m. daily.

No. 906. Interstate Freight due to arrive West Toronto 1.00 p.m.; leave 2.15 p.m. daily.

No. 910. Montreal Merchandise due to leave Parkdale 5.55 p.m. daily except Saturday and Sunday.

No. 904. Interstate Freight due to arrive West Toronto 5.50 p.m.; leave 7.05 p.m. daily.

No. 954. Western Stock due to arrive West Toronto 5.30 p.m. daily.

No. 74. Windsor Freight due to arrive West Toronto 5.50 a.m. daily.

No. 78. St. Thomas Freight due to arrive West Toronto 7.30 a.m. daily.

HAMILTON SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION, FIRST CLASS									Miles from Toronto	Telegraph Office	STATIONS	Telegraph Calls	EASTBOUND TRAINS—SUPERIOR DIRECTION, FIRST CLASS							
763 Hamilton Psgr. l Daily	821 The Ontarian Psgr. l Daily	640 Goderich Psgr. l Daily ex. Sun.	801 New York Psgr. l Daily	761 Hamilton Psgr. l Daily ex. Sun.	741 Buffalo Psgr. l Daily	731 Hamilton Psgr. l Daily ex. Sun.	721 Buffalo Psgr. l Daily						712 New York Psgr. a Daily	732 Toronto Psgr. a Daily ex. Sun.	637 Goderich Psgr. a Daily ex. Sun.	752 Buffalo Psgr. a Daily	722 Hamilton Psgr. a Daily ex. Sun.	792 Buffalo Psgr. a Daily	832 Buffalo Psgr. a Daily	762 Toronto Psgr. a Daily
P.M.	P.M.		P.M.	P.M.	P.M.	A.M.	A.M.						A.M.	A.M.		A.M.	P.M.	P.M.	P.M.	P.M.
10.10	8.30	Goderich S.D. Train	6.10	4.15	12.20	9.30	7.50	.0	D N	Toronto Terminals Railway	TORONTO YK	U N	8.05	9.05	Goderich S.D. Train	11.45	3.10	5.15	8.35	10.15
											1.1									
10.13	8.33		6.13	4.18	12.23	9.33	7.53	1.1	..		BATHURST ST.	..	8.02	9.02		11.42	3.07	5.12	8.32	10.12
C.N. Rys.	C.N. Rys.		C.N. Rys.	C.N. Rys.	C.N. Rys.	C.N. Rys.	C.N. Rys.				CAN. NAT. Rys.		C.N. Rys.	C.N. Rys.		C.N. Rys.	C.N. Rys.	C.N. Rys.	C.N. Rys.	C.N. Rys.
		P.M.													A.M.					
10.58	9.21	8.33	6.58	5.03	1.08	10.18	8.38	37.3	D N	Double Track Automatic Block	HAMILTON JCT. (Jct. Goderich S.D.)	S U	7.16	8.16	8.27	10.56	2.21	4.26	7.46	9.26
											1.7									
11.01	9.25	8.36	7.01	5.06	1.11	10.21	8.41	39.0	..		MAIN ST	..	7.14	8.14	8.24	10.54	2.19	4.24	7.44	9.24
											1.2									
11.05 P.M.	9.30 P.M.	8.40 P.M.	7.05 P.M.	5.10 P.M.	1.15 P.M.	10.25 A.M.	8.45 A.M.	40.2	D N		HAMILTON...K (T. H. & B. Terminals)	H	7.10 A.M.	8.10 A.M.	8.20 A.M.	10.50 A.M.	2.15 P.M.	4.20 P.M.	7.40 P.M.	9.20 P.M.
a Daily	a Daily	a Daily ex. Sun.	a Daily	a Daily ex. Sun.	a Daily	a Daily ex. Sun.	a Daily						l Daily	l Daily ex. Sun.	l Daily ex. Sun.	l Daily	l Daily ex. Sun.	l Daily	l Daily	l Daily
763	821	640	801	761	741	731	721						712	732	637	752	722	792	832	762

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

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

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

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

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

Movements not authorized by timetable or train order may be made in the direction of current of traffic between Hamilton Junction and Main Street if fixed signals indicate the line is clear, and such movements may be made between these points on the time of superior trains in the same direction provided they are kept sufficiently clear of first class trains to avoid delay. Westbound trains may leave Hamilton Junction without obtaining terminal clearance. 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.

The sounding of locomotive whistles in the City Limits at Hamilton for the purpose of signalling to make up trains, or approaching highway crossings, is prohibited, except when necessary to prevent accident.

P-2 class engines must not exceed speed of five miles per hour between west wye and Main St. when moving eastbound and must not exceed speed of six miles per hour over Desjardines Canal bridge mileage 37.6 in either direction, and G-3, G-4, H-1 and P-1 class engines, also NYC, K and J class engines, single headed only, must not exceed speed of ten miles per hour and L-1 class engines, single headed only, six miles per hour over this bridge.

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

To comply with Rule 99, between Hamilton Jct. and Main St., flagmen must go out 13 telegraph poles instead of 10 to equal 500 yards, 31 telegraph poles instead of 24 to equal 1200 yards, and 47 telegraph poles instead of 36 to equal 1800 yards.

PORT McNICOLL SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION, FIRST CLASS	Miles from Orillia	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS—SUPERIOR DIRECTION, FIRST CLASS
703 Steamship Psgr. l Tue., Sat. only						704 Steamship Psgr. a Mon., Thurs. only
	.0	D	ORILLIA RW	O R	42	
			2.2			
	2.2		TAFTON		53	
			5.7			
	7.9		UHTHOFF		53	
			6.2			
	14.1	D N Z	MEDONTE Y (Jct. MacTier S.D.)	WD		
P.M.						A.M.
4.45			PORTSWITCH (Jct. MacTier S.D.)			9.12
			1.6			
s 4.50	15.7		COLDWATER Z		40	s 9.08
			3.1			
4.58	18.8		FESSERTON		53	9.02
			5.1			
5.08	23.9		MELDUF		53	8.53
			3.8			
5.20 P.M.	27.7	D Z	PORT McNICOLL. CWK	V I		8.45 A.M.
			3.3			
	29.2	D Z	McMILLAN	D N		
C.N. Rys.			CAN. NAT. Rys.			C.N. Rys.
			4.2			
	31.4	D	MIDLAND	M I		
a Tue., Sat. only 703			★No passing track.			l Mon., Thurs. only 704

Railway crossing at grade with C.N.R. at mileage 16.1—Interlocked. With C.N.R. and Junction with MacTier S.D. at Medonte—Interlocked.

Medonte yard limits extend from yard limit boards east and north of Medonte to yard limit boards west of Coldwater and south of Portswitch.

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

Port McNicoll yard limits extend east to yard limit board east of Hog Bay trestle and south to McMillan.

Trains must not exceed speed of five miles per hour over Hog Bay trestle just east of Port McNicoll and fifteen miles per hour over diamond mileage 16.1.

Trains must not exceed speed of ten miles per hour over North Street Crossing Orillia.

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 thrown 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.

C.N.R. Rules and timetable govern between McMillan and Midland.

To comply with Rule 99 flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards; 28 telegraph poles instead of 24 to equal 1200 yards; 41 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

Railway crossing at grade with C.N.R. and with Toronto Terminals and Junction with Toronto Terminals at West Toronto—Interlocked. With C.N.R. at mileage 44.6—Interlocked; at mileage 58.09—Interlocked Automatic; at mileage 60.49—Interlocked. With C.N.R. and Junction with Port McNicoll S.D. at mileage 91.36—Interlocked.

Passenger trains are restricted to a speed of
Fifty miles per hour on curves between Weston and mileage 18; between mileage 97.5 and 99.5; between mileage 104.0 and 106.0; and between mileage 114.0 and 115.5.
Sixty miles per hour on curves between mileage 18.0 and 97.0; and between mileage 115.5 and 120.5.

Trains must not exceed speed of ten miles per hour between Summer and Winter Stations Bala.

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.

Trains must not exceed a speed of twenty miles per hour over bridge mileage 54.4. and over diamond West Toronto.

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

Doubling siding mileage 32.6 capacity 26 cars. Switch at south end.

Medonte yard limits extend from yard limit boards east and north of Medonte to yard limit boards west of Coldwater and south of Portswitch.

The north yard limit board Buckskin is located 4500 feet north Severn Falls Station, and Severn Falls is considered as within Buckskin yard limits.

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

When passenger trains meet at MacTier, the northbound train will take siding at crossover switch immediately south of station. Southbound trains will not foul this switch until properly cleared.

The sounding of locomotive whistles within the limits of the town of Weston, mileage 3 to mileage 5, approaching Highway Crossings is prohibited except when necessary to prevent accident.

Movements over Dennison Ave. and Jane St., Weston, except on main track must be protected by flagman.

Northbound trains except first-class trains must receive terminal clearance at West Toronto Diamond.

§No. 3 will stop at Alliston, Essa, Midhurst and Bala for revenue passengers for Port Arthur and beyond.

No. 4 stop at any station to detrain passengers from Port Arthur and beyond.

No. 27 and No. 28 where shown as flag stops are for revenue passengers only.

Trains between West Toronto and Toronto will be governed by Toronto Terminals time-table, pages 14, 15 and 20.

Exception to special instruction "S" freight and mixed trains may run between West Toronto and Midhurst, for inspection, but if stopped for any other purpose between points mentioned standing inspection must made.

To comply with Rule 99 between West Toronto and Bolton flagman must go out 14 telegraph poles instead of 10 to equal 500 yards; 34 telegraph poles instead of 24 to equal 1200 yards; 50 telegraph poles instead of 36 to equal 1800 yards. Between Bolton and mileage 109 flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards; 30 telegraph poles instead of 24 to equal 1200 yards; 45 telegraph poles instead of 36 to equal 1200 yards; 41 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

NORTHBOUND TRAINS—INFERIOR DIRECTION

SECOND CLASS			FIRST CLASS						Miles from West Toronto	Telegraph and Telephone Offices	MACTIER SUBDIVISION STATIONS	Telegraph Calls	Car Capacity Passing Tracks
955 Sudbury Mdse. l Daily	953 Coast Freight l Daily	959 Coast Freight l Daily	27 Soo Pssgr. l Daily	3 The Dominion Pssgr. l Daily	773 Camp Borden Passenger l Sun. only	771 Bala Pssgr. l Fri. only	703 Steamship Pssgr. l Tue., Sat. only	25 Sudbury Pssgr. l Daily ex. Sun.					
P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.					
.....	.....	.....	11.25	10.55	10.35	5.15	2.35	9.30	Toronto Terminals ..	D N	.....TORONTO.....K	U N	....
7.25	10.30	4.00	s11.45	s11.15	s10.50	s 5.35	s 2.50	s 9.45	Toronto Terminals .0	D N	WEST TORONTO KCWZ	J U	....
7.34	10.40	4.12	11.53	11.23	10.57	5.42	2.55	9.53	3.0	....	3.0 ....TREMOF.....	....	60
.....	.....	.....	.....	.....	.....	f 5.45	.....	s 9.55	3.8	D	0.8 ★..WESTON.....	N G	....
7.44	10.59	4.27	A.M. 12.03	11.33	11.05	5.51	3.05	10.02	8.0	....	4.2 .....EMERY.....	....	54
7.53	11.10	4.38	12.10	11.42	11.12	5.56	3.10	s10.09	11.8	D	3.8 Z.WOODBRIDGE..W	W E	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	14.1	..	2.3 ★...ELDER.....	....	....
8.03	11.25	4.53	12.18	11.50	11.20	6.03	3.16	s10.18	16.7	D	2.6 ...KLEINBURG.....	KG	56
8.15	11.40	5.34	f12.27	11.59	11.28	f 6.10	3.22	s10.26	21.6	D N	4.9 .....BOLTON...ZYW	B O	55
8.28	11.55	6.02	12.35	A.M. 12.07	11.36	6.16	3.27	f10.35	26.0	....	4.4 .....HUMBER.....	....	60
.....	.....	.....	.....	.....	.....	.....	.....	.....	28.8	....	2.8 ★...CEDAR MILLS...	....	....
8.37	P.M. 12.10	6.20	12.42	12.14	11.43	6.23	3.33	f10.45	31.3	....	2.5 .....PALGRAVE.....	....	59
8.47	12.20	6.30	f12.47	12.19	11.48	f 6.30	3.38	f10.52	35.4	D	4.1 Z....TOTTENHAM.....	N H	60
8.56	12.30	6.40	f12.52	12.24	11.53	f 6.35	3.42	f10.59	38.9	....	3.5 .....BEETON.....	....	55
9.08	12.41	7.00	s 1.00	§12.32	A.M. 12.01	f 6.45	3.49	s11.10	45.1	D N	6.2 .....ALLISTON...ZW	S K	54
9.20	12.53	7.20	f 1.09	12.40	12.09	6.54	3.56	f11.22	51.8	....	6.7 .....BAXTER.....	....	55
9.22	12.55	7.25	1.11	12.42	12.11	6.55	3.57	s11.25	52.8	....	1.0 ★Z....YPRES.....Z	....	....
9.33	1.12	7.40	f 1.20	§12.51	A.M.	7.03	4.04	f11.35	58.9	N	6.1 .....ESSA.....	O A	55
9.43	1.25	7.50	1.29	1.00	.....	7.10	4.09	11.44	63.4	....	4.5 .....MAC.....	....	52
9.53	1.35	8.00	s 1.37	§ 1.08	.....	f 7.20	s 4.14	s11.52	67.2	D N	3.8 Z....MIDHURST..ZWY	M H	60
10.08	1.50	8.20	1.49	1.20	.....	f 7.32	4.24	P.M. s12.05	73.9	....	6.7 .....CRAIGHURST....Z	....	54
10.23	2.02	8.40	2.01	1.32	.....	f 7.45	4.34	f12.17	81.7	....	7.8 Z.....CARLEY.....W	....	55
10.33	2.12	8.55	f 2.09	1.40	.....	7.53	4.40	f12.30	87.1	....	5.4 .....EADY.....	....	55
.....	.....	.....	.....	.....	.....	.....	4.45	.....	90.3	....	3.2 ★....PORTSWITCH.....	....	....
10.45	2.25	9.05	s 2.15	1.46	.....	f 8.00	P.M.	s12.40	91.3	D N	1.0 Z.....MEDONTE....ZY (Jct. Port McNicoll S.D.)	W D	60
10.55	2.40	9.25	2.22	1.53	.....	f 8.07	.....	f12.50	95.2	....	3.9 .....LOVERING.....Z	....	53
11.10	3.00	9.50	2.34	2.05	Camp Borden Train	8.18	Port McNicoll Subdivision Train	1.02	103.1	....	7.9 .....BUCKSKIN....ZW	....	55
.....	.....	.....	f 2.35	.....		s 8.20		f 1.04	103.8	....	0.7 ★...SEVERN FALLS....	....	....
11.25	3.15	10.10	2.45	2.15		8.28		1.13	110.3	....	6.5 .....DARLING.....	....	54
11.35	3.25	10.25	28 2.55 s 3.05	§ 2.22		s 8.35		s 1.23	114.9	D N	4.6 Z.....BALA.....	Q	54
11.48	3.40	10.40	3.17	2.29		8.45		1.35	119.2	....	4.3 .....RODERICK.....	....	55
.....	.....	.....	.....	.....		.....		.....	122.0	....	2.8 ★.....DUFFY.....	....	....
A.M. 12.10 A.M.	4.15 P.M.	11.15 A.M.	3.35 A.M.	2.45 A.M.		9.00 P.M.		1.50 P.M.	126.9	D N	4.9 ZP...MACTIER..ZKCW	K A	....
a Daily	a Daily	a Daily	a Daily	a Daily	a Mon. only	a Fri. only	a Tue., Sat. only	a Daily ex. Sun.			★No passing track.		
955	953	959	27	3	773	771	703	25					

SOUTHBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS					SECOND CLASS	FOURTH CLASS				
28 Soo Pssgr. a Daily	4 The Dominion Pssgr. a Daily	704 Steamship Pssgr. a Mon. Thur. only	26 Sudbury Pssgr. a Daily ex. Sun.	772 Bala Pssgr. a Sun. only	954 Stock a Daily	80 Freight a Daily	82 Freight a Daily	84 Freight a Daily	86 Freight a Daily	88 Freight a Daily
A.M. 6.40	A.M. 7.00	A.M. 11.30	P.M. 3.20	P.M. 9.30	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.
s 6.20	s 6.40	s11.11	s 3.00	s 9.10	5.05	8.40	10.10	10.25	6.00	7.15
6.11	6.34	11.06	2.55	9.02	4.55	8.29	9.53	10.15	5.42	7.05
s 6.08	.....	.....	s 2.53	f 9.00	.....	.....	.....	.....	.....	.....
6.00	6.27	10.59	2.46	8.54	4.45	8.18	9.28	10.02	5.25	6.55
s 5.53	6.22	10.54	s 2.40	8.49	4.35	8.10	9.20	9.45	5.15	6.45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
s 5.44	6.15	10.48	s 2.30	8.42	4.25	8.00	9.10	9.35	5.05	6.35
s5.34	6.09	10.42	s 2.20	f 8.35	4.15	7.50	9.00	9.25	4.55	6.25
5.27	6.02	10.35	2.11	8.28	4.07	7.40	8.50	9.16	4.45	6.16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.20	5.55	10.29	f 2.03	8.20	3.57	7.30	8.40	9.07	4.35	5.55
f 5.14	5.49	10.24	f 1.55	f 8.15	3.50	7.21	8.31	8.59	4.27	5.45
f 5.08	5.43	10.20	f 1.47	f 8.10	3.42	7.12	8.22	8.51	4.20	5:39
s 5.00	5.35	10.12	s 1.37	f 8.00	3.22	7.00	8.10	8.40	4.10	5.27
f 4.50	5.25	10.04	f 1.25	7.50	3.10	6.45	7.55	8.28	3.56	5.15
4.48	5.23	10.02	s 1.20	7.48	3.08	6.43	7.53	8.26	3.33	5.13
f 4.38	5.15	9.54	f1.12	7.39	2.55	6.30	7.40	8.15	3.20	5.02
4.30	5.07	9.47	1.05	7.33	2.45	6.20	7.20	8.07	3.10	4.52
s 4.23	5.00	9.42	s12.58	f 7.28	2.35	6.10	7.10	8.00	3.00	4.45
4.11	4.50	9.33	s12.48	f 7.15	2.20	5.50	6.50	7.35	2.38	4.24
4.00	4.40	9.24	f12.38	f 7.05	2.02	5.35	6.35	7.20	2.25	3.55
f 3.52	4.33	9.17	f12.30	6.58	1.40	5.25	6.25	7.10	2.12	3.40
.....	.....	9.12	.....	.....	.....	.....	.....	.....	.....	.....
f 3.45	4.27	A.M.	s12.23	f 6.52	1.30	5.15	6.15	7.00	1.50	3.30
3.38	4.21	.....	f12.15	f 6.45	1.20	5.05	6.05	A.M.	P.M.	3.20
3.27	4.11	Port McNicoll Subdivision Train	12.04	6.32	1.02	4.50	5.50	.....	.....	3.00
f 3.25	.....		f12.02	s 6.30	.....	.....	.....	.....	.....	.....
3.15	4.02		P.M. 11.53	6.21	12.25	4.37	5.37	.....	.....	2.30
s3.05	3.55		s11.45	s 6.05	12.10	4.27	5.27	.....	.....	2.20
2.57	3.47		11.34	5.55	12.01 P.M.	4.15	5.15	.....	.....	2.10
.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
2.45 A.M.	3.35 A.M.		11.25 A.M.	5.45 P.M.	11.45 A.M.	4.00 A.M.	5.00 A.M.	.....	.....	1.55 P.M.
l Daily	l Daily	l Mon. Thur. only	l Daily ex. Sun.	l Sun. only	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily
28	4	704	26	772	954	80	82	84	86	88

ORANGEVILLE SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION						Miles from Streetsville	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION					
SECOND CLASS			FIRST CLASS								FIRST CLASS			SECOND CLASS		FOURTH CLASS
		748 Elora Mixed l Daily ex. Sun.		707 Owen Sound Psgr. l Daily ex. Sun.	705 Owen Sound Psgr. l Daily ex. Sun.						706 Owen Sound Psgr. a Daily ex. Sun.	708 Owen Sound Psgr. a Daily ex. Sun.		747 Elora Mixed a Daily ex. Sun.		90 Freight a Daily ex. Sun.
				P.M.	A.M.						A.M.	P.M.				P.M.
.....	.....	Elora Subdivision Train	.....	6.45	8.32	.0	D N	.....STREETSVILLE..ZYRW	J C	.....	11.00	8.30	.....	Elora Subdivision Train	.....	10.15
						2.1										
.....	.....		.....	s 6.50	s 8.37	2.1	.....	★.....MEADOWVALE.....	.....	.....	f 10.55	s 8.22	.....		.....	10.02
						2.2										
.....	.....		.....	f 6.55	f 8.42	4.3	.....	★.....CHURCHVILLE.....	.....	.....	f 10.51	f 8.17	.....		.....	.....
						3.2										
.....	.....		.....	s 7.02	s 8.50	7.5	D	Z.....BRAMPTON.....Z	B A	35	s 10.45	s 8.08	.....		.....	9.45
						4.7										
.....	.....		.....	f 7.10	f 9.00	12.2	.....	.....SNELGROVE.....	.....	32	f 10.36	f 7.58	.....		.....	9.30
						4.9										
.....	.....		.....	s 7.19	s 9.10	17.1	.....	.....CHELTENHAM.....	.....	28	f 10.29	s 7.50	.....		.....	9.17
						2.7										
.....	.....		.....	s 7.26	s 9.16	19.8	D	Z.....INGLEWOOD.....W	D R	35	s 10.24	s 7.43	.....		.....	9.10
						4.2										
.....	.....	P.M.	.....	s 7.35	s 9.26	24.0	.....	Z.....FORKS OF CREDIT.....Z	.....	16	s 10.16	s 7.35	.....	A.M.	.....	8.58
						2.6										
.....	.....	6.00	.....	s 7.43	s 9.33	26.6	.....	Z.....CATARACT.....ZRW	.....	22	s 10.10	s 7.28	.....	10.50	.....	8.51
						Jct. Elora S.D.										
						3.1										
.....	.....	6.15	.....	s 7.50	s 9.41	29.7	.....	.....ALTON.....	.....	25	s 10.04	s 7.22	.....	f 10.42	.....	8.43
						2.1										
.....	.....	.....	.....	f 7.55	f 9.47	31.8	.....	★.....MELVILLE.....	.....	.....	f 10.00	f 7.17	.....	.....	.....	.....
						2.8										
.....	.....	6.30	.....	8.00	9.55	34.6	D	Z.....ORANGEVILLE...KCW	H O	.....	9.55	7.10	.....	10.30	.....	8.30
		P.M.		P.M.	A.M.						A.M.	P.M.		A.M.		P.M.
		a Daily ex. Sun.		a Daily ex. Sun.	a Daily ex. Sun.			★No passing track			l Daily ex. Sun.	l Daily ex. Sun.		l Daily ex. Sun.		l Daily ex. Sun.
		748		707	705						706	708		747		90

Railway crossing at grade with C.N.R. at mileage 7.8—Interlocked; at mileage 19.8—Not Interlocked, when agent at Inglewood not on duty trains will provide flag protection before passing over.

Passenger trains are restricted to a speed of
Thirty-five miles per hour on curves between Inglewood and Cataract.
Forty-five miles per hour on curves on balance of Subdivision.

Trains must not exceed speed of ten miles per hour over Queen St., Brampton, and switching movements over Nelson St., Brampton, except on main track, must be protected by flagman.

Trains must not exceed speed of twenty miles per hour over bridges mileage 19.3 and mileage 23.8 and engines heavier than D-10 class with 5,000 gallon tank must not be double-headed over these bridges.

Trains must not exceed speed of fifteen miles per hour over bridge mileage 25.9.

Passing tracks at the following stations are also used as business tracks: Cheltenham, Alton.

To comply with Rule 99, flagmen must go out 11 telegraph poles instead of 10 to equal 500 yards, 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

OWEN SOUND SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION							Miles from Orangeville	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION						
THIRD CLASS	SECOND CLASS		FIRST CLASS									FIRST CLASS			SECOND CLASS	THIRD CLASS	FOURTH CLASS
715 Freight l Daily ex. Sun.		753 Teeswater Mixed l Daily ex. Sun.		707 Owen Sound Psgr. l Daily ex. Sun.	705 Owen Sound Psgr. l Daily ex. Sun.							706 Owen Sound Psgr. a Daily ex. Sun.	708 Owen Sound Psgr. a Daily ex. Sun.		756 Teeswater Mixed a Daily ex. Sun.	716 Freight a Daily ex. Sun.	88 Freight a Daily ex. Sun.
A.M.		A.M.		P.M.	A.M.							A.M.	P.M.		P.M.	P.M.	
8.00	.....	10.25	.....	8.10	10.05		.0	D	Staff System Absolute ..ORANGEVILLE..KCWZ	H O	.....	9.45	7.00	.....	6.15	6.35	.....
							4.0										
8.25	.....	10.40	.....	s 8.20	s 10.15		4.0	.....	Z.....FRAXA.....ZYR	.....	50	s 9.35	s 6.50	.....	6.00	6.15	.....
							Jct. Teeswater S.D.										
		A.M.													P.M.		
							3.2										
.....	.....	.....	.....	f 8.27	s 10.21		7.2	.....	★.....LAUREL.....	.....	.....	f 9.29	s 6.43	.....	.....	.....	.....
							4.3										
8.45	.....	.....	.....	f 8.35	f 10.28		11.5	.....	.....CROMBIES.....	.....	44	f 9.22	f 6.36	.....	.....	5.50	.....
							4.5										
9.13	.....	.....	.....	s 8.43	s 10.36		16.0	D	Z.....SHELBURNE.....ZW	S B	49	s 9.13	s 6.28	.....	.....	5.35	.....
							3.5										
9.35	.....		.....	f 8.50	s 10.42		19.5	.....	.....MELANCTHON.....	.....	29	f 9.07	s 6.20	.....		5.25	.....
							3.8										
9.50	.....		.....	s 8.57	s 10.49		23.3	.....	.....CORBETTON.....	.....	44	s 9.00	s 6.13	.....		5.15	.....
							4.0										
10.15	.....	Teeswater Subdivision Train	.....	s 9.05	s 10.57		27.3	D	.....DUNDALK.....	K D	30	s 8.52	s 6.06	.....	Teeswater Subdivision Train	5.05	.....
							5.0										
10.30	.....		.....	s 9.14	s 11.05		32.3	.....	.....PROTON.....	.....	42	s 8.44	s 5.57	.....		4.50	A.M.
							2.1										
10.40	.....		.....	s 9.18	s 11.10		34.4	T	Z.....SAUGEEN.....RYWZ	.....	19	s 8.40	s 5.52	.....		4.45	11.00
							Jct. Walkerton S.D.										
A.M.																P.M.	
							3.3										
	.....		.....	s 9.25	s 11.20		37.7	D	.....FLESHERTON.....	F N	32	s 8.34	s 5.46	.....			10.45
							6.4										
	.....		.....	s 9.35	s 11.35		44.1	D	.....MARKDALE.....ZW	M K	40	s 8.23	s 5.35	.....			10.25
							5.3										
	.....		.....	f 9.44	s 11.45		49.4	.....	.....BERKELEY.....	.....	33	f 8.13	s 5.25	.....			10.00
							4.1										
	.....		.....	f 9.52	s 11.53		53.5	.....	.....HOLLAND CENTRE.....	.....	32	s 8.05	s 5.17	.....			9.45
					P.M.		6.9										
	.....		.....	s 10.05	s 12.07		60.4	D	.....CHATSWORTH.....Z	C W	29	s 7.53	s 5.05	.....			9.25
							5.2										
	.....		.....	f 10.15	f 12.16		65.6	.....	.....ROCKFORD.....	.....	36	f 7.42	f 4.56	.....			9.10
							7.4										
	.....		.....	10.30	12.30		73.0	D	Z.....OWEN SOUND...KCW	O N	.....	7.30	4.45	.....			8.45
				P.M.	P.M.							A.M.	P.M.				A.M.
a Daily ex. Sun.		a Daily ex. Sun.		a Daily ex. Sun.	a Daily ex. Sun.				★No passing track.			l Daily ex. Sun.	l Daily ex. Sun.		l Daily ex. Sun.	l Daily ex. Sun.	l Daily ex. Sun.
715		753		707	705							706	708		756	716	88

Trains must not exceed speed of ten miles per hour over crossing mileage .04 and over Main Street crossing, Dundalk mileage 27.2.

Passenger trains are restricted to a speed of
Thirty miles per hour on curves between Orangeville and mileage 3.0;
Forty miles per hour on curves between mileage 3.0 and mileage 7.5; between mileage 36.0 and mileage 49.0; between mileage 54.0 and Chatsworth.
Fifty miles per hour on curves between mileage 7.5 and Shelburne; between mileage 49 and mileage 54; and between Chatsworth and Owen Sound.
Sixty miles per hour on curves between Shelburne and mileage 36.0.

Permanent Slow Post affecting southbound trains at mileage 3.0. Trains must not exceed a speed of twenty-five miles per hour between this slow post and Orangeville.

Air Brake Rule 66 (a) applies on all freight and mixed trains from mileage 3.4 to mileage 1.1.

Northbound trains may leave Fraxa without obtaining terminal clearance.

Passing tracks at the following stations are also used as business tracks: Crombies, Dundalk, Berkeley.

To comply with Rule 99, flagmen must go out 11 telegraph poles instead of 10 to equal 500 yards, 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

TEESWATER SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS	Miles from Fraxa	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS
753 Mixed / Daily ex. Sun.						756 Mixed a Daily ex. Sun.
A.M. 10.55	.0		FRAXA ZYR		12	P.M. 5.55
			3.7			
f 11.05	3.7		★ AMARANTH			f 5.40
			2.3			
f 11.13	6.0		WALDEMAR		10	f 5.30
			2.2			
s 11.25	8.2	D	GRAND VALLEY W	H U	31	s 5.20
			11.4			
s 11.54	19.6	D	ARTHUR	R U	29	s 4.40
P.M.			6.9			
f 12.13	26.5		KENILWORTH		36	f 4.10
			6.6			
12.30	33.1		Z MOUNT FOREST WYE Y			3.45
			1.2			
s 12.50	1.2	D	MOUNT FOREST	M U		s 3.40
			1.2			
1.00	33.1		MOUNT FOREST WYE ZY			3.20
			8.6			
s 1.40	41.7	D	HARRISTON	S H	15	s 2.50
			8.4			
s 2.20	50.1	D	FORDWICH	F D	17	s 2.20
			4.0			
s 2.32	54.1	D	GORRIE W	G O	20	s 2.02
			2.0			
s 2.40	56.1	D	WROXETER	F O	12	s 1.55
			6.4			
3.05	62.5		WINGHAM JCT RY			s 1.35
			4.5			
s 3.25	4.5	D	WINGHAM	H W	28	s 1.20
			4.5			
3.45	62.5		WINGHAM JCT RY			1.00
			0.4			
f 3.50	62.9		★ GLENANNAN			f 12.57
			5.0			
4.15 P.M.	67.9	D	TEESWATER WKC	W A		12.45 P.M.
a Daily ex. Sun. 753			★ No passing track			/ Daily ex. Sun. 756

TEESWATER SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. at mileage 37.25—Interlocked automatic. Trains must not exceed speed of ten miles per hour over this crossing. At mileage 41.84—Not Interlocked. Signals will be operated by C.P.R. trainmen and must be left normally clear for C.N.R. trains.

Unless authorized by train order, trains other than second-class must not leave Wroxeter until the preceding train has arrived at Teeswater, and trains other than second-class must not leave Teeswater until preceding train has arrived at Wroxeter. In the event of the failure of telegraph line, trains may follow 40 minutes after the departure of the preceding train, but must keep clear of preceding train west of Wingham Jct.

Westbound trains may leave Fraxa without obtaining terminal clearance.

Time-table trains will register at Wingham Jct. on return trip from Wingham, and extra trains will register at Wingham Jct. in both directions.

Trains backing between Teeswater and Wingham and between Mount Forest Wye and Mount Forest, must not exceed speed of ten miles per hour over all public crossings.

Passenger trains are restricted to a speed of

Thirty miles per hour on curves between Amaranth and Grand Valley, and between Wingham Jct. and Wingham.

Eastbound trains will not exceed a speed of ten miles per hour over public crossing mileage 3.6 Wingham S.D.

All trains will not exceed speed of six miles per hour over bridge at mileage 3.7 Wingham S.D. Engines heavier than D-6 Class must not be operated over this bridge.

Passing tracks at the following stations are also used as business tracks: Waldemar, Kenilworth, Harriston, Fordwich, Gorrie, Wroxeter.

To comply with Rule 99, flagmen must go out 11 telegraph poles instead of 10 to equal 500 yards; 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

WALKERTON SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. on freight shed spur at Hanover —Not Interlocked.

Passenger trains are restricted to a speed of

Thirty miles per hour at curve on Hanover Bridge mileage 27.7.

Trains must not exceed speed of ten miles per hour over Durham Road Walkerton.

Westbound trains must not exceed speed of ten miles per hour over public crossing Mileage 9.11, and engineers will sound whistle continuously from whistle post until crossing is reached.

Switching movements over Proctor Street, Hanover, must be protected by flagman.

D-6 engines must not exceed a speed of ten miles per hour over bridge mileage 37.6, and engines heavier than D-6 class must not be operated over this bridge, and must not exceed speed of eight miles per hour over bridge at mileage 27.7.

Account only 15 feet overhead clearance at Knechtel's Mill coal hopper at Hanover engines must not go into this plant.

Passing tracks at the following stations are also used as business tracks: Priceville, Durham.

To comply with Rule 99, flagmen must go out 11 telegraph poles instead of 10 to equal 500 yards; 25 telegraph poles instead of 24 to equal 1200 yards; and 37 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

ELORA SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS	Miles from Cataract	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS
747 Mixed / Daily ex. Sun.						748 Mixed a Daily ex. Sun.
A.M. 10.50	.0		CATARACT ZRW			P.M. 6.00
			4.5			
s 11.05	4.5	D	ERIN	N I	24	s 5.40
			3.7			
s 11.15	8.2		HILLSBURG		16.	s 5.25
			4.5			
s 11.28	12.7		ORTON W		15	s 5.10
			4.9			
s 11.43	17.6		BELWOOD		17	s 4.55
P.M.			6.4			
f 12.01	24.0		★ SPIER			f 4.35
			3.0			
s 12.10	27.0	D	Z FERGUS Z	R G	21	s 4.20
1.00			2.4			
1.15 P.M.	29.4	D	Z ELORA BCW	R A		3.30 P.M.
a Daily ex. Sun. 747			★ No passing track.			/ Daily ex. Sun. 748

Railway crossing at grade with the C.N.R. at mileage 26.7—Interlocked. No signalman on duty. C.P.R. trainmen will operate plant according to instructions posted in tower.

Permanent Slow Post affecting eastbound trains at mileage 0.8. Trains must not exceed speed of fifteen miles per hour between this slow post and Cataract.

Trains must not exceed a speed of ten miles per hour over Irvine St., Elora, and over St. David St. mileage 26.4.

Passing tracks at the following stations are also used as business tracks: Erin, Hillsbury, Orton, Belwood.

To comply with Rule 99, flagmen must go out 11 telegraph poles instead of 10 to equal 500 yards; 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

WALKERTON SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS	Miles from Saugeen	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS
715 Mixed / Daily ex. Sun.						716 Mixed a Daily ex. Sun.
A.M. 11.15	.0		SAUGEEN ZYRW		19	P.M. 4.30
			5.5			
f 11.35	5.5		PRICEVILLE		27	f 4.10
			4.4			
f 11.47	9.9		★ GLEN			f 3.55
			2.0			
f 11.52	11.9		★ McWILLIAMS			f 3.50
P.M.			4.7			
s 12.30	16.6	D	Z DURHAM W	D	27	s 3.35
			6.6			
f 12.50	23.2		ALLAN PARK		15	f 3.00
			4.3			
s 1.15 / 2.05	27.5	D	HANOVER	H	13	s 2.45 / 1.50
			10.1			
2.45 P.M.	37.6	D	Z WALKERTON KCW	W		1.15 P.M.
a Daily ex. Sun. 715			★ No passing track.			/ Daily ex. Sun. 716

THE TORONTO TERMINALS RAILWAY COMPANY

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS WITHIN THE LIMITS OF THE TORONTO TERMINALS RAILWAY COMPANY

1. Except as affected by the following instructions, all train and fixed signal rules and special instructions of the Canadian National and Canadian Pacific Railway Companies will apply to the employees of the respective Companies 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 Subdivision	At Interlocking Signals 205 and 206.
C.N.R. Oshawa Subdivision	At Interlocking Signal 171.
C.N.R. Freight Tracks	At Interlocking Signal 283.
C.N.R. Oakville Subdivision	840 feet West of Bathurst Street overhead bridge.
C.N.R. Brampton Subdivision	910 feet West of Bathurst Street overhead bridge.
C.P.R. Toronto Terminals Subdivision	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 in C.N.-C.P. 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. A train or engine approaching a fusee burning red on its track must stop, extinguish the fusee and then proceed with caution, prepared to stop short of train or obstruction.

6. During foggy, smoky or stormy weather or when view of track ahead 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 engine, air whistle must be sounded.

7. 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.

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

9. Enginemen must so regulate their fire as to prevent unnecessary smoke and steam.

10. Toilets in passenger cars must be kept locked.

BATHURST STREET ZONE NON-INTERLOCKED

11. Bathurst Street Zone Non-Interlocked 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 hand operated and all movements must be made prepared to stop unless the track is seen to be clear.

12. Care must be exercised in giving or acting on hand signals and must be given only after switches have been properly set and fastened, and from such a place and in such a way that there can be no misunderstanding on the part of the enginemen, trainmen or yardmen as to the signals or as to the train or engine for which they are given.

13. There are six tracks between John Street Interlocking Station and stop boards 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.

14. 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 slow speed, prepared to find track occupied, a car foul, an open switch, a broken rail, or other obstruction.

15. 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.

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

17. Westward movements must stop at stop-boards 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 boards and be governed by signal indication.

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

18. Westward movements on the C.N.R. Brampton Subdivision and C.P.R. Toronto Terminals Subdivision are governed by home signal located 590 feet west of Bathurst Street overhead bridge and south of tracks. The upper arm governs C.N.R. Brampton Subdivision movements; the lower arm governs C.P.R. Toronto Terminals Subdivision movements.

19. 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.

20. 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".

INTERLOCKED ZONE

21. The Interlocked Zone extends from Signal 206 on the C.N.R. Bala Subdivision and Signal 205 on the C.P.R. Toronto Terminals Subdivision, 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.

22. Interlocking signals are of the color light type and display two or more lights in a vertical line. Upper light governs main route; second light governs one or more diverging routes; lower light governs any route.

When a train or engine accepts a lower light of a three light signal it must proceed at slow speed, prepared to find the track occupied, a car foul, an open switch, a broken rail or other obstruction.

Interlocking dwarf signals display a single light.

Indications: RED—Stop.
YELLOW—Proceed at slow speed, prepared to find the track occupied, a car foul, an open switch, a broken rail or other obstruction.
GREEN—Proceed.

Signals mounted on station train shed must be respected as dwarf signals.

23. Signals Nos. 30, 1057, 3319 and 02, located outside the Interlocked Zone and Nos. 225, 232, 233, 234, 236 and 712, located within the Interlocked Zone, are of the color light type and display one light only. They are approach signals to the signal ahead and their indications are:

RED—Stop, then proceed expecting to find the track occupied, a broken rail, an open switch, a car foul or other obstruction.
YELLOW—Proceed with caution, prepared to stop at next signal.
GREEN—Proceed.

All other signals in the Interlocked Zone are interlocking Sifinals.

24. 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-interlocked service track extends from Jarvis Street to Sherbourne Street.

25. 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. Telephone box with instructions for operating electric lock and communicating with Scott Street Interlocking Station is located immediately south of switch stand. Door of electric lock must be closed and fastened after switch is set for track No. 6.

26. Hand operated switch on the service track at the west side of Jarvis Street leads to two sidings north of service track. Stop boards 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-board and proceed only after switches have been properly set and secured. Normal position of switches is for the service track and first track north.

27. 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.

28. Hand signals must not be used when the proper aspect can be displayed by the interlocking signal. 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. Movements proceeding on hand signal must move at slow speed to next signal and then be governed by aspect displayed.

29. A reverse movement within the limits of the interlocking plant, 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 aspect.

30. 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.

31. 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

32. 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.

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.
Fifteen miles per hour between west limit boards and a point 300 feet east of Bathurst Street 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.

MILEAGE

Toronto (Centre of Station) 0.00

WEST		EAST	
John Street (Interlocking Station)	0.41	Scott Street (Interlocking Station)	0.30
Spadina Avenue (overhead bridge)	0.69	Jarvis Street	0.52
Bathurst Street (overhead bridge)	1.09	Sherbourne Street	0.72
Cabin "D"	1.18	Parliament Street	0.99
		Cherry Street (Interlocking Station)	1.23
		Eastern Avenue (gate tower)	1.74
		Don	1.96

MEDICAL OFFICERS

Dr. R. H. Kinsman ..... Medical Clinic, C.N.R. Express Bldg ..... WA. 7811
Dr. G. L. Chambers ..... 331 Bay Street ..... EL. 1919
Residence: 86 Wells Hill Ave ..... LL. 1856

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY FIXED SIGNALS

AUTOMATIC BLOCK SIGNALS

1. ABSOLUTE signals have a lunar white marker light vertically under the signal light and those of the semaphore type have in addition a square end blade. PERMISSIVE signals have a single light or two staggered lights and those of the semaphore type have in addition a pointed end blade.

1A. DWARF Signals marked "A" are ABSOLUTE Signals.

2. ABSOLUTE PERMISSIVE BLOCK. When a train finds an ABSOLUTE block signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and may proceed when the signal is cleared. If not immediately cleared it must communicate with Train Dispatcher and upon receiving advice that there is NO CONFLICTING TRAIN MOVEMENT it may proceed under full control to the next signal. If unable to communicate with Train Dispatcher train may proceed under protection of flag to the next signal displaying a less restrictive indication than STOP or STOP and PROCEED.

When a train finds a PERMISSIVE block signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and after train and enginemen have satisfied themselves that the signal is PERMISSIVE may then proceed at once with caution.

3. OVERLAP BLOCK. When a train finds a PERMISSIVE signal indicating STOP it must stop before reaching the signal and not more than two hundred feet 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 under full control 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 passing track must stop if it finds a signal protecting the block indicating STOP, and may then proceed with caution to the passing track without being preceded by a flagman.

4. In complying with Instructions 2 or 3, trains proceeding against a signal indicating STOP must expect to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

5. Engineers must use Form S.M. 1 in complying with Rule 506.

INTERLOCKING SIGNALS

6. Interlocking home signals have two or more lights in a vertical line and those of the semaphore type have, in addition, square end blades.

Normally the upper arm or light governs the main route; the second arm or light governs one or more diverging routes and the lower arm or light governs to any available route at slow speed prepared to stop.

Dwarf signals may be of the color light or semaphore type, and govern to any available route at slow speed, prepared to stop.

Interlocking signals used as block signals will be equipped with number plates, see Special Instruction No. 7.

7. When a train accepts a lower arm or light or dwarf signal for a main track movement it must proceed with caution through the block, prepared to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

SPECIAL ASPECT

8. An automatic signal displaying yellow over green or an interlocking signal displaying yellow over green, or yellow over green over red, indicates proceed, approaching next signal prepared to take diverging route.

INTERLOCKINGS

9. When hand signals are necessary they must be given only after the switches have been properly set and fastened. Clearance Form "D" must not be used to authorize movements past home signals when inoperative as prescribed in second paragraphs Rules 631 and 663. Otherwise, all Rules and Special Instructions must be observed.

When interlocked switches are equipped with Dual Control Switch machines, the Operator may operate or give permission to operate the switches by hand, in which case a train may pass a home signal indicating STOP, upon receiving hand signal from the operator or trainman. Before giving this permission, the operator must see that all signal control levers are in normal position and must not attempt to operate switch lever until trainman has reported that movement over switches has been completed and that SELECTOR LEVER has been restored to MOTOR (or POWER) position.

The operator or trainman who has received permission to operate an interlocked switch by means of HAND-THROW lever will be governed as follows:

To hand operate dual control switch machine, throw SELECTOR LEVER to the HAND operating position and operate switch by HAND-THROW LEVER. If SELECTOR LEVER is stopped short of the horizontal position, move the HAND-THROW LEVER slowly until SELECTOR LEVER is free to complete stroke.

Hand signals must not be given for switching or train movements over DUAL CONTROL switches when SELECTOR LEVER is in MOTOR (or POWER) position.

Engineers must not accept hand signals as against fixed signals in making movements over these switches unless they have been informed that the SELECTOR LEVER has been placed in HAND operating position.

After movements over interlocked switches are completed, unless otherwise directed, the switches must be left in the original position and SELECTOR LEVER thrown to MOTOR (or (POWER) position and both SELECTOR LEVER and HAND-THROW LEVER locked.

AUTOMATIC INTERLOCKING

10. When an automatic interlocking is out of order, trains or engines must be brought to a stop before reaching the HOME signal and not proceed until trainman has proceeded to the crossing and complied with the following instructions.

Box marked SWITCHES located on instrument case at crossing is locked with a switch lock.

Unlock box and if lights marked with name of crossing road are lighted and no train is seen approaching on the crossing road, trainman will OPEN knife switch and give proceed hand signal to his train. If lights marked with name of crossing road are not lighted, trainman will assure himself that no train is approaching on the crossing road before opening knife switch. After engine of train has reached the crossing trainman will CLOSE knife switch and lock box.

At the automatic interlockings where push buttons are provided on home signals to enable a return movement to be made over crossing when switching, trainmen will unlock box and press button. If home signal does not clear, trainmen will comply with instructions in preceding paragraph and flag train over crossing.

ELECTRIC SWITCH LOCKS

11. To operate an electric switch lock, first unlock door and if indicator is clear turn the handle of the electric lock to the left as far as it will go and then open switch in the usual manner. After switch has been set back for the main track the handle of the electric lock must be turned to the right, door closed and locked. If indicator displays red the switch cannot be unlocked and trainman should communicate with Operator and ask for switch to be unlocked.

AUTOMATIC HIGHWAY CROSSING SIGNALS

12. When a train or engine passes over any highway crossing protected by automatic signals or automatic gates and does not move beyond the end of the circuit, it will be necessary, before making a reverse movement over the same crossing, for a member of the train crew to flag the crossing.

SPRING SWITCHES

13. Switches equipped with a spring are indicated by a white sign with the letters "SS" in black. Such switches may be trailed through when set in normal position, at a speed not exceeding twenty miles per hour until the leading wheels have passed through the switch, after which maximum speed may be resumed.

The switch light will show green when switch is set in normal position and red when in reverse position.

Trains and engines trailing through spring switches and stopping before entire train has passed over same, MUST NOT reverse movement or take slack until the switch has been set in reverse position by hand, otherwise wheels will straddle switch points.

Trains moving in the facing direction finding the fixed signal adjacent to such switches at STOP must examine switch points, and if points are not properly closed and cannot be closed by hand, they must be spiked in the proper position before train passes over them, and after having passed, the spike must be removed, and Section Foreman and Superintendent notified immediately. If in automatic signal territory, and switch points are found in proper position, train will be governed by rules and special instructions.

Sand must not be used while engine moving over Spring Switches.

STATION PROTECTION SIGNALS

Station Protection Signals are indicated by a sign attached to the signal mast showing letters S.P.S.

MACTIER, WINDSOR, GALT, ORANGEVILLE, HAVELOCK, KINGSTON AND TORONTO TERMINALS SUBDIVISIONS

Train movements in the facing direction over spring switches at Guelph Junction and at Canpa must not exceed ten miles per hour.

Orangeville Subdivision trains must not pass signals 02 Orangeville Subdivision until switches are properly set for train movements.

Should any train find signals 325 and 326 at Milton, and signals 741 and 742 at Drumbo at stop when no operator on duty, conductor must see that switches are properly set for his train movements and must assure himself that no train is approaching on C.N.R. before hand signalling his train to proceed. After engineer accepts hand signal he will proceed as per Special Instruction No. 7.

When switching movements are made on Thomas Organ & Piano Company's siding, Woodstock, switch must be left open until switching completed and train has returned to main track.

Trains must not pass signals 94 and 95 at Obico, signals 391, 394 and 396 at Guelph Jct., signals 215A, 215B, 216A and 216B at Sharbot Lake until switches are properly set for train movements. Switches leading from Kingston Subdivision to Havelock Subdivision at Sharbot Lake must not be opened when signals 215A or 216A indicate proceed, except under flag protection.

MacTier Subdivision trains may use westbound track between West Toronto Interlocker and Dufferin Street for movements to and from West Toronto Yard and are protected by interlocked signals. The upper light of signal 60-B and the middle light of signal 02 govern these movements.

WINDSOR S.D.—Two light permissive signals at passing track switches. When these signals display "red over yellow" it indicates that switch is set for passing track and block clear to fouling point only at the end which train is entering.

Should any train find Signals 319 and 320 at Glencoe at Stop, conductor must assure himself that no train is approaching on C.N.R. before hand signalling his train to proceed, after engineer accepts hand signal he will proceed as per Special Instruction No. 7.

The movement of trains between Windsor Yard and Walkerville Jct. is governed by Signal Indications which supersede time table superiority and take the place of train orders.

When signals No. 56, 1081, 1099, 1108, 1100, 1102, 22, 1082 and 57 indicates STOP, trains must communicate with the operator at LAKE SHORE TOWER and upon receiving advice that there is no CONFLICTING TRAIN MOVEMENT may proceed under full control to the next signal prepared to find the track occupied, broken rail, or other obstruction in the block. Trains will also ensure that no Pere Marquette Rly. trains are approaching and that P.M.R. junction switch and crossover switches are properly set for the train movement. Observe Special Instruction 9.

Home signal 1082 displays three lights in a vertical line. Upper light governs trains on C.P. Railway main track. Middle light governs trains to P.M. Railway. Lower light governs trains through crossover into passing track.

Trains moving in either direction between Windsor Yard and signal No. 1108 located east of Tecumseh Road, must proceed under such control as to be able to stop within the range of vision.

Distant signal located 350 feet east of east Flood Light Tower Windsor Yard will display YELLOW or GREEN governing eastbound train movements out of Windsor Yard. Trains must not start from yard tracks until the signal displays "GREEN". Switching movements only, may be made to, but not beyond, home signal No. 1108 when distant signal displays "YELLOW".

When switching movements are being made at Jockey Club siding, Lake Shore Tower, the siding switch must be left open until switching completed and train has returned to main track.

The movement of trains between Don and Leaside will be governed by Signal Indications (controlled by the Operator at Leaside) which supersede timetable superiority and take the place of train orders.

Eastbound trains will be governed by interlocking home signal No. 1068 mounted on signal bridge, 175 feet east of Queen Street bridge, Don.

Westbound trains will be governed by interlocking home signal No. 1037, and westbound dwarf signals at Leaside Interlocking Plant.

Rule No. 99 will not be operative between interlocking home signal No. 1068 and interlocking home signal No. 1037, and westbound dwarf signals at Leaside Interlocking Plant.

Trains or engines must not enter the territory controlled by these signals until signals display "yellow" or "green". Trains or engines finding interlocking home signal indicating "stop" will communicate with Operator at Leaside by telephone, and upon receiving advice that there is no conflicting train movement, and that preceding train has cleared the block may proceed under full control through the entire block prepared to find the track occupied, a switch open, a broken rail or other obstruction in the block. Operators must positively know there is no train in the block before giving permission to pass an interlocking home signal at "stop". Operators must have all conflicting signal control buttons or levers in normal position before advising that there is no train in block.

The City of Toronto industrial spur and G. W. Crothers switches are equipped with electric switch locks. See special instruction No. 11, page 21, current timetable.

Telephones are located at signal bridge, east of Queen Street, Don, at City of Toronto industrial spur switch and G. W. Crothers' switch.

HEADLIGHT FAILURES

Board of Transport Commissioners General Order No. 522, dated November 9, 1933.

That every railway company subject to the legislative authority of the Parliament of Canada be, and it is hereby, required to equip its locomotives used in road service, between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 800 feet or more ahead of the locomotive. Such headlight must be maintained in good condition.

That every locomotive used in road service which is regularly required to run backward for any portion of its trip, except to pick up a detached portion of its train, or in making terminal movements, shall have on the rear, a headlight which will meet the requirements of this order.

That nothing in these regulations shall prevent the use of a device whereby the light may be diminished in yards, at stations and on two or more tracks when approaching trains moving in the opposite direction.

That nothing in these regulations shall prevent the use of temporary devices being used to substitute the regular headlight when necessary to move a train from the point at which the headlight equipment has broken down or failed, provided that the train moves at a speed not exceeding ten miles an hour over any public crossing not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding, as shown in the time-table, is reached, where an examination must be made and if possible, the headlight put in good working condition.

That in case repairs cannot be made at the station referred to, the train may proceed to the first repair point displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates, or automatic signal, at a speed not exceeding twenty miles per hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying the proper light.

That while proceeding to the first station and or repair point, the whistle signal for all highway crossings not protected by watchman, gates, or automatic signal, must be given the second time approaching all such crossings.

That repairs to the equipment must be effected at the first repair point or the engine replaced (First repair point is such a place at which the Company has the necessary facilities to make ordinary repairs to electrical, or other power headlight equipment).

That spare bulbs, and other necessary parts, must be supplied at the initial terminal, and carried on each locomotive and that a list of such parts be furnished for the information of the engineer, whose duty it shall be to check over to see that such supplies are furnished before starting out on his trip from such terminal.

Engineer must advise dispatcher from first open telegraph office when running with temporary headlight.

STEAM WHISTLE FAILURES

In the event of engine whistle failure occurring while train is enroute, enginemen will proceed to first repair point, running with caution approaching and passing public road crossings and stations. At first repair point repairs must be made.

Train dispatcher must be advised of failure from first open telegraph office.

RULE 99 requires that when flagman has gone out the necessary distance under the conditions existing, he will place two torpedoes on the rail. It must be further understood that when the flagman goes beyond this point, he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.

General Train and Interlocking Rules 31 and D31 have been amended to provide that audible signal 14-L be changed from the present form to be two long, one short and one long.

A train or engine having sounded audible signal 14-L and brought to a stop before passing over a public crossing will, if the location of train in relation to the crossing warrants, again sound the signal before proceeding over crossing.

MAINTENANCE OF WAY FLAGGING RULES.

Trains stopped by red signal as per Maintenance of Way Rule 83 (corresponding to old Maintenance of Way Rule 52-C —where workmen are given train order protection) must be governed by signal or instructions of the employee in charge of the obstruction.

MAXIMUM SPEED RESTRICTIONS GOVERNING THE MOVEMENT OF DISABLED, WRECKED AND DEAD LOCOMOTIVES, AND OTHER SPECIAL EQUIPMENT IN TRAINS.

	Service or Class	Nominal Diameter of Drivers	Condition of Locomotives	Maximum Speed Permitted
Disabled or Wrecked Locomotives.....	All Classes.....	All Diameters...	Engines with broken main rod removed; all side rods in position; being operated on one side.....	40 M.P.H.
			Broken front section of side rods requiring both main and all side rods to be removed; also when other broken side rods require all rods removed	20 M.P.H.
			Broken back side rod removed, corresponding side rod on opposite side removed; back wheels only being uncoupled.....	No restrictions from maximum speed per hour specified for serviceable locomotives.
Dead Locomotives....	Freight and Passenger....	All Diameters...	Main rods removed, both sides; side rods in place both sides.....	30 M.P.H.
	Switch.....	.....	.....	20 M.P.H.

SPEED RESTRICTIONS GOVERNING THE MOVEMENT OF ENGINES AND OTHER SPECIAL EQUIPMENT IN TRAINS

LOCOMOTIVES WITH SIDE RODS REMOVED:

When, for any reason, it is found necessary to remove side rods from a locomotive, the corresponding rods on opposite side must also be removed.

In the event of front section of side rod breaking, all side rods and main rods, on both sides of locomotive must be removed. This is to be done in order that there may be no possibility of damage due to crank pin of front driving wheel striking crossheads as wheels revolve. Crossheads to be moved to front of guides and securely blocked.

LOCOMOTIVES WITH ENGINE TRUCK OR TRAILER TRUCK DESTROYED OR REMOVED:

LOCOMOTIVES WITH DRIVING TYRE REMOVED AND WHEEL BLOCKED UP:

In the event of engine truck or trailing truck being destroyed; driving wheel blocked up on account of broken wheel or tyre, in such manner as to alter the weight distribution on wheels, or when side and main rods have been removed, altering the effect of the counterbalance weights, particular care must be exercised in handling the locomotive to avoid damage to track, culverts, bridges, etc. When any doubt exists in regard to effect of altered weights, authority must be obtained from the Superintendent before movement of locomotive. Care must be taken that rim of raised wheel does not contact with rail; and that speed restrictions are closely observed.

WRECKED LOCOMOTIVES:

Any locomotive which has been so disabled as to prevent movement under its own power, but on which it is unnecessary to blow down or drain boiler, must be otherwise handled as a dead locomotive.

BOILERS—DRAINAGE AND BLOWING OUT:

When there is liability of damage by frost, all water must be drained from boiler and tender of a dead locomotive before shipment, also from cylinders, air compressor, feedwater heater, pump and skimmer, superheaters. Every precaution must be taken to prevent damage to gauges from freezing of water trapped in coils of gauges.

Dead engines in every case must be accompanied by a waybill, except when being moved to the first terminal after failure on road.

Locomotive Foremen at originating point shall notify Storekeeper in writing what speed restriction, if any, is to be observed, and this information shall be stamped or written conspicuously on the face of the waybill. Similar written advice will be given to Superintendent and Yardmaster at all terminals, and Yardmaster at all terminals shall notify Chief Dispatcher on what trains dead engines are to move and what, if any, speed restriction applies.

AUXILIARY STEAM CRANES. Where freight train speed is forty miles per hour or over, trains handling must not exceed thirty-five miles per hour. Where freight train speed is less than forty miles per hour, trains handling must not exceed twenty-five miles per hour. Care must be exercised in handling these cranes on down-grades and around sharp curves.

COMBINATION CRANES, PILE DRIVERS, STEAM SHOVELS, Etc., are subject to restrictions contained in bridge load chart. On subdivisions where they are permitted to operate, the following speed restrictions must be observed, by trains handling:

CLASS	RESTRICTION
Group No. 1: Combination Hoist and Pile Driver, Nos. 414170 to 414177 inc., and all steam cranes (except auxiliary steam cranes).	Must not exceed twenty miles per hour on any Subdivision, but where freight train speed limit is twenty-five miles per hour or less, trains handling these machines must not exceed fifteen miles per hour.
Group No. 2: All steam shovels and Steel Pile Drivers Nos. 400009-18-19-27-29-32-34. 400037 to 400053 inc.	Where freight train speed is thirty-five miles per hour, or over, trains handling must not exceed twenty-five miles per hour; where freight train speed is from twenty-five to thirty-five miles per hour, trains handling must not exceed twenty miles per hour. Where freight train speed is less than twenty-five miles per hour, trains handling must not exceed fifteen miles per hour.
Group No. 3: Wooden Pile Drivers Nos. 400000-05-06-26-33-35.	Five miles per hour less than authorized freight train speed for each Subdivision, but in no case in excess of thirty miles per hour.

Machines on which arrows are placed to indicate the direction of travel must, when practicable, be placed in trains in that manner.

Group No. 4: Scale Test Cars 420925-26-27.	Five miles per hour less than authorized freight train speed for each subdivision, but in no case may speed of thirty miles per hour be exceeded.

They must, in every case, be handled on rear of freight train immediately ahead of caboose.

HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES AND CARS PLACARDED "DANGEROUS" AND "POISON GAS" IN TRAINS

GENERAL INSTRUCTIONS:

Cars containing EXPLOSIVES or tank cars placarded DANGEROUS must not be handled in a train which carries passengers except on lines where there are no regular trains operating in freight service only.

Cars containing EXPLOSIVES must have air and hand brakes in service, and the train and engine crew must be advised in writing of the presence and location in the train of such cars.

Cars containing EXPLOSIVES must not be placed in trains next to dead engines, loaded tank cars, refrigerator cars equipped with automatic refrigeration of the gas-burning type, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting on account of rough handling may break through end of car containing EXPLOSIVES; nor next to cars containing lighted heaters, stoves or lanterns; nor next to cars with live stock or poultry in charge of an attendant.

Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type, nor next to gondola or flat cars with lading such as logs, lumber, rails, pipe or similar articles which are liable to shift.

ON THROUGH OR LOCAL FREIGHT TRAINS THE FOLLOWING ALSO APPLIES:

Cars containing EXPLOSIVES must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car; on local freight trains, they must not be placed nearer than the second car from the engine or caboose; and on through and local trains they must not be placed next to box cars placarded DANGEROUS unless the remainder of the train consists only of such cars.

Placarded loaded tank cars must not be placed in through freight trains nearer than the sixth car from the engine or caboose, and in local freight trains not nearer than the second car from the engine or caboose, when length of train permits; this does not apply when train consists of loaded tank cars only.

WHERE ONLY A MIXED TRAIN SERVICE IS OPERATED OR WHERE PASSENGERS ARE CARRIED IN THE CABOOSE OF A FREIGHT TRAIN THE FOLLOWING ALSO APPLIES:

A car containing a shipment of EXPLOSIVES not exceeding 1,000 lbs. must be so placed in the train that not less than three freight cars are between it and the car carrying passengers and not less than one freight car between it and the engine hauling the train.

A car containing a shipment of EXPLOSIVES in excess of 1,000 lbs. must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine hauling the train.

NOTE.—Not more than one car of EXPLOSIVES may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, a car containing EXPLOSIVES must be placed between freight cars not bearing DANGEROUS or POISON GAS placards.

Tank cars placarded DANGEROUS must not be placed next to cars carrying passengers or next to the engine.

Trains handling ore cars 370000 to 377099 Series, loaded or empty, must not exceed speed 30 miles per hour, Windsor, Galt, MacTier, Port McNicoll, Hamilton, Oshawa, Belleville, Peterboro and Havelock Subdivisions, and 20 miles per hour on all other Subdivisions.

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BY ELECTRIC TRAIN STAFF SYSTEM

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 engineer, as the case may be, by the operator on duty. The staff, or portion of a staff, or ring, gives the train holding it the right to proceed through the block, but does not otherwise supersede any of the rules pertaining to train movements.

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 engineer 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 engineer of the pusher engine will receive from the operator, a special pusher staff. This special staff gives the engineer 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 engineers by the conductor, who will ride on the rear engine. If no conductor, the engineer 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 engineer, 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 engineer, 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 engineer, as the case may be, observing special instructions as to the manner of such operation, which are posted at such station.

10. If a passing track, at which operators are not employed, is located in a block, a special unattended passing track attachment will be provided at the staff station, and trains required to meet at the passing track will receive a special staff conferring the right to track only to passing track, 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 19 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 passing track 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 engineer, 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 general train rules.

14. All trains must, unless otherwise arranged, obtain terminal clearance before leaving the last station of the territory controlled by electric train staff system.

15. Operators, conductors and engineers, must make themselves familiar with all rules and instructions governing the handling of the electric train staff system.

SPECIAL INSTRUCTIONS

A—At meeting points not fixed by train order at which there is no open telegraph office, and at which they do not stop, second, third and fourth class trains running in sections must give identification tickets (Form 1432) to all extra trains and to all second, third and fourth class trains over which they have the right to track by class or direction. Such latter trains must receive such identification tickets or stop the other train to ascertain its identity. Observe Rule 90.

B.—Between the hours of 8.00 p.m. and 8.00 a.m. at all open telegraph offices, EXCEPT ON DOUBLE TRACK AND IN AUTOMATIC SIGNAL TERRITORY ON SINGLE TRACK, trains (except first class and passenger extras), must receive a clearance from the operator, even though signal indicates PROCEED. If there are no 31 orders on hand for delivery to any train in the direction as indicated by the approaching train operators are required to have clearance ready so engineer and conductor may secure it while passing at slow speed.

C.—Employees must not ride on tops of cars passing under overhead bridges or through tunnels or snow sheds at which there is not sufficient clearance, and must inform themselves respecting location of all buildings, or other obstructions, which have less than standard clearance.

D.—While freight trains are in motion between stations, a trainman must be on the lookout from the cupola of caboose to observe the safe operation of trains, and at a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met or passed, and where at any other point failure of brakes would be attended with hazard, must be within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once, in accordance with Rule 6, page 6, Air Brake Rules.

E—In complying with Rule 93(A) in Automatic Signal territory (single track) on which lamps are not used on main track switches as per revised Rule 104 the automatic signal within two hundred feet of the outer main track switch will mark the STATION LIMITS.

F—Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track. Foremen will be personally responsible for educating their men accordingly.

G—Snow plows working on double track when passing trains on the other track must not be run at a speed exceeding ten miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track.

H—Trains using crossovers on double track must not be run over switches at a speed exceeding ten miles per hour.

J—Unless some form of block signal is used, or unless otherwise directed, all trains except first class trains must keep at leas ten minutes apart, except in closing up at stations. A snow plow train, a light engine, or a light loaded freight train (50% of full tonnage or less) must receive a clearance at all open telegraph offices, whether signal indicates STOP or PROCEED and will not follow any train unless clearance shows arrival at a station ahead. If the station from which it is to follow is not an open telegraph office, it may follow in twenty minutes to the first open telegraph office.

K—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	50 M.P.H.	1 Min. 6 Sec.
MacTier	45 M.P.H.	1 Min. 12 Sec.
St. Thomas, Goderich Subdivision between Guelph Jct. and Goderich	35 M.P.H.	1 Min. 30 Sec.
Orangeville, Owen Sound	30 M.P.H.	1 Min. 43 Sec.
Other Subdivisions	25 M.P.H.	2 Min. 0 Sec.

MAXIMUM SPEED FOR LOCOMOTIVES AS FOLLOWS	Miles per Hour
1. Locomotives with driving wheels 75 inches nominal diameter and over (F-1a, F-2a, G-3e, f, g, h, H-1, K-1	90
Exception:—(a) G-1, G-3a-b-c-d	75
2. Locomotives with driving wheels 70 inches nominal diameter (A-1, E-3, E-4, E-5, G-2, G-4, G-5a, b, I-1a)	75
3. Locomotives with driving wheels 63 inches in diameter and under (A-2, C, D-3-4, J, L, M, N, P-1, P-2, T-1a, T-4)	50
Exceptions:—(b) D-6, D-9 and D-10	60
(c) P-2-g, h, j	65
(d) R-3	35
(e) R-2 and S-2	30
(f) T-1b	65
4. Switching locomotives, or any locomotive without 2 or 4-wheel engine truck (T-3, U, V, W)	20

L—The position of switches at junction points with other subdivisions is normal when set for main traffic subdivision. The position of switches at ends of double track is normal when set for trains leaving single track for double track, and against trains leaving double track for single track.

N—The following additional signs placed opposite certain stations indicate:—

B—Bulletin and Registering Point.
K—Comparison Clock, Registering and Bulletin Point.
P—Station Protection Signals. On both sides of station name indicates signal on both sides of station. When preceding station name, signal is located east or south of that station. When following station name, signal is located west or north of that station.
R—Registering Point.
X—Crossover.
Y—Wye.
Z—Yard Limit Boards. On both sides of station name indicates yard limits boards on both sides of station. When preceding station name, board is located east or south of that station. When following station name, board is located west or north of that station.

P—Where no operator on duty, or where authorized to do so by time-table, regular trains scheduled through over two or more subdivisions, and having the same number on each subdivision, are authorized to assume the schedule of the train of the same number from intermediate initial points and leave such intermediate initial points without terminal clearance.

R—Where timetable footnotes require that switching movements over certain highway crossings be protected by a member of the train crew, these instructions include the movements of engines either before, during or after the switching movements take place.

S—In addition to the strict observance of Rule 107, freight and mixed trains will not, unless otherwise provided, run more than sixty miles without stopping for standing train inspection. At least one member of the train crew must be at the head end when train starts to move, and inspect full train as it pulls by. Speed of six miles per hour will not be exceeded until proceed hand signal has been received from rear of train.

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

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	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	3 Min. 48 Sec.	15.79
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	3 " 49 "	15.72
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	3 " 50 "	15.65
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	3 " 51 "	15.58
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	3 " 52 "	15.52
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	3 " 53 "	15.45
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	3 " 54 "	15.38
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	3 " 55 "	15.32
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	3 " 56 "	15.25
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	3 " 57 "	15.19
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	3 " 58 "	15.13
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	3 " 59 "	15.06
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	4 " 0 "	15.00
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	4 " 17 "	14.00
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	4 " 36 "	13.00
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	5 " 0 "	12.00
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	5 " 27 "	11.00
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	6 " 0 "	10.00
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	6 " 40 "	9.00
0 " 59 "	61.02	1 " 23 "	43.37	1 " 47 "	33.64	2 " 11 "	27.48	2 " 35 "	23.23	2 " 58 "	22.22	3 " 21 "	17.91	3 " 44 "	16.07	7 " 30 "	8.00
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	8 " 34 "	7.00
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	10 " 0 "	6.00
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	12 " 0 "	5.00
1 " 3 "	57.14	1 " 27 "	41.38	1 " 51 "	32.43	2 " 15 "	26.67										
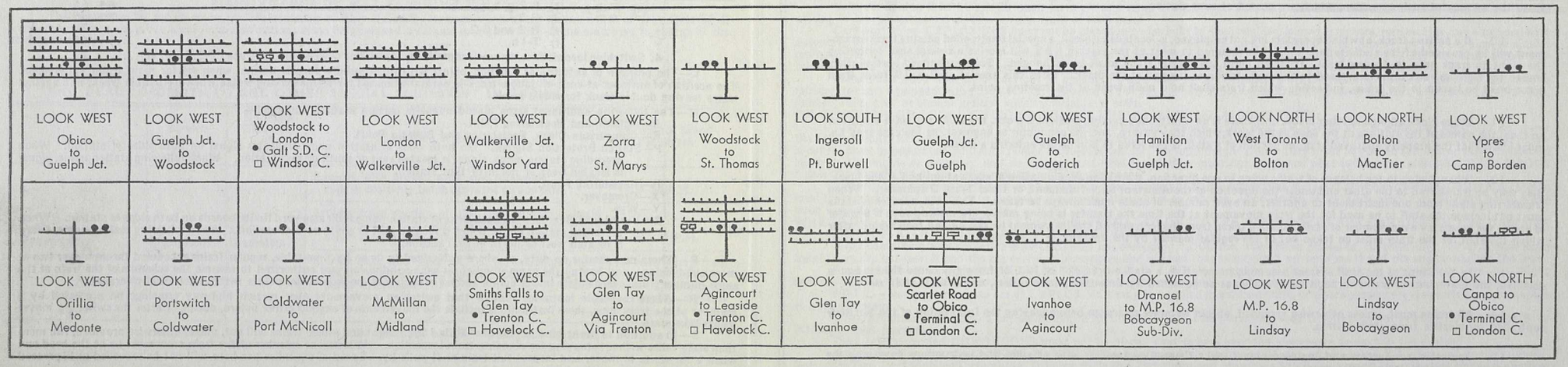
DIAGRAM SHOWING LOCATION OF TRAIN TELEPHONE WIRES—ONTARIO DISTRICT
FACE IN DIRECTION NAMED, COUNT CROSSARMS FROM THE TOP, DOWN.