

WESTWARD TRAINS—FIRST CLASS

DUNDAS SUBDIVISION

WESTWARD TRAINS—FIRST CLASS														Miles from Junction Switch Oakville Sub.	Yard limits	Switching Zones	STATIONS	
87	79	85	77	665	75	83	73	663	81	71	661	659	STATIONS					
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily						
2138	2022	.....	1810	.....	1613	1446	1318	.....	0939	0907	.....	0001	0.0	.....	0.0	CTC	2 Tracks	..... BAYVIEW X
.....	0.4	1.0			Jct. with Oakville Sub.	0.4	..... HAMILTON WEST ..... X
.....	S2031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.7	.....	.....	.....	4.3	..... DUNDAS X
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.8	.....	.....	.....	5.1	..... COPETOWN X
2153	2040	.....	1825	.....	1628	1501	1333	.....	0954	0925	.....	0016	10.9	.....	.....	.....	1.1	..... COPETOWN WEST PX
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14.0	.....	.....	.....	3.1	..... LYNDEN PX
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21.0	.....	.....	.....	7.0	Jct. with Fergus Sub.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22.2	.....	.....	.....	1.2	..... MASSEYS PX
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22.7	.....	.....	.....	0.5	..... BRANT JCT P
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	0.3	Jct. with Burford Sub.
S2207	S2055	.....	S1838	.....	1639	S1515	1344	.....	1005	S0940	.....	S0030	24.9	.....	.....	.....	1.9	..... SIMPSON P
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30.9	.....	.....	.....	6.0	Jct. with Dunnville Sub.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.6	.....	.....	.....	1.7	..... BRANTFORD *KPX
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.6	32.6	33.5	.....	1.9	..... HARDY PX
2219	2108	.....	1850	.....	1651	1528	1356	.....	1017	0953	.....	0042	37.9	.....	.....	.....	6.0	..... PARIS JCT PX
2224	2113	.....	1854	.....	1656	1533	1401	.....	1022	0958	.....	0047	46.3	.....	.....	.....	5.3	..... PARIS WEST PXZ
2233	S2125	.....	S1906	.....	1705	S1545	1410	.....	1031	S1010	.....	S0100	49.6	.....	.....	.....	11.7	..... PRINCETON PX
2238	2131	.....	1911	.....	1710	1551	1415	.....	1036	1016	.....	0106	52.0	.....	.....	.....	4.9	V.. WOODSTOCK *KPXYZ
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54.5	.....	.....	.....	1.7	..... BEACHVILLE PX
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56.2	.....	.....	.....	2.8	V..... MUNROES PXV
2242	S2137	From Thorn- dale Sub.	1915	From Thorn- dale Sub.	1714	1555	1419	.....	1040	S1022	.....	0110	56.8	.....	.....	.....	9.5	V.. INGERSOLL PXZV
2250	2146	.....	1923	.....	1722	1603	1427	.....	1048	1031	.....	0118	60.4	.....	.....	.....	8.0	..... DORCHESTER PX
2257	2153	.....	1930	.....	1729	1610	1434	.....	1055	1038	.....	0125	73.5	.....	.....	.....	8.0	..... LONDON EAST C *KPWXZ
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75.6	.....	.....	.....	0.2	..... *LONDON JCT PY
S2302	S2200	S2110	S1935	S1910	S1735	S1615	S1440	S1340	S1100	S1045	S1040	S0135	78.2	.....	.....	.....	1.5	..... *LONDON *KP*W

CTC between Bayview and Copetown West controlled by Train Dispatcher YA MacMillan Yard.
 CTC between Copetown West and Paris West controlled by Train Dispatcher K London.
 Rules 251-257 applicable between Paris West and mileage 75.6. Main track ends at mileage 75.6
 Rule 105 applies between mileage 75.6 and London.
 Section 14 Form 835 not applicable between Bayview and Paris West.

DUNDAS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES
 All movements between Bayview and Copetown West must be authorized by clearance OK'd by Train Dispatcher YA or YO, MacMillan Yard except movements between Bayview and mileage 1.0
 All movements between Copetown West and mileage 73.5 including yard limits at Paris West. Woodstock and Ingersoll must be authorized by a clearance OK'd by Train Dispatcher K London.
 Clearances for eastward trains operating beyond Copetown West must also be OK'd by Train Dispatcher YA or YO MacMillan Yard.
 LONDON—LONDON EAST—Clearance for trains to Thorn-
 dale Sub. must be OK'd by Train Dispatcher D London.
 LONDON—Eastward first class trains must obtain clearance at London and may leave London East without obtaining clearance provided train order signal indicates proceed.

1.2 TRAIN REGISTER MODIFICATIONS
 BRANTFORD—*Register station for trains originating or terminating.
 WOODSTOCK—*Standard clock and bulletins only.
 LONDON EAST—*Register station for trains originating or terminating.
 LONDON—*Register station for trains using station tracks and for through extra trains to and from Thorndale Subdivision which may register by register ticket.

1.3 ABS (or CTC) SPECIAL FEATURES
 All eastward movements must approach Signal 756, mileage 75.6, prepared to stop and there be governed by indication displayed. Protection against eastward movements on eastward track between Signal 756, mileage 75.6 and Signal 736,

Continued

DUNDAS SUBDIVISION

EASTWARD TRAINS—FIRST CLASS

STATIONS		Office Signals	Siding Capacity in Feet	82	70	662	84	72	664	74	86	76	666	88	78	668
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
CTC 2 Tracks	BAYVIEW	.....	.....	0807	0927	.....	1059	1149	.....	1357	1605	1732	.....	2113	2130	.....
	Jct. with Oakville Sub. 0.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	HAMILTON WEST	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	DUNDAS	.....	.....	.....	.....	.....	\$1052	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	COPETOWN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	COPETOWN WEST	.....	.....	0754	0914	.....	1044	1136	.....	1344	1552	1719	.....	2100	2117	.....
	3.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	LYNDEN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Jct. with Fergus Sub. 7.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	MASSEYS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	BRANT JCT	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Jct. with Burford Sub. 0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	SIMPSON	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Jct. with Dunnville Sub. 0.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BRANTFORD	NF	Yard	\$0742	\$0902	.....	\$1032	1125	.....	\$1332	\$1540	\$1707	.....	\$2048	\$2105	.....
1.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HARDY	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PARIS JCT	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PARIS WEST	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PRINCETON	.....	.....	0721	0843	.....	1013	1110	.....	1313	1521	1648	.....	2030	2046	.....
11.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WOODSTOCK	CK	Yard	\$0710	\$0832	.....	\$1002	1100	.....	\$1302	\$1510	\$1637	.....	2020	\$2035	.....
4.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BEACHVILLE	.....	.....	0703	0825	.....	0955	1055	.....	1255	1503	1630	.....	2015	2028	.....
1.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
MUNROES	V	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
INGERSOLL	V	Z	Yard	\$0657	0821	To Thorn- dale Sub.	0951	1051	To Thorn- dale Sub.	1251	\$1457	1626	To Thorn- dale Sub.	2011	\$2022	To Thorn- dale Sub.
9.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DORCHESTER	.....	.....	0648	0813	.....	0943	1043	.....	1243	1448	1618	.....	2003	2013	.....
8.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
LONDON EAST	WR	Yard	0640	0805	.....	0935	1035	.....	1235	1440	1610	.....	1955	2005	.....
0.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*LONDON JCT	.....	.....	.....	.....	.....	0910	.....	.....	1210	.....	.....	.....	1635	.....	.....
1.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*LONDON	W	Yard	0635	0800	0905	0930	1030	1205	1230	1435	1605	1630	1950	2000	2010	
C.T.C. between Bayview and Copetown West controlled by Train Dispatcher YA MacMillan Yard.				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
C.T.C. between Copetown West and Paris West controlled by Train Dispatcher K London.																
Rules 251-257 applicable between Paris West and mileage 75.6. Main track ends at mileage 75.6.				82	70	662	84	72	664	74	86	76	666	88	78	668
Rule 105 applies between mileage 75.6 and London.																
Section 14 Form 835 not applicable between Bayview and Paris West.																

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DUNDAS SUBDIVISION FOOTNOTES

mileage 73.6 not required unless signals are declared inoperative.

The following signals are located to the left:—

Governing eastward movements on north track—356N (on westward track) — 326N — 290N — 270N — 250N — 210N — 190N — 168N — 148N — 128N — 110N — 090N — 076N — 062N — 048N — 020N — 006N.

Governing westward movements on south track—021S — 35S — 049S — 063S — 077S — 091S — 109S — 129S — 149S — 169S — 191S — 209S — 225S — 249S — 271S — 291S.

No train or engine shall clear the main track at the following switches:—

Mileage 13.9 (DB-65), off south track.

RULE 264—Authority to pass eastward Signals 110N and 110S will be issued by Train Dispatcher YA, MacMillan Yard, after approval of and acknowledgement by Train Dispatcher K, London.

RULE 264—Authority to pass westward Signals 109N and 109S will be issued by Train Dispatcher K, London, after approval of and acknowledgement by Train Dispatcher YA, MacMillan Yard.

RULE 291—Signal No. 749, mileage 74.9—Westward trains obtaining Stop and Proceed Signal must immediately contact Yardmaster for instructions by radio or yard phone at signal.

BRANTFORD—Signals 228D and 227D are equipped with a special switching feature. When both these signals indicate, “proceed at restricted speed”, forward or reverse movements may be made without taking the dual control switches off power.

PARIS JCT.—Signals 309D and 310 are equipped with a special switching feature. When both these signals indicate, “proceed at restricted speed”, forward or reverse movements may be made without taking the dual control switches off power.

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DUNDAS SUBDIVISION FOOTNOTES

- 1.4 **SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 1.3—in the City of Woodstock between mileage 48.0 and mileage 51.0. (B.T.C. 82818).
 SYSTEM 1.3—in the Town of Ingersoll between mileage 58.0 and mileage 59.9 between the hours of 2300 and 0600, except for public crossing at grade, mileage 59.5 (McKeand St.) which is not protected. (B.T.C. 59950).
 SYSTEM 1.3—in the City of London between mileage 73.5 and mileage 78.2 (B.T.C. 112583).
 SYSTEM 1.12—Applies between Paris West and mileage 75.6.

- 1.5 **OTHER MODIFICATIONS**
 RULE 5—*London and *London Jct.—Times shown at London and London Jct. are for information only and convey no operating authority.
 RULE 14 (m) paragraph one—not applicable between mileage 2.0 and mileage 78.2.
 RULE 105—Only that part reading “Trains or engines using other than main track must proceed at restricted speed” is applicable between mileage 75.6 and London. Signals in this territory govern switch positions only and do not reflect block occupancy.
 RULES 294-300—as shown on pages 186 and 187 are in effect between mileage 2.0 and mileage 35.6

2 GENERAL FOOTNOTES

- 2.1 **Mileage 23.4 (Brantford)**—Permission must be obtained from the Train Dispatcher K London before opening switch leading to north track from track A52 West end of Brantford Yard. Opening of this switch will cause C.T.C. signals to display STOP indication.
- 2.2 **PARIS JCT.**—Movements from and to the Drumbo Sub. are by a hand operated switch via the north siding extension. Normal position of this switch is for movement on the north siding extension.
 Movements from Drumbo Sub.—Obtain permission from Train Dispatcher K London before entering north siding extension. Movements to Drumbo Sub.—Open switch to Drumbo Sub. and press “Clear” button to obtain permissive aspect on Signal 309D. Entire movement must clear block end sign on Drumbo Sub. before returning switch to normal position. If movement is not made, cancel Signal 309D by cancel button.
- 2.3 **PARIS JCT.-PARIS WEST**—Permission must be received from Train Dispatcher K London before opening any switch leading from yard tracks to north or south sidings, unless a portion of the movement is already occupying the siding to be entered.
- 2.4 **Mileage 35.6**—Signals 356S and 356N are Station Protection Signals.
- 2.5 **DORCHESTER**—All freight trains approaching London must contact the London Yardmaster (Radio Channel 4) and be governed by his instructions for movement in London Yard.
- 2.6 **LONDON JCT. - LONDON**—Designation and use of tracks, unless otherwise directed by Switchtender, between crossover just east of mileage 76.8 (Rectory St.) and crossover just east of mileage 77.5 (Maitland St.)
 From north: No. 1—Westward passenger and freight.
 No. 2—Eastward passenger and freight.
 No. 4—Eastward freight.

- 2.7 **LONDON EAST - LONDON JCT. - LONDON**—Switch-tenders, under supervision of Yardmasters, control the following signals—765, 768, 768D, 773, 776, 776A, 776B.
 Signal 765 —governs westward movements on No. 1 track.
 Signal 768 —upper light governs movements on eastward track.
 —lower light governs movements from No. 2 track via diverging route.
 Signal 768D—displays indication as prescribed by Rules 287 or 288; governs movements on No. 4 track to block end; to eastward track and to Thorndale Sub.
 Signal 773 —governs movements on No. 1 track.
 Signal 776 —governs movements on No. 4 track and eastward freight.
 Signal 776A—governs eastward movements on westward freight track.
 Signal 776B—governs movements from eastward passenger lead.
 Movements stopped by any of these signals must remain until authorized by signal or Switchtender to proceed.
 Switchtenders are in charge of switches as follows:—
 Highbury Ave. (except 0800 to 1600 Sundays). London Jct. and Maitland Street.

- 2.8 **LONDON JCT.**—Connection between Dundas and Thorndale Subdivisions is via yard track.
- 2.9 **LONDON**—Station tracks at London are designated and numbered from the north as track No. 1, No. 2, No. 3 and No. 4. Passenger carrying trains from station tracks must not start without permission of Stationmaster.
 Freight trains must not be operated over passenger tracks except in emergency. Employees must not ride on sides of cars or engines operating upon these tracks. (B.T.C. 51561).
 Connection between Dundas and Talbot Subdivisions is via yard track.

* Water supply is for emergency conditions only.

3 INTERLOCKINGS

- 3.1 **Railway crossing at grade**
 CP Rail mileage 50.8 controlled.
 Signals controlled by Operator at Woodstock. If train stopped at any signal, member of crew must communicate with Operator on telephone located in bungalow in southwest corner of crossing and be governed by his instructions except between the hours of 0115 and 0445 Monday to Saturday and 0115 and 0545 Sundays when Train Dispatcher K London must be contacted. If movement is to be made past signal displaying “Stop”, the requirements of Rule 672 must be observed, after which movement may proceed at restricted speed to the next signal. (B.T.C. 86895).

4 EQUIPMENT RESTRICTIONS

- 4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 4.2 Six axle locomotives in the 2000, 2300 and 5000 series are not to be operated on industrial spurs and other tracks between mileage 0.0 and mileage 10.9 without permission from the Yardmaster or Trainmaster of the territory involved.

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DUNDAS SUBDIVISION FOOTNOTES

5 SPEEDS

5.1 Westward Movements

Mileage	MILES PER HOUR	
	Passenger *Railer	Freight & Mixed
0.0 to 0.5 zone	15	15
0.5 to 4.8 zone	60	40
4.8 to 75.6 zone	80	60
18.6 bridge	60	40
22.3 to 23.8	35	35
22.8 through crossover	25	25
30.0 to 30.8	35	35
37.8 eastward track	60	60
49.3 eastward track	35	35
54.4 eastward track	60	60
56.2 eastward track	70	60
58.9 until crossing occupied	70	60
75.6 to 78.2 zone	35	35
76.4 Egerton St. (B.T.C. 70072) until crossing occupied	25	25
77.9 through switches to station	10	10

* Restriction for two railiners (RDC) or similar cars coupled and running alone, as per item 6.1(E) form 696 not applicable.

5.2 Eastward Movements

Mileage	MILES PER HOUR	
	Passenger *Railer	Freight & Mixed
78.2 to 75.6 zone	35	35
77.9 through switches from station	10	10
76.4 Egerton St. until crossing occupied (B.T.C. 70072)	25	25
75.6 to 10.1 zone	80	60
75.4 Through crossover until Hale St. crossing oc- cupied	10	10
75.4 westward track	60	60
58.9 to 58.7 westward track	30	30
58.9 until crossing occupied	70	60
56.2 westward track	70	60
54.4 westward track	60	60
50.9 to 50.7 westward track	15	15
49.3 westward track	30	30
49.0 westward track	30	30
37.8 westward track	60	60
30.8 to 30.0	35	35
23.8 to 22.3	35	35
22.8 through crossover	25	25
18.6 bridge	60	40
10.1 to 0.5 zone	60	40
0.5 to 0.0 zone	15	15

* Restriction for two railiners (RDC) or similar cars coupled and running alone, as per item 6.1(E) form 696 not applicable.

5.3 CONDITIONAL SPEEDS

Mileage	Miles Per Hour
*21.3 (Park Rd.) until crossing occupied	15
27.1 (Power Line Rd.) all switching movements over crossing in either direction on south track—until crossing occupied	5
49.3 (Wilson St.) reverse movements on westward track which do not clear Norwich Ave. mileage 49.0, when again proceeding towards Wilson St.	10
*49.3 (Wilson St.) until crossing occupied	15
*50.7 (Ingersoll Rd.) westward movements—until crossing occupied	10
58.3 (Pemberton St.) reverse movements on eastward track—until crossing occupied	10
Westward switching movements on westward track—until crossing occupied	10
*58.9 (Thames St.) until crossing occupied	15
*74.0 (Clarke sideroad) until crossing occupied	15
*75.4 (Hale St.) until crossing occupied	10
75.4 Eastward movements through crossovers west of Hale St. until crossing occupied	10
75.4 (Hale St.) westward trains preparing to stop at Signal 749, mileage 74.9— from 3,000 feet east of signal	25
Westward trains finding stop signal indication change to proceed during approach to Signal 749—until crossing occupied	25
76.4 Eastward freight trains setting off cars at London East	10

* Applicable only to movements entering the main tracks between signals, or delayed in the block between signals.

6 CROSSOVERS

Mileage 37.6	Mileage 54.3	Mileage 68.7
Mileage 47.4	Mileage 56.2	Mileage 75.4
Mileage 49.3	Mileage 59.1	Mileage 75.5
Mileage 51.0	Mileage 59.8	

7 PUBLIC CROSSINGS AT GRADE

- 7.1 **Mileage 10.8** (Orkney Side Rd.) automatically protected. Westward movements complying with Rule 264, must be protected by a member of the crew.
- 7.2 **Mileage 13.9** (Main St.). Item 1.21 Form 696 applies. Main Tracks—Trains stopping to switch will cut train within 300 feet of crossing and other movements which have stopped within 300 feet of crossing, must operate lower pushbutton at southwest or northeast corner of crossing.
- 7.3 **Mileage 21.3** (Park Rd.). Item 1.21 Form 696 applies. Protection controlled by predictors for eastward movements on north and south tracks. Eastward movements stopped within approach circuits will cause gates to rise. Gates will again lower when movement proceeds toward crossing.

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DUNDAS SUBDIVISION FOOTNOTES

- 7.4 **Mileage 25.0** (Hardy Rd.). Item 1.21 Form 696 applies.
Eastward movements complying with Rule 264 must be protected by a member of the crew.
- 7.5 **Mileage 27.1** (Power Line Rd.). Item 1.21 Form 696 applies.
South Track—A 300 foot timing circuit extends from 300 to 600 feet west of crossing. Eastward trains switching Flintkote Co. tracks must cut train on timing circuit.
- 7.6 **Mileage 30.7** (Ayr Rd.). Item 1.21 Form 696 applies.
Westward movements when complying with Rule 264 or 265 must be protected by a member of the crew before occupying crossing.
Timing circuits extend eastward 300 feet from crossing on both tracks. Westward movements receiving a Stop indication on signals west of crossing must stop with engine or leading car on timing circuit and proceed only when a Proceed indication is received and gates are known to be lowered.
Eastward movements on either track making a reverse movement must clear the crossing and proceed westward only when signal west of crossing indicates proceed.
- 7.7 **Mileage 37.8** (Main St.). Item 1.21 Form 696 applies.
Eastward Track—Movements stopping within 500 feet of crossing, must operate Lower pushbutton at southwest corner of crossing.
North Storage—Pushbuttons located on either side of crossing must be operated.
- 7.8 **Mileage 47.9** (Beard's Lane). Item 1.21 Form 696 applies.
- 7.9 **Mileage 49.0** (Norwich Ave.). Item 1.21 Form 696 applies.
Westward Track—Westward freight trains working in the vicinity of Norwich Ave. (mileage 49.0) and Wilson St. (mileage 49.3) must cut train on Timing Circuit east of Norwich Ave.
Westward movements stopping within 500 feet east of crossing must operate Lower pushbutton at northeast corner of crossing.
Westward Siding—Movements stopping within 300 feet on either side of crossing must operate Lower pushbutton at northwest corner or northeast corner.
Cars must not be placed on sidings less than 200 feet on either side of Norwich Ave.
DG-60—Movements stopping within 300 feet on either side of crossing must operate Lower pushbutton at southwest or southeast corner of crossing.
- 7.10 **Mileage 49.3** (Wilson St.). Item 1.21 Form 696 applies.
Westward Track—Westward freight trains working in the vicinity of Norwich Ave. (mileage 49.0) and Wilson St. (mileage 49.3) must cut train on Timing Circuit east of Norwich Ave.
Eastward Track—Eastward movements stopping within 600 feet of crossing must operate Lower pushbutton at southwest corner.
North Lead—(Siding extension) Stop signs on both sides of crossing.
Cars must not be placed on sidings less than 200 feet on either side of Wilson St.
- 7.11 **Mileage 50.7** (Ingersoll Rd.). Item 1.21 Form 696 applies.
Movements with the current of traffic stopped by interlocking signals governing movements over CP Rail crossing must stop lead portion on timing circuits, which extend from 300 feet east of Signal 507 to Signal 507 on westward track and from 450 feet west of Signal 508 to Signal 508 on eastward track. When Signal 507 cannot be cleared, compliance with Rule 672 will actuate automatic protection on Highway No. 2
- 7.12 **Mileage 54.4** (Martin St.). Item 1.21 Form 696 applies.
- 7.13 **Mileage 56.2** (Munroe's Side Rd.). Item 1.21 Form 696 applies.
Eastward Track—Eastward movements stopping within 600 feet of crossing must operate Lower pushbutton at southwest corner. Westward movements on eastward track must not stand between crossover switch and crossing.
Westward Track—Pushbutton located in northwest corner for switching movements.
Other Tracks—All movements must stop not less than 50 feet nor more than 100 feet from crossing and await automatic protection.
- 7.14 **Mileage 58.3** (Pemberton St.). Item 1.21 Form 696 applies.
Eastward Track—A timing circuit extends from timing circuit sign located 500 feet east of crossing to 1200 feet east of crossing. Trains switching east of crossing must not leave cars standing west of timing circuit sign.
Westward Track—A timing circuit extends from timing circuit sign located 400 feet east of crossing to 700 feet east of crossing. Westward movements stopping must stop with head end of leading portion on timing circuit. Westward movements stopping to switch must cut train on timing circuit.
- 7.15 { **Mileage 58.7** (Mutual St.)
 Mileage 58.9 (Thames St.). Item 1.21 Form 696 applies.
Eastward Track—Movements stopping with leading portion between train order signal and Thames St. (Timing Circuit), must operate Lower pushbutton at north side of station or at east end of station platform.
Eastward movements through facing point crossover (west of station), must move at SLOW speed approaching Thames St. crossing.
Westward Track—Westward freight movements with work to perform, which cannot clear entire train west of Thames St., must cut train on timing circuit, which extends from Signal 585 to Time Circuit sign (400 feet east of Mutual St.) and when proceeding must not exceed SLOW speed until both crossings are occupied. After recoupling, if lead portion is between Timing Circuit sign and Mutual St., pushbutton in northeast or northwest corner must be operated and movement restricted to SLOW speed until both crossings are occupied.
Eastward movements stopping within 450 feet west of Mutual St. or switching movements over Mutual St., must operate Lower pushbutton in northwest or northeast corner of Mutual St.
Eastward movements stopping within 450 feet west of Thames St. must operate Lower pushbutton at northwest corner of Thames St.
- 7.16 **Mileage 59.5** (McKeand St.)—Cars must not be left standing less than 150 feet on either side of crossing. (B.T.C. 56262).

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DUNDAS SUBDIVISION FOOTNOTES

- 7.17 **Mileage 68.5** (Railway St.). Item 1.21 Form 696 applies.
Eastward Track—Eastward trains stopping to switch (except trains which can clear east of crossing), must cut train on Timing Circuit, which extends from Signal 688 to 180 feet east of west team track switch. After recoupling, head end of leading portion must leave from timing circuit.
Team Track—Stop signs located on both sides of crossing.
- 7.18 **Mileage 75.4** (Hale St.). Item 1.21 Form 696 applies.
Reclaim Yard Lead—Eastward movements must operate push-button located west of crossing.
- 7.19 **Mileage 76.4** (Egerton St.). Item 1.21 Form 696 applies on both switching leads to west end of Race Course yard. Push-buttons must be operated.
- 7.20 **Mileage 76.4** (Egerton St.)
Mileage 76.8 (Rectory St.)—Yard engine and switching movements must not pass over these crossings except in case of emergency, between the following times: 0745 and 0800; 1200 to 1215; 1245 to 1300; 1645 to 1730; also Adelaide St. (back tracks) 1645 to 1730. This does not include through yard movements.
- 7.21 **Mileage 77.4** (William St.)—Cars or engines must not be left standing within 50 feet of east side of this crossing. (B.T.C. 21289).
- 7.22 **Mileage 77.4** (William St.)
Mileage 77.5 (Maitland St.)
Mileage 77.6 (Burwell St.)
Mileage 77.7 (Colborne St.)
Crossing protection controlled by Gateman at Burwell St. tower. Switching and light movements must ensure gates are fully lowered before fouling crossings. Cars or engines must not be left standing within 50 feet of crossings.

8 HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Located on both main tracks at mileage 15.8 and mileage 40.0.

9 SPURS AND OTHER TRACKS**9.1 WYE TRACK**

Mileage 0.4—Extends southward off south track connecting to north track of Oakville Subdivision at mileage 37.3. C.T.C. controlled by Train Dispatcher YA MacMillan Yard. Maximum speed—15 miles per hour.

9.2 WABCO DF-33 - DF-36

PARIS JCT.—Only single unit diesel engine permitted. Engine must not operate on tracks DF-34 - DF-35.

9.3 O.C.S. PIT DF-60L - DF-61

PARIS JCT.—Only single unit diesel engine of the 1200 and 1300 series permitted. Maximum speed—5 miles per hour.

9.4 CONSOLIDATED SAND & GRAVEL CO. DF-70 - DF-71 - DF-72

PARIS JCT.—Only single unit diesel engine of the 1200 and 1300 series permitted.

9.5 DF-37L AND DF-42L

PUBLIC CROSSING AT GRADE.

Mileage 30.9 (Market St.)—Item 1.21 Form 696 applies. Stop signs located each side of crossing.

9.6 DH-52 AND DH58 LEAD

WOODSTOCK—Loaded tri-levels, auto cars and dimensional shipments of abnormal height must not be handled on these tracks.

9.7 DH-71

WOODSTOCK—Only single unit diesel engine permitted.

9.8 DOMTAR CHEMICALS LTD.

Beachville—No engine or car exceeding a clearance of 13 feet will operate past loading hopper on track DK-62, known as screening track. (B.T.C. 63822).

Employees are prohibited from detrainning on south side of track DK-81 west of DK-62 switch.

9.9 DK-40

Mileage 55.5—Cars exceeding 18 feet in height must not be handled under bridge.

9.10 CANADIAN INDUSTRIES LTD.

INGERSOLL—Only single unit diesel engine permitted on tracks DM41, 42, 43 south of the derail, C.I.L. plant.

9.11 DM-91 AND DM-92

INGERSOLL—Only single unit 4 wheel truck diesel engines permitted.

9.12 DM-60

INGERSOLL—Maximum speed for 200-250 ton auxiliary cranes on DM-60 (first track south of main tracks) over bridge opposite mileage 59.2 is 20 miles per hour.

9.13 BACK WAY LEAD TRACKS

PUBLIC CROSSINGS AT GRADE.

Mileage 76.8 (Rectory St.)—All movements must be protected by a member of the crew (B.T.C. 54026). Maximum speed 10 miles per hour.

Mileage 77.2 (Adelaide St.)—All movements must be protected by a member of the crew. Maximum speed 5 miles per hour until crossing occupied. (B.T.C. 38412).

9.14 LABATT'S BREWERY

London—Extends southward off service track, switch points face east. Heaviest unit permitted is GR-12.

Movements must stand north of Horton St. until crossing bridge in building and other obstructions are clear. Diesel exhaust fumes must be kept to an absolute minimum and switching completed with the least possible delay consistent with safety.