

S A F E T Y C O M E S F I R S T
CANADIAN NATIONAL RAILWAYS
CENTRAL REGION

SOUTHERN-ONTARIO DISTRICT
TORONTO TERMINALS

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



TIME **47** TABLE



Taking Effect at 12.01 a.m. Sunday, October 25th, 1959

GOVERNED BY EASTERN STANDARD TIME

☛ CHECK DAYS OF WEEK WITH CARE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

☛ READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE

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

DESTROY ALL FORMER TIME TABLES

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

W. H. KYLE,
VICE-PRESIDENT,
TORONTO

J. W. DEMCOE,
ACTING GEN'L MANAGER,
TORONTO

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

J. D. HAYES,
ACTING GEN'L SUPERINTENDENT,
TORONTO

J. J. CAMPBELL,
SUPERINTENDENT TRANSPORTATION,
TORONTO

Miles from Toronto	Symbols	TORONTO-MALTON TORONTO-DOWNSVIEW (Brampton and Newmarket Subdivisions)				WESTWARD TRAINS—FIRST CLASS												
		Train Order Office or Telephone	Office Signals	Siding	Other Tracks	Car Capacity	27	29	137	41	111	11	37	141	51	39	53	47
							Brampton Sub. Daily Ex. Sunday	Brampton Sub. Daily Ex. Sunday	Brampton Sub. Sunday only	Newmarket Sub. Daily Ex. Sunday	Brampton Sub. Saturday only	Brampton Sub. Daily Ex. Sat. & Sun.	Brampton Sub. Daily Ex. Sunday	Brampton Sub. Sunday only	Newmarket Sub. Daily	Brampton Sub. Daily	Newmarket Sub. Daily	Newmarket Sub. Daily
0.0	C*K W*X					L 6.55	L 8.10	L 8.30	L 9.20	L 1.10	L 5.00	L 5.30	L 5.50	L 6.10	L 10.30	L 11.30	L 11.59	
1.1	*K					6.59	8.14	8.34	9.24	1.14	5.04	5.34	5.54	6.14	10.34	11.34	12.03	
1.3	W*X Y																	
2.4	*K					S 7.06	S 8.20	S 8.40	S 9.29	S 1.20	S 5.10	S 5.40	S 6.00	6.19	S 10.39	S 11.43	S 12.10	
2.5	W*X																	
5.0	*K W*X Z					S 7.15	S 8.27	S 8.48		S 1.28	S 5.18	S 5.47	S 6.06		S 10.49			
8.6						S 7.23	8.33	F 8.56		S 1.36	S 5.27	S 5.53	6.11		F 10.56			
8.8						7.26												
14.7																		
15.3						S 7.40	8.42	F 9.05		S 1.47	5.37	S 6.03	6.19		S 11.07			
5.3	Z					AM	AM	AM	S 9.38	PM	PM	PM	PM	S 6.28	PM	S 11.53	S 12.19	
6.6									9.41					6.30		11.56	12.22	
8.1	*KZ								9.44					6.32		11.59	12.25	
* Automatic Block Signal System.						Daily Ex. Sunday	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday	Saturday only	Daily Ex. Sat. & Sun.	Daily Ex. Sunday	Sunday only	Daily	Daily	Daily	Daily	
Movements between West Toronto and mileage 16.2 Brampton Subdivision, not provided for in Toronto Terminals time table must be arranged through Train Dispatcher Stratford.						27	29	137	41	111	11	37	141	51	39	53	47	
Movements between Parkdale and mileage 9.0 Newmarket Subdivision, not provided for in Toronto Terminals time table must be arranged through Train Dispatcher Allandale.																		

TORONTO TERMINALS FOOTNOTES

Toronto.....*Register station for first class and passenger extra trains originating and terminating. An initial station for Oshawa, Oakville, Brampton and Newmarket Subdivisions.

Don Yard.....*Register station for trains originating and terminating.

Danforth.....*Register station for trains originating and terminating.

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

Indication as shown in Rule 501-e will be displayed on signal No. 3252 only when switches are set for movement to Uxbridge Subdivision. Junction switch and west switch of west crossover are equipped with electric locks controlled by operator at station. Movements to and from Uxbridge Subdivision may be made without flag protection after obtaining "No Train Approaching" indication on electric lock.

Miles from Toronto	Symbols	DOWNSVIEW-TORONTO MALTON-TORONTO (Newmarket and Brampton Subdivisions)				EASTWARD TRAINS														
		Train Order Office or Telephone	Office Signals	Siding	Other Tracks	FIRST CLASS										FOURTH CLASS				
						46	10	28	52	44	34	36	138	40	810	400	458	828		
8.1	*KZ					AM 6.23			PM 2.26	PM 6.43							AM 7.25			PM 10.10
6.6						6.26			2.30	6.45							7.30			10.15
5.3	Z					S 6.30	AM	AM	S 2.33	S 6.49	PM	PM	PM	PM			7.35	PM	PM	10.20
15.3							S 7.16	9.40			6.55	S 7.51	S 8.40	10.31				12.37	9.55	
14.7																		12.38	9.56	
8.8							7.26	9.46			7.03	7.59	8.49	10.37				12.50	10.05	
8.6							S 7.32	F 9.47			7.04	S 8.01	S 8.50						10.07	
5.0	*K W*X Z						S 7.39	S 9.55			S 7.11	S 8.10	S 8.58	S 10.45			A 1.00	A 10.15		
2.5	*K																			
2.4	W*X					S 6.40	S 7.50	S 10.02	2.40	S 7.00	S 7.19	S 8.20	S 9.06	S 10.52			A 7.45			A 10.30
1.3	*K																			
1.1	W*X Y					6.45	7.55	10.05	2.45	7.05	7.25	8.25	9.10	10.55						
0.0	C*K W*X					A 6.50	A 8.00	A 10.10	A 2.50	A 7.10	A 7.30	A 8.30	A 9.15	A 11.00						
* Automatic Block Signal System.						Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Sunday only	Daily	Daily Ex. Sunday	Daily Ex. Sunday & Monday	Daily Ex. Sunday	Daily		
Movements between West Toronto and mileage 16.2 Brampton Subdivision, not provided for in Toronto Terminals time table must be arranged through Train Dispatcher Stratford.						46	10	28	52	44	34	36	138	40	810	400	458	828		
Movements between Parkdale and mileage 9.0 Newmarket Subdivision, not provided for in Toronto Terminals time table must be arranged through Train Dispatcher Allandale.																				

Bathurst St.....*Register station for trains originating and terminating at Bathurst St. yard or Exhibition, if not required to register at Toronto.

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

Parkdale.....*Register station for trains to and from Newmarket Subdivision. Trains Nos. 51 and 52 may register by delivering register ticket to operator. Trains to Newmarket Subdivision must obtain terminal clearance.

West Toronto....*First Class and eastward freight trains may register by delivering register ticket to operator. Westward trains must obtain terminal clearance.

Downsview.....*Register station for trains originating and terminating.

***OTHER AND CONDITIONAL STOPS**

No. 19 flag stop at Danforth Sundays.

Nos. 9 and 109 stop at Scarboro to detain passengers.

No. 83 stop at Long Branch Saturdays.

NORTHWARD TRAINS					SOUTHWARD TRAINS														
FIRST CLASS					TORONTO—RICHMOND HILL (Bala Subdivision)					FIRST CLASS					FOURTH CLASS				
					STATIONS					54	50	804	814	820	816	842			
										Daily	Daily Ex. Sunday	Freight Daily	Freight Daily	Freight Daily	Freight Daily	Freight Daily			
				49															
				Daily Ex. Saturday	Miles from Toronto	Symbol	Train Order Office or Telephone	Office Signals	Sidings	Other Tracks	AM	AM	AM	AM	PM	PM	PM		
				PM	0.0	C*K W X	D N	U N	YA	RD	A 7:00	A 8:10							
				6:15															
				6:17	0.5						6:57	8:07							
				6:21	2.0	*RXZ	D N	D N			6:53	8:03	A 4:31	A 11:30	A 1:25	A 8:20	A 11:40		
				6:25	3.6				157		6:49	7:59	4:21	11:20	1:20	8:10	11:33		
				6:30	6.2				29	N6	6:44	7:54	4:11	11:10	1:15	8:00	11:20		
				6:37	11.3	Z	D N	A N	103	105	6:34	7:44	4:01	11:00	1:05	7:50	11:08		
				6:45	16.5		P		55	11	6:26	7:36	3:51	10:50	12:55	7:43	10:55		
				* 6:52	21.2		D N	R H	99	44	6:19	* 7:29	3:41	10:40	12:45	7:38	10:42		
				PM							AM	AM	AM	AM	PM	PM	PM		
				Daily Ex. Saturday							Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily		
				49							54	50	804	814	820	816	842		

Movements between Don and mileage 22.5 not provided for in Toronto Terminals time table must be arranged through Train Dispatcher Allandale.

TORONTO TERMINALS FOOTNOTES
 Toronto.... *Register station for first class and passenger extra trains originating and terminating. An initial station for Bala Subdivision.
 Don..... *All trains may register by delivering register ticket to operator. All northward trains must obtain terminal clearance.

***CONDITIONAL STOPS**
 Nos. 49 and 50 stop at Richmond Hill to entrain or detrain revenue passengers to or from North Bay and beyond.
 No. 54 stop at any station between South Parry and Toronto to detrain revenue passengers from Longlac and beyond.

THE TORONTO TERMINALS RAILWAY COMPANY

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

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

2. Toronto Terminals Railway Company Limit Boards are located as follows:
 C.N.R. Bala Subdivision..... } At Interlocking Signals 205 and 206.
 C.P.R. Toronto Terminals Division..... }
 C.N.R. Oshawa Subdivision..... } At Interlocking Signal 171.
 C.N.R. Freight Tracks..... } 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 Division..... }

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

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

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

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

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

8. Enginemen must so regulate their fire as to prevent unnecessary smoke and steam.
 9. Toilets in passenger cars must be kept locked.

BATHURST STREET ZONE NON-INTERLOCKING

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

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

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

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

13. 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.

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

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

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

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

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

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

INTERLOCKING ZONE

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

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

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

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

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

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

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

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

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

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

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

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

- One long—All movements will stop immediately.
- Two long—All movements having proper signal indication may proceed.

STATION TRACKS

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

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

32. Cherry St.—Trains when stopping to lift cars from Canal Track, must leave train back a sufficient distance so that after lift is made, entire train will be south of signal bridge located immediately south of Eastern Ave. Crossing mileage 1.7.

RESTRICTED CLEARANCES

All tracks in Station.
 Canadian Pacific Express Company's Building.
 Canadian National Express Company's Building.
 Spadina Avenue Overhead Bridge.
 Bathurst Street Overhead Bridge.
 Employees riding on side of cars or engines are warned of restricted clearance at dwarf signals and low switch stands within the limits of the Toronto Terminals Railway Company.

SPEED RESTRICTIONS

Thirty miles per hour within the limits of the Toronto Terminals Railway Company except as otherwise restricted.
 Fifteen miles per hour over Eastern Avenue crossing. (B.T.C. 79286).
Eastern Avenue—All yard and transfer movements over this public crossing at grade must come to a stop, regardless of position of crossing gates, and such movements will only proceed on hand signals given by member of the crew after observing gates are in down position.
 Fifteen miles per hour between west limit boards and Spadina Avenue overhead bridge.
Parliament Street (Low Level Tracks). All movements will stop clear of crossing and then proceed on hand signal from trainman or yardman, who will protect movement over crossing.

MILEAGE		
Toronto (Centre of Station).....	0.0	
WEST		
John Street (Interlocking Station).....	0.4	
Spadina Avenue (overhead bridge).....	0.7	
Bathurst Street (overhead bridge).....	1.1	
Cabin "D".....	1.2	
EAST		
Scott Street (Interlocking Station).....	0.3	
Jarvis Street.....	0.5	
Sherbourne Street.....	0.7	
Parliament Street.....	1.0	
Cherry Street (Interlocking Station).....	1.2	
Eastern Avenue (gate tower).....	1.7	
Don.....	2.0	
MEDICAL OFFICERS		
Dr. G. C. Pretty	} .. Medical Clinic, C.N.R. Express Bldg.	EM. 6-9011
Dr. A. G. Tucker		
Dr. G. W. MacPherson		
Dr. G. L. Chambers.....	Room 248, 17 Queen St. E.	EM 4-1919
	Residence: 86 Wells Hill Ave.....	LE. 5-1856

TORONTO TERMINALS

Subdivision	From	To	Miles
Bala.....	T.T.Rly. Co. limits, Don, M. 1.9	M.22.5	20.6
Brampton.....	T.T.Rly. Co. limits, Bathurst St., M.1.1	M.16.2	15.1
Newmarket.....	Parkdale, M.2.5	M.9.0	6.5
Oakville.....	T.T.Rly. Co. limits, Bathurst St., M.1.1	M.9.4	8.3
Oshawa.....	T.T.Rly. Co. limits, M.332.6	M.323.5	9.1
Uxbridge Sub..	M.60.5	M.59.2	1.3
			Total...60.9

TORONTO TERMINALS FOOTNOTES

DESIGNATION AND USE OF MAIN TRACKS

- Single Track:**
 Between Parkdale and Mileage 9.0 Newmarket Subdivision.
 " Don and mileage 22.5 Bala Subdivision.
 " Mileage 5.5 and mileage 16.2 Brampton Subdivision.
 " Scarboro and mileage 59.2 Uxbridge Subdivision.
- Double Track:**
 Between Mileage 323.5 and Cherry Street Signal Bridge.
 " Westerly Limit sign of Toronto Terminals Railway Co'y and Cabin "E".
 " Mimico East and Canpa.
 " Westerly Limit sign of Toronto Terminals Railway Co'y and West Toronto.
 " Jarvis Street and Cabin "E" (freight tracks only).
- Three Tracks:**
 Between mileage 9.4 Oakville Subdivision and Crossover switch located just west of Interlocking Station at Canpa.
 Tracks are numbered from the south:—No. 4, No. 2, No. 1.
 Tracks will be used as follows:—No. 4—Eastward Freight.
 No. 2—Eastward Passenger and Freight. No. 1—Westward Passenger and Freight.
- Four Tracks:**
 Between Cabin "E" and Mimico East tracks are numbered from the south:
 No. 4, No. 2, No. 1, No. 3.
 Tracks will be used as follows:
 No. 4—Eastward Freight. No. 1—Westward Passenger.
 No. 2—Eastward Passenger. No. 3—Westward Freight.
- Belt Line**—Extends from Fairbank (Newmarket Subdivision) to end of track 3,120 feet east of Yonge Street.
- Leaside—Dovercourt Road Line**—Extends from Oriole (Bala Subdivision) to Dovercourt Road. The operation is as follows:
 Oriole—Donlands: Canadian National Railways.
 Donlands—Avenue Road: Joint with Canadian Pacific Railway.
 Avenue Road—Dovercourt Road: Most northerly track and industrial and team tracks leading therefrom, are exclusive Canadian National Railways. The first two tracks immediately south of Canadian National exclusive track are known as "Common tracks" and are used jointly by Canadian National Railways and Canadian Pacific Railway. Any tracks south of "Common tracks" are exclusive Canadian Pacific Railway. Trains and engines operating between Donlands and Avenue Road, and on the two "Common tracks" between Avenue Road and Dovercourt Road, will be governed by Canadian Pacific Railway time table. Trainmen, yardmen and enginemen, running over these tracks must have copy of Canadian Pacific Railway current time table accessible when on duty.
 Rules 251-258 apply on Canadian National tracks between Scarboro, Long Branch and West Toronto. Rules 261-271 apply between mileage 2.5 and 4.6 on the Newmarket Subdivision.
 When running with the current of traffic, automatic block signals will govern movements on the freight tracks between the T.T.R. Co's limits, Scott St., and Cabin "E". Rules 501-519 apply.

Movements against the current of traffic will be governed and authorized by Traffic Supervisor through signalmen or switchtenders.

All trains and engines must move with caution expecting to find the main track occupied and prepared to stop within the distance the main track is seen to be clear, except between mileage 8.2 and 16.2 Brampton Subdivision and between mileage 5.4 and 22.5 Bala Subdivision.

On Canadian National tracks between Scarboro, Canpa and West Toronto a trainman or yardman must ride on the rear car of train or switch movement, in a position to observe conditions. If rear car is without an end door, or vestibule, trainman or yardman will take a conspicuous position as near the rear as possible, and must be provided with all necessary equipment for prompt use to guard against the possibility of accident when his train, or engine, stops or is moving under circumstances in which it may be overtaken. He must take such action as is necessary to warn any following movement of the presence, or location, of his train or engine, and lighted fuses—Red or Yellow, as the case may require, must be displayed or thrown off at proper intervals. When a light engine is unaccompanied by a trainman or yardman these duties will be performed by the fireman.

Interlocking limits at Mimico East extend from Mileage 6.0 to Mileage 6.6 Oakville Subdivision and at Canpa from Mileage 8.3 to Mileage 8.6 Oakville Subdivision. (B.T.C. 78903-80145).

The Operator at West Toronto will not allow eastward train or engine to leave his station until the preceding train or engine has left Parkdale, and the Operator at Parkdale will not allow an eastward train or engine to leave his station until the preceding train or engine has left Cabin "D".

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Lawrence Ave., public crossing at grade, Township of North York, mileage 7.8 Newmarket Subdivision, except when necessary to prevent accident. (B.T.C. 80818). This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Toronto (B.T.C. 24251) the Township of York (B.T.C. 70106) and the Town of Weston (B.T.C. 57201), except when necessary to prevent accident. This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Toronto City limits extend to Mileage 327.9 Oshawa Sub.; mileage 4.4 Oakville Sub.; mileage 3.6 Bala Sub.; mileage 5.7 Newmarket Sub. and mileage 5.9 Brampton Sub. York Township limits extend from mileage 5.9 to mileage 7.8 Brampton Sub.; from mileage 5.7 to mileage 7.0 Newmarket Sub.; and to mileage 1.5 Toronto Belt Line. Town of Weston limits extend from mileage 7.8 to mileage 9.7 Brampton Subdivision.

The ringing of any engine bell, in accordance with the provisions of Section 308(1) of the Railway Act, in respect of the following public crossings at grade within the limits of the City of Toronto is hereby prohibited except to avoid accidents.

- (1) The public crossings at grade of the Oshawa Subdivision of the Canadian National Railways at (a) Greenwood Avenue, mileage 330.3; (b) Pape Avenue, mileage 331.0; (c) Logan Avenue, mileage 331.3.
- (2) The public crossing at grade of the Newmarket Subdivision of the Canadian National Railways at Wallace Avenue, mileage 4.2. (B.T.C. 71388).

Parkdale—Connection of Newmarket Subdivision and Brampton Subdivision—Interlocking (B.T.C. 91482). Interlocking limits extend from mileage 2.45 to 2.6 on Brampton and Newmarket Subdivisions.

Southward Newmarket Subdivision trains requiring to recall flagman between Mileage 9 and Parkdale will do so in accordance with Rule 14 (e).

Northward Newmarket Subdivision trains requiring to recall flagman between Parkdale and Mileage 9 will do so in accordance with Rule 14 (d).

Parkdale-St. Clair Avenue—A trap circuit 240 feet in length, defined by two signs, exists over Lansdowne Avenue bridge mileage 3.1, Newmarket Subdivision. Engines or cars must not be left standing between signs unless they extend outside either sign. Any movement past one sign must continue to other sign before making reverse movement.

Tracks serving Estate of H. S. Mills (Cochrane-Dunlop Hardware) and Moloney Electric Co. at Bloor Street extends inside buildings but account restricted clearances no engines will be permitted to operate inside these buildings nor will any cars be placed or picked up therein.

American Standard Products Ltd. track at Dupont St. is in the shape of the letter "U". Account curvature, cars over 46 feet long will not clear loading platform. Cars over 46 feet long must not be operated beyond the straight track.

When signal governing southward movements over Canadian Pacific Railway crossing (mileage 4.6) indicates "stop" and no conflicting movement evident, a member of the crew will immediately contact Traffic Supervisor and Canadian Pacific signalman by telephone.

Trains and engines proceeding southward on main track, when required to make switching moves between St. Clair Avenue and Canadian Pacific Railway crossing, must first telephone the Canadian Pacific signalman. After completing switching moves on the main track, and if then necessary to proceed southward over the Canadian Pacific Railway crossing, permission must be obtained from the Traffic Supervisor and Canadian Pacific signalman must be notified by telephone. All trains and engines operating on the service track must obtain permission from the Traffic Supervisor and the Canadian Pacific signalman by telephone before leaving the service track southward to cross the Canadian Pacific Railway.

St. Clair Avenue—Siding is the south end of service track between mileage 4.8 and crossover at mileage 5.5. Service track must be left clear at all times unless authority received from Traffic Supervisor.

St. Clair Avenue—Downsview—The switching area north of St. Clair Avenue, also on the Belt Line, is restricted to the use of standard yard and consolidated type engines.

All switches must be made with air brakes in service at the following points: Ingram Avenue spur; European Industrial Products, mileage 7; Leadley Spur, mileage 7.2; as well as industrial sidings off this spur; Downsview yard, mileage 8.1, except engines switching at the south end of this yard when the engine is working on the south end of the cars being switched.

Cars must not be placed beyond doorway of building of Pittsburgh Industries Ltd.

Davisville (Belt Line)—The sounding of any engine whistle signals and the ringing of any bell on any locomotive, car or other mechanism, propelled on the Belt Line Railway is prohibited in respect of all public crossings at grade within the limits of the Village of Forest Hill, except when necessary to prevent accident. (B.T.C. 88137).

This does not prohibit the sounding of engine whistle when necessary for train operation.

The limits of the Village of Forest Hill extend from Mileage 1.5 to 3.3.

All movements must come to a stop clear of road crossings at: Roseberry Rd. M.1.7, Old Park Rd. M.2.0, and Bathurst St. M.2.3, and movements over crossings must be protected by member of crew.

All movements over Avenue Road (third street west of Yonge St.) and Oriole Parkway (second street west of Yonge St.) must be protected by member of crew. During night hours lighted hand lantern must be used for flagging purposes.

Switching operations between Oriole Parkway and Yonge Street are prohibited between 10.00 p.m. and 7.00 a.m. Oriole Parkway is second street west of Yonge Street.

Track serving J. Kendle and Company crosses Lyons Avenue. Cars must not be placed on the part of the track west of Lyons Avenue as this portion of the track is in the Lyons Avenue automatic bell circuit.

West Toronto—Switch at end of double track is equipped with spring switch points, located 2,622 feet west of station.

Automatic gates protect Eglinton Avenue, mileage 6.8, Jane Street, mileage 7.7 and Dennison Road, mileage 8.0, Brampton Subdivision. To prevent unnecessary actuation of Eglinton Avenue gates and flashing lights while switching the Canadian Gypsum Co. siding Mount Dennis, all cars must be pulled from siding and marshalled in team tracks. At Jane Street push buttons are provided in box, on each side of crossing, to manually operate gates during switch movements. To lower gates push "START" button. If movement not made or to raise gates push "STOP" button. When switching Face-Elle—Admiral sidings, and to prevent gates at Dennison Road being left in lowered position,

cars must not be left beyond marker post located six hundred (600) feet west of Jane Street crossing. When switching Gall Lumber, and to prevent actuation of Jane Street gates, cars must not be left beyond signal No. 76. Westward freight trains noting switching movements in the vicinity of Jane Street crossing, must stop back of Signal No. 76 and wait until switching movements have cleared. At Mount Dennis team track in order to prevent unnecessary actuation of Jane Street gates, cars must not be left on main track beyond marker post located twelve hundred (1200) feet west of team track switch. Pushbutton—Special instruction No. 4 applicable.

Keele St.—St. Clair Avenue—leading to Stock Yards. All movements must stop at stop sign located each side Keele St. public crossing at grade and must not proceed until all vehicular traffic has been stopped. Derail located 75 feet west of Keele St. crossing operated from stand at Derail and electrically locked with traffic lights at intersection of Keele St. and St. Clair Avenue. Derail can only be operated when traffic lights are red for north and southward traffic on Keele Street. Derail must be restored to derailing position when engine and cars have cleared the crossing.

Trains or engines must not foul Keele Street crossing at St. Clair Avenue, West Toronto, between the hours of 4.30 p.m. and 6.30 p.m. (3.30 p.m. and 5.30 p.m. during Daylight Saving Time), except in case of emergency or when authorized by the Traffic Supervisor on duty.

Trains and engines using lead from yard to abattoirs will stop clear of St. Clair Avenue, opposite Cobalt Avenue, and movements over crossing must be protected by member of crew. Cobalt Avenue runs into St. Clair Avenue from the South where Canadian National tracks cross St. Clair Avenue approaching junction switch with Canadian Pacific Railway to loop track.

Trains and engines using lead to Swift Canadian Company will stop clear of Maybank Avenue, and movements over crossing must be protected by member of crew.

Trains and engines will stop clear of Junction Road public crossing at grade, and all movements over crossing must be protected by member of crew.

Account overhead obstruction over Canada Packers Track No. 3, only tank cars are to be placed at the block on track No. 3. When switching on tracks 4, 5 and 6 cars must not be uncoupled from engine while in motion.

Swift Canadian Company's tracks Nos. 2 and 3 are protected by red lights suspended from overhead bridge midway in these tracks, indicating that movable bridge is across tracks beyond the lights. Movements must not be made past the lights on either track until they are extinguished by an employee of the Swift Canadian Company, which will indicate the movable bridge has been withdrawn.

Long Branch—30th Street (formerly Kingsbury Ave.) Mileage 8.8. Sign located on No. 4 track, 350 feet West of crossing, reads "TRAINS OVER 20 CARS STOP HERE FOR SIGNAL". Trains on this track with more than 20 cars must not pass this sign until signal at Canpa indicates "PROCEED", except full tonnage trains will pull over the crossing and CUT TRAIN WITH REAR PORTION WEST OF THE SIGN. Reverse movements over crossing must be protected by member of crew.

Lead track off Westward main track, mileage 8.6 to industrial spurs crosses 30th Street. All movements over 30th Street on the lead track must be protected by member of crew.

Mimico—Track leading from Mimico roundhouse to switching lead, vicinity Mimico station used for movement of outward engines, must not be used for westward movement except under flag protection. Normal position of switch on outbound engine lead is for switching lead.

All movements will stop clear of all public crossings at-grade over New Toronto Street, Birmingham Street and Ninth Street, and movement across these streets must be protected by member of crew.

Movements on all Christie, Brown & Company tracks must not exceed five (5) miles per hour, and must have air coupled and in service. Engines are not permitted to operate inside building.

Track leading to National Grocers crosses Manchester Street. All movements will stop clear and movements over this street must be protected by member of crew. Anaconda American Brass Ltd. track known as "F" track extends inside building. Engines are not permitted to operate inside building.

Swansea—Manual electrically operated gates and flashing light signals protect crossings over new Queen Street West and old Queen Street on Humber Belt Line spur lead to National Sewer Pipe Company, north of mileage 4.7 Oakville Subdivision. Before proceeding over crossings all movements must stop at dwarf signals and then proceed in accordance with special instructions for operation of gates and flashing light signals located in boxes north and south of crossings. Pushbutton—Special Instruction No. 4 applicable.

Bathurst St.—Eastward trains lifting at Bathurst St. must not exceed a speed of 20 miles per hour passing Bathurst St. yard office so as to permit the delivery of waybills to the conductor.

Westward trains of over 30 cars will stop at signal 09, adjacent to Bathurst Street yard office, and call Cabin E on the yard phone, located on the signal mast, for instructions.

All movements will stop clear of public crossing at grade into Petrie Machinery Co. plant and movement over this crossing must be protected by member of crew.

All movements on tracks 7 and 8, Massey-Harris Co., will stop clear of Strachan Ave. public crossing at grade and be protected by member of crew when proceeding over crossing. Account curvature in track No. 8 leading to east loading platform cars over 52 feet long must not be operated inside door of building.

Massey-Harris Company warning signals and floodlights in No. 8 building, south end, must be sounded and floodlights lit before switching commences. Signal button and floodlights switch are located on right side of loading dock as you enter plant between tracks 7 and 8; also on left wall at entrance to storage building, No. 4 track.

On all tracks leading off service track at Strachan Ave., Brampton Subdivision, engines or cars must be stopped at least 20 ft. from doors of Massey-Harris-Ferguson Ltd. plant and a member of the crew must sound siren and make sure track concerned is clear of persons and material before movement started into building.

Trains and engines must approach Strachan Ave. public crossing at grade, mileage 1.6 Brampton Subdivision, under full control and prepared to stop to protect vehicles and pedestrians. Switching movements over this crossing must be kept to the minimum, particularly between the hours 6.30 a.m. to 8.15 a.m., 4.00 p.m. to 5.15 p.m., 12.45 a.m. to 2.15 a.m., and all movements must clear the crossing with the least possible delay.

Fleet Street, East of Bathurst Street. No trains or engines are permitted to perform switching operations over this public crossing at grade from 7.30 a.m. until 9.30 a.m., and from 4.00 p.m. until 6.00 p.m., except during the period of Daylight Saving Time, when such restricted hours will be changed 6.30 a.m. until 8.30 a.m., and 3.00 p.m. until 5.00 p.m. No restrictions on straight movements over this crossing except an interval of ten minutes must elapse between such through movements during the restricted periods.

All movements will stop clear of Fleet Street and movement over public crossing at grade must be protected by member of crew.

While switching passenger equipment in the Coach Yard, cars must not be detached while they are in motion.

When spotting refrigerator cars inside Express Building, foot of Simcoe Street, Yardmen must make sure all vents on top of cars are closed. Engine must not enter building and air brakes must be in service on all cars being placed or removed from the building.

Strachan Ave.—All hand thrown switches on the freight tracks in vicinity of Strachan Ave. are in charge of switchtender.

Exhibition Track (High Side)—All vestibule doors on north side of passenger cars must be kept closed during movement account restricted clearance of fence on retaining wall. Before passenger cars are moved on North track, the team track must be cleared of all cars.

Spadina Ave.—On all tracks, employees are forbidden to ride on tops of cars or engines when passing under Spadina Avenue bridge, account insufficient overhead clearance.

Spadina Engine House—Four switches, on inbound and outbound tracks, are equipped with spring switch points at locations indicated by "SS" signs.

Two way inter-communication system with John Street interlocking station has microphone and loud speaker located on post 150 feet west of Stop board, south side of track on outbound engine lead.

Engineman will spot engine cab at loud speaker indicated by white light, and while facing loud speaker will announce his engine number and train, assignment or destination for which engine is ordered; Train Director at John Street will acknowledge through loud speaker. Engine will then proceed when proper indication is given on dwarf signal No. 515 but before proceeding enginemen must know that engines entering incoming engine lead, or movements to or from the loop track are clear of outgoing engine lead.

Scott Street—Eastward trains on "high line" must stop short of Scott Street interlocking station when necessary to wait for interlocking signal to proceed.

York Street (High Line)—When placing cars on Heating Plant Track, the westerly car must be spotted on the hopper. No cars to be left east of the fouling point post.

Esplanade Low Level Tracks—Trains and engines will come to a stop immediately before proceeding over the public crossings at grade of the Esplanade low level tracks at Church St., Market St., Jarvis St., George St., Frederick St., Sherbourne St., and Princess St. All movements over these crossings must be protected by a member of crew. (B.T.C. 72000).

Cherry Street—Trains enroute Bala Subdivision, when stopping to lift cars from Canal Track, must leave train back a sufficient distance so that after lift is made, entire train will be south of signal bridge located immediately south of Eastern Avenue Crossing, mileage 1.7.

The crossover track between C.P.R. Yard Lead and Cherry Street Yard Lead just south of Eastern Avenue is to enable C.P.R. engines to enter Cherry Street Yard. For the protection of trains and engines working in Cherry St. Yard and of C.P.R. trains and engines while using C.N. tracks and while using C.P.R. crossing of C.N. Cherry Street Yard lead a semaphore signal is located on west side of Cherry Street Yard lead about 400 feet south of Queen Street Crossing; operating lever for this signal is located 200 feet north of Eastern Avenue. A train or engine entering Cherry Street yard and finding this signal displayed at "Stop" must stop outside of it and not proceed until clear signal has been given or until it is known that the track is clear. Crossover at this point is for exclusive use of C.P.R. and must not be used by C.N. trains and engines under any circumstances.

All movements will stop clear of Cherry Street, Trinity Street and Erin Street into E. Pullan Co.'s premises and movement over these streets must be protected by member of crew.

All movements to and from Cherry Street Freight Shed and team tracks will stop clear of Eastern Avenue and movement over these crossings must be protected by member of crew. (B.T.C. 49648).

Dominion Wheel and Foundries Limited track extends inside craneway, engines and cars must not operate inside craneway.

When switching Wickett & Craig Limited Track on Don Esplanade, which track crosses Eastern Avenue, trains and engines will stop clear of Eastern Avenue and all movements over crossing must be protected by member of crew. (B.T.C. 49648).

Engines are not permitted to operate inside of the building of the British-American Oil Company's Paint Shop on the east side of Cherry Street south of Fleet Street.

West spur of the National Ironworks will be operated on to the north limit of their fuel oil tank only. Remainder of this track will be operated by this firm.

Eastern Harbour Terminals—All trains and engines must come to a stop before proceeding over Fleet Street, Cherry Street, East Don Roadway, Booth Avenue, Commissioners Street, Basin Street, Villiers Street, Unwin Avenue, Leslie Street, Polson Street, and all level crossings on Keating Street between Cherry Street and Leslie Street. Movements over these crossings must be protected by member of crew.

Keating St.—No trains or engines are permitted to foul Keating Street at any point between Don Roadway and Carlaw Avenue between the hours of 8.00 a.m. and 9.00 a.m., and 5.00 p.m. and 6.00 p.m., except during period of Daylight Saving Time when such restricted hours will be 7.00 a.m. to 8.00 a.m. and 4.00 p.m. to 5.00 p.m., Monday to Friday inclusive.

All trains and engines must come to a stop before proceeding over Keating Street crossing at Booth Avenue, and all movements over the crossing must be flagged by a member of the crew. (B.T.C. 73771).

Canadian Ice Machine Company's track extends into the building. No engines will be permitted to operate inside the building.

Canadian Oil Co. Ltd. track crosses the track serving Baines and David, Ltd. All movements on either of these tracks will stop clear of diamond and movement over this diamond must be protected by member of crew.

Central Harbour Terminals—Movements on Toronto Harbour Commissioners tracks between York Street and Sherbourne Street must not exceed five miles per hour and must have air coupled and in service. When cars are pulled by engine, engine crew must keep sharp lookout for persons crossing the track on the street between York Street and Yonge Street. When cars are being pushed by engine, the leading car must be equipped with back-up hose and air whistle attached ready for immediate use.

Engines are not permitted inside of building of the Canada Steamship Lines on No. 8 dock.

Terminal Warehouses Limited Tracks 8 and 9 enter the building. No engine will be permitted to operate inside the building and cars are not to be spotted on these tracks outside the building.

Due to highway traffic on Parliament Street immediately south of Fleet Street, train movements over this public crossing at grade must be kept to the minimum during the rush hour periods from 7.30 a.m. to 9.30 a.m. and 4.30 p.m. to 6.30 p.m., except during the period of Daylight Saving Time when such restricted hours will be changed, 6.30 a.m. to 8.30 a.m., and 3.30 p.m. to 5.30 p.m., and all movements must clear the crossing with the least possible delay. All movements will stop clear of this crossing and movement over the crossing must be flagged by a member of the crew. (B.T.C. 79098).

Because of the fire hazard locomotives must not be operated south of the closed hopper on tracks 5 and 6 belonging to Toronto Elevators. Yardmen must not smoke or carry open flame lamps in this area.

Riverdale (Low Level)—All movements will stop clear of Eastern Avenue and movement over crossing must be protected by member of crew. (B.T.C. 41817).

Block F—All crossover switches are in charge of switchtender.

Danforth to Don Yard—Engines must not operate on the last two car lengths of track to Amalgamated Electric Corporation at Pape Avenue.

All trains and engines must come to a stop at the stop boards and crew member must push button to operate crossing protection signals for every movement before proceeding across Dundas St. extension on Colgate Palmolive lead track. Pushbutton—Special Instruction No. 4 applicable.

All trains and engines must come to a stop at the stop boards located north of Dundas St. East and west of Carlaw Ave. on Wm. Wrigley Co. lead track, and must not proceed until white light on relay box north of Dundas St. East lights up indicating crossing protection signals have commenced to operate.

Engines must have sufficient cars to perform switching on four tracks to Colgate-Palmolive-Peet Company Limited, at Carlaw Avenue, account curvature. Cars more than 42 feet long must not be placed inside building. Derails on tracks must not be lifted until electrically operated doors are open and permission given to enter building.

Switching operations in Carlaw Avenue district must be made with air brakes in operation and are restricted to the hours between 1.00 a.m. to 7.30 p.m.

All derails on the Carlaw Avenue spur must be set at derailing position while performing switching operations at any point north of derails, due to grade descending to the south.

Service Station Equipment Company Track, Coxwell Avenue, account overhead crane, yard foreman will contact head shipper of this firm who will make sure the track is completely clear before any switching is done.

Danforth—Switch leading to eastward main track at east end, south yard, Danforth, is to be left set for movement from lead track to eastward main track. When in this position, yellow light and target will so indicate.

Scarboro—East Switch of Westward Siding is Interlocking, operated from station. When stopped by fixed signal at this switch, trainman will communicate with operator at station by telephone located at switch outside of concrete house. Rule 680 applicable.

West switch of Eastward Siding is Interlocking, operated from station. Westward interlocking limits extend from westward home signal Number 3239 to dwarf signals for reverse movement.

Eastward interlocking limits extend from eastward home signal Number 3248 to dwarf signals for reverse movement.

Automatic gates and flashing light signals protect McCowan Road crossing, mileage 323.6, Oshawa Subdivision. Before proceeding over crossing, all movements on other than main tracks must stop clear of crossing and be governed by instructions posted in box at crossing. Pushbutton—Special Instruction No. 4 applicable.

Automatic gates protect Midland Ave., mileage 325, and St. Clair Ave., mileage 325.2 Oshawa Subdivision, with special circuits as follows:

Eastward Track—Track circuits are installed (1) 300 feet west of St. Clair Ave. and continuing west for 1000 feet; (2) immediately west of Midland Ave. and continuing west for 300 feet. Eastward trains stopping with engine on the first will cause St. Clair Ave. gates to raise, on the second will cause Midland Ave. gates to raise. At St. Clair Ave. gates will lower when engine proceeds off circuit. At Midland Ave. in order to lower gates "start" button must be pushed in either of pushbutton boxes located at station door and on west side of Midland Ave. south of tracks. If movement is not made immediately "stop" button may be pushed to raise gates. Pushbutton boxes are marked "EW".

SPECIAL INSTRUCTIONS

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

2. On Subdivisions, or portions thereof, where this Special Instruction applies, except on Junction switches, lights will not be displayed on switches and train order signals.

3. Wrecking cranes handled in any train must not be moved at speed exceeding the following:
 Where speed restriction for freight trains is forty miles per hour or over—restriction thirty-five miles per hour.
 Where speed restriction for freight trains is between forty and twenty-five miles per hour—restriction twenty-five miles per hour.
 Where speed restriction for freight trains is twenty-five miles per hour or less—restriction twenty miles per hour, or as much below this as is necessary to safety.

Speed entering or leaving sidings must not exceed ten miles per hour.
 Care must be exercised in handling on down-grades and rounding sharp curves. During all movements in trains, boom of wrecking cranes must be secured.

Pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment moving on its own wheels must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to car and secured by safety chains which must also be wired. This will not necessitate the taking off of cable, but ample slack must be left in cable to allow for free movement of cars.

Unless further restricted by special instructions, trains handling such equipment and any other similar work equipment loaded on flat cars and not secured in accordance with A.A.R. rules, must not exceed twenty (20) miles per hour. Speed must always be regulated to safety limit when rounding curves.

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

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

Jordan spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty-five miles per hour. In cases in which these machines must be handled with rear end forward speed restriction of twenty miles per hour must be observed.

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

Exceptions covering movements in work trains: When any of the above equipment is moved in work trains to or from or at point of work, the above requirements as to securing of equipment or method of loading do not apply. In such movements the equipment must be secured and handled in a manner that will ensure safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required in paragraph one of this rule.

Prior to placing work equipment, scale test cars, or dead engines in any train, Yardmasters or Agents must obtain authority from the Chief Dispatcher, or Chief Traffic Supervisor, who will arrange for Form 19 train order to be issued calling the attention of the crew to the equipment and scale test cars being handled and speed restriction applicable.

Work equipment operators are required to ride on locomotive cranes, hoists, steam shovels, ditchers, pile drivers, rail loaders, rapid unloaders and similar work equipment, and also on crawler type cranes, when being transported on a flat car, when these machines are in service and being moved in work train service to and from the working point.

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

4. At all public crossings at grade where automatic protection devices require to be operated by the use of pushbuttons, referred to in time table footnotes or instructions, movements must not obstruct the crossings in less than twenty seconds after pushbutton has been operated.

5. Item 14, Page 3 of General Instructions (Form 696) is cancelled. Capacity of each siding between clearance points is based on allowance of 48 feet per car plus 115 feet for two diesel locomotive units.

D-1. When switching on traders' tracks, air must be coupled on all cars when there are any gates, buildings, piles, erections, equipment, or descending grades.

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

D-3. No light engine nor two or more light engines coupled, when movement is either on single track or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a Conductor.

its switch located on right tracks 7 and 8; also on left wall at entrance.
 On all tracks leading off service engines or cars must be stopped at plant and a member of the crew must be present before movement of persons and material before movement.

GENERAL SPEED RESTRICTIONS

Unless further restricted, modified or cancelled by other instructions, the following must be observed: Miles per hour

1. (a) Through turnouts unless otherwise provided..... 15
- (b) Spreaders in operation..... 15
- (c) Trains handling scale test cars:
 - (i) On tracks where the freight speed restriction is 30 m.p.h. or higher..... 30
 - (ii) On tracks where the freight speed restriction is less than 30 m.p.h.—5 m.p.h. less than the freight speed restriction.....
- (d) Trains receiving and discharging mail at catch posts..... 25
- (e) Equipment not headed by an engine (except snowplows)..... 20
- (f) Engines running tender first, other than suburban tank engines equipped with pilot on tender (B.T.C.-G.O. No. 710)..... 25
- (g) Northern type steam engines (except U-4 class 6400) on passenger trains when handling 9 cars or less... 70
- (h) Dead steam and diesel engines and units:
 - Dead diesel yard switchers..... 40
 - Dead diesel units other than yard switchers—5 miles per hour less than maximum speed under own power..... 15
 - Dead steam engines from which engine trucks, pony trucks or side rods are removed..... 15
 - Dead steam yard engines..... 25
 - Other dead steam engines..... 25

2. Maximum speeds for steam locomotives operating under own power:

Type	Class	Miles per hour
Suburban.....	X-10.....	65
Mogul.....	E-7, 10.....	55
10-wheeler.....	F-1, 2, G-16, 17.....	50
	H-4, 6, 10.....	60
Consol.....	M-1, 3, 5, 8.....	50
	N-1, 2, 3, 4, N-5a, b, c.....	55
	N-5d.....	65
Mikado.....	S-1, 2, 3, 4.....	65
Santa Fe.....	T-1, 2, 3.....	40
	T-4.....	45
Pacific.....	J-1, 3.....	70
	J-4, 7, K-1, 2, 3, 4.....	75
Hudson.....	K-5.....	95
Mountain.....	U-1.....	85
Northern.....	U-2, 3, 4.....	85
Yard engines under steam.....		25

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

4. At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on main tracks, movements over such crossings on other than main tracks, must not, unless otherwise provided, exceed 10 miles per hour from 100 feet distant until the engine or leading car has passed over the crossing.

5. The following speeds must not be exceeded, and dynamic braking must not be used, by units and combinations named below when approaching any public road crossing at grade protected by automatic signals or automatic gates; between the approach signal and any railroad crossing at grade protected by automatic interlocking; and where a signal system with automatic features is in service:

One-unit diesel engine running light; rail diesel or similar car running alone.....	30
Two-unit diesel engine running light; two rail diesel or similar cars coupled and running alone; one-unit diesel engine or one rail diesel or similar car coupled to one other unit of equipment.....	50

DISTRICT SPEED RESTRICTIONS

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

TRAIN ORDER OFFICES

Station	Hours of Service	Days of Service
Canpa	Continuous	Continuous
Don	Continuous	Continuous
Downsview	Continuous	Mon. to Sat. incl.
Malton	7.00 a.m. to 8.30 p.m. 11.30 a.m. to 8.30 p.m.	Mon. to Fri. incl. Sat.
Mimico Yard	Continuous	Continuous
Oriole	Continuous	Continuous
Parkdale	Continuous	Continuous
Richmond Hill	Continuous	Continuous
Scarboro	Continuous	Continuous
St. Clair Avenue	8.00 a.m. to 4.00 p.m. 5.30 p.m. to 1.30 a.m.	Mon. to Sat. incl. Continuous
Toronto	6.00 a.m. to 12.00 midnight	Continuous
West Toronto	Continuous	Continuous
Weston	6.45 a.m. to 9.30 p.m. 6.45 a.m. to 3.45 p.m.	Mon. to Fri. incl. Sat.

MEDICAL OFFICERS

DR. K. E. DOWD.....Chief Medical Officer Montreal, Que.
DR. J. P. McGUIGAN.....Regional Medical Officer..... Toronto, Ont.
 Dr. G. C. Pretty..... }
 Dr. A. G. Tucker..... } † Medical Clinic.
 Dr. G. W. MacPherson..... }
 Dr. G. L. Chambers..... City of Toronto and Don,
 Room 248, 17 Queen St. E.
 (EMpire 4-1919)
 Res.: 86 Wells Hill Ave.
 (LEnnox 5-1856)
 Dr. H. Leibe..... Mimico to west switch, Port Credit.
 193 Lake Shore Road, Mimico.
 Office (CLifford 9-6243)
 Dr. C. A. White..... Mimico to west switch, Port Credit.
 1336 Lake Shore Road, Long Branch.
 (CLifford 1-2161).
 Dr. J. S. Crawford..... Parkdale to Concord,
 151 Marion Street.
 (LEnnox 2-2902)

MEDICAL CLINIC

Room 642, 151 Front St. W., Toronto, Ont., telephone Empire 6-9011, local 493.
 (Hours 9.00 a.m. to 4.45 p.m. Monday to Friday.)
 Dr. J. H. Davies.....Don River on the west, C.N.R. main line on north,
 635 Kingston Road. west switch Port Union to west switch Unionville
 (OXford 1-1718) on the east and by the lake on the south.
 Dr. H. A. Brown.....North of St. Clair Ave.;
 711 Millwood Road. East of Avenue Road and Leaside,
 (HUdson 9-3090)
 Dr. F. Cruikshank..... Malton Airport,
 186 Main St. North, Weston, Ont.
 (CHerry 1-5209)
 Dr. C. Heggie..... West switch Weston to west switch Norval.
 Brampton.
 (Office 247-W).
 (Residence 247-J).

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

WATCH INSPECTORS—TORONTO

Peck Jewellers..... 44½ Adelaide Street, West.
 J. M. Ostrander..... 2485 Yonge Street.
 Kidd Bros. Jewellers..... 498 Bloor Street, West.
 Riverdale Credit Jewellers... 698 Queen Street, East.
 Ostranders, Ltd..... 2098 Queen Street, East.
 J. F. Galster..... 393 Danforth Avenue.

Dyson's Jewellers..... 341 Roncesvalles Avenue.
 Ostranders, Ltd..... 1448 Queen Street, West.
 Ostranders, Ltd..... 2955 Dundas Street, West.
 Ostranders, Ltd..... 1092 St. Clair Avenue, West.
 Ostranders Danforth Ltd... 1962 Danforth Ave.
 Ostranders, Ltd..... 835 Lake Shore Road, New Toronto.
 J. A. Jordan..... 54 Main St. N., Weston.

FAIR WEATHER EQUATED TONNAGE RATINGS — STEAM TONNAGE RATINGS

Car Factor	WEST AND NORTH										BETWEEN	EAST AND SOUTH										Car Factor
	ENGINE CAPACITIES											ENGINE CAPACITIES										
	34%	38%	40%	45%	50%	52% & 53%	55%	57%	59%	59%		57%	55%	52% & 53%	50%	45%	40%	38%	34%			
10	2950	3300	3470	3900	4330	4600	4780	5300	5470	..... Danforth and Block F.....	2000	1900	1700	1650	1570	1410	1250	1190	1060	9	
10	2250	2520	2650	2980	3310	3500	3630	4050	4230	..... Block F and Canpa.....	4230	4050	3630	3500	3310	2980	2650	2520	2250	9	

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

INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS OVER SPRING SWITCHES

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

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

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

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

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

DIESEL TONNAGE RATINGS

Car Factor	WEST AND NORTH SERIES				BETWEEN	EAST AND SOUTH SERIES				Car Factor
	3100-3199		2200-2217			2200-2217		3100-3199		
	2 units	1 unit	2 units	1 unit		2 units	1 unit	2 units	1 unit	
10	B 9000	B 4500	B 9600	B 4800	..... Scarborough and Block F.....	A 6000	A 3000	A 5800	A 2900	9
10	B 7200	B 3600	B 8000	B 4000	..... Block F and Canpa.....	B 4200	B 2100	B 3900	B 1950	9
10	7000	3500	7460	3730	..... Don and Todmorden.....	8600	4300	9000	4500	10
5	3470	1735	3600	1800	..... Bathurst St. and Fairbank.....	Car Limit	Car Limit	Car Limit	Car Limit	10
5	4700	2350	4900	2450	..... Bathurst St. and West Toronto.....	Car Limit	Car Limit	Car Limit	Car Limit	10

(A)—With Helper Don to Scarborough Helper should be at least a 52% steam engine or 1500 H.P. Diesel.

If a locomotive comprises units from a higher rating group in multiple with units from a lower rating group, the rating for the locomotive is the same as if all units had been of the lower rating group.

(B)—Without Helper Building

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

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead				
OSHAWA	Don	Riverdale Lumber Co.	Building	West side		OAKVILLE	Bathurst Street	John Inglis Co. Track No. 3	Doorway		Doorway				
		" " "	Lumber piles	Both sides				" " " " " 4	Building and Doorway	Both sides	Doorway				
		Eastern Ave lead, C. A. Smith	Building	North side				" " " " " 5	Doorway	Both sides	Doorway				
	" " "	Eastern Ave. lead, Fairbanks Soap	Building and fence	Both sides				" " " " " 6	Building and Doorway	Both sides	Doorway				
	" " "	" " "	" " "	" " "				" " " " " No. 7 track	Buildings	Both sides	Buildings				
	" " "	" " "	" " "	" " "				" " " " " No. 8 track	Buildings	Both sides	Buildings				
	" " "	" " "	" " "	" " "				" " " " " Colt-Browning Track	O.H. Bridge		Bridge				
	" " "	" " "	" " "	" " "				" " " " " Bren Assembly Track	Platform	South side					
	" " "	" " "	" " "	" " "				" " " " " Bren Assembly Track	O.H. Bridge		Bridge				
	" " "	" " "	" " "	" " "				Spadina Ave. O.H. Bridge	O.H. Bridge		Bridge over all tracks				
	" " "	Eastern Harbour Terminals	Nat. Iron Works, west track	Steel tank and fence	Both sides				" " "	Front St. shed lead	Crossing gate	South west side			
	" " "		" " " middle	Fence	West side				" " "	Central Heating Plant (York St.)	Building			Ash Hopper	
	" " "		" " " east	Fence	East side				" " "	Canadian National Exhibition High side	Fence	North side			
	" " "		Ashbridge's Bay Lead, adjacent to National Iron Works	Fence	West side			Building	" " "	Ontario Wind Eng. & Pump Co. Reliance Pet. Ltd.	Brick building	South side			
	" " "		Don River Bridge	Plate girders	Both sides				" " "	Atlantic Ave.	Timber crossing	South side			
	" " "		Canadian Ice Machine Co.	Building	Both sides				" " "	Reliance Pet. Ltd., South track and Loading Rack		South side			
	" " "		Canada Metal Co. Ltd., South track	Building on platform	North side				" " "	Simons, Limited	Fence and gate post	West side			
	" " "		A. R. Clarke	Railing on platform	West side				" " "	Canada Foils Ltd., W. side	Platform canopy	East side			
	" " "		Gair Co. Ltd.	Building on platform	South side				" " "	" " " E. side	Building East side	Both sides			Bldg. and pipe
	" " "		Commissioner St., South track	" " "	" " "				" " "	" " " S. side	Buildings	Both sides			Conveyors
	" " "		Gair Co. Ltd.	" " "	" " "				" " "	T. Eaton Co. Ltd. W. Track	Buildings and Canopy	West side			
	" " "		Basin St., North track	Platforms	North side				" " "	Toronto Carpet Co.	Building (Brick)	West side			Chute
	" " "		Gair Co. (Canada) Ltd., Polson St.	Loading racks	South side				" " "	Liberty St. Spur	Buildings and fence	North side			
	" " "		Sun Oil Co. (Bouchette St.)	Loading racks	East side			Movable pipes	" " "	H. Disston & Sons	Stone wall West side	Both sides			Crane
	" " "		Imperial Oil Co., Don Rdy. and Keating St.	Loading rack	East side			Movable pipes	" " "	Westeel Products Ltd.	Brick bldg. E. side	Both sides			
	" " "		McColl Frontenac Co., South of Munition Street	Loading rack	Bet. tracks			Pipes	" " "	Westeel Products Ltd., Hanna Ave.	Canopy and Platform	North side			
	" " "		Can. Cement Co., Centre track	Balcony and pipe	South side				" " "	Westeel Products Ltd.	Blocks	East side			
	" " "		John E. Russell	Fence and posts	Both sides			Crane	" " "	Team Track Liberty St.	Brick Building	South side			
	" " "		E. Fielding & Son	Loading rack	North side				" " "	Mowat Avenue spur	Buildings and canopy	West side			
	" " "		Barretts Limited	Unloading racks E. side	Both sides			Pipes	" " "	Can. Gen. Elec. (Bakelite Bldg.)	Building	Both sides			Building
" " "	Wm. Harris Company		Building west side	Both sides		" " "	Can. Gen. Elec. (Bakelite Bldg.)	All Tracks	Both sides						
" " "	" " "		Platform east side	Both sides		" " "	Hinde & Dauch Company	Building	Both sides						
" " "	" " "		" " "	" " "		" " "	C.N.R. Paint Shop, both tracks	Wood poles west side	Both sides			Building			
" " "	" " "		Building	South side	Building	" " "	C.N.R. Wheel Shop, all tracks	Building	All sides			Building			
" " "	" " "		Iron posts	South side	Loader	" " "	C.N.R. Cinder loading track	Building	Both sides			Building			
" " "	" " "		Buildings	West side		" " "	Wharf Lead	No. 11 Track Centre	North side						
" " "	" " "		Shell Oil Co., Carlaw and Commissioner St., West track	Iron fence (top)	West side		" " "	Wharf Lead	No. 10 Track Centre	South side					
" " "	" " "	Dom. Tar & Chemical Co., West track	Columns and pipe	Both sides	Pipes	" " "	Loblaw Groceries	Building	Both sides		Building				
" " "	" " "	Dom. Tar & Chemical Co., Middle track	Buildings	West side		" " "	Brunswick Balke Collender Co.	Brick building	West side						
" " "	" " "	" " " East track	" " "	East side		" " "	Gilbert and Barker Mfg. Co.	Conveyor arm	West side						
" " "	" " "	Imperial Oil Ltd., Don Roadway and Commissioner St., North track	Unloading rack	South side		" " "	Anderson Realty	Building and gates	Both sides						
" " "	" " "	" " " S. track	" " "	North side		" " "	" " "	" " "	" " "						
" " "	" " "	Mundet Cork Co.	Canopy	East side		" " "	" " "	" " "	" " "						
" " "	" " "	Canadian Industries Ltd.	Overhead pipes	East side	Pipes	" " "	" " "	" " "	" " "						
" " "	" " "	Canadian Oil Co., South Track	Platform	North side		" " "	" " "	" " "	" " "						
" " "	" " "	Link Belt Co.	Doorway and Crane	South side		" " "	" " "	" " "	" " "						
" " "	" " "	Toronto Iron Works	" " "		Doorway and Crane	" " "	" " "	" " "	" " "						
" " "	The following Weaver Coal	tracks have coal piles either on or in close proximity to the rails:-													
" " "		Co. Mines Coal Co. Century	Coal Co. Elias Rogers	Coal Co.			" " "	Swansea	National Sewer Pipe Company	Building	East side				
" " "		Toronto Coal & Dock Co.					" " "		Steel Co. of Canada, S. track	Ret. walls and pole	South side				
" " "		Canada Steamship Co.					" " "		Toronto Brick Co.	Building	North side				
" " "						" " "	O.H. Bridge, mileage 5.7-								
" " "						" " "		Track 4	Columns	South side					
" " "						" " "		Track 3	Columns	North side					
" " "						" " "		Way Sagless Spring Co.	Platform	West side					
OAKVILLE	Bathurst Street	Bathurst St. O.H. Bridge	O.H. Bridge		Bridge	" " "	Central Harbour Terminals	Canadian Rail and Harbour Terminals, West track	Materials on platform	West side					
		Crossover between the exclusive eastward and westward main track under Strachan Avenue bridge	O.H. Bridge		Bridge	" " "		Canada Steamship Lines Pier, No. 6	Building and crane	West side					
		All Roundhouse tracks	Roundhouse	Both sides	Building	" " "		Canada Steamship Lines Pier, No. 8 east shed	Building	Both sides	Building				
		No. 1 Stores Track	Platform	West side		" " "		Canada Steamship Lines Pier, No. 8 west shed	Building	West side	Building				
		No. 2 Stores Track	Platform	East side		" " "		Toronto Elevators Ltd., all tracks	Building and gate posts	All sides	Building				
		John Inglis Co. Track No. 1	Ash spout	North side	Ash spout			" " "							

DIAGRAM SHOWING LOCATION OF DISPATCHER'S PHONE WIRES - SOUTHERN ONTARIO DISTRICT

FACE DIRECTION NAMED AND COUNT CROSS ARMS FROM TOP DOWN

TORONTO TERMINALS DIVISION

<p>OSHAWA SUBDIVISION</p> <p>BELLEVILLE TORONTO TERMINAL PHONE IN CABLE.</p> <p>LOOK WEST SCARBORO JCT. TO DANFORTH</p>	<p>OSHAWA SUBDIVISION</p> <p>TORONTO TERMINAL</p> <p>BELLEVILLE</p> <p>LOOK WEST DANFORTH. TO THE DON RIVER</p>	<p>BALA SUBDIVISION</p> <p>TORONTO TERMINALS AND ALLANDALE DISPATCHER'S TRAIN PHONE WIRES ARE LOCATED IN CABLE THROUGH THIS SECTION</p> <p>DON YARD TO WINCHESTER ST.</p>	<p>BALA SUBDIVISION</p> <p>ALLANDALE TOR. TERM'L'S</p> <p>LOOK NORTH</p> <p>WINCHESTER ST TO TODMORDEN</p>	<p>BALA SUBDIVISION</p> <p>ALLANDALE</p> <p>LOOK NORTH</p> <p>TODMORDEN TO ORIOLE</p>	<p>OAKVILLE SUBDIVISION</p> <p>HAMILTON TOR. TERM'L'S</p> <p>LOOK WEST</p> <p>CABIN "D" TO MIMICO STATION</p>
<p>OAKVILLE SUBDIVISION</p> <p>HAMILTON TOR. TERM'L'S</p> <p>LOOK WEST</p> <p>MIMICO STATION TO MIMICO WEST END</p>	<p>OAKVILLE SUBDIVISION</p> <p>HAMILTON</p> <p>LOOK WEST</p> <p>MIMICO WEST END TO PORT CREDIT</p>	<p>BRAMPTON SUBDIVISION</p> <p>STRATFORD TOR. TERM'L'S</p> <p>LOOK WEST</p> <p>PARKDALE CABLE POLE TO WEST TORONTO STN.</p>	<p>BRAMPTON SUBDIVISION</p> <p>STRATFORD</p> <p>LOOK WEST</p> <p>WEST TORONTO STATION TO E MALTON M.P. 14-4</p>	<p>NEWMARKET SUBDIVISION</p> <p>ALLANDALE TOR. TERM'L'S</p> <p>LOOK WEST</p> <p>PARKDALE TO DUNDAS STREET BRIDGE</p>	<p>NEWMARKET SUBDIVISION</p> <p>ALLANDALE TOR. TERM'L'S</p> <p>LOOK NORTH</p> <p>DUNDAS STREET BRIDGE TO WALLACE AVENUE</p>

TELEPHONES

(Unless otherwise described, these telephones are for direct communication with traffic supervisor)

- BALA SUBDIVISION**
- Mileage 2.8..... On pole.
 - Mileage 3.9..... On pole (also for communication with Train Dispatcher Allandale).
- OSHAWA SUBDIVISION**
- Scott St..... Interlocking station
 - Cherry St..... Interlocking station
 - Logan Avenue..... Gateman's Cabin
 - Greenwood Avenue..... Gateman's Cabin
 - Pape Avenue..... Gateman's Cabin
 - Danforth Yard..... In box on tool house near west end crossover.
 - In box near east end crossover.
 - Mileage 326.9..... In booth
 - East switch, westward.... For communication siding, Scarboro with operator
 - Mileage 331.9..... In box near signal.

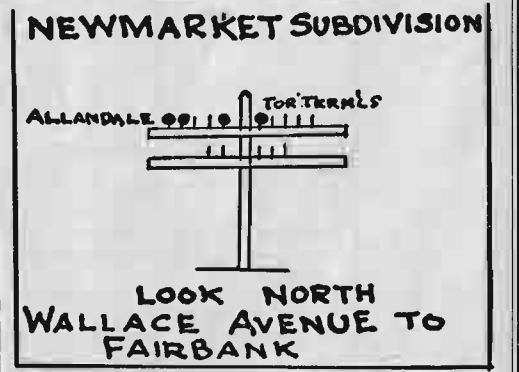
- NEWMARKET SUBDIVISION**
- Mileage 2.8.... In box
 - Mileage 3.3.... In box
 - Mileage 3.5.... In box
 - Mileage 3.8.... In box
 - Mileage 4.1.... In Gateman's Cabin
 - Mileage 4.1.... In Gateman's Cabin. — For communication with signalman at C.P.Rly. crossing and Operator Parkdale
 - Mileage 4.6.... On post opposite southward signal C.P. Rly. crossing
 - Mileage 4.6.... On post opposite southward signal C.P. Rly. crossing— For communication with signalman at C.P.Rly. crossing and Operator Parkdale
 - Mileage 4.9.... In booth
 - Mileage 4.9.... In booth—For communication with signalman at C.P.Rly. crossing and Operator Parkdale

- NEWMARKET SUBDIVISION—cont'd**
- Mileage 5.3.... North wall of station.—For communication with signalman at C.P.Rly. crossing and Operator Parkdale
 - Mileage 6.6.... In box on telegraph pole south of station.

- OAKVILLE SUBDIVISION**
- Passenger Yardmaster.... Office
 - John Street..... Interlocking station
 - Spadina..... Enginehouse
 - Bathurst Street..... Yard office
 - Cabin D..... Cabin
 - Strachan Avenue..... Cabin
 - Mileage 2.4..... In box on post
 - Mileage 2.8..... In box on post
 - Mileage 4.9..... On signal post 47
 - Mileage 6.0..... At switch
 - Mimico..... Enginehouse
 - Mimico Yard..... Switchtender's cabin, west end.

- BRAMPTON SUBDIVISION**
- West Toronto..... Signal 53
 - Weston..... Signal 80
 - Mileage 8.7..... Crossing Watchman's Cabin
 - Mileage 10.4..... Box on post
 - Mileage 11.1..... In booth
 - Magor, Mileage 14.7... In booth
 - Malton..... West of office window
 - Malton..... Sectionman's dwelling

For communication with Train Dispatcher, Stratford



The emergency telephone wire must be hooked up as close as possible to the pole, first scraping any corrosion off the pole-line wire in order to establish contact with the Train Dispatcher.

DISPATCHER'S PHONE WIRES
MARKED THUS: — ●

C. E. SHAVER,
Superintendent,
TORONTO

W. G. WARD,
Trainmaster,
TORONTO

D. C. ROBERTS,
Road Foreman of Engines,
TORONTO

D. C. BLUE,
Chief Traffic Supervisor,
TORONTO

E. W. PARKER
E. J. LITTLEJOHN
F. J. FECTEAU
T. H. CHARLTON
G. E. STRUTT

Traffic Supervisors
TORONTO

W. SCOTT,
Assistant Superintendent,
TORONTO

C. E. HENDERSON,
Trainmaster,
TORONTO

D. W. HAMILTON,
Passenger Trainmaster,
TORONTO

G. W. HORNER,
Asst. Chief Traffic Supervisor,
TORONTO

T. W. JOKINEN
K. L. MILLER
R. L. CONKEY
R. W. STEIN

Relieving Traffic
Supervisors

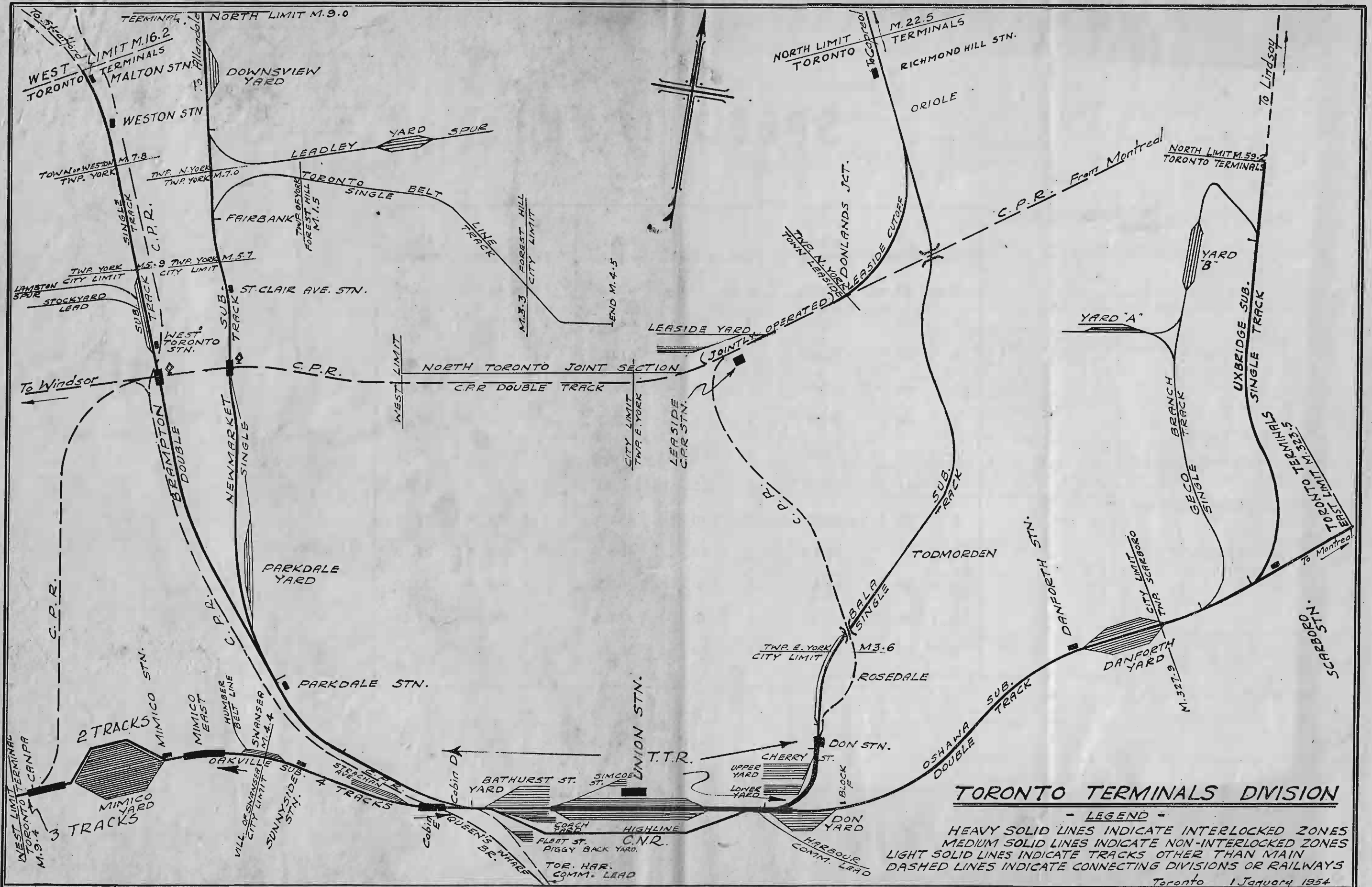
V. E. MORTON,
Assistant Superintendent,
TORONTO

G. W. ELLISON,
Division Master Mechanic,
TORONTO

W. S. McCALPIN,
Asst. Chief Traffic Supervisor,
TORONTO

SPEED TABLE

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



Toronto 1 January 1954

REV. 23 Feb. 1956
REV. 25 MARCH 1958
REV. 18 MARCH 1959