

23  
**SAFETY FIRST**

# **CANADIAN NATIONAL RAILWAYS**

**CENTRAL REGION**

**SOUTHERN-ONTARIO DISTRICT  
LONDON AND STRATFORD DIVISIONS**

**TIME 91 TABLE**

**Taking Effect at 12.01 A.M., Sunday, April 24th, 1949**

**GOVERNED BY EASTERN STANDARD TIME**

**FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY**

**☛ CHECK THE DAYS OF THE WEEK WITH CARE**

**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. ALL EMPLOYEES WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS  
MUST HAVE A COPY OF THE RULES ACCESSIBLE AND A COPY OF THE CURRENT TIME TABLE WITH THEM WHILE ON DUTY**

**A. J. LOMAS,**  
VICE-PRESIDENT,  
TORONTO

**W. H. KYLE,**  
GENERAL MANAGER,  
TORONTO

**O. MASSE,**  
GEN'L SUPT. TRANSPORTATION,  
TORONTO

**N. A. WALFORD,**  
GENERAL SUPERINTENDENT,  
TORONTO

**J. G. GORDON,**  
SUPERINTENDENT TRANSPORTATION,  
TORONTO

LONDON DIVISION.

PAGE	SUB-DIVISION	FROM	TO	MILES
3	Hagersville	Hamilton	Jarvis	32.66
3	Beach	Stoney Creek	Burlington	8.74
4-5	Oakville	Toronto	Hamilton	39.29
6	Grimsby	Suspension Bridge	Hamilton	43.67
7	Thorold	Pt. Robinson	Merritton	7.51
7	Humberstone	Pt. Colborne	Welland Jct.	4.54
8-9	Dundas	Bayview	London	78.21
7	Hickson	Woodstock	Hickson	8.94
10	Strathroy	London	Sarnia	58.89
11	Pt. Edward	Sarnia	Pt. Edward	4.72
11	St. Clair Tunnel	Sarnia	Pt. Huron	3.09
11	Alvinston	Glencoe	Alvinston	10.74
11	Longwood	Komoka	Glencoe	20.38
11	Petrolia	Petrolia Jct.	Petrolia	4.70
12	Dunnville	Fort Erie	Brantford	75.38
12	Burford	Brantford	Tillsonburg Jct.	35.83
13	Otterville	Otterville	Burgessville	7.55
13	Simcoe	Port Dover	Port Rowan	26.16
<b>TOTAL</b>				<b>471.00</b>

STRATFORD DIVISION

PAGE	SUB-DIVISION	FROM	TO	MILES
14	Brampton	Weston M.P. 8.19	Stratford	80.39
15	Waterloo	Galt	Elmira	24.65
16	Thorndale	London East	Stratford	31.27
16	Forest	St. Mary's Jct.	Sarnia	70.90
17	Goderich	Stratford	Goderich	45.88
17	Drumbo	Paris Jct. Switch	Stratford	31.40
17	Exeter	Hyde Park	Clinton Jct.	45.57
18	Fergus	Lynden	Palmerston	72.80
18	St. George	St. George	Harrisburg	1.95
19	Durham	Whites	Durham	25.72
19	Newton	Stratford	Palmerston	26.56
19	Kincardine	Listowel	Kincardine	57.84
20	Owen Sound	Palmerston	Owen Sound	71.43
21	Warton	Park Head	Warton	10.01
21	Southampton	Junction Switch	Southampton	53.16
<b>TOTAL</b>				<b>659.53</b>

Despatching Office—London. Telegraph Call "K".

Order Despatching Office—Hamilton. Telegraph Call "NI".

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| J. A. MURPHY,<br>Superintendent,<br>London.                      | J. W. THORBURN, Chief Despatcher, London.  |
| W. E. TATE,<br>Assistant Supt.,<br>London.                       | J. M. LITTLE, Night Chief Despatcher, London.  |
| H. T. WALTON,<br>Assistant Supt.,<br>Hamilton.                   | J. W. AVERY, Assistant Chief Despatcher, Hamilton.   |
| A. G. THERNSTROM,<br>Superintendent of Terminals,<br>Port Huron. | W. J. OLIVER<br>E. N. HOOPER<br>J. E. McCABE<br>C. G. EBY<br>G. C. LANSING<br>H. A. JAYNES<br>E. WYLDE<br>} Despatchers, London. |
| W. E. HUGHES,<br>Division Master Mechanic,<br>London.            |  |
| J. C. PULFORD,<br>Passenger Trainmaster,<br>Toronto.             | W. G. S. BAKER<br>W. J. McALISTER<br>L. M. ROACH<br>} Despatchers, Hamilton.   |
| C. E. SHAVER,<br>Trainmaster,<br>Brantford.                      | J. R. McARTER, Relieving Despatcher.   |
| T. G. ROBERTS,<br>Road Foreman of Engines,<br>London.            |  |
| J. SOLAVE,<br>Road Foreman of Engines,<br>Hamilton.              |  |

Despatching Office—Stratford, Ont. Telegraph Call "D".

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| E. L. WELTE,<br>Superintendent,<br>Stratford.          | F. S. EDMONDS, Chief Despatcher.   |
| C. I. WARREN,<br>Assistant Supt.,<br>Palmerston.       | H. G. EVANS<br>W. J. LESLIE<br>A. L. BAYNHAM<br>W. WILSON<br>A. F. HUGHES<br>D. H. LEISKAU<br>} Despatchers. |
| S. CARTHER,<br>Division Master Mechanic,<br>Stratford. |  |
| W. E. HUGHES,<br>Division Master Mechanic,<br>London.  | E. C. POLLOCK, Relieving Despatcher  |
| J. C. PULFORD,<br>Passenger Trainmaster,<br>Toronto.   |  |

Passenger trains operating west of Toronto do not carry heavy emergency equipment in baggage cars. A supply of this heavy emergency repair equipment such as Jacks; Jack-Bars; Brasses; Wedges; Emergency Knuckles; Knuckle-Pins, etc., is located at strategic points as follows:

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

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

## HAGERSVILLE SUBDIVISION

WESTWARD TRAINS						EASTWARD TRAINS			
SECOND CLASS						THIRD CLASS			
				Symbols					
				Miles from Jct. Switch Grimsby Sub.					
				Station Number					
				Train Order or Phone					
				Siding					
				Other Tracks					
				Car Capacity					
<b>233</b> Mixed Daily Except Sunday						<b>238</b> Mixed Daily Except Sunday			
AM						PM			
L 9.10				WC		A 7.20			
S 9.37				K		P 6.53			
S 9.50				WV		P 6.43			
A 10.00				Y		L 6.32			
L 10.17				RY		A 6.25			
F 10.27						F 6.15			
S 10.37						S 6.05			
A 10.48						L 5.50			
AM						PM			
Daily Except Sunday						Daily Except Sunday			
<b>233</b>						<b>238</b>			
				32.66 miles					
				Rule 42 applicable between Glanford and Jarvis.					

## BEACH SUBDIVISION

		Station Number	Miles from Junction Grimsby Sub.	Train Order or Phone	Car Capacity	
					Siding	Other Tracks
DOUBLE TRACK		R*STONEY CREEK.....	5305	0.0	T	38
DOUBLE TRACK		HARGROVE ....	.....	4.77	.....	.....
DOUBLE TRACK		BURLINGTON ..	5248	8.74	T	44

DIRECTION—Westward..... Stoney Creek to Burlington.  
Eastward..... Burlington to Stoney Creek.

### BEACH SUBDIVISION FOOTNOTES

NO REGULAR TRAINS ON THIS SUBDIVISION  
Rule 42 applicable between Stoney Creek and Hargrove.

\*Stoney Creek..... Register station for trains to and from Beach Subdivision only. Operator when on duty register all trains. Trains may leave Stoney Creek and Burlington and may pass from double to single track at Hargrove without terminal clearance.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

**Stoney Creek**..... Junction Grimsby Subdivision. Train Order Signal governs both Grimsby and Beach Subdivision trains. Beach Subdivision trains must not foul either main track of Grimsby Subdivision until signal received from Operator, and when no Operator on duty, Conductor before setting switch leading from Beach Subdivision, and crossover switches, must know that all first class trains due have arrived and left and obtain permission from Dispatcher, who must record such permission in train order book as transmitted to and acknowledged by Conductor.

**Hargrove**..... Burlington Canal Drawbridge, governed by semaphores; Not interlocked. Signal No. 45, located on south side of track, governs westward movements over Canal Bridge. During season of Navigation; normal position of bridge, "open." Upon approach of trains, if no vessel near which will be delayed, bridge will be closed, and signal cleared. Signals are located 709 feet west and 676 feet east of centre line of bridge. Bridge tenders will handle double track switch except after close of navigation when switch will be handled by train crews. Normal position of switch is for westward trains.

**Burlington M 8.74**..... Junction Oakville Subdivision. Switch at west end of westward track, Beach Subdivision, equipped with spring switch. Dwarf signal No. 306 operated from station governs trains to Oakville Subdivision. (See Oakville Subdivision footnotes).

### YARD LIMIT BOARDS

**Burlington**..... Yard limits extend from junction switches (Oakville Subdivision) to 1000 feet east of switch at Hargrove.  
**Stoney Creek**..... 4200 feet west of junction switch, Grimsby Subdivision.

### SPEED RESTRICTIONS

	Miles per hour
Passenger trains.....	60
Freight trains.....	50
Engines with caboose or light engines.....	40
Train handling auxiliary crane.....	25

### PERMANENT SLOW ORDERS

Mileage	Miles per hour
6.15—Brant House Crossing, No. 2 Highway (B.T.C. 32039).....	10
6.41—Burlington, Ontario Street, first East of station (6060-95).....	10
8.74—Burlington, junction switch Westward track.....	25

All trains leaving sidings where spring switches are located, must not exceed 25 Miles per hour until entire train has passed through the switch.  
For further speed restrictions, see page 23.

### ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted..... 250 ton.  
**Burlington**—A. S. Nicholson & Sons Siding—heaviest engine permitted to operate, 2300 Class, and no engine permitted to operate beyond heel of frog on siding running between Halliday's and Nicholson's buildings. This Siding diverges from Sawdust Siding which runs parallel with main track.

### OTHER TRACKS

Various tracks in Village of Burlington..	Car Capacity	Points face	Mileage
	47	E. & W.	6.42

**Burlington**—Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Brant Street Highway crossing, which is first highway crossing west of station, except when necessary to prevent an accident.  
(B.T.C. 61080).

This does not prohibit the sounding of whistle when necessary for train operation. Ontario St. Mileage 6.41—movement over Ontario St. on the Spur Track which has no track circuit, must be flagged by a member of Train Crew. (B.T.C. 71393).

### HAGERSVILLE SUBDIVISION FOOTNOTES

Emergency telephone located at east end Caledonia Yard (in switch shanty).

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

**Mileage 0.00**..... Junction, Grimsby Subdivision. Distance from Junction Switch, to Station 0.26 miles.  
Signal No. 02 governs eastward movements from Hagersville Subdivision.

**Hamilton (Barton Street 0.29)**..... Crossing, Hamilton Street Railway; Interlocked. (B.T.C. 6114).  
Signal No. 03 governs westward, Signal No. 04 governs eastward movements over crossing.

**Hamilton (King Street 0.86)**..... Crossing, Hamilton Street Railway; Interlocked. (B.T.C. 14081).  
Signal No. 07 governs westward, Signal No. 08 governs eastward movements over crossing.

**Hamilton (Victoria Ave. 1.48)**..... Crossing, Toronto, Hamilton and Buffalo Railway. Automatic Interlocked. (B.T.C. 67604). (See Special Instructions, page 27).

**Caledonia**..... Junction Dunnville Subdivision. Before fouling Dunnville Subdivision, Conductors must obtain permission from Dispatcher, who must record such permission in train order book as transmitted to and acknowledged by Operator or Conductor. All trains must approach and move within yard limits prepared to stop unless main track is seen to be clear.

**Hagersville (M. 26.71)**..... Crossing, New York Central Railway. Interlocked. (B.T.C. 67035). Approach signals are fixed in "Caution" position and do not convey home signal indications.

**Jarvis**..... Junction, Cayuga Subdivision.

### YARD LIMIT BOARDS

**Hamilton**..... 3495 feet West of Diamond T.H. & B. crossing, (See Oakville Subdivision Footnotes).

**Caledonia**..... 4845 feet East of station.  
6075 feet West of station.

**Hagersville**..... 8400 feet East of station.  
3400 feet West of station.

**Jarvis**..... 3448 feet East of Junction Switch, Cayuga Subdivision.

### SPEED RESTRICTIONS

	Miles per hour
Trains.....	35
Train handling auxiliary crane.....	25

(Must not operate over bridge M.17.61 unless 85 ton or under.)

Mileage	PERMANENT SLOW ORDERS	Miles per hour
0.00 to 1.18	Hamilton, on and along Highways.....	10
0.29	Hamilton, Barton St..... (B.T.C. 66759).....	10
0.53	Hamilton, Cannon St..... (B.T.C. 56424).....	10
0.72	Hamilton, Rebecca St..... (B.T.C. 34838).....	10
0.78	Hamilton, King William St... (B.T.C. 62183).....	10
0.86	Hamilton, King St..... (B.T.C. 14081).....	10
0.93	Hamilton, Main St..... (B.T.C. 53939).....	10
1.05	Hamilton, Hunter St..... (B.T.C. 38821).....	10
6.90 to 1.48	Grade, eastward trains.....	25
15.50	Bridge, engines heavier than 3500 Class.....	15
17.61	Bridge, Grand River.....	10
22.80	Bridge, engines heavier than 3500 Class.....	15
26.35 to 27.05	Approach N.Y.C. crossing (B.T.C. 67035).....	15

For further speed restrictions, see page 23.

### ENGINE AND CAR RESTRICTIONS

**Caledonia**..... Heaviest engine permitted to operate in Gypsum Lime and Alabastine Co. siding—2600 Class.

Heaviest engine permitted to operate over bridge, mileage 17.61—900 Class.

Heaviest car permitted over bridge, mileage 17.61—169,000 lbs.

Heaviest auxiliary crane permitted—250 ton. (Except over bridge M.17.61)

### OTHER TRACKS

Gypsum	Car Capacity	Points face	Mileage
HAMILTON—Account transfer engine leaving Stuart Street Yard 11.30 p.m. daily, to place cars on T. H. & B. Transfer, any eastward train which cannot arrive Stuart Street Yard prior to 11.30 p.m. will arrange to remain outside of west distant signal T. H. & B. crossing until transfer run has arrived.	31	W	22.94

Air brakes must be in service on all cars when making long terminal moves, for example: Hamilton to Bay View and Hamilton West, Cannon St., Blast Furnace District, T.H. & B., transfer tracks, etc.

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited within the limits of the City of Hamilton, except when necessary to prevent accident (B.T.C. 40101).

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

Hamilton City limits commence at mileage 3.00.

Switching movements over Kelly Street crossing, mileage 0.60, on Sundays, must be protected by a member of the crew. (B.T.C. 31198).

For further Hamilton footnotes, see Oakville Subdivision.

### RYMAL—

All Eastward freight trains must make running test of brakes approaching and before passing Rymal, in order that condition of train brakes may be known and brake system fully recharged before reaching summit of grade. If in the judgment of engineman retaining valves are necessary for the safe control of train he must stop train and trainmen will turn up as many retaining valves on the head end as the engineman advises. Eastward extras must not leave Rymal until permission is received from train dispatcher. Conductor will secure this permission by using emergency telephone. This permission will not be given by train dispatcher until preceding train has arrived at Hamilton. When emergency telephone is inoperative trains will proceed, keeping lookout for trains ahead.

### HAGERSVILLE—

All movements over yard tracks, King Street, must be protected by member of crew. (B.T.C. 57910).

### WAY FREIGHT

Way freight leave Hamilton 6.30 a.m., except Sunday, for Simcoe and return.

# OAKVILLE SUBDIVISION—DOUBLE TRACK

WESTWARD TRAINS—FIRST CLASS													Symbols	Miles from Toronto	Station Number	STATIONS	Train Order or Phone	Siding	Other Tracks	Car Capacity	WESTWARD TRAINS—FIRST CLASS												
87	77	731	101	17	721	73	741	*85	183	83	75	761									*79	*81	5	801	663	89	821	15	763	187	9		
Psg. Daily Ex. Sun.	Psg. Daily Ex. Sun.	Can. Pac. Psg. Daily Ex. Sun.	Psg. Daily	Psg. Daily	Can. Pac. Psg. Daily	Psg. Saturday only	Can. Pac. Psg. Daily	Psg. Saturday Only	Psg. Sunday Only	Psg. Daily Ex. Sun.	Psg. Daily Ex. Sun.	Can. Pac. Psg. Daily Ex. Sun.	Psg. Daily Ex. Sun.	Psg. Daily Ex. Sun.	Psg. Daily Ex. Sat. and Sun.	Psg. Daily	Can. Pac. Psg. Daily	Psg. Daily Ex. Sun.	Psg. Daily	Can. Pac. Psg. Daily	Psg. Daily	Can. Pac. Psg. Daily	Psg. Saturday only	Psg. Daily									
L 1.45	L 7.10	L 7.40	L 8.00	L 8.30	L 8.40	L 12.15	L 12.20	L 12.25	L 1.35	L 1.35	L 3.30	L 4.15	WCY K*	0.00	4715	TORONTO	T	YA	RD	L 4.20	L 5.20	L 6.00	L 6.10	L 7.40	L 8.30	L 10.00	L 10.10	L 11.15	L 11.59				
2.03	7.30	7.57	8.18	8.48	8.57	12.33	12.37	12.43	1.53	1.55	3.48	4.32	8.50	4724	CANPA	T			4.38	5.38	6.18	6.27	7.58	8.48	10.18	10.27	11.33	12.17					
								S 12.44					8.83	4725	LONG BRANCH				S 4.39	F 5.39													
								F 12.47					11.08		LAKEVIEW				S 4.43	F 5.42													
2.07	87.35	8.02	8.22	8.52	9.02	12.37	12.42	S 12.52	S 1.59	S 2.02	3.52	4.37	12.80	5243	PORT CREDIT	T	67	15	S 4.48	S 5.47	6.22	6.32	8.02	8.53	10.23	10.32	11.37	12.22					
	87.39							S 12.56					15.03	5244	LORNE PARK				S 4.52	S 5.51													
2.16	87.53	8.10	8.32	9.01	9.10	12.46	12.50	S 1.00	F 2.05	S 2.09			16.11	5245	CLARKSON'S	T		41	S 4.55	S 5.55													
	87.59							S 1.10	S 2.15	S 2.20	3.59	4.45	21.36	5246	OAKVILLE	T	91	42	S 5.07	S 6.05	6.31	6.40	* 8.13	9.03	10.30	10.40	11.46	12.36					
								S 1.19	F 2.22	S 2.28			25.61	5247	BRONTE	P		50	S 5.15	F 6.14													
2.27	88.11	8.20	8.46	9.12	9.20	12.57	1.00	S 1.30	S 2.31	S 2.40	4.09	4.55	32.00	5248	BURLINGTON	T	105	70	S 5.25	S 6.25	6.43	6.50	L 7.40	8.27	9.15	10.42	10.50	11.57	12.48				
	88.16												34.88	5249	ALDERSHOT	T		75	S 5.29	F 6.30			F 7.45										
2.33	8.21	8.26	8.53	9.18	9.26	1.03	1.06	1.38	2.38	2.50	A 4.14	5.01	36.87	5250	BAYVIEW	T	32		5.33	6.33	6.48	6.56	7.48	8.33	9.21	10.48	10.56	12.03	12.54				
2.35	8.23	A 8.28	8.55	9.20	A 9.28	1.05	A 1.08	1.40	2.40	2.52	A 5.03		37.31	5251	HAMILTON JCT.				5.35	6.35	6.50	A 6.58	7.50	8.35	A 9.23	10.50	A 10.58	12.05	12.56				
A 2.40	A 8.30	A 9.00	A 9.25	A 9.25	A 9.25	A 1.10		A 1.45	A 2.45	A 2.57			39.29	5253	HAMILTON	T	YA	RD	A 5.40	A 6.40	A 6.55	A 7.55	A 8.40	A 10.55	A 12.10	A 1.01							
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Saturday only	Daily	Saturday Only	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sat. and Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sat.	Sunday only	Daily					
87	77	731	101	17	721	73	741	85	183	83	75	761						79	81	5	801	663	89	821	15	763	187	9					

### OAKVILLE SUBDIVISION FOOTNOTES

**\*Toronto**—Register station for first class trains, and passenger extras, originating and terminating.

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

**\*Hamilton**—Register station for all trains except through freight trains and passenger extras not using station tracks.

Toronto is an initial station, Oakville Subdivision. Extra trains originating at Mimico yard will obtain terminal clearance at Mimico Yard Office. Extra trains originating in Toronto Terminals and not required to obtain terminal clearance at Toronto, or Mimico Yard Office, will obtain terminal clearance at Mimico (Passenger Station).

Trains will not require terminal clearance passing from one subdivision to another at Burlington, Bayview, Hamilton Jct. and Hamilton except trains using station tracks at Hamilton, and trains from Milton Subdivision at Burlington.

Movement between Toronto and Canpa governed by Toronto Terminals Time Table.

Movement between Canpa, Bayview, Hamilton Junction, Hamilton West and Hamilton governed by rules for movement of trains by signal indication. Rules 251 to 257.

Signals used to give indications are train order signals as displayed at stations; dwarf signal at junction switch westward track, Beach Subdivision, Burlington; interlocking signals at Bayview, Hamilton Jct. and Hamilton West, and fixed signals between Hamilton Jct. and Hamilton.

Movement between Hamilton, Bayview and Hamilton West under supervision of Operator at Hamilton Junction. Conductor will ride on rear platform while back-up movements being made.

Automatic Block Signals between Canpa and Hamilton show indications when running with current of traffic. Rules 501 to 513.

In automatic block signal territory light engines may use crossovers without flag protection after conforming with Rule 510 and obtaining block clear indication.

A "proceed" indication (Rule 501-F) given by an automatic signal approaching or within yard limits at Burlington, will be taken as knowledge that the main track is clear.

Dundas Subdivision trains use Oakville Subdivision main tracks between Bayview and Hamilton.

**Nos. 9, 77, 17, 73, 183, 83, 5 and 15** back Hamilton to Bayview.

**Nos. 14, 6, 113, 18 and 16** will run to Bayview and back to Hamilton.

**No. 80** back Hamilton to Hamilton West and use opposing track Hamilton West to Bayview.

Emergency Telephones: Trinidad Leaseholds' siding on telegraph pole. In box on post, east end of eastward siding Oakville. Bronte in waiting room. Burlington in shanty east end of yard. Aldershot outside waiting room. National Fireproofing Co., Mileage 35.42, on post.

- \*No. 16 stop at Oakville to detrain passengers from London and west.
- \*No. 89 stop at Oakville to entrain passengers for beyond Suspension Bridge.
- \*No. 94 stops at Port Credit to detrain passengers from New York and beyond.
- \*Dixie Road (Mileage 10.19) stop for Nos. 74, 76, 85, 79 and 81.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

**Canpa**.....Crossing and Junction Canadian Pacific Railway; Interlocked. (B.T.C. 58632).

**Burlington**.... Mileage 30.81—Junction Beach Subdivision westward track; interlocked. Mileage 31.85—Junction Beach Subdivision eastward track; non-interlocked. Mileage 31.97—Junction Milton Subdivision; non-interlocked.

**Bayview**.....Crossing and junction Dundas Subdivision; Interlocked. (B.T.C. 33483).

Trains arriving Bayview from Hamilton West to back into Hamilton will head east onto eastward track under protection of interlocking signals.

**Hamilton Jct.**..Crossing and junction Canadian Pacific Railway and Dundas Subdivision; Interlocked. (B.T.C. 68525).

**Hamilton**..... Junction Grimsby Subdivision.

### YARD LIMIT BOARDS

**Mimico**.....13668 feet west of Station.

**Burlington**.... 6445 feet east of Station. 8685 feet west of Station.

**Hamilton**..... 5412 feet east of Bayview, Oakville Subdivision. 4013 feet west of Hamilton West, Dundas Subdivision. 3495 feet west of Diamond T H. & B. Crossing, Hagersville Subdivision. 19370 feet east of station, Grimsby Subdivision.

### SPEED RESTRICTIONS

Passenger trains.....	80
Freight trains.....	60
Engines with caboose or light engines.....	40
Train handling auxiliary crane.....	30

### PERMANENT SLOW ORDERS

8.50 Passenger trains over C.P.R. crossing (B.T.C. 60415).....	50
8.50 to 12.77—Track "4".....	35
12.77 Port Credit, entering track "4".....	20
36.81 to 37.46—Junction switches and curves.....	20
37.46 to 39.20—Trains.....	35
Trains backing.....	20
—Hamilton, passing through switches to and from station.....	10

For further speed restrictions see page 23.

All trains leaving sidings where Spring Switches are located, must not exceed 25 Miles per Hour until entire train has passed over Switch.

### ENGINE AND CAR RESTRICTIONS

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

### OTHER TRACKS

Service track to	Car Capacity	Points face	Mileage
Unit Venetian Blind Co. (off No. 4 Track).....	3	E.	10.25
J. Lowe Ice & Fuel Co. (off No. 4 Track)....	6	E.	10.69
Trinidad Leaseholds.....	58	E.	13.68
Oakville Lumber Co.....	10	E.	21.81
Index 6667A, Hydro Electric Power Co., No. 1 Ontario.....	28	W.	33.01
National Fire Proofing Co.....	34	E.	35.42

### PORT CREDIT AND CANPA—DESIGNATION AND USE OF MAIN TRACKS

Three Tracks:—Between switch located just east of Port Credit Station and Cross-over switch located just west of Interlocking Tower at Canpa.

Tracks are numbered from the south:—No. 4, No. 2, No. 1.

Tracks will be normally used as follows:—No. 4—Eastward Freight.

No. 2—Eastward Passenger and Freight. No. 1—Westward Passenger and Freight.

Continued on page 5

# OAKVILLE SUBDIVISION—DOUBLE TRACK

EASTWARD TRAINS—FIRST CLASS										Symbols	Miles From Toronto	Time Table No. 91 Effective April 24th, 1949		Train Order or Phone	Car Capacity		EASTWARD TRAINS—FIRST CLASS									
*74	*76	94	712	660	14	732	82	80	752			STATIONS	Siding		Other Tracks	722	6	792	92	832	18	762	108	20	16	
Psg. Daily Ex. Sunday	Psg. Daily Ex. Sunday	Psg. Daily	Can. Pac. Psg. Daily	Psg. Daily Ex. Sunday	Psg. Daily	Can. Pac. Psg. Daily Ex. Sunday	Psg. Daily Ex. Sunday	Psg. Daily Ex. Sunday	Can. Pac. Psg. Daily				Can. Pac. Psg. Daily Ex. Sunday	Psg. Daily	Can. Pac. Psg. Daily	Psg. Daily	Can. Pac. Psg. Daily	Psg. Daily	Can. Pac. Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily			
A 6.35	A 7.30	A 7.55	A 8.05	A 8.50	A 9.05	A 9.35	A 10.50	A 11.35	WCY	0.00	TORONTO	T	YARD	A 3.10	A 3.25	A 5.20	A 7.50	A 7.55	A 8.10	A 9.45	A 9.55	A 10.05	A 10.40			
6.13	7.05	7.37	7.47	8.29	8.47	9.17	10.32	11.17	K*	8.50	OANPA	T		2.52	3.07	5.02	7.32	7.37	7.52	9.27	9.37	9.46	10.22			
8.6.12	8.7.04									8.83	LONG BRANCH	T														
8.6.07	8.6.59									11.08	LAKEVIEW	T														
8.6.03	8.6.56	*7.31	7.41		8.24	8.42	9.12	10.25	11.12	12.80	PORT CREDIT	T	47	15	2.47	3.02	4.57	7.25	7.31	7.45	9.22	9.31	9.41	10.17		
8.5.58	8.6.51							10.20		15.03	LORNE PARK	T														
8.5.55	8.6.48							10.13	11.04	16.11	CLARKSON'S	T														
8.5.47	8.6.40	F 7.21	7.31		8.15	8.34	9.03	10.13	11.04	21.36	OAKVILLE	T	99	42	2.39	2.50	4.49	7.10	7.21	7.31	9.13	F 9.21	9.33	*10.06		
8.5.38	F 6.27									25.61	BRONTE	P														
8.5.29	8.6.19	7.11	7.19	A 7.30	8.04	8.24	8.54	9.58	10.54	32.00	BURLINGTON	T			2.29	2.38	4.39	6.55	7.09	7.17	9.04	F 9.09	9.23	9.57		
F 5.24	F 6.14			F 7.23						34.88	ALDERSHOT	T					F 6.49									
5.21	6.11	7.06	7.13	7.21	7.58	8.18	L 8.48	9.52	10.48	36.87	BAY VIEW	T			2.23	2.33	4.33	6.46	7.03	7.08	8.58	9.01	L 9.17	9.51		
5.19	6.09	7.04	L 7.11	7.19	7.56	L 8.16	9.48	L 10.46		37.31	HAMILTON JCT.	T			L 2.21	2.31	L 4.31	6.44	L 7.01	7.06	L 8.56	8.59	L 9.49	9.49		
L 5.15	L 6.05	L 7.00	L 7.15	L 7.52				L 9.43		39.29	HAMILTON	T	YARD		L 2.27		L 6.40		L 7.02		L 8.55		L 9.45	9.45		
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		39.29 miles			Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
74	76	94	712	660	14	732	82	80	752				722	6	792	92	832	18	762	108	20	16				

### OAKVILLE SUBDIVISION FOOTNOTES—Continued

**LONG BRANCH**—30th Street (formerly Kingsbury Ave.). Mileage 8.76. Signboard 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 signboard until signal at Canpa indicates "PROCEED", except full tonnage trains will pull over the crossing and CUT TRAIN WITH REAR PORTION WEST OF THE SIGNBOARD. Reverse movements over crossing must be protected by member of crew.

**PORT CREDIT**—Switch, located just east of Port Credit station, leading to No. 4 track will be operated only by operator on duty and who must comply with rules 510 and 511 before handling this switch.

"Take Siding" signal unit located on westward signal No. 117. See further instruction, page 27.

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

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

Sounding of whistle on any locomotive, car or other mechanism propelled on a Railway is prohibited in respect of any Highway Crossing within the limits of the Village of Port Credit, except when necessary to prevent accident. (B.T.C. 69811).

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

The limits of the village of Port Credit extend from mileage 12.17 on the East to mileage 14.04 on the West.

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Lorne Park Road, and Clarkson Road highway crossing, except when necessary to prevent accident. (B.T.C. 70601).

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

Lorne Park road mileage 15.04, Clarkson's Road mileage 16.08.

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

**OAKVILLE**—"Take Siding" signal units located on westward signal No. 201 and Eastward Signal No. 220.

West Switch of westward siding is equipped with spring switch and "Leave Siding" signal; dwarf signal No. 208 governs movement against the current of traffic over this spring switch. See further instructions, page 27.

East switch of Eastward Siding is equipped with Spring Switch and "Leave Siding" signal. Dwarf Signal No. 203 governs movement against the current of traffic over this Spring Switch. See further instructions Page 27.

"Flag Stop" signal unit governing trains in each direction located on train order signal mast. See further instructions, page 27.

**BURLINGTON**—Junction switch M. 30.81 is equipped with spring switch; dwarf signal No. 306 operated from station, governs trains entering Oakville Subdivision; dwarf signal No. 305 governs movement against the current of traffic over this spring switch. See further instruction, page 27.

Movement from Beach Subdivision eastward track, and from Milton Subdivision, may be made without flag protection, after conforming with Rule 510 and obtaining "Block Clear" indication. These instructions do not relieve employees from observance of Rule 253.

West Switch of Westward Siding is equipped with Spring Switch and "Leave Siding" Signal. See further instructions, page 27.

"Take Siding" signal units located on eastward signal No. 322 and westward signal No. 303. See further instruction, page 27.

"Flag Stop" signal units governing trains in each direction located on train order signal mast. See further instructions, page 27.

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to Brant Street Highway crossing, which is first highway crossing east of station, except when necessary to prevent an accident. (B.T.C. 61080).

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

Brant Street crossing gates will not be lowered while eastward passenger trains are standing at station, and clear of crossing. Before starting train, engineer will sound whistle signal 14(g), and must know that crossing gates have been lowered.

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

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

Employees must not ride on sides or top of cars or engines operating upon these tracks. Trains not entering station tracks will be governed on eastward and westward main tracks respectively by train order signals of color light, three indication type, located on piers of James St. Bridge opposite west end of station.

Trains leaving station tracks for Grimsby and Hagersville Subdivisions will be governed by hand signals from switchtender.

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

Signal No. 389 governs westward movements entering station tracks.

Signal No. 390 governs eastward movements leaving station tracks.

When switchtender not on duty at first switch west of Hamilton Jct., trainmen will handle switches. Phone is located in switch shanty.

Eastward movements on freight tracks must not foul middle switches until "Proceed" signal received from switchtender.

Movements from South Yard must not foul main track at middle switches until "Proceed" signal received from switchtender.

Air brakes must be in service on all cars when making long terminal moves, for example: Hamilton to Bayview and Hamilton West, Cannon St., Blast Furnace District, T.H. & B., transfer tracks, etc.

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited within the limits of the City of Hamilton except when necessary to prevent accident. (B.T.C. 40101).

This does not prohibit the sounding of whistle when necessary for train operation. Hamilton City limits commence at mileage 37.60.

When engineers in passenger service, handling brake test for backup movement between Hamilton and Bayview, or vice versa, receive air-communicating Signal 16(E)-4 Blasts—he will lap the brake valve so as to permit the brakes to be applied from the rear of the train and then sound one short blast on engine whistle to indicate that the brake valve handle is in lap position. The engineer must be ready to make this test and if he does not sound the engine whistle as required, the employee testing the brake will repeat the air-communicating signal. When making reverse movement between the above mentioned points, the control of the brake must remain with the engineer. Conductor will communicate with the engineer by use of the air-communicating signal sufficiently in advance of the point where stop is required to be made, to enable service application of brake. The control of the train through the use of the backup hose must not be resorted to, except in case of emergency.

**ELECTRIC SWITCH LOCKS**—North and south yards, Hamilton, are connected through crossovers leading across the two main tracks and into lead to south yard.

Switches at the extreme ends of these two crossovers are controlled by electric switch locks, and must be handled in the following manner.

Switch on lead into south yard must be set for crossover movement before main track switch can be operated.

Switch in westward track must be set for crossover before switch in eastward track can be operated.

**Operation of Electric Switch Locks as follows:**

1. Unlock door of electric switch lock and when indicator is clear, turn handle to the left as far as possible, then operate switch in usual manner. After movement has been completed, handle must be placed in the full normal position and door of electric lock closed and locked.

2. When indicator is not clear, indicates that eastward track may be occupied by an approaching train or that home signals at Hamilton Junction are clear for the approach of such train.

3. When necessary to use switches under conditions in paragraph 2, time releases have been provided and are located in instrument cases near switch stand.

4. **Operation of Time Releases**—Turn handle of time release, which protrudes from the side of instrument case, to the right as far as possible, then permit it to return to its former position. This will allow the indicator in electric switch lock to show clear and same may then be operated as in paragraph 1.

### SHORT HAULS AND WAY FREIGHTS

Way Freight leave Hamilton 7.50 a.m., Monday, Wednesday and Friday for Allandale.

Way Freight leaves Hamilton 8.00 a.m., except Sunday for Mimico.

Way Freight leaves Mimico 7.30 a.m., except Sunday for Hamilton.

# GRIMSBY SUBDIVISION—DOUBLE TRACK

WESTWARD TRAINS						Time Table No. 91 Effective April 24th, 1949		EASTWARD TRAINS								
FIRST CLASS				Symbols	Miles from Suspension Bridge	Station Number	STATIONS	Train Order or Phone	Car Capacity		FIRST CLASS					
107	91	95	93						Sidings	Other Tracks	184	84	102	186	86	90
Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					Passenger Sunday only	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Sunday only	Passenger Daily Ex. Sunday	Passenger Daily			
L 7.00 PM		L 12.45 PM	L 5.30 AM		0.00	5400	SUSPENSION BRIDGE									
A 7.05 L		A 12.50 L	A 5.35 L	KWC	0.60	5401	NIAGARA FALLS									
L 7.15	L 4.45 PM	L 1.00	L 5.45		1.28		FREIGHT YARD									
				K*W	2.22	5402	CLIFTON									
					3.51	5265	ST. DAVIDS									
				R*W	9.47	5267	MERRITTON									
S 7.33	S 5.03	S 1.15	S 6.00		11.81	5269	ST. CATHARINES									
S 7.43 A	S 5.07 L	S 1.24	S 6.09		17.48	5298	JORDAN									
S 7.53	S 5.17	1.32	S 6.17		18.82	5299	VINELAND									
S 7.57	S 5.34				23.24	5300	BEAMSVILLE									
S 8.05	S 5.42	1.39	*F 5.24		25.68	5301	GRIMSBY BEACH									
	F 5.46				27.44	5302	GRIMSBY									
S 8.16	S 5.53	S 1.45	S 6.30	W	32.14	5304	WINONA									
S 8.25	F 6.03	1.52	F 6.37		37.57	5305	STONEY CREEK									
8.33	F 6.14	1.58	6.43		43.67	5253	HAMILTON									
A 8.45 PM	A 6.30 PM	A 2.10 PM	A 6.55 AM	WC K*												
Daily	Daily	Daily	Daily													
107	91	95	93													

### GRIMSBY SUBDIVISION FOOTNOTES

**\*Freight Yard.** Operator register first class trains. Conductors of first class trains not required to deliver register tickets.

**\*Merritton.** Register station for first class trains. Operator register first class trains.

**\*Hamilton.** Register station for all trains except through freight trains and passenger extras not using station tracks.

\*No. 102 reduce speed at Grimsby Beach and Vineland to 15 M.P.H. on Wednesdays, and on other days to 30 M.P.H. to discharge mail.

\*No. 107 reduce speed to 30 M.P.H. at Grimsby Beach to pick up mail bag at mail catching post daily except Sunday.

\*No. 93 reduce speed to 30 m.p.h. at Beamsville to discharge mail daily except Sunday.

Trains will not require terminal clearance passing from one subdivision to another at Merritton, Stoney Creek and Hamilton except trains using station tracks at Hamilton.

All westward trains will obtain terminal clearance at Freight Yard and will not leave Clifton until the arrival of a preceding passenger carrying train has been reported by operator at Merritton.

Automatic block signals between Clifton and St. Davids show indications when running with current of traffic. Rules 501 to 513

**Emergency Telephones**—St. Davids—abanty at crossover. Welland Canal Bridge east of Merritton (during navigation), and switchtender's room, Merritton station; Grimsby Beach, opposite west end of fruit shed; Stoney Creek—outside Office door, Beamsville in toolhouse.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

**Suspension Bridge.** Connection New York Central, Erie and Lehigh Valley Railroads.

**Clifton.** Junction Welland Subdivision; Interlocked.

**Mileage 8.50.** Draw Bridge Welland Ship Canal; Interlocked. (B.T.C. 45364).

**Merritton.** Junction Thorold Subdivision.

**Stoney Creek.** Junction Beach Subdivision; Train Order signal governs both Grimsby and Beach Subdivision trains. (See Beach Subdivision footnotes)

**Hamilton.** Junction Oakville and Hagersville Subdivisions.

**Hamilton, Beach Line.**

Kenilworth Ave. Crossing Hamilton Street Railway; Interlocked. (B.T.C. 66558).

Ottawa St. Crossing Toronto, Hamilton and Buffalo Railway.

Ottawa St. Crossing Hamilton Street Railway; Interlocked.

Gage Ave. Crossing Toronto, Hamilton and Buffalo Railway; Automatic Interlocked. (See Special Instructions, page 27).

Irondale. Crossing Toronto, Hamilton and Buffalo Railway.

Burlington St. Crossing East Harbor Commission Track with Hamilton Street Railway; Not Interlocked.

Burlington St. Crossing West Harbor Commission Track with Hamilton Street Railway; Not Interlocked.

Burlington St. Crossing Middle Harbor Commission track with Hamilton Street Railway; Not Interlocked.

### YARD LIMIT BOARDS

**Niagara Falls.** Yard limits extend from east end of steel arch bridge to yard limit board 500 feet east of N. St.C.&T. Crossing, Welland Subdivision, and 725 feet west of St. Davids.

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

**Stoney Creek.** 3150 feet east of Beach Subdivision junction switch. 1000 feet west of Beach Subdivision junction switch.

**Hamilton.** 19370 feet east of station. 5412 feet east of Bayview, Oakville Subdivision. 4013 feet west of Hamilton West, Dundas Subdivision. 3495 feet west of Diamond, T.H. & B. Crossing, Hagersville Subdivision.

### ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted. 250 ton.

**Grimsby.** Rounding curve in pre-cooler siding—Heaviest engine permitted to operate—2400 Class—at 5 miles per hour.

**Mileage 41.16.** Over bridge leading into Hamilton Mill Stock and Metal Company siding—Heaviest engine permitted to operate—7400 Class—at 5 miles per hour

**Beach Line.** Harbour Commission Dock track at Wellington Street, West side, heaviest engine permitted to operate, 40% Consol, or 34% Pacific type.

### PERMANENT SLOW ORDERS

Mileage	Restriction	Miles per hour
0.34	Niagara Falls, Steel Arch Bridge over Niagara River	10
0.60 to 2.22	Niagara Falls to Clifton, Passenger trains	40
	Freight trains, engine with caboose or light engines	25
10.06 to 11.36	Public Road, Trains operating against current of traffic	10
14.13	Hamilton, Street crossings, Ottawa Street to Wellington St. incl.	35
41.02 to 43.14	Hamilton, passing through switches to and from station	10
	Hamilton-Beach Line-Victoria Avenue Crossing (B.T.C. 69018)	10
	Engines, car or train - Eastward	20
	Engines, car or train - Westward	20
	Hamilton Beach Line—Kenilworth Ave., crossing Hamilton Street Railway: All trains approach this crossing within 500 feet of home signal. (B.T.C. 66558)	10
	For further speed restrictions, see page 23.	

### SPEED RESTRICTIONS

Restriction	Miles per hour
Passenger trains	65
Freight trains	60
Engine with caboose or light engines	40
Train handling auxiliary crane	30

### OTHER TRACKS

Track Name	Car Capacity	Points face	Mileage
Chateau Gai Wine	19	W.	2.94
Queenston Quarries	117	W.	3.51
Index 6703A, Hydro Electric Power Commission No. 2 Ontario	12	E.	10.97
Peachland	7	W.	13.25
Ideal Lumber Co.	9	E.	39.40
Robertson & Co.	19	E.	39.55
Appleford Paper Co.	8	W.	39.80

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

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

Passenger trainmen must take and leave their trains at N.Y.C. station, Suspension Bridge, and assist in directing passengers from one train to another.

**NIAGARA FALLS**—

Passenger Conductors must know immediately Customs and Immigration Officials have completed their inspections, to avoid any delay to trains waiting for such advice.

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of Niagara Falls, except when necessary to prevent accident (B.T.C. 43682).

### NIAGARA FALLS—Continued

This does not prohibit the sounding of whistle when necessary for train operation. Niagara Falls City limits commence at mileage 1.24.

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

Movements over crossovers immediately east of Niagara Falls station are governed by hand signal from switchtender.

All trains will move between Niagara Falls and Suspension Bridge under control expecting to find main track occupied.

Engines must not enter covered portion of coal dock; a reach of cars must be used.

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

**ST. CATHARINES**—Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of St. Catharines, except when necessary to prevent accident. (B.T.C. 55856).

This does not prohibit the sounding of whistle when necessary for train operation. St. Catharines City limits extend from mileage 10.90 on the east to mileage 12.05 on the west.

**HAMILTON**—Trains leaving station tracks for Grimsby and Hagersville Subdivisions will be governed by hand signals from switchtender.

**HAMILTON (Beach Line)**—Engines with or without cars must approach Beach Road Crossing at a speed not exceeding 5 miles per hour and be prepared to stop before passing same. (B.T.C. 67005).

All movements over Ottawa Street, Sherman Avenue, Wentworth Street and Niagara Street must be protected by member of crew. (B.T.C. 64876-25676-22792-28246).

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

Air brakes must be in service on all cars when making long terminal moves, for example: Hamilton to Bayview and Hamilton West, Cannon St., Blast Furnace District, T.H. & B. transfer tracks, etc.

When pushing cars into Canadian Drawn Steel Co. siding, or other similar sidings where there is a descending grade, hand brakes must be set on leading cars to control movement in case cars should part during movement.

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited within the limits of the City of Hamilton, except when necessary to prevent accident. (B.T.C. 40101).

This does not prohibit the sounding of whistle when necessary for train operation. Hamilton City limits commence at mileage 39.50.

For further Hamilton footnotes see Oakville Subdivision.

### WAY FREIGHTS

Way Freight leave Niagara Falls 9.00 a.m. except Sunday, for Hamilton.

Switching Crew leave Niagara Falls 4.30 a.m. except Sunday, for Thorold and return.

Switching Crew leave Niagara Falls 11.30 a.m. except Sunday for Thorold and return.

Switching Crew leave Hamilton 3.15 p.m. except Sunday, for Niagara Falls.

### THOROLD SUBDIVISION

	Station Number	Mileage	Train Order or Phone	CAR CAPACITY	
				Siding	Other Tracks
R *PORT ROBINSON (JCT. SWITCH)	5404	0.00	T		
LOCK 25		4.24		89	
THOROLD	5293	5.32	T	53	279
R *MERRITTON	5267	7.51	T	YARD	

DIRECTION—Northward Port Robinson to Merritton.  
Southward Merritton to Port Robinson.

THOROLD SUBDIVISION FOOTNOTES  
NO REGULAR TRAINS ON THIS SUBDIVISION  
Rule 42 applicable between Thorold and Port Robinson.

\*Merritton..... Operator register all trains.  
\*Port Robinson..... Operator register all trains.  
Trains may pass from one subdivision to another at Port Robinson and Merritton and from double to single track at Thorold without terminal clearance.  
Emergency Telephones—Welland Canal Bridge 10. North Switch, Lock 25—In shanty at Ontario Road.

#### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Port Robinson..... Junction Welland Subdivision.  
Mileage 3.64..... Drawbridge Welland Ship Canal, Interlocked. (B.T.C. 45366).  
Merritton..... Junction Grimsby Subdivision. Junction switch with Grimsby Subdivision westward main track is interlocked with first switch in Thorold Subdivision south of Junction switch. Track leading off this switch is equipped with hand thrown derail. Rule 104A governs. Switch on Thorold Subdivision must be set for diverging track except when Junction switch is lined for movements to and from Thorold Subdivision.

#### YARD LIMIT BOARDS

Merritton (Northward)..... 3646 feet south of Jct. switch, westward track, Grimsby Subdivision.  
Merritton (Southward)..... 3646 feet south of Jct. switch, eastward track, Grimsby Subdivision.  
Thorold..... 421 feet north of Station.  
16881 feet south of Station.  
Port Robinson..... 5563 feet north of Station.

#### SPEED RESTRICTIONS

	Miles per hour
Passenger trains.....	50
Freight trains, engine with caboose or light engines.....	40
Train handling auxiliary crane.....	25

#### PERMANENT SLOW ORDERS

Mileage	Miles per hour
3.31—Over Switch leading to Coniagas Industrial Spur, northward trains.....	30
4.75—Thorold through Spring Switch South End of double track.....	20
5.40 to 7.51—Grade and curves, northward trains.....	20

For further speed restrictions, see page 23.

#### ENGINE AND CAR RESTRICTIONS

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

#### PORT ROBINSON, THOROLD, MERRITTON—

Operator at Thorold must display train order signal at "STOP" and hold all northward light engines and trains until arrival of preceding train has been reported by operator at Merritton. When no operator on duty at Thorold, operator Port Robinson must display train order signal at "STOP" and hold all northward light engines or trains until arrival of preceding train has been reported by operator at Merritton.

Operator at Merritton must report to operator at Thorold, or, when no operator on duty there, to operator at Port Robinson, the time of arrival of trains or light engines at Merritton, but must not do so until he has seen train clear Junction Switch leading to Grimsby Subdivision.

The foregoing does not relieve enginemen or trainmen from complying with Rules Nos. 93, 99 and 453.

All northward freight trains must make a running test of brakes approaching and before passing Lock 25 in order that condition of train brakes may be known and brake system fully recharged before reaching summit of grade; if in judgment of engineman, retaining valves are necessary for safe control of train, he must stop train and trainmen will turn up as many retaining valves on head-end as engineman advises.

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

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

Normal position of switch at end of double track at Thorold is for northward movements.

Thorold..... Spring Switch located at end of double track mileage 4.75, Northward trains governed by Signal No. 175. For further instructions see page 27.

Roadway leading from Highway to Pilkington Glass Co. Buildings, which is first crossing south of Bridge No. 10 must not be blocked—if necessary for trains to stop before clearing this crossing, cut must be made immediately train stops.

Train movements over Niagara Falls Road must not be made until protected by member of train crew. (B.T.C. 63315).

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

### HICKSON SUBDIVISION

	Station Number	Mileage	Train Order or Phone	Car Capacity
WOODSTOCK (JCT. SWITCH)	5334	0.00	T	YARD
HICKSON	5335	8.94	T	YARD

DIRECTION—Northward..... Woodstock to Hickson.  
Southward..... Hickson to Woodstock.

#### HICKSON SUBDIVISION FOOTNOTES

NO REGULAR TRAINS ON THIS SUBDIVISION  
Rule 42 applicable.

Freight service to Hickson by Woodstock Yard Crew as required.

#### Woodstock—

All switching movements over Peel, Dundas and Riddell Streets (first, second and eighth north of station) must be protected by member of crew. (B.T.C. 58925).

#### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Woodstock..... Junction Dundas Subdivision.  
Mileage 1.60..... Crossing Canadian Pacific Railway. Interlocked. Color light type signals, controlled by operator in C.P.R. station, Woodstock, govern movements over diamond. If a clear signal is not obtained within a reasonable time for a movement in either direction over diamond, C.N.R. trainman must use telephone located in box at southward and northward signals, to call C.P.R. operator, and will thereafter act upon instructions from C.P.R. operator. (B.T.C. 63268).

#### YARD LIMITS

Yard limits extend from Woodstock to end of track north of Hickson.

#### SPEED RESTRICTIONS

	Miles per hour
All trains.....	15

#### PERMANENT SLOW ORDERS

Mileage	Miles per hour
0.27—Woodstock, Peel Street, first north of station (B.T.C.2140).....	5
0.34—Woodstock, Dundas Street, second north of station (B.T.C.37619).....	5
0.95—Woodstock, Wellington Street. (B.T.C. 53860).....	10
1.60—Approaching Home Signals, C.P.R. crossing (B.T.C. 63268).....	10

For further speed restrictions, see page 23.

#### ENGINE RESTRICTIONS

Heaviest engine permitted to operate..... 900 Class  
Auxiliary crane not permitted to operate.

### HUMBERSTONE SUBDIVISION

	Station Number	Mileage	Train Order or Phone	Car Capacity
K *PORT COLBORNE (JCT. SWITCH) EAST LEG OF WYE DUNNVILLE SUB...	5297	0.00	T	YARD
HUMBERSTONE	5296	1.10		8
R *WELLAND JCT.	5416	4.54	T	YARD

DIRECTION—Northward..... Port Colborne to Welland Jct.  
Southward..... Welland Jct. to Port Colborne.

HUMBERSTONE SUBDIVISION FOOTNOTES  
NO REGULAR TRAINS ON THIS SUBDIVISION  
Rule 42 applicable

\*Port Colborne..... Standard Clock only.

\*Welland Jct..... Operator register all trains.

Emergency Telephones—Port Colborne, on second telephone pole north of Wye Switch.

#### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Port Colborne..... Junction Dunnville Subdivision. Trains will stop clear of first level crossing north of north wye switch and must not foul Dunnville Subdivision until Conductor using telephone located on first pole north of crossing obtains permission from Despatcher, who must record such permission in train order book as transmitted to and acknowledged by Conductor.

Welland Jct..... Crossing Cayuga Subdivision—non interlocked. Junction Cayuga and Welland Subdivisions. Signal No. 175 is two position upper quadrant semaphore type located at northeast corner of crossing. Upper arm shows indication and governs trains in both directions on the Cayuga Subdivision. Lower arm shows indication and governs trains in both directions on the Humberstone Subdivision. Normal position of these fixed signals is "Stop" and will only be changed to "Proceed" to allow a train to pass, after which signal must be restored to the normal position.

#### YARD LIMIT BOARDS

Port Colborne..... 7690 feet north of Junction switch, Dunnville Subdivision.  
Welland Jct..... 4000 feet south of Station.

#### SPEED RESTRICTIONS

	Miles per hour
Trains.....	30
Train handling auxiliary crane.....	25

#### PERMANENT SLOW ORDERS

Mileage	Miles per hour
0.00 to 0.41—Port Colborne, East leg wye. All street crossings from Fraser to Killaly Street (first and seventh streets north of junction with Dunnville Subdivision at Mileage 18.77) (B.T.C. 56098).....	10
0.00 to 0.17—Port Colborne, Fraser, Welland and Alma Streets (first, second and third streets north of junction with Dunnville Subdivision at Mileage 19.00) (B.T.C. 56098).....	10
0.17 Port Colborne, Through West leg wye.....	5
1.09 Humberstone, No. 3 Highway (B.T.C. 70705).....	10

For further speed restrictions, see page 23.

#### ENGINE AND CAR RESTRICTIONS

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

#### PORT COLBORNE—

3500 Class engines, or heavier, prohibited from operating on west leg of wye in either direction.

Sounding of whistle on any locomotive car or other mechanism propelled on a railway is prohibited within the limits of Port Colborne, except when necessary to prevent accident. (B.T.C. 45136).

This does not prohibit the sounding of whistle when necessary for train operation. The limits of Port Colborne commence at mileage 0.40.

#### OTHER TRACKS

	Car Capacity	Points Face	Mileage
Century Coal Co.....	115	S	1.29



# DUNDAS SUBDIVISION—DOUBLE TRACK

Symbols	Miles from Jct. Switch Oakville Sub.	Time Table No. 91 Effective April 24th, 1949		Train Order or Phone	Car Capacity	EASTWARD TRAINS															
		STATIONS	Siding			Other Tracks	FIRST CLASS										SECOND CLASS		THIRD CLASS		
							10	14	168	82	80	6	18	118	174	170	20	16	40	218	488
WC K*		HAMILTON	T	YARD	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Mixed Daily Ex. Sunday	Manifest Daily	Manifest Daily
		HAMILTON JCT.																			
	0.00	BAYVIEW	T																		
	0.41	HAMILTON WEST																			
	4.69	DUNDAS	T	52 21																	
W	9.61	COPETOWN	T	68 43																	
Y	13.98	LYNDEN	P		19																
WC	22.98	BRANTFORD	T	YARD																	
	30.24	PARIS																			
WYC	30.90	PARIS JCT.	T	94 99																	
	37.86	FRINCETON	T		21																
WY	49.56	WOODSTOCK	T	84 Yard																	
	54.46	BEACHVILLE	T		20																
W	59.01	INGERSOLL	T	71 Yard																	
	68.50	DORCHESTER	T		24																
WCY K*	76.45	LONDON EAST	T	YARD																	
	76.69	JUNCTION SWITCH																			
K*	78.21	LONDON	T																		
		78.21 miles				Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily

Cars must not be set off by trains in James Cullen & Sons' siding account their employees working in and around cars in siding.  
Cars must not be placed on the Sidings East or West of Wilson and Norwich Streets within 200 feet from street line. (Wilson is first and Norwich is second East of station on Dundas Subdivision).

Cars must be left at least 100 feet east of derail on west end of No. 2 siding to permit engines double-heading passenger trains to get clear of main track.  
**BEACHVILLE**—Cars must not be left within 200 feet east or west of Munro's Crossing Mile 56.24. (B.T.C. 60173).

When a freight train is standing on team track east of station, a member of crew must protect the street crossing when train is approaching on the main track. (B.T.C. 51543).  
Gypsum Lime and Alabastine Canada Ltd.—No Engine or car exceeding a clearance of 13 feet, will operate past loading hopper on most Northerly Siding known as Screening Siding. (B.T.C. 63822).

**INGERSOLL**—East switch of eastward siding is equipped with spring switch and "Leave Siding" signal; dwarf signal No. 591 governs movement against the current of traffic over this spring switch. See further instructions, page 27.  
"Take Siding" signal unit located on Eastward signal No. 600. See further instructions, page 27.

Cars must not be placed within 150 feet of either side of McKean Street crossing, first public road crossing west of station Mileage 59.51. (B.T.C. 56262).  
Sounding of whistle on any locomotive, car or other mechanism propelled on a railway when approaching any highway crossing in the Town of Ingersoll that is protected by wig-wag signals or gates, is prohibited between the hours of 11.00 p.m. and 6.00 a.m. except when necessary to prevent accident. (B.T.C. 59950).

This does not prohibit the sounding of whistle when necessary for train operation.  
Ingersoll Town limits extend from mileage 58.03 on the east to mileage 59.86 on the west.

**LONDON**—Maitland Street and Rectory Street:  
Designation and use of Main Tracks:  
Three tracks—Between crossover located just east of Maitland Street and crossover located just east of Rectory Street.  
Tracks are numbered from the south, No. 4, No. 2, No. 1.  
Tracks will be normally used as follows: No. 4 Eastward Freight, No. 2 Eastward Passenger and Freight, No. 1 Westward Passenger and Freight.  
Signal No. 773 governs westward movements on westward main track.  
Signal No. 777 will normally display a stop indication and governs westward passenger movements on westward passenger lead.  
Signal No. 776—Upper arm governs eastward movements on eastward passenger lead, Lower arm governs eastward movements on eastward main track.

Signal No. 770 governs eastward movements on No. 4 track; electric semaphore type signal operated by switchtender at Diamond. A "Block Clear" indication on switch indicator located at roundhouse lead switch will be authority for movement onto No. 4 track.  
Signal No. 768 has two lights. Upper light governs eastward movements on No. 2 track. Lower light governs eastward movements via diverging route.

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

Trains leaving station tracks for Dundas and Strathroy Subdivisions will be governed by hand signals from switchtender, and must not start until permission is received from stationmaster on duty.  
Freight trains must not be operated over passenger tracks at London except in emergency. Employees must not ride on sides or top of cars, or engines operating upon these tracks. (B.T.C. 51561).

Egerton Street, group of tracks at south side of Main Track, known as Race Course Tracks, also No. 4 South. All engines without trains and all switching movements over crossing must be protected by member of crew. (B.T.C. 55942).

Rectory Street. All movements over this Street on tracks other than those protected by gates must be protected by member of crew. (B.T.C. 54026).

Adelaide Street. All switching movements on back tracks south of main track over this street must be protected by member of crew. (B.T.C. 38412).

William Street. No cars or engines to be left standing within fifty feet of east side of this street. (B.T.C. 21289).

Maitland Street. All movements over this street on two sidings not protected by watchman must be protected by member of crew. (B.T.C. 59173).

Engines heavier than 8200 or 8300 class yard engines must not operate east of Hale Street crossing, on sand pit tracks.  
Sounding of whistle on any locomotive, car or other mechanism propelled on a railway, when approaching any highway crossing except Highbury Avenue and Hale Street, within the limits of the City of London, is prohibited, except when necessary to prevent accident. (Hale Street and Highbury Avenue are first two public road crossings west of east yard limit board, Dundas Subdivision, London). (B.T.C. 57124).

This does not prohibit the sounding of whistle when necessary for train operation.  
London City limits commence at mileage 75.36.

**SHORT HAULS AND WAY FREIGHTS**  
Way Freight leave London 7.30 a.m., except Sunday, for Hamilton.  
Way Freight leave Hamilton 10.00 a.m., except Sunday, for London.  
Way Freight leave Brantford 8.15 a.m., except Sunday for Guelph Jct. and return.  
Switcher leave Woodstock 6.30 a.m. except Sunday for Ingersoll and return.

## DUNDAS SUBDIVISION FOOTNOTES—Continued ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted.....250 tons.  
Paris Jct.—J. D. Adams Siding—Heaviest engine permitted to operate..2400 Class.  
5000, 5200 and 5500 Class engines operate with extreme caution in and out of this siding.  
Engines must not operate beyond doors of building.  
Engines heavier than Mikado type can not operate in Paris pit tracks at Paris Jct.  
Woodstock—Heaviest engine permitted to turn on wye—3500 Class.  
Ingersoll—Heaviest engine permitted on Morrow Nut & Screw sidings—Mikado Class.  
**COPETOWN and DUNDAS**

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

**COPETOWN**—  
All eastward freight trains must make running test of brakes after passing Lynden and before passing Signal No. 108 in order that condition of train brakes may be known and brake system fully recharged before reaching summit of grade. If in judgment of engineman retaining valves are necessary for safe control of train he must stop train at Copetown and trainmen will turn up as many retaining valves on head-end as engineman advises.

"Take Siding" signal unit located on eastward signal No. 108. See further instruction, page 27.

West switch of westward siding is equipped with spring switch and "Leave Siding" signal; dwarf signal No. 98 governs movement against the current of traffic over this spring switch. East switch of eastward siding is equipped with spring switch and "Leave Siding" signal; dwarf signal No. 97 governs movement against the current of traffic over this spring switch. See further instructions, page 27.

East switch of westward siding is interlocked. Operated from station. When stopped by fixed signal at this switch, trainman will communicate with operator at station. When instructed by operator, after inspection of switch and track within interlocked limits, trainman will give hand signal to the engineman for movement to pass the stop indication. Proceed as follows:—

Unlock and throw the "SELECTOR" lever marked "MOTOR" (or "POWER") to position marked "HAND", unlock the "HAND-THROW" lever and operate the switch after ascertaining that it is in proper mesh; keep the "SELECTOR" lever in "HAND" position until the train or engine has passed over the switch, restore the "HAND-THROW" lever to its normal (N) position and "SELECTOR" lever to "MOTOR" (or "POWER") and lock them, advising the Operator so that he will assume control.

Interlocking signal rules apply. Rule 620 is modified accordingly.

**BRANTFORD**—  
Westward freight trains stopping at Brantford must leave train clear of interlocking plant.

**PARIS**—  
Consolidated Sand & Gravel Co. siding east of Grand River Bridge is controlled by electric switch locks, to be operated as follows:

1. Unlock door of electric switch lock and when indicator is clear, turn handle to the left as far as possible, then operate switch in usual manner. After switching movements have been completed handle must be placed in the full normal position and door of electric lock closed and locked.
2. When indicator is not clear, indicates that westward main track may be occupied by an approaching train.
3. When necessary to use switches under conditions in paragraph 2, time releases have been provided and are located in instrument cases near switchstand. Permission to use time release must be secured from despatcher.
4. **Operation of Time Releases.**—Turn handle of time release, which protrudes from the side of instrument case, to the right as far as possible, then permit it to return to its former position. This will allow the indicator in electric switch lock to show clear and same may then be operated as in paragraph 1.

**PARIS JCT.**—  
West switch of westward siding is equipped with spring switch and "Leave Siding" signal; dwarf signal No. 322 located north of westward track, governs movement against the current of traffic over this spring switch. See further instructions, page 27.

Speed of all trains is restricted to five (5) miles per hour when approaching, and within 500 feet of Market St. crossing, on all tracks North of Main Line tracks Dundas Subdivision. (B.T.C. 69893).

"Take Siding" signal unit located on eastward signal No. 318. See further instructions page 27.

When placing cars on Taylor's Siding, Market Street, siding must not be entered from back track, but through No. 1 team track.

**PRINCETON**—All movements on team track, over first crossing east of station, to be flagged by member of crew. (B.T.C. 64773).

**WOODSTOCK**—  
East switch of eastward siding is equipped with spring switch and "Leave Siding" signal; dwarf signal No. 485 governs movements against the current of traffic over this spring switch. Operator at station may hold at "block occupied" position, the indicators at each end of this siding. See further instructions, page 27.

"Take Siding" signal unit located on Westward signal No. 481. See further instructions page 27.

# STRATHROY SUBDIVISION — DOUBLE TRACK

## WESTWARD TRAINS

### FIRST CLASS

5	105	*605	83	183	621	117	17	601	603	9	15
Passenger Daily	Passenger Daily	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Sunday Only	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sun.	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily
L 9.30	L 9.23	L 6.15	L 6.00	L 5.15	L 12.20	L 12.08	L 12.05		L 8.00	L 4.00	L 12.52
		S 6.22			F 12.28				A 8.09		
9.42	A 9.36	S 6.30	A * 6.13	A * 5.27	S 12.35	A 12.21	12.17			A 4.14	1.04
8 9.53		S 6.45			S 12.50		* 12.28				1.14
		S 6.55			S 1.00						1.25
S 10.08		S 7.07			S 1.12		* 12.40				1.37
		S 7.20			F 1.23						
S 10.22		S 7.27			S 1.30		* 12.52				
		F 7.34			F 1.40						
A 10.40		A 7.45			A 1.55		A 1.10	A 10.40			A 1.54
Daily	Daily	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily Ex. Sun.	Daily Except Sunday	Daily	Daily
5	105	605	83	183	621	117	17	601	603	9	15

Symbol	Miles from London	Station Number
WC K*	0.00	5341
	4.12	5342
	9.95	5361
W	19.95	5366
	26.19	5367
	33.16	5368
	41.52	5373
	45.27	5374
Y	46.28	
	51.09	5379
	58.16	
WC K	58.89	5380

Time Table No. 91  
Effective April 24th, 1949

### STATIONS

STATIONS	Train Order or phone	Siding	Other tracks
LONDON.....	T	YARD	
HYDE PARK.....	T		18
KOMOKA.....	T		76
STRATHROY.....	T	E 45 W 83	Yard
KERWOOD.....	T		18
WATFORD.....	T	W 60	54
WANSTEAD.....	T		14
WYOMING.....	T	E 64 W 67	96
PETROLIA JCT.....	P		
MANDAUMIN.....	P		15
JUNCTION SWITCH.....			
SARNIA.....	T	YARD	

58.89 miles

## EASTWARD TRAINS

### FIRST CLASS

10	14	*606	6	12	600	18	118	604	620	20	16
Pgr. Daily	Passenger Daily	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily	Pgr. Daily Except Sunday	Pgr. Daily Except Sunday	Pgr. Sunday only	Pgr. Daily Except Sunday	Passenger Daily	Passenger Daily	Pgr. Daily
A 1.50	A 5.37	A 7.05	A 11.40	A 11.55		A 4.15	A 4.30	A 5.45	A 6.05	A 7.25	A 7.28
		F 6.57						L 5.37			
L 1.36	5.25	S 6.48	F 11.25	L 11.42		L 4.00	L 4.16		S 5.45	7.11	L 7.14
		S 6.33	S 11.10						S 5.30	7.02	
		S 6.19	S 10.55						S 5.18		
		S 6.09	S 10.45						S 5.08	6.51	
		F 5.57	S 10.30						F 4.55		
		S 5.52	S 10.25						S 4.50	6.41	
		F 5.44	S 10.15						F 4.40		
					A 2.03						
					L 2.00				L 4.30	L 6.25	
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Sunday only	Daily Except Sunday	Daily	Daily	Daily
10	14	606	6	12	600	18	118	604	620	20	16

### STRATHROY SUBDIVISION FOOTNOTES

\*London—Register Station for trains using Station tracks and trains to and from Thorndale Subdivision, except extra trains originating at London East.  
Signal No. 01-P governs westward movements from station tracks.  
Signal No. 02—has two lights. Upper light governs movements on eastward main track. Lower light governs movements via diverging route.  
Trains may leave London, Hyde Park, Komoka, Petrolia Jct., without terminal clearance, except trains using station tracks at London, and extra trains from Thorndale subdivision destined to Strathroy subdivision.  
Movement between London and Sarnia governed by rules covering the movement of trains by signal indication, Rules 251 to 257. Signals used to give indications are the train order signals as displayed at stations, signal 002 at Komoka, and fixed signals at Sarnia. Automatic Block Signals between London and Sarnia show indications when running with current of traffic, Rules 501 to 513. In automatic block signal territory light engines may use crossovers without flag protection after conforming with Rule 510 and obtaining "block clear" indication.  
A "Proceed" indication (Rule 501F) given by an automatic signal approaching, or within yard limits, at Strathroy, will be taken as knowledge that the main track is clear.  
\*No. 17 stop on flag to entrain passengers for west of Port Huron.  
\*Nos. 83 and 183 stop at Komoka to pick up passengers.  
\*Lobo, (Mileage 7.29) stop for No. 606 and No. 605.  
Emergency Telephones: Hyde Park, in waiting room; Komoka, at Junction Switch Longwood Subdivision; Kerwood, in waiting room; Petrolia Jct., at east end of wye; Mandaumin, in station.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

London..... Junction Dundas Subdivision.  
Hyde Park..... Junction Exeter Subdivision. Movements from Exeter Subdivision may be made without flag protection after complying with Rule 510 and obtaining "block clear" indication. In observance of Rule 253 despatcher must record such permission in train order book as transmitted to and acknowledged by conductor.  
Komoka..... Junction Longwood Subdivision. Movements from Longwood Subdivision may be made without flag protection when signal No. 002 shows "proceed" indication. When signal No. 87 indicates route is lined for Longwood Subdivision, movements may be made through crossover without flag protection. Operator handling switches must comply with Rules 510 and 511.  
Mileage 12.24..... Crossing Canadian Pacific Railway. Automatic interlocked. Signals Nos. 121 and 126 govern movement over crossing. Movements against current of traffic are governed by dwarf signals without any approach signals. (See special instructions page 27). (B.T.C. 66247).  
Petrolia Jct..... Junction Petrolia Subdivision. Movements through crossover and to and from both legs of wye may be made without flag protection after complying with Rule 510 and obtaining "block clear" indication. In observance of Rule 253 despatcher must record such permission in train order book as transmitted to and acknowledged by conductor.  
Mileage 58.16..... Junction Forest Subdivision. Forest Subdivision trains use main tracks of Strathroy Subdivision between junction switch and Sarnia, and will be governed by Strathroy Subdivision timetable.  
Sarnia..... Junction Point Edward and St. Clair Tunnel Subdivisions.

### YARD LIMIT BOARDS

London..... 2332 feet west of station.  
Strathroy..... 5000 feet east of station.  
Sarnia..... 9108 feet east of station.  
6794 feet west of station.

### SPEED RESTRICTIONS

	Miles per hour	Engine with caboose or light engines	Miles per hour
Passenger trains.....	80	Train handling auxiliary crane.....	40
Freight trains.....	60		30

### PERMANENT SLOW ORDERS

Mileage	Miles per hour	Mileage	Miles per hour
0.20	25	9.80	20
0.00 to 0.22 London, all street crossings, Egerton to Ridout Street, inclusive.....	35	12.24	30
London, passing through switches to and from station 10	25		50

All trains leaving Siding where Spring Switches are located must not exceed 25 Miles per hour until entire train has passed through the switch.  
For further speed restrictions, see page 23.

### ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted..... 250 ton.  
OTHER TRACKS  
Station No. Car Capacity Points face Mileage  
Kingscourt..... 5369 12 W. 37.64

KERWOOD—Richardson & Sons siding—heaviest engine permitted to operate, 2500 Class, and must not operate beyond sign.  
LONDON—Sounding of whistle on any locomotive, car or other mechanism propelled on a railway, when approaching any highway crossing except Highbury Avenue and Hale Street, within the limits of the City of London, is prohibited, except when necessary to prevent accident. This does not prohibit the sounding of whistle when necessary for train operation. (B.T.C. 57124).  
London City limits commence at mileage 1.54.  
STRATHROY—Eastward trains requiring water will leave train west of steel bridge at mileage 20.57. Westward trains requiring water will leave train clear of west switch of westward siding.  
"Flag Stop" signal unit governing trains in each direction located on train order signal mast. See further instructions, page 27.  
"Take Siding" signal unit located on westward signal No. 175. See further instructions, page 27.  
West switch of westward siding is equipped with spring switch and "Leave Siding" signal; dwarf signal No. 198 governs movement against the current of traffic over this spring switch. See further instructions, page 27.  
Crossing bells and wig-wags protecting Caradoc, Metcalfe, Richmond, Oxford and Victoria Streets, do not work automatically for these crossings on other than main tracks, unless put into automatic operation by operator handling controls at telegraph office in station. Therefore all movements over crossings on tracks other than main tracks must be protected by member of crew. Engines having cut off from their trains, with or without cars, must not make a reverse movement until it is known that bells and wig-wags have been restored to automatic operation by operator, who cuts out automatic feature while engines are taking water, etc. Engines while switching must leave their trains clear of bonded area to avoid continual operation of bells and wig-wags. A button marked "Push button for reverse movement" is installed at each main track switch and crossover. To provide for reverse movements where main track switches or crossovers are used, the proper "push button" must be operated by trainman, to ensure the automatic operation of bells and wig-wags before such reverse movement is made.  
Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited within the limits of the Town of Strathroy between the hours of 11.00 p.m. and 6.00 a.m., except when approaching Queen Street, most easterly crossing within Town limits and except when necessary to prevent accident. (B.T.C. 59488).  
This does not prohibit the sounding of whistle when necessary for train operation.  
Strathroy Town limits extend from mileage 18.65 on the east to mileage 21.15 on the west.  
WATFORD—"Flag Stop" signal units governing trains in each direction, is located on train order signal mast. See further instructions, page 27.  
WYOMING—"Flag Stop" signal unit governing trains in each direction located on train order signal mast. See further instructions, page 27.  
SARNIA—Signal No. 585 governs Westward movement on Westward main track.  
Sounding of whistle on any locomotive engine, or any other steam or electric car or train is prohibited in respect to any highway crossing within the limits of the City of Sarnia between the hours of 10.00 p.m. and 6.00 a.m., except when necessary to prevent accident. This does not prohibit the sounding of whistle when necessary for train operation. (B.T.C. 60615).  
Sarnia City limits commence at mileage 57.95.  
Trains and engines must come to a stop immediately before proceeding over crossing on Provincial Highway No. 40 on lead to Imperial Oil Plant, and movement over this crossing must be flagged by member of the Train Crew. (B.T.C. 72012).

### SHORT HAULS AND WAY FREIGHTS

Way Freight leave London 8.00 a.m., except Sunday, for Petrolia and return.  
Way Freight leave London 9.05 a.m., except Sunday, for Clinton and return.

## LONGWOOD SUBDIVISION

WESTWARD TRAINS FIRST CLASS					Symbol	Miles from Junction Switch Strathroy Sub.	Station Number	Time Table No. 91 Effective April 24th, 1949	Train Order or Phone	Car Capacity Siding Other Tracks	EASTWARD TRAINS FIRST CLASS				
105 Passenger Daily	88 Passenger Daily Ex. Sunday	183 Passenger Sunday only	117 Passenger Daily	9 Passenger Daily							STATIONS	10 Passenger Daily	12 Passenger Daily	18 Passenger Daily Ex. Sunday	118 Passenger Sunday only
9:36 PM	6:13 PM	5:27 PM	12:21 PM	4:15 AM	R*	0.15	5361	.....KOMOKA.....	41	14	A 1:36 AM	A 11:42 AM	A 3:59 PM	A 4:15 PM	A 7:14 PM
9:41	6:21	5:33	12:26	4:25		4.90	5362	.....MT. BRIDGES.....	87	19	1:30	11:37	3:51	4:08	7:08
9:46	6:29	5:40	12:31	4:33		10.88	5363	.....LONGWOOD.....	86	19	1:23	11:31	3:41	4:01	7:01
9:51	6:36	5:47	12:37	4:41		15.88	5365	.....APPLIN.....	36		1:17	11:26	3:32	3:54	6:55
9:56 AM	6:43 AM	5:54 AM	12:43 AM	4:50 AM	CY R*	20.38	5448	.....GLENCOE..... .....JOT. SWITOE.....	YARD	L	L 1:10 AM	L 11:21 AM	L 3:25 PM	L 3:47 PM	L 6:48 PM
105 Daily	88 Daily Ex. Sunday	183 Sunday only	117 Daily	9 Daily				20.38 miles			Daily	Daily	Daily Ex. Sunday	Sunday only	Daily

### LONGWOOD SUBDIVISION FOOTNOTES

Trains may leave Komoka without terminal clearance.  
**\*Komoka**... Operator register all trains. Conductors not required to deliver register tickets.  
**\*Glencoe**... Operator register all trains.  
 Emergency Telephones: Mt. Brydges, in Waiting Room; Longwood, in Shelter west end of siding.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

**Komoka**—Junction Strathroy Subdivision. Distance, junction switch to station 0.15 mile.  
 Mileage 13.41—Crossing New York Central Railroad; Interlocked. (B.T.C. 68416).  
**Glencoe**—Junction Chatham and Alvinston Subdivisions. Distance, junction switch, Chatham Subdivision to Station, 0.18 mile.  
 Normal position of junction switch is for Longwood Subdivision.  
 Normal position of switch at end of double track is for eastward movements to Longwood Subdivision.

### YARD LIMIT BOARDS

Glencoe.....4437 feet east of Station.

### SPEED RESTRICTIONS Miles per hour

Passenger trains..... 80  
 Freight trains..... 60  
 Engine with caboose or light engines..... 40  
 Train handling auxiliary crane..... 25

### Mileage PERMANENT SLOW ORDERS Miles per hour

0.00—Komoka, all trains to Strathroy Subdivision..... 30  
 Komoka, all trains from Strathroy Subdivision... 20  
 13.41—Passenger trains over N.Y.C. crossing (B.T.C. 66068)..... 50

For further speed restrictions see page 23.

### ENGINE AND CAR RESTRICTIONS

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

## ST. CLAIR TUNNEL SUBDIVISION

WESTWARD TRAINS FIRST CLASS				Symbol	Miles from Sarnia	Station Number	Time Table No. 91 Effective April 24th, 1949	Train Order or Phone	Car Capacity Siding Other Tracks	EASTWARD TRAINS FIRST CLASS		
5 Passenger Daily	17 Passenger Daily	15 Passenger Daily	STATIONS							14 Passenger Daily	6 Passenger Daily	20 Passenger Daily
L 10:50 PM	L 1:20 PM	L 2:04 PM	.....SARNIA.....	WC	0.00	5380	.....SARNIA.....	YARD	A 4:32 AM	A 9:47 AM	A 6:17 PM	
			.....EAST SUMMIT.....		0.47		.....EAST SUMMIT.....					
			.....WEST SUMMIT.....		2.75		.....WEST SUMMIT.....					
A 11:02 PM	A 1:32 PM	A 2:16 PM	.....PT. HURON.....	WC	3.09	5387	.....PT. HURON.....	YARD	L 4:20 AM	L 9:35 AM	L 6:05 PM	
Daily 5	Daily 17	Daily 15	3.09 miles						Daily 14	Daily 6	Daily 20	

Trains may leave Sarnia and Pt. Huron without terminal clearance.

### SPECIAL INSTRUCTIONS ST. CLAIR TUNNEL SUBDIVISION

- Movements between East Summit and West Summit in both directions are governed by Electric Staff Block System, Rules 301 to 303 inclusive, under supervision of Traffic Supervisor at East Summit.
- Staff in actual possession of engineman is only authority for movement of a train, except as provided in Clause 5.
- Staff must be delivered by Operator to Conductor when riding on engine, or to engineman if Conductor is riding elsewhere. When staff is delivered direct to engineman, Traffic Supervisor must remain in view until he has given proceed signal to Conductor who must repeat signal to engineman.
- When staff is delivered to Conductor he must personally deliver it to engineman.
- Staff must be delivered to Operator immediately on completion of each movement through tunnel, but in case of train parting, or necessity for doubling, staff must be retained by engineman until all of his train is clear of zone governed by Staff System. Transfer of staff from one train to another is prohibited.
- In event of failure of Staff System, trains will be moved on train orders issued by Train Despatcher at London, and in such cases a train must not follow another until preceding train has arrived at Station ahead. Before issuing train order Despatcher must ascertain if any staff is out of machine, and should a staff be out, that same will not be used as authority for movement while trains are being operated by train orders.
- Accidents must be reported to Traffic Supervisor at East Summit, indicating nearest bridge number, and Traffic Supervisor must notify Yardmaster and Power station.  
Employee reporting breakdowns or trouble must remain at telephone until notified that power is shut off, when he will return to place of accident and wait arrival of repair crew.
- Employees are forbidden to ride on top of cars or engines while standing on or moving over any portion of electrified section account danger from overhead wires.
- Passenger train crews will join and leave their trains at Port Huron, but Tunnel Conductors will have charge of trains between Sarnia and Port Huron.
- Passenger trainmen must see that sufficient number of lamps are lighted in each passenger car and that doors of closets are locked before entering Tunnel.

### SPEED RESTRICTIONS

All trains..... 15 miles per hour  
 For further speed restrictions see page 23.

## PT. EDWARD SUBDIVISION

NORTHWARD TRAINS FIRST CLASS				Symbol	Miles from Junction Switch St. Clair Sub.	Station Number	Time Table No. 91 Effective April 24th, 1949	Train Order or Phone	Car Capacity Siding Other Tracks	SOUTHWARD TRAINS FIRST CLASS	
STATIONS	.....SARNIA.....	.....PT. EDWARD.....									
	.....SARNIA.....	.....PT. EDWARD.....		WC	0.00	5380	.....SARNIA.....	YARD			
	.....SARNIA (JOT. SWITOE).....				4.72	5382	.....PT. EDWARD.....				
							4.72 miles				

### POINT EDWARD SUBDIVISION FOOTNOTES

Sarnia is initial station on Pt. Edward Subdivision. Trains may leave Sarnia and Pt. Edward without terminal clearance. Heaviest auxiliary crane permitted..... 200 ton.  
 All trains and engines must approach Cromwell Street Crossing leading to Ferry at north end of Dock prepared to stop unless main track is seen to be clear.  
 All movements over crossing Highway No. 7, either on main line or Holmes Foundry Siding, must be flagged by a member of train crew.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

**Sarnia**..... Junction St. Clair Tunnel Subdivision. Distance from junction switch to Sarnia Station 0.48 miles.  
 Mileage 0.91..... Junction C. & O. Ry.

### SPEED RESTRICTIONS Miles per hour

All trains..... 20  
**Mileage PERMANENT SLOW ORDERS Miles per hour**  
 0.41 to 2.00—Sarnia, between Vidal Street and Front Street..... 10  
 0.66 Sarnia, Christina Street, first north of Vidal Street, (B.T.C. 53968)..... 10  
 2.40 Sarnia, Exmouth Street, second north of Front Street, (B.T.C. 40657)..... 10  
 3.22 Point Edward, Michigan Avenue, first north of Exmouth Street, (B.T.C. 55238)..... 10

For further speed restrictions see page 23.

### YARD LIMITS

Sarnia Yard limits extend from train order signal East Summit to point 9108 feet east of Sarnia station and to end of track at Point Edward.  
**SARNIA**—Sounding of whistle on any locomotive engine, or any other steam or electric car or train is prohibited in respect to any highway crossing within the limits of the City of Sarnia between the hours of 10.00 p.m. and 6.00 a.m., except when necessary to prevent accident. (B.T.C. 60615).  
 This does not prohibit the sounding of whistle when necessary for train operation.  
 Sarnia City limits commence at mileage 2.40.

## ALVINSTON SUBDIVISION

Stn. No.	Mileage	Train Order or Phone	Siding	Other tracks Capacity
GLENCOE 5448	0.00	T		
SHIELDS 5372	5.64		YARD	9
GRAYS 5371	7.65			4
ALVINSTON 5378	10.74	T	27	20

**DIRECTION—**  
 Westward... Glencoe to Alvinston.  
 Eastward... Alvinston to Glencoe.

### ALVINSTON SUBDIVISION FOOTNOTES

No regular trains on this Subdivision.  
 Rule 42 applicable.  
 Rule 27 (Par. 7) applicable except at Glencoe.  
 Trains may leave Glencoe and Alvinston without terminal clearance.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

**Glencoe**—Junction Chatham Subdivision.  
 Mileage 2.39—Crossing Canadian Pacific Railway; Interlocked. Before proceeding over crossing a trainman must go to interlocking tower and operate interlocking plant according to chart in tower, in front of levers. (B.T.C. 66387).

### YARD LIMITS

Glencoe to end of track west of Alvinston.  
**SPEED RESTRICTIONS Miles per hour**  
 All trains..... 20

### PERMANENT SLOW ORDERS

Mileage 7.12—Bridge..... 5 Miles per hour.  
 For further speed restrictions see page 23.

### ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate over Bear Creek Bridge Mileage 7.12. 2686 Class and Wabash 1600 class.  
 Heaviest car permitted to operate, 169,000 lbs.  
 Heaviest Auxiliary Crane permitted to operate..... 85 ton.

### OTHER TRACKS

Company	Points	Face	Mileage
Imperial Oil Ltd.	2	W.	4.20

### WAY FREIGHT

Switching extra Glencoe to Alvinston as required.

## PETROLIA SUBDIVISION

Stn. No.	Mileage	Train Order or Phone	Car Capacity
W PETROLIA 5378	0.00	T	YARD
PETROLIA JOT 5379	4.70	F	

**DIRECTION—**  
 Southward... Petrolia Jct. to Petrolia  
 Northward... Petrolia to Petrolia Jct.

### PETROLIA SUBDIVISION FOOTNOTES

No regular trains on this Subdivision.  
 Rule 42 applicable.  
 Rule 27 (Par. 7) applicable.  
 Trains may leave Petrolia without terminal clearance.  
 Emergency telephone located at Junction switch, Strathroy Subdivision.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

**Petrolia Jct.**  
 Junction Strathroy Subdivision.  
 Before fouling either of junction switches to move from Petrolia Subdivision to Strathroy Subdivision, permission must be secured from Despatcher by use of Despatcher's telephone.

### YARD LIMITS

Petrolia—Yard limits extend from Petrolia Jct. to end of track, Petrolia.

### SPEED RESTRICTIONS Miles per hour

Trains..... 35  
 Train handling auxiliary crane..... 25  
 For further speed restrictions see page 23.

### ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted..... 250 ton.  
 Engines must not operate on N.Y.C. Interchange track beyond heel of switch.

### WAY FREIGHT

Way Freight leave London 9.00 a.m., except Sunday, for Petrolia and return.

# DUNNVILLE SUBDIVISION

WESTWARD TRAINS		Time Table No. 91 Effective April 24th, 1949		EASTWARD TRAINS	
SECOND CLASS	STATIONS	Train Order or Phone	Car Capacity	SECOND CLASS	THIRD CLASS
219 Mixed Daily Ex. Sunday				218 Mixed Daily Ex. Sunday	488 Manifest Daily
L 4.15	FORT ERIE	T			
	FORT ERIE YARD	T	YARD	A 12.07	A 12.45
	FORT ERIE JCT.	P			12.35
S 4.20	FORT ERIE WEST			S 12.03	
4.29	WINDMILL POINT			11.53	
S 4.35	RIDGEWAY	T	S 31 N46 16	S 11.48	12.20
S 4.42	SHERKS	P	147	S 11.40	
S 4.55	PORT COLBORNE	T	N59 Yard	S 11.30	12.05
	MACEY		63 Yard		12.05
F 5.03	WAINFLEET	P	44	F 11.15	11.55
S 5.09	LOWBANKS			S 11.09	
F 5.13	STROMNESS	P		F 11.05	
A 5.22	DUNNVILLE	T	81 31	L 10.55	11.40
L 5.37	DUNNVILLE			A 10.40	
5.50	CANFIELD JCT.	P		10.27	
S 5.53	CANFIELD	P	84 12	S 10.25	11.25
F 6.00	COOKS	P		F 10.18	
F 6.05	SENECA		6	S 10.15	
A 6.14	CALEDONIA	T	57 Yard	L 10.05	11.10
L 6.33	CALEDONIA			A 9.52	
F 6.43	MIDDLEPORT			F 9.41	
F 6.50	ONONDAGA	P	53 16	S 9.36	11.00
6.58	CAINSVILLE	P	12	9.28	
A 7.05	BRANTFORD	T	YARD	L 9.20	L 10.45
Daily Ex. Sunday 219	(JCT. SWITCH)			AM	AM
	75.38 miles			Daily Ex. Sunday 218	Daily 488

## DUNNVILLE SUBDIVISION FOOTNOTES

\*Fort Erie (B 1. Telegraph Office)... Register and Bulletin station for No. 219 only. All other trains register at Fort Erie Yard.  
 \*Port Colborne..... Standard Clock only.  
 \*Brantford..... Register station for regular trains.  
 Trains except No. 218 will not require terminal clearance passing from one subdivision to another at Brantford.  
 Emergency Telephones are located at Fort Erie Jct., mile 0.72 in switch shanty; Erie Beach, mileage 3.50 east end of Section-house; Windmill Point, in tool house; Ridgeway, outside baggage room door; Sherks, in shelter; East Yard Port Colborne, in switch shanty; Stromness, East side section tool house; Canfield Jct., in N.Y.C. tower; Dunnville, in waiting room; East end Caledonia Yard, in switch shanty; Cainsville, in west side of tool house.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Fort Erie Jct... Junction with wye track, Fort Erie yard. Normal position of switch is for trains to and from Fort Erie Yard. Junction New York Central Railway; non interlocked.  
 Port Colborne... Junction Humberstone Subdivision. Mileage 19.03... Drawbridge Welland Canal; Interlocked. Mileage 37.42... Crossing Toronto, Hamilton and Buffalo Railway; interlocked. (B.T.C. 65307).  
 Canfield Jct... Crossing New York Central Railway and Cayuga Subdivision; Interlocked. (B.T.C. 67787). Junction Cayuga Subdivision.  
 Caledonia... Junction Hagersville Subdivision. All trains must approach and move within yard limits prepared to stop unless main track is seen to be clear.  
 Brantford... Junction Burford and Dundas Subdivisions. Burford Subdivision trains in both directions use Dunnville Subdivision track between Junction Switch of Burford and Dunnville Subdivisions and Junction Switch of Dunnville and Dundas Subdivisions—a distance of 178 feet—Interlocked. (See Burford and Dundas Subdivisions footnotes).

### YARD LIMIT BOARDS

Fort Erie..... 6413 feet west of Fort Erie Station.  
 Port Colborne..... 8342 feet east of Station. 10015 feet west of Station.  
 Dunnville..... 4000 feet east of Station. 4000 feet west of Station.  
 Caledonia..... 4021 feet east of Station. 3500 feet west of Station.  
 Brantford..... 4159 feet east of Junction Switch, Dundas Subdivision.

### ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted..... 250 ton.  
 Caledonia..... Heaviest engine permitted to operate in Gypsum Lime and Alabastine Co. siding..... 2600 Class  
 Port Colborne..... 3500 Class engines, or heavier, prohibited from operating on west leg of wye in either direction.

## PERMANENT SLOW ORDERS

Mileage	International Bridge between Fort Erie and Black Rock. (See St. Thomas Division Timetable).	Miles per hour
13.09	Sherks Spur track.....	10
	Port Colborne, Clarence Street, on Government Spur. (B.T.C. 52501).....	5
18.78 to 19.61	Port Colborne, street crossings Mitchell Street to Steel St., both inclusive. (B.T.C. 56098).....	10
19.00	West leg of wye Humberstone Subdivision.....	5
19.95	Macey—Switches.....	20
31.79 to 32.26	Racey curve.....	40
38.00	Duanville, Cedar Street, first west of station (B.T.C. 43740).....	10
45.38	Canfield Jct.—Passenger trains (B.T.C. 68043).....	50
74.51	Brantford, Stanley Street. (B.T.C. 48779).....	10

### SPEED RESTRICTIONS

	Miles per hour
Passenger, freight and mixed trains.....	55
Engine with caboose or light engines.....	40
Train handling auxiliary crane.....	25

### OTHER TRACKS

	Car Capacity	Points face	Mileage
Nevadel Agene Ltd.....	5	W.	2.20
Team Track.....	15	W.	2.36
Douglas.....	4	E.	62.97

FORT ERIE YARD—No. 218 will back to Fort Erie via yard track, arriving 12.15 p.m. Additional train miles involved in this move 0.20.

PORT COLBORNE—Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited within the limits of Port Colborne, except when necessary to prevent accident. (B.T.C. 45316).

This does not prohibit the sounding of whistle when necessary for train operation. The limits of Port Colborne extend from mileage 18.76 on the east to mileage 19.61 on the west.

First track north of main track is siding. Permission must be secured from train dispatcher before cars in yard service are left on this siding.

MACEY—First track south of main track is siding. Permission must be secured from train dispatcher before cars in yard service are left on this siding.

DUNNVILLE—When cars are found on spot at elevator, same may be moved if no workmen about, but they must be respotted by crew that moved them.

CANFIELD JUNCTION—Track connecting the Cayuga and Dunnville Subdivisions is used as a team track.

CALEDONIA—Argyle street, first public crossing east of station. All movements on sidings over this crossing must be protected by member of crew. Cars left standing on these sidings must be placed at least 50 feet from the street line. (B.T.C. 36468).

BRANTFORD—Westward freight trains stopping at Brantford will leave train clear of interlocking plant.

# BURFORD SUBDIVISION

WESTWARD TRAINS		Time Table No. 91 Effective April 24th, 1949		EASTWARD TRAINS	
SECOND CLASS	STATIONS	Train Order or Phone	Car Capacity	THIRD CLASS	
329 Mixed Daily Ex. Sunday				328 Mixed Daily Ex. Sunday	
L 9.25	BRANTFORD	T	YARD	A 7.00	
	BRANTFORD, COLBORNE ST.		27	6.50	
	MT. VERNON				
F 10.20	BURFORD	T	23	S 6.25	
F 10.35	HARLEY			F 6.03	
F 10.45	HATOHLEY			F 5.55	
11.05	NORWICH EAST			5.45	
A 11.10	NORWICH JCT.	P	15	L 5.40	
L 12.15	NORWICH JCT.			A 5.15	
F 12.40	SPRINGFORD		12	F 5.00	
A 1.00	TILLSONBURG	T	YARD	L 4.45	
L 1.20	TILLSONBURG			A 1.55	
A 1.30	TILLSONBURG JCT.			L 1.45	
Daily Ex. Sunday 329	(JCT. SWITCH)			PM	
	35.83 miles			Daily Ex. Sunday 328	

## BURFORD SUBDIVISION FOOTNOTES

Trains may leave Norwich Jct. and Tillsonburg Jct. without terminal clearance. Eastward trains leaving Tillsonburg require terminal clearance.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Brantford... Junction Dunnville and Burford Subdivisions. Distance Junction Switch Dunnville and Burford Subdivisions to station 0.32 mile. Normal position of switch, mile 0.21 is for eastward trains. (See Dunnville and Dundas Subdivision footnotes).  
 Mileage 1.05... Crossing Lake Erie and Northern Railway; interlocked. (B.T.C. 71724).

Mileage 1.45... Crossing Lake Erie and Northern Railway; Automatic interlocked. No derail. (B.T.C. 67088). See Special Instructions, page 27.

Norwich Jct... Junction Otterville Subdivision. Mileage 33.13... Crossing Canadian Pacific Ry.—Interlocked. (B.T.C. 68880).  
 Tillsonburg... Junction, C.P. Ry. and N.Y.C. Ry.  
 Tillsonburg Jct... Junction Cayuga Subdivision.

### YARD LIMIT BOARDS

Brantford... 12388 feet west of Junction Switch, Dunnville Subdivision.  
 Norwich Jct... Yard limits extend 2000 feet east, and 2300 feet west of east switch to Otterville Subdivision.  
 Tillsonburg... 4040 feet east of train order signal to Junction Switch of Cayuga Subdivision.

### SPEED RESTRICTIONS

	Miles per hour
Switch engines.....	15
Train handling auxiliary Crane.....	20
Other trains.....	25

### PERMANENT SLOW ORDERS

Mileage	PERMANENT SLOW ORDERS	Miles per hour
0.00 to 2.62	Brantford, Junction with Dunnville Subdivision and Brant St., first east of T.H. & B. Transfer. (B.T.C. 28224).....	10
0.62	Brantford, Chatham Street (B.T.C. 67143).....	10
0.87	Brantford, Dalhousie Street, (B.T.C. 56086).....	10
0.93 to 1.17	Approach L.E. & N. Crossing (B.T.C. 71724).....	10
0.94	Brantford, Colborne St., (B.T.C. 61325).....	10
1.12	Brantford, Greenwich St., (B.T.C. 65919).....	10
1.22	Brantford, Market Street, (B.T.C. 57432).....	5
1.31 to 1.63	Approach L.E.&N. crossing (B.T.C. 67088).....	10

## PERMANENT SLOW ORDERS—Continued

Mileage	PERMANENT SLOW ORDERS—Continued	Miles per hour
21.62	Bridge, Otter Creek.....	10
32.37 to 32.85	Curve and light rail.....	20
32.85 to 33.41	Approach C.P.R. crossing (B.T.C. 68880).....	15
33.66	Tillsonburg, passing over Tillson's Spur Track.....	10
33.94	Tillsonburg, Ralph Street, first west of station (B.T.C. 35649).....	10
34.08	Bridge, Stoney Creek.....	15

For further speed restrictions, see page 23.

### ENGINE AND CAR RESTRICTIONS

Heaviest Engine permitted to operate over Stoney Creek Viaduct just West of Tillsonburg Station..... 2117 Class  
 Engines must not operate beyond Loading Dock, Burford Sand Co.'s Siding, Mil. 11.63.  
 Heaviest car permitted to operate..... 210,000 lbs.  
 Heaviest auxiliary crane permitted..... 160 ton  
 (Do not exceed 5 m.p.h. over bridges M.3.19 and 5.12.)

### OTHER TRACKS

	Car Capacity	Point Face	Mileage
Mt. Vernon.....	6	W	7.69
Burford Sand Co.....	8	E	11.63
Transfer to C.P.R.....	5	E	33.27

TILLSONBURG—Canadian National perform all switching for N.Y.C. and C.P.R. at Tillsonburg on town spur  
 All movements on Town Spur over No. 3 Highway must be protected by member of crew.

BRANTFORD—Air Brakes must be in service on all cars when being moved between Brantford (Dundas Subdivision) and Brantford, Colborne Street.  
 All movements over Dalhousie Street (B.T.C. 56086), Colborne Street (B.T.C. 58559) and switching movements over Market Street (B.T.C. 57432), West Colborne Street (B.T.C. 66128) and Chatham Street (B.T.C. 67143) must be protected by member of crew.

**OTTERVILLE SUBDIVISION**

	Station Number	Mileage	Train Order or Phone	Car Capacity
OTTERVILLE.....	5156	0.00	T	YARD
NORWICH JUNCTION.....	5154	3.01	P	YARD
W NORWICH.....	5174	4.06	T	YARD
BURGESSVILLE.....	5155	7.55	....	---

**DIRECTION—Northward**..... Otterville to Burgessville  
**Southward**..... Burgessville to Otterville.

**OTTERVILLE SUBDIVISION FOOTNOTES**

No regular trains on this Subdivision. Service as follows, daily except Sunday  
 Leave Norwich Jct.....11.10 a.m. for Norwich.  
 Leave Norwich.....11.40 a.m. for Otterville.  
 Leave Otterville.....12.01 p.m. for Norwich Jct.  
 Leave Norwich Jct..... 5.15 p.m. for Norwich.  
 Leave Norwich..... 5.35 p.m. for Norwich Jct.  
 Service to and from Burgessville as required to handle carload traffic.  
 Rule 27 (Par. 7) applicable.  
 Rule 42 applicable.

Yard limits extend from end of track Otterville to end of track Burgessville.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

Norwich Jct..... Junction Burford Subdivision.

**SPEED RESTRICTIONS**

All trains..... Miles per hour 15  
 Mileage..... Miles per hour 10  
 4.08—Norwich, Main Street (first North of Station)..... 10  
 For further speed restrictions, see page 23.

**ENGINE AND CAR RESTRICTIONS**

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

**OTHER TRACKS**

	Car Capacity	Points Face	Mileage
Deller Bros.....	2	N.	5.44

**SIMCOE SUBDIVISION**

WESTWARD TRAINS				EASTWARD TRAINS			
SECOND CLASS				SECOND CLASS			
	235	233			238	236	
	Mixed Daily Ex. Sunday	Mixed Daily Ex. Sunday			Mixed Daily Ex. Sunday	Mixed Daily Ex. Sunday	
	L 4.45 PM		R	0.00		A 3.40 PM	
				0.73			
	F 5.00		W*	4.49			
	A 5.15	AM	R	7.44			
	PM	L 11.22		9.24			
		A 11.28	R	0.00		L 5.17	
		L 11.35		5.14		A 2.55	
		PM 12.20	R	13.53		S 2.36	
		A* 12.30	R	16.92		S 2.11	
		PM				L* 2.00 PM	
	Daily Ex. Sunday	Daily Ex. Sunday				Daily Ex. Sunday	Daily Ex. Sunday
	235	233				238	236

Time Table No. 91  
Effective April 24th, 1949

**STATIONS**

PORT DOVER..... T YARD  
 0.73  
 IVHYS.....  
 3.76  
 LYNN VALLEY..... E 1  
 2.95  
 SIMCOE..... T 43  
 1.80  
 SIMCOE JCT..... 36 A 5.22  
 1.80  
 SIMCOE..... T 43 L 5.17  
 5.14  
 VICTORIA..... 10 A 2.55  
 8.39  
 ST. WILLIAMS..... T 4 S 2.36  
 3.39  
 PORT ROWAN..... T 17 L\* 2.00 PM

26.16 miles  
 Rule 27 (Par. 7) applicable  
 Rule 42 applicable

Car Capacity

Train Order or Phone

Siding

Other Tracks

**SIMCOE SUBDIVISION FOOTNOTES**

Trains may leave Simcoe Jct. without terminal clearance.

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

\* No. 238 wait at Port Rowan for No. 233.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

Simcoe..... Junction and Crossing, L.E. & N. Ry.; automatic interlocked.  
 (Mileage 6.32) (See special instructions page 27). (B.T.C. 61844)  
 (Not a junction within the meaning of Rule 82).

Simcoe Jct..... Junction Cayuga Subdivision

**YARD LIMITS**

Simcoe—263 feet west of Junction Switch of Cayuga Subdivision to end of track at Port Rowan, and to end of track, Port Dover.

**SPEED RESTRICTIONS**

All trains..... Miles per hour 20

**PERMANENT SLOW ORDERS**

Mileage..... Miles per hour 10  
 Simcoe, all highway crossings within town limits (B.T.C. 65105)..... 10  
 For further speed restrictions, see page 23.

**ENGINE AND CAR RESTRICTIONS**

Heaviest engine permitted to operate..... 1300 Class.  
 Heaviest car permitted to operate..... 169,000 lbs.  
 Heaviest auxiliary crane permitted..... 250 ton.

**OTHER TRACKS**

Station Number	Car Capacity	Points Face	Mileage
Walsh..... 5185	3	EW	8.37
Hammonds... ..	5	E	14.01

**PORT DOVER—**

Cockney's Siding, ocated half mile West of Port Dover. All trains run carefully between this siding and Port Dover station expecting to find main track occupied.

**LYNN VALLEY—**

\*Water tank at mileage 5.56.

**SIMCOE—**

Switching movements over Yonge Street will stop clear, and movement over crossing must be protected by member of crew. (B.T.C. 15764).

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

**WAY FREIGHT**

Way Freight leave Hamilton 6.30 a.m. except Sunday for Simcoe and return.

# BRAMPTON SUBDIVISION

WESTWARD TRAINS											Time Table No. 91 Taking Effect April 24th, 1949		EASTWARD TRAINS													
FIRST CLASS													FIRST CLASS													
39	139	37	175	165	11	111	173	29	137	27			Symbol	Miles from Toronto	Station Number	STATIONS	Train Order or Phone	Siding	Other Tracks	10	166	28	172	174	34	36
Passenger Daily Except Sunday	Passenger Sunday Only	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Daily Ex. Sat. and Sun.	Passenger Saturday Only	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Sunday Only	Passenger Daily Except Sunday								Passenger Daily	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Sunday Only	Passenger Daily
L 11.55	L 11.15	L 6.15	L 5.35		L 4.35	L 12.10		L 8.05	L 7.30	L 7.20	WC	0	4715	DOUBLE TRACK	T	YA	RD	A 7.10		A 9.50	A 11.00		A 7.30	A 8.35	A 9.30	A 11.00
S 12.15	S 11.35	S 6.35	S 5.52		S 4.52	S 12.30		S 8.23	S 7.48	S 7.39	WK	5.04	4728	DOUBLE TRACK	T			S 6.52		S 9.35	S 10.45		S 7.12	S 8.18	S 9.12	S 10.45
F 12.23	S 11.43	S 6.44	S 6.01		S 5.01	S 12.39		8.29	F 7.56	S 7.48		8.56	4980	WESTON	T	21	42	S 6.43		9.28	S 10.36		7.04	S 8.10	S 9.02	
											Y	14.65		MAGOR	P	26										
F 12.33	S 11.55	S 5.57	6.11		5.11	S 12.51		8.37	F 8.05	S 8.00		15.25	4981	MALTON	T	61	45	S 6.30		9.21	S 10.26		6.57	S 8.00	S 8.55	10.31
S 12.46	S 12.06	S 7.12	S 6.22		S 5.22	S 1.05		S 8.47	S 8.16	S 8.16		21.27	4982	BRAMPTON	T	70	35	S 6.20		S 9.14	S 10.16		6.50	L 7.50	S 8.46	S 10.23
12.55					5.29							26.86	4984	NORVAL	P	25	4						6.41	L 7.31	S 8.35	
S 1.03	S 12.23	L 7.23	S 6.37		S 5.36	S 1.21		S 9.02	F 8.30	A 8.26	WY	29.31	4985	GEORGETOWN	T	N105	Yard	S 6.08		S 9.02	S 10.04		6.37	L 7.27	S 8.31	S 10.11
												32.49	4986	LIMBHOUSE												
S 1.17	S 12.39	S 7.44	S 6.50		5.48	S 1.36		9.15	F 8.43	S 8.48		35.69	4987	ACTON	T	69	71	S 5.55		8.48	S 9.52		6.27	S 7.10	S 8.19	10.01
F 1.25	12.47	F 7.53	7.00		5.55	S 1.46		9.21	F 8.51	S 8.58		41.24	4988	ROCKWOOD	T	61	19	S 5.47		8.41	S 9.43		6.20	S 7.00	S 8.07	9.54
												46.32	4989	REFORMATORY SIDING			6	5.41	AM		* 9.34	PM				
S 1.42	S 1.03	S 8.06	L 7.13	L 6.15	S 6.10	S 2.01	L 9.40	A 9.30	S 9.05	A 9.07	R*	48.80	4990	DOUBLE TRACK	T		Yard	S 5.37	A 7.55	S 8.31	L 9.30	A 5.53	L 6.10	L 6.50	S 7.59	S 9.45
1.48	1.09	8.12	L 7.25	A 6.20	6.16	2.07	A 9.45	L 9.37	9.43	9.11	WC	49.82		DOUBLE TRACK	T		Yard	5.29	L 7.50	8.21	L 9.15	L 5.48	5.57	6.38	7.52	9.37
											YH*	53.88	5090	MOSBOROUGH	P	39	7	5.23	AM	F 8.15	AM	PM	5.52	6.23	F 7.46	
												58.41	5091	BRESLAU	P	31	17			S 8.10			* 5.46	S 6.17	F 7.39	9.26
A 2.04	A 1.24	A 8.28			A 6.38	S 2.30		S 10.01	S 9.30	A 9.36	K*W	52.85	5092	KITCHENER	T	N168	Yard	S 5.12		S 8.04			S 5.40	L 6.10	S 7.32	L 9.20
L 2.14	L 1.34	L 8.35			L 6.45	F 2.42		F 10.11	F 9.42	L 9.43	Y	59.16	5093	PETERSBURG	T	S 52		4.59		S 7.50			* 5.27	S 5.44	S 7.18	9.06
F 2.24	1.44	F 8.45			6.55	F 2.42		F 10.11	F 9.42	S 9.54		72.52	5094	BADEN	T	23	39	4.55		S 7.41			S 5.20	S 5.36	S 7.09	9.02
F 2.28	F 1.48	S 8.50			6.59	S 2.48		F 10.15	F 9.46	S 10.00		75.02	5095	NEW HAMBURG	T	18	30	* 4.52		S 7.38			S 5.16	S 5.32	S 7.06	8.58
F 2.31	F 1.51	S 8.58			7.02	S 2.54		F 10.20	F 9.49	S 10.06		82.08	5096	SHAKESPEARE	T	25	20	4.44		S 7.28			* 5.06	S 5.21	S 6.55	8.50
F 2.39	2.00	F 9.13			7.10	F 3.06		10.28	F 9.58	S 10.15		88.58	5097	STRATFORD	T	YA	RD	L 4.34		L 7.17			L 4.55	L 5.10	L 6.45	L 8.40
A 2.50	A 2.10	A 9.25			A 7.20	A 3.18		A 10.38	A 10.10	A 10.25	WC							AM		AM			PM	PM	PM	PM
Daily Except Monday	Monday Only	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Ex. Sat. and Sun.	Saturday Only	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday				88.58 miles				Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily
39	139	37	175	165	11	111	173	29	137	27								10	166	28	172	174	34	36	138	40

### BRAMPTON SUBDIVISION FOOTNOTES

\*Toronto—Register station for first class trains, and passenger extras, originating and terminating.

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

Toronto is an initial station Brampton Subdivision. Movement of trains between Toronto and West Toronto governed by Toronto Terminals time table.

Automatic block signals extend from end of double track, West Toronto to Weston. Rules Nos. 501 to 513. Signal No. 53 governs westward movements from both main tracks to single track.

\*Guelph—Register station for first class trains. First class trains must obtain terminal clearance. Other trains may pass from double to single track without terminal clearance.

\*Guelph Jct.—Register station for extra trains. Trains may pass from double to single track without terminal clearance. Regular trains may leave without terminal clearance. Extra trains may leave without terminal clearance when no operator on duty.

Double Track—Extends from switch located just west of bridge mileage 48.53 to switch opposite station at Guelph Jct. A spring switch is located at each end of double track. See further instructions, page 27. Tracks at Guelph are numbered from the south and will be normally used as follows:—No. 3—Eastward main track; No. 2—Station track; No. 1—Westward main track. All trains must approach and move within yard limits prepared to stop, unless main track is seen to be clear. (For further instructions—see page 15.)

\*Kitchener—Trains not required to register.

\*No. 34 stop on flag at Shakespeare, Petersburg, and Breslau for passengers to connect with No. 174 at Guelph, and No. 662 at Georgetown, also for passengers to West Toronto and beyond.

\*No. 10 stop at New Hamburg to detrain passengers from Windsor, Sarnia and West, and entrain passengers for Toronto and East.

\*No. 172 and No. 138 stop at Reformatory Siding to load milk.

Emergency Telephones: West Toronto, at signal No. 53; Weston, at signal No. 82; Mileage 10.41 and Magor, in box on post; Malton, west of office window; Norval, in tool-house; Georgetown, in cabin at West Wye switch; Brampton, Acton, Rockwood, Baden, New Hamburg; Shakespeare, box on platform near office; Guelph Jct., in booth at cross-over switches Junction of Brampton an Fergus Subdivisions; Mosborough, baggage room, Breslau and Petersburg, in waiting room; Kitchener, in Conductor's room; Stratford, in switchman's cabin east end of yard.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Mileage 21.46.....Crossing Canadian Pacific Railway; Interlocked. (B.T.C. 67253).

Georgetown.....Junction Milton Subdivision. The main track is used by Milton Subdivision trains. All trains must approach and move within yard limits prepared to stop, unless the main track is seen to be clear.

Conductors of Milton Subdivision trains, before fouling Brampton Subdivision, must know that all first class trains due have arrived and left and obtain permission from Despatcher at Stratford, who will record such permission in train order book as transmitted to and acknowledged by Conductor. Normal position of junction switches is for Brampton Subdivision.

Guelph Jct. M-49.51.....Junction Fergus Subdivision (North).

Guelph Jct. M-49.76.....Junction Fergus Subdivision (South).

Kitchener.....Junction Waterloo Subdivision.

Stratford.....Junction Thorndale, Goderich, Drumbo and Newton Subdivisions. All trains must approach and move within yard limits prepared to stop unless main track is seen to be clear.

### YARD LIMIT BOARDS

West Toronto...5970 feet west of station. Guelph Jct....3840 feet west of station.

Georgetown...4771 feet east of station. Kitchener.....8732 feet east of station.

4080 feet west of station. Stratford.....7855 feet west of station.

Guelph.....3047 feet east of station. Stratford.....4931 feet east of station.

### SPEED RESTRICTIONS

Passenger trains.....	70
Freight trains.....	55
Engine with caboose or light engines.....	40
Train handling auxiliary crane.....	30
Mileage 35.60 to 29.31—Acton to Georgetown—Eastward Passenger trains...	45
—Eastward Freight trains.....	35

### ENGINE AND CAR RESTRICTIONS

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

Heaviest auxiliary crane permitted on Bridgeport Spur, Kitchener..... 60 tons.

Heaviest engine permitted to operate on Bridgeport Spur—900 class and six-wheeled standard switch engines.

Weston.....Engines must not operate on trestle of Weston Coal & Lumber Co.

Magor.....Sante Fe type engines must not operate on wye. Engines must not operate beyond frog of switch leading to south door of Federal Aircraft Building.

Malton.....Engines must not operate on trestle of Malton Cooperative Association

Brampton.....Engines must not operate on trestles of Peoples Coal Co. and Brampton Fuel.

Milado engines with vestibule cabs must not operate on cattle pen track and must not pass frog of switch leading to shed track.

Georgetown...Santa Fe type engines must not operate on wye.

Engines must not operate on trestle of W. H. Kentner & Son. Heaviest engine permitted to operate on Barber's siding, 40% Consol.

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

Guelph Jct....Only standard six wheeled switch engines are permitted to operate on tracks serving the Canadian Gypsum Co.

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

Engines must not operate on northerly track to Burns Packing Co., and only standard switch engine may operate on southerly track.

Engines heavier than 1300 class and six-wheeled standard switch engines not permitted to operate on curve on west leg of coaling track.

(continued on page 15)

(Continued from page 14)

**PERMANENT SLOW ORDERS**

Mileage		Miles per hour
9.66	Bridge.....	25
14.45	Magor, through east and west leg of wye.....	10
21.88	Brampton, Mill St., first west of station. (B.T.C. 23399)....	10
29.31	Georgetown, through east leg of wye.....	5
35.69	Acton, Mill St., first west of station. (B.T.C. 59165).....	25
48.57	Guelph, through spring switch east end of double track.....	20
48.62	Guelph, switch leading to No. 1 track (westward trains).....	10
48.86	Guelph, through cross-over west of Guelph station.....	10
48.80 to 49.82	Guelph, street crossings between Guelph and Guelph Jct....	10
49.54	Through switch at Edinburgh Road leading from westward main track to long wye, also two switches leading from long wye to engine house and Loudon siding respectively	10
49.82	Guelph Jct., through spring switch, west end of double track	10
62.26	Kitchener, St. Ledger St., second east of station. (B.T.C. 66621)	10
62.60	Kitchener, Ahrens Street, first east of station. (B.T.C. 71327)	10
62.71	Kitchener, Weber Street, first west of station. (B.T.C. 61571)	10
62.82	Kitchener, Edward St., second west of station. (B.T.C. 69378)	10
88.58	Kitchener-Bridgeport Spur.....	10
	Through crossover switches at east end of Stratford Station..	10

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the Town of Weston, and any highway crossing within the limits of the Township of York, except when necessary to prevent accident. (B.T.C. 57201) (B.T.C. 70106).

This does not prohibit the sounding of whistle when necessary for train operation. The Humber River Bridge mileage 9.66 is the Westerly limits of the Town of Weston, and whistling is prohibited from this point to Union Station, Toronto.

**WESTON—**  
Cars must not be placed beyond first 190 feet or point where tie is chained across rail on Weston Coal and Lumber Co. trestle.

**GEORGETOWN—**  
Track south of main track is used as siding from east switch to crossover switch west of station.

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

**ACTON**

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

When Operator on duty no eastward train will leave Acton until preceding train has arrived at Georgetown. When Operator not on duty, or communications fail, fuses burning red must be dropped to maintain proper intervals. The foregoing does not relieve trainmen from complying with Rule No. 99.

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

All switching movements over Mill Street (first west of Station) must be protected by member of crew. (B.T.C. 57165).

**ROCKWOOD—**

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

**GUELPH—GUELPH JCT.—**

Combined yard limits extend between yard limit boards. Rule No. 91 not applicable between Guelph and Guelph Jct. A trainman or yardman must ride on the rear end of the rear car of every train or switch movement.

If rear end car is without end door or vestibule, trainmen 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 an accident when his train or engine stops or is moving under circumstances in which it might be overtaken and must take such action as is necessary to warn any following movement of the presence or location of his train or engine and lighted fuses, red or yellow, as the case may require, must be displayed or thrown off at proper intervals.

Dwarf Signal No. 500 governs movement from North Siding to end of block on eastward main track—displays two indications: Green—Proceed: Red—Stop and proceed. Signal No. 498 governs movement to end of block on eastward main track. If "Stop" indication displayed by signals Nos. 498 or 500, when route is set for either signal, a member of crew must inspect points of spring switch to ensure they are in proper position, then proceed as per Rule No. 505.

Signal No. 485 governs westward movements and indicates position of switch points—displays two indications: Green—Proceed: Red—Stop and proceed. If "Stop" indication is displayed by this signal when switch is set for normal route, a member of crew must inspect points of spring switch to ensure they are in proper position, then proceed as per Rule No. 454.

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of Guelph, except when necessary to prevent accident. (B.T.C. 69572).

This does not prohibit the sounding of whistle when necessary for train operation. The limits of the City of Guelph extend from mileage 47.60 to mileage 50.24.

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

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

**KITCHENER—**

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

South Siding—Track next south of main track, extends between Lancaster Street and Ahren Street. East switch located 2999 feet east of station; west switch 340 feet east of station.

Lancaster Street (third level crossing east of station).

All movements on the side track must be flagged over this crossing by a member of the crew, between the hours of 11.00 p.m. and 7.00 a.m. daily (B.T.C. 71347).

All movements over the following crossings—Ahrens Street (first east of Station), Weber Street (first west of Station), Edward Street (second west of Station), and Waterloo Street (third west of Station) on other than main track between the hours of 11.00 p.m. and 6.00 a.m. daily, must be protected by member of crew. (B.T.C. 56961).

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

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of Kitchener, except when necessary to prevent accident. (B.T.C. 57629).

This does not prohibit the sounding of whistle when necessary for train operation. The limits of the City of Kitchener extend from mileage 61.72 to mileage 64.08.

**NEW HAMBURG—** Cars must not be left standing on either the freight house track or siding, within 100 feet of Waterloo Street, which is first crossing west of station.

**WAY FREIGHTS**

Way Freight leave Toronto (Bathurst St.) 8.00 a.m., except Sunday, for Georgetown and return.

Way Freight leave Stratford 7.45 a.m., except Sunday, for Georgetown and return to Guelph.

Way Freight leave Guelph Jct. 10.00 a.m. except Sunday, for Galt and return to Stratford.

**WATERLOO SUBDIVISION**

NORTHWARD TRAINS				SOUTHWARD TRAINS			
Symbol	Miles from Jct. Switch Brampton Subdivision	Station Num	STATIONS	Train Order or Phone	Siding	Other Tracks	Car Capacity
	12.90	5079	GALT		YARD		
	9.58	5081	BLAIR		14		
	7.24	5082	DOON		3		
	4.52	5083	PARKWAY		3		
	0	5092	KITCHENER	T	YARD		
	1.69	5084	WATERLOO	T	81		
	7.65	5086	ST. JACOBS	T	21		
	11.75	5087	ELMIRA	T	YARD		

24.65 miles  
Rule 27 (Par. 7) applicable except Kitchener and Waterloo yards.  
Rule 43 applicable.

**WATERLOO SUBDIVISION FOOTNOTES**

\*Kitchener—Not necessary for trains to register.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

Mileage 1.21 South... Crossing Grand River Railway; interlocked. Trains must stop at governing home signal, and then proceed on signal indication displayed. (B.T.C. 70428.)

Kitchener..... On Victoria St. corner Charles St. industrial spur of Grand River Railway crosses two industrial tracks of C.N.R.; and on Joseph St. near Victoria St. Grand River Railway crosses two industrial tracks of C.N.R.—non interlocked. All movements on both railways over these crossings must be made under flag protection.

Lang Tanning Company—Account monorail system, movements on siding will be governed by automatic signal attached to South side of building showing Red and Yellow indications. When Red indication is displayed, movements must not be made on siding. (B.T.C. 65339).

Kitchener..... Junction Brampton Subdivision.

London and Stratford

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES—Continued**  
Waterloo..... Crossing C.N.R. track to Canada Barrels & Kegs Ltd. with Grand River Railway track to Sunshine Waterloo Ltd.—non interlocked. All movements over this crossing must be made under flag protection.

**YARD LIMITS**

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

**SPEED RESTRICTIONS**

Mileage (South of Kitchener)	Miles per hour
0.00 to 12.90—Train and yard movements.....	10
Mileage (North of Kitchener). Train handling auxiliary crane.....	10
0.00 to 1.69—Train and yard movements.....	10
1.69 to 11.75—Train and yard movements.....	20
1.69 to 11.75—With engine running tender first.....	15

**PERMANENT SLOW ORDERS**

Mileage		Miles per hour
0.00 to 1.69—north	Kitchener and Waterloo, all street crossings. (B.T.C. 45770).....	10
1.76 —north	Waterloo, King Street (Second north of Station).....	5
2.03 —north	Bridge.....	5
7.87 —north	Bridge—Conestoga River.....	5

**ENGINE AND CAR RESTRICTIONS**

Heaviest auxiliary crane permitted (auxiliary crane must be separated from engine over Bridge mileage 7.87 north). 60 ton. Heaviest engine permitted to operate over Bridges between Galt and Elmira..... 1300 Class. Double heading engines will stop at Bridge mileage 7.87 North and uncouple leading engine, which will precede train across this bridge.

Kitchener..... All movements over Mill and South Streets must be protected by member of crew. (B.T.C. 55105).

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of Kitchener, except when necessary to prevent accident. (B.T.C. 57629.)

This does not prohibit the sounding of whistle when necessary for train operation. The limits of the City of Kitchener extend from mileage 2.57 (South) to Mileage 0.85 (North).

Galt..... Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of Galt, except when necessary to prevent accident. (B.T.C. 57223.)

This does not prohibit the sounding of whistle when necessary for train operation. The limits of the City of Galt extend from mileage 12.73 to end of track.

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

Erb Street (fourth north of Station). All movements over this street must be protected by member of crew. Due to restricted clearances, trainmen must not ride on sides of cars when switching on curved portion of freight shed sidings and on cattle pen siding.

**WAY FREIGHTS**

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

# THORNDALE SUBDIVISION

WESTWARD TRAINS							Time Table No. 91			EASTWARD TRAINS								
FIRST CLASS							Effective April 24th, 1949			FIRST CLASS								
11	171	111	29	601	39	139	Symbols	Miles from Stratford	Station Number	STATIONS	Train Order or Phone	Siding	Other Tracks	10	168	600	170	40
Passenger Daily Ex. Sat. & Sun.	Passenger Daily Ex. Sunday	Passenger Saturday only	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily Ex. Monday	Psgr. Monday only								10 Passenger Daily	168 Passenger Daily Ex. Sunday	600 Passenger Daily Ex. Sunday	170 Passenger Daily Ex. Sunday	40 Passenger Daily
L 7.28	L 6.00	L 3.23	L 10.45	L 7.45	L 3.00	L 2.15	K WCV	0.00	5097	STRAFORD	T	YARD	A 4.30	A 7.10	A 4.45	A 7.28	A 8.35	
7.37	8 6.10	F 3.33	10.54	F 7.56	3.09	2.24		5.29	5195	ST. PAULS	P	34	4.20	8 6.59	8 4.33	F 7.18	8.25	
7.42	6.18	3.40	10.59	A 8.03	3.15	2.30	WR*	10.22	5196	ST. MARY'S JCT.	P	40	4.14	6.53	L 4.22	7.10	8.18	
8 7.45	8 6.21	8 3.43	8 11.03		F 3.17	S 2.33		11.11	5197	ST. MARY'S	T	58	8 4.12	8 6.50		8 7.07	8 8.16	
								12.13		CEMENT COY'S SWITCH	P							
								17.11	5199	KELLY'S	P	42	4.04	8 6.35		F 6.54	8.08	
								22.06	5200	THORNDALE	T	42	3.58	8 6.27		8 6.42	8.01	
								29.45		COLPACK								
								29.86	5204	POTTERSBURO						8 6.34		
								31.27		JUNCTION SWITCH				3.45	6.14		6.29	7.49
A 8.25	A 7.05	A 4.20	A 11.40		A 3.50	A 3.05	K*		5341	LONDON	T		L 3.40	L 6.10		L 6.25	L 7.45	
Daily Ex. Sat. & Sun.	Daily Ex. Sunday	Saturday only	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Monday only							Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
11	171	111	29	601	39	139							10	168	600	170	40	

**THORNDALE SUBDIVISION FOOTNOTES**

\*St. Mary's Jct.—Register station for trains to and from Forest Subdivision. Trains may leave St. Mary's Jct. without terminal clearance. Register in booth at switch.

Junction Switch—Trains may leave Junction Switch without terminal clearance. Signal No. 311 will govern westward movements to Dundas Subdivision, and switchtender will act as signalman.

\*London—Register station for trains Thorndale Subdivision except that London East (Mileage 76.45 Dundas Subdivision) is register station for extra trains originating and terminating at London East. London is initial station Thorndale Subdivision. Movement of trains between Junction switch and London, also between Junction switch and London East are governed by Dundas Subdivision timetable.

Siding at Colpack frequently blocked with cars.

Emergency Telephones—St. Paul's, Kelly's and Thorndale in waiting room. St. Mary's Junction, in Office, and at Forest Subdivision Junction Switch; Cement Company's switch in booth; C.P.R. crossing mileage 29.62, in box; London East wye switch, box on pole.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

Stratford.....Junction Brampton, Goderich, Newton and Drumbo Subdivisions. All trains must approach and move within yard limits prepared to stop unless main track is seen to be clear.

St. Mary's Jct.....Junction Forest Subdivision. All trains must approach and move within yard limits prepared to stop unless main track is seen to be clear.

St. Mary's.....Siding leading to Maxwell's Factory—Crossing C.P.R. siding—Not interlocked. All movements must be made under flag protection.

On sidings serving St. Marys Cement Company, Limited, be governed by the following:—The engines and trains of the Canadian National Railways and the cars and equipment of the Cement Company shall come to a full stop before proceeding over the said Diamond Crossings. Should the trains of the Railway be operating on either of the said sidings or elsewhere on the Cement Company's premises, the Cement Company shall not operate its cars and equipment across either of the said Diamond Crossings until an employee of the Cement Company has proceeded to the Diamond Crossings and signalled by flag or lantern that the track is clear. (B.T.C. 46618).

Mileage 29.62.....Crossing Canadian Pacific Railway; Automatic Interlocked. (See special instructions page 27). (B.T.C. 51619).

Junction Switch...Junction Dundas Subdivision.

**YARD LIMIT BOARDS**

Stratford.....7050 feet west of Station.

St. Mary's Jct.....(3125 feet east of Station. 10,300 feet west of Station.

Junction Switch.....6412 feet east of Junction Switch.

**SPEED RESTRICTIONS**

Passenger trains.....	60
Freight trains.....	50
Engine with caboose or light engines.....	40
Train handling auxiliary crane.....	30

**PERMANENT SLOW ORDERS**

Mileage	Miles per hour
0.00 to 0.55 Stratford, over street crossings and through switches.....	10
10.41 St. Mary's Junction, through junction switch.....	30
31.03 Junction Switch, Egerton Street, first east of Junction Switch..	10

For further speed restrictions, see page 23.

**ENGINE AND CAR RESTRICTIONS**

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

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

STRATFORD—Downie St. (second west of station)—All switching movements on Sundays and between 12.00 midnight and 7.00 a.m. on other days will be flagged by a member of the switching crew. (B.T.C. 72034).

JUNCTION SWITCH—Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing, except Highbury Avenue, within the limits of the City of London, except when necessary to prevent accident. (B.T.C. 57124).

(Highbury Ave. is the first public road crossing west of Dundas Street at Pottersburg.)

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

Mileage 29.33 is the Northerly limits of the City of London.

Interchange Spur Line. All movements across Dundas Street must be protected by member of crew. (B.T.C. 46918).

**WAY FREIGHT**

Way Freight leave Stratford 8.05 a.m., except Sunday for London and return.

# FOREST SUBDIVISION

WESTWARD TRAINS				Time Table No. 91				EASTWARD TRAINS							
FIRST CLASS				Effective April 24th, 1949				FIRST CLASS							
601	Symbols	Miles from Jct. Switch, Thorndale Sub.	Station Number	STATIONS				Train Order or Phone	Siding	Other Tracks	600				
Passenger Daily Ex. Sunday				STRAFORD	ST. MARY'S JCT.	GRANTON	LUCAN				LUCAN CROSSING	AILSA CRAIG	PARKHILL	THELFORD	FOREST
L 8.05	WR*	0.00	5196		P	40	YARD	A	4.17						
8.25		9.28	5210		T	30			8 4.03						
8.38		5.44	5211		T	51			8 3.51						
F 8.45		2.15			P				F 3.44						
8.56	W	4.61	5213		T	71			8 3.33						
9.12		7.73	5214		T	52			8 3.17						
9.30		8.67	5216		T	50			8 3.01						
9.50	W	4.82	5217		T	61			8 2.45						
F 10.01		5.44	5218						F 2.33						
S 10.10		3.75	5219		T	13			8 2.27						
F 10.20		4.65	5220						F 2.18						
F 10.26		3.46	5221		P	42			F 2.13						
10.37		6.10	5380				YARD	L	2.03						
Daily Ex. Sunday									Daily Ex. Sunday						
601									600						

**FOREST SUBDIVISION FOOTNOTES**

\*Register in booth at junction switch, St. Mary's Junction. Trains may leave St. Mary's Jct. without terminal clearance.

Emergency Telephones—St. Mary's Jct., in office and at Thorndale Subdivision Junction Switch; Lucan Crossing and Blackwell in waiting room.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

St. Mary's Jct...Junction Thorndale Subdivision. Distance from Junction switch to station is 0.19 miles. All trains must approach and move within yard limits prepared to stop, unless main track is seen to be clear. Before fouling Thorndale Subdivision, conductors must obtain permission from despatcher, who must record such permission in train order book as transmitted to and acknowledged by conductor.

Mileage 70.90...Junction Strathroy Subdivision. Distance from Junction switch to Sarnia station is 0.73 mile. Forest Subdivision trains use main tracks of Strathroy Subdivision between Junction switch and Sarnia station. See Strathroy Subdivision footnotes.

**YARD LIMIT BOARDS**

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

Sarnia—6490 feet east of Station.

**SPEED RESTRICTIONS**

Passenger trains, motor.....	45
Passenger trains, steam.....	35
Freight trains, engine with caboose or light engines.....	25
Train handling auxiliary crane.....	15

**PERMANENT SLOW ORDERS**

Mileage	Miles per hour
47.17—Forest—Albert Street, second east of station. (B.T.C. 50003).....	10

For further speed restrictions see page 23.

**ENGINE AND CAR RESTRICTIONS**

Heaviest auxiliary crane permitted.....160 ton.

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

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

**OTHER TRACKS**

Station Number	Car Capacity	Points face	Mileage
Rannoch.... 5209	13	W	3.15
Hagmeier.... 5215	4	E	35.37
London Road 5222	9	W	68.79

**WAY FREIGHTS**

Way Freight leave Stratford 8.45 a.m., Mon., Wed., and Fri. for Sarnia.

Way Freight leave Sarnia 9.00 a.m., Tues., Thurs. and Sat. for Stratford.



# FERGUS SUBDIVISION

NORTHWARD TRAINS				Time Table No. 91 Effective April 24th, 1949		SOUTHWARD TRAINS				
FIRST CLASS				STATIONS		FIRST CLASS				
175 Passenger Daily Ex. Sunday	173 Passenger Daily Ex. Sunday	Symbol	Miles from Junction Switch Dundas Sub.	Station Number	STATIONS	Train Order or Phone	Siding	Other Tracks	172 Passenger Daily Ex. Sunday	174 Passenger Daily Ex. Sunday
L 6.20 AM	RY	0.00	5320	LYNDEN	P	-	-	-	A 7.50 PM	-
A 6.25	R*	3.13	5073	HARRISBURG	P	23	-	-	L 7.45	-
L 6.42	-	9.23	5080	BRANCTON	P	20	-	-	A 7.35	-
S 6.54	-	14.89	5079	GALT	T	29	87	-	S 7.25	-
S 7.10	W	18.96	5078	PRESTON	T	56	-	-	S 7.15	-
S 7.22	-	22.32	5077	HESPELER	T	44	-	-	S 7.00	-
S 7.33	-	24.84	5076	GLENCHRISTIE	P	-	-	-	S 6.50	-
F 7.39	WC YR*	30.00	5075	GUELPH JCT.	T	75	Yard	A 9.15 AM	L 6.34	A 8.48
L 7.30	A L 9.45	43.67	4993	ELORA	T	33	-	S 8.59	S 5.29	-
S 7.50	S 10.05	46.36	4994	FERGUS	T	26	33	S 8.54	S 5.22	-
S 7.58	S 10.14	52.42	4996	ALMA	T	16	-	S 8.44	S 5.07	-
S 8.08	S 10.25	58.00	4997	GOLDSTONE	P	14	-	F 8.37	F 4.58	-
F 8.17	F 10.34	61.57	4998	DRAYTON	T	17	17	S 8.31	S 4.52	-
S 8.24	S 10.41	65.73	4999	MOOREFIELD	T	17	16	S 8.23	S 4.43	-
S 8.33	S 10.50	72.80	5000	PALMERSTON	T	YARD	-	L 8.10 AM	L 4.30 PM	-
A 8.45 PM	A 11.03 AM							Daily Ex. Sunday 172	Daily Ex. Sunday 174	

**FERGUS SUBDIVISION FOOTNOTES**

\*Harrisburg—Register station for regular trains. \*Guelph Jct.—Register station for extra trains.  
Trains may leave Lynden and Harrisburg without terminal clearance. Regular trains may leave Guelph Jct. without terminal clearance. Extra trains may leave Guelph Jct. without terminal clearance when no operator on duty.

For movements of trains Guelph Jct. and Guelph, see Brampton Subdivision.

Emergency Telephones—Lynden, cabin at east end of wye; Harrisburg, Branchton, Galt, near office door; Glenchristie, in Ducat East of Edinburgh Road; Marden, Goldstone, in waiting room; Preston, freight office door; Moorefield, Drayton, near office door; Elora, Fergus and Alma, in toolhouse.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

Lynden..... Junction Dundas Subdivision. Distance from East junction switch to station 0.13 mile. For instructions governing switches and signals, see page 8, under "LYNDEN".

Harrisburg... Junction, St. George Subdivision.

Mileage 14.57.. Crossing Lake Erie and Northern Railway; automatic interlocked. See further instructions, page 27. (B.T.C. 63818)

Mileage 15.82.. Crossing Grand River Railway; automatic interlocked. (B.T.C. 65944). For further instructions, see page 27.

Mileage 17.26.. Crossing Grand River Ry. Electric signal protection on G.R. Ry. C.N. Ry. employees operate switch and derail, which is pipe connected and located on spur leading to interchange. The operating of the lock is as follows:—

Track leading to Goldie-McCulloch factory. Opening door of electric lock causes GRR signals Nos. 1A and 1B to assume "Stop" position. After time interval of one minute the red indicator disc picks up, indicating that switch can be unlocked by turning locking lever to extreme left position, after which the switch may be thrown in usual manner.

After movement is completed, switch must be restored to normal, locking lever turned to extreme right position and door closed to restore GRR signals to normal. (B.T.C. 54763).

Mileage 21.75.. Crossing Grand River Railway; automatic interlocked. (B.T.C. 65548). See further instructions page 27.

Guelph Jct.... Junction Brampton Subdivision. Regular trains may proceed to the Brampton Subdivision upon receiving signal from signalman (Operator). Conductors of other trains, before fouling Brampton Subdivision, must obtain permission from Dispatcher who will record such permission in train order book.

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

Mileage 30.58 (Guelph City Spur) Crossing Canadian Pacific Railway with track leading to Joseph Wolfond Mill & Storage Plant; not interlocked. Signals on Canadian Pacific tracks only. Before proceeding over crossing, signals must be set against Canadian Pacific trains and must be restored to normal position when movement completed.

Mileage 32.73.. Crossing Canadian Pacific Railway; automatic interlocked. (B.T.C. 38292). (See further instructions page 27).

Mileage 46.68.. Crossing Canadian Pacific Railway; interlocked. (B.T.C. 71773).

Palmerston.... Junction Owen Sound and Newton Subdivisions. All trains must approach and move within yard limits prepared to stop unless main track is seen to be clear.

**YARD LIMIT BOARDS**

Harrisburg..... Yard limits, Harrisburg, extend from Junction switches at Lynden to yard limit board, 2562 feet North of Harrisburg.

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

Guelph Jct..... 11360 feet north of Jct. Switch. 6486 feet south of Jct. Switch.

Palmerston..... 4128 feet south of station.

**SPEED RESTRICTIONS**

	Miles per hour
Train handling auxiliary crane.....	25
Crane over bridge M.21.93.....	10
Lynden to Guelph Junction.. Passenger trains.....	45
Guelph Junction to Palmerston... Passenger trains.....	30
Freight trains, engine with caboose or light engines.....	60
Freight trains, engine with caboose or light engines.....	40

**PERMANENT SLOW ORDERS**

Mileage	PERMANENT SLOW ORDERS	Miles per hour
14.15 to 14.89	Galt, approach L.E. & N. Ry. Crossing (B.T.C. 63818).....	20
14.89 to 15.31	Galt—Concession, Bruce, Chapman and Main streets (first four north of station). (B.T.C. 65160).....	5
15.53	Galt, Kerr Street, fifth north of station. (B.T.C. 56895).....	10

Mileage	PERMANENT SLOW ORDERS—Continued.	Miles per hour
15.52 to 16.24	Galt, approach Grand River Railway crossing (B.T.C. 65944).....	10
15.85	Galt, Beverley Street, sixth north of station. (B.T.C. 47063).....	10
18.81 to 19.27	Preston, Crossover, Guelph Street crossing (B.T.C. 33303) and curves.....	10
21.26 to 21.94	Hespeler—Approach Grand River Railway crossing (B.T.C. 69001).....	20
29.97 to 30.75	Guelph, all street crossings within city limits includes Guelph City spur.....	10
30.00	Guelph Junction, all crossings—backing around wye.....	5
30.00	Through switch at Edinburgh Road leading from westward main track, Brampton Subdivision, to long wye, also two switches leading from long wye to engine house and Loudon siding respectively.....	10
46.68	Fergus—Approaching Canadian Pacific Railway Crossing—Northward trains (B.T.C. 71773).....	15
45.25		
49.54	Bridges— Mikado Engines Nos. 3198, 3199, 3341, 3455, 3466, 3525 to 3599 and 3800 to 3805.....	20
61.22	Palmerston, passing through wye.....	5

For further speed restrictions see page 23.

**ENGINE AND CAR RESTRICTIONS**

Heaviest engine permitted to operate { 0.00 to 30.00.. Any class except 80% Santa Fe and 55% eight-wheeled switchers. Heaviest auxiliary crane permitted..... 160 ton.  
30.00 to 72.80..... Mikado Class.

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

Fergus—Engines operating over spur line must run cautiously.

**OTHER TRACKS**

	Station Number	Car Capacity	Point Face	Mileage		Station Number	Car Capacity	Point Face	Mileage
G.R.Ry. Interchange.....	10	N.	16.69	G.R. Ry. Interchange.....	14	N.	18.50		
Goldie McCulloch.....	43	N.	17.26	Lasby Sand and Gravel Co.....	5085	10	S.	19.61	
Ontario Provincial Government.....	5072	4	N.	Marden.....	4902	9	S.	34.03	

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

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of Galt, except when necessary to prevent accident. (B.T.C. 57223).

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

The limits of the City of Galt extend from mileage 14.33 to mileage 16.83.

PRESTON—All switching movements over Guelph St. (first north of Station) must be protected by member of crew. (B.T.C. 33303). Mileage 28.96... All movements on Standard Brands Track over crossing of No. 24 Highway must be protected by member of crew. Railway cars shall not stop or be left standing at any time within the limits of highway right of way. (B.T.C. 56812). Air must be coupled on all cars during switching movements.

HESPELER..... Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the Town of Hespeler, except when necessary to prevent accident. (B.T.C. 70398).

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

The limits of the Town of Hespeler extend from mileage 21.01 to mileage 23.00.

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

GUELPH—Guelph Jct. Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of Guelph, except when necessary to prevent accident. (B.T.C. 69572).

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

The limits of the City of Guelph extend from mileage 29.45 to mileage 30.98.

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

**WAY FREIGHTS**

Way freight leave Brantford 8.15 a.m., except Sunday, for Galt and return.  
Way freight leave Guelph Jct. 10.00 a.m. except Sunday for Galt and return to Stratford.  
Way freight leave Palmerston 8.15 a.m., except Sunday, for Guelph Jct. and return.

# ST. GEORGE SUBDIVISION

WESTWARD TRAINS				Time Table No. 91 Effective April 24th, 1949		EASTWARD TRAINS				
FIRST CLASS				STATIONS		SECOND CLASS				
165 Passenger Ex. Sunday	173 Passenger Ex. Sunday	Symbol	Miles from Jct. Switch Fergus Sub.	Station Number	STATIONS	166 Passenger Ex. Sunday	174 Passenger Ex. Sunday	Symbol	Miles from Jct. Switch Fergus Sub.	Station Number
L 7.36 PM	L 6.29 AM	R	0.00	5073	HARRISBURG	A 6.38 AM	A 7.44 PM	P	0.00	5073
A 7.40 PM	A 6.32 AM	.....	1.95	5074	ST. GEORGE	L 6.34 AM	L 7.41 PM	T	1.95	5074
Ex. Sunday 165	Ex. Sunday 173					Ex. Sunday 166	Ex. Sunday 174			

**ST. GEORGE SUBDIVISION FOOTNOTES**

Trains may leave Harrisburg and St. George without terminal clearance.  
YARD LIMITS—from Mileage 0.00 Harrisburg to end of track, 9,522 feet west of train order signal, St. George.  
Way Freight service as required.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

Harrisburg..... Junction Fergus Subdivision.

**SPEED RESTRICTIONS**

	Miles per hour		Miles per hour
Passenger trains.....	45	Train handling auxiliary crane.....	25
Freight trains, engines with caboose, light engines.....	30	Crane—west of St. George station.....	10

**ENGINE AND CAR RESTRICTIONS**

Heaviest engine permitted to operate..... 5100 Class. Heaviest auxiliary crane permitted..... 200 ton.

**OTHER TRACKS**

	Station Number	Car Capacity	Point Face	Mileage
Brant County Siding.....	5071	5	E	3.67





## SOUTHAMPTON SUBDIVISION

NORTHWARD TRAINS				Symbols	Miles from Jct. Switch Owen Sound Sub-Div.	Station Number	Time Table No. 91 Effective April 24th, 1949		STATIONS	Train Order or Phone	Car Capacity		SOUTHWARD TRAINS				
THIRD CLASS		FIRST CLASS					Siding	Other Tracks			FIRST CLASS		SECOND CLASS				
329	Mixed Daily Ex. Sunday	179	Passenger Daily Ex. Sunday								178	Passenger Daily Ex. Sunday	380	Mixed Daily Ex. Sunday			
L	AM 11.41	L	PM 9.22	0.00			P			A	AM 7.33	A	PM 3.32				
	S 11.55		S 9.33	6.31	5013	JUNCTION SWITCH	T			S	7.22	S	3.17				
	S 12.12		S 9.48	15.14	5014	CLIFFORD	T	19		S	7.07	S	2.59				
	S 12.30		S 10.01	20.96	5015	MILDMAY	T	28		S	6.55	S	2.46				
	F 12.40		F 10.11	25.88	5016	WALKERTON	T	40		F	6.44	F	2.28				
	S 12.46		S 10.15	28.44	5017	DUNKELD	T	8		S	6.39	S	2.22				
	S 12.49		F 10.19	29.70	5018	CARGILL	T	21		S	6.35	S	2.17				
	S 1.03		S 10.32	36.12	5019	PINKERTON	T	8		S	6.24	S	2.03				
	F 1.18		F 10.47	43.46	5020	PAISLEY	T	23		F	6.09	F	1.47				
	S 1.33		S 11.00	49.05	5021	TURNERS	T	10		S	5.59	S	1.33				
	A 1.50		A 11.10	53.16	5022	PORT ELGIN	T	32		L	AM 5.50	L	PM 1.05				
	Daily Ex. Sunday		Daily Ex. Sunday			SOUTHAMPTON	T	YARD		Daily Ex. Sunday	178	Daily Ex. Sunday	380				
	<b>329</b>		<b>179</b>			53.16 miles											
						Rule 42 applicable											

**SOUTHAMPTON SUBDIVISION FOOTNOTES**

Trains may leave Junction Switch without terminal clearance.  
Emergency telephone—Junction Switch in booth north of C.P.R. Crossing.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

Junction Switch.....Junction Owen Sound Subdivision. Before fouling Owen Sound Subdivision Conductors must secure permission from Despatcher, who will record such permission in train order book as transmitted to and acknowledged by Conductor. All trains must approach and move within yard limits prepared to stop unless main track is seen to be clear.

**YARD LIMIT BOARDS**

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

**SPEED RESTRICTIONS**

Passenger trains.....	Miles per hour
Freight and mixed trains, engine with caboose or light engines.....	40
Train handling auxiliary crane.....	35
Crane over Bridge M.36.55.....	20
Crane over Bridge M. 48.15.....	5
	10

**PERMANENT SLOW ORDERS**

Mileage		Miles per hour
28.40	Cargill, Main Street, first south of station (B.T.C. 61975).....	10
36.55	Bridge, Teeswater River.....	5
36.95	Bridge, Willow Creek, all engines of the 1300 class.....	20
	(When double-heading).....	10
48.15	Bridge, Mill Creek.....	10

(For further speed restrictions, see page 23).

**ENGINE AND CAR RESTRICTIONS**

Heaviest engine permitted between Jct. Switch and Paisley.....5600 Class.  
Heaviest engine permitted between Paisley and Southampton.....1300 Class.  
Heaviest auxiliary crane permitted:  
Junction switch to Paisley.....160 ton.  
Paisley to Southampton.....60 ton.  
Two cars must separate engine from auxiliary Crane over bridges 36.55-48.15.  
Southampton....Engines must not operate past boiler room of Fitton-Parker Furniture Co.

**OTHER TRACKS**

Station	Car	Point	Mileage
Number	Capacity	face	
Fultons.....	5012	3	S. 3.78
Mildmay Co-operative Association .....	9	S.	14.75

Way Freight leave Palmerston 8.00 a.m. except Sunday for Southampton and return.

## WIARTON SUBDIVISION

NORTHWARD TRAINS				Symbols	Miles from Jct. Switch Owen Sound Sub.	Station Number	Time Table No. 91 Effective April 24th, 1949		STATIONS	Train Order or Phone	Car Capacity		SOUTHWARD TRAINS				
SECOND CLASS		THIRD CLASS					Siding	Other Tracks			SECOND CLASS		THIRD CLASS				
337	Mixed Daily Ex. Sunday	341	Mixed Daily Ex. Sunday								386	Mixed Daily Ex. Sunday	388	Mixed Daily Ex. Sunday			
L	PM 2.05	L	AM 10.25	YR	0.00	5035	T	29	15	A	PM 1.10	A	PM 3.25				
	S 2.13		F 10.30		2.44	5036	T		2	F	1.01	S	3.17				
	S 2.23		F 10.44		5.73	5037	T		2	F	12.51	F	3.07				
	A 2.35		A 10.55	WR	10.01	5038	T	YARD		L	PM 12.40	L	PM 2.55				
	Daily Ex. Sunday		Daily Ex. Sunday			10.01 miles				Daily Ex. Sunday	386	Daily Ex. Sunday	388				
	<b>337</b>		<b>341</b>			Rule 27, (par. 7), and Rule 42 applicable.											

**WIARTON SUBDIVISION FOOTNOTES**

Trains may leave Parkhead without terminal clearance.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

Parkhead.....Junction Owen Sound Subdivision. Before fouling Owen Sound Subdivision Conductors must secure permission from Despatcher, who will record such permission in train order book as transmitted to and acknowledged by Conductor. All trains must approach and move within yard limits prepared to stop unless main track is seen to be clear.

Mileage at Parkhead is Junction switch. Distance from Jct. switch to station is 0.05 miles.

**YARD LIMIT BOARDS**

Parkhead.....3248 feet north of station.  
Wiarton.....5000 feet south of station.

**SPEED RESTRICTIONS**

Trains.....	Miles per hour
Train handling auxiliary crane.....	25
	15

**PERMANENT SLOW ORDERS**

Mileage		Miles per hour
5.70	Clavering, Public Road, second south of station. (B.T.C. 56630).....	10
9.99	Wiarton, George St. (B.T.C. 58841).....	10

For further speed restrictions, see page 23.

**ENGINE AND CAR RESTRICTIONS**

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

## SPECIAL INSTRUCTIONS

1. Time will be transmitted at 11.00 a.m. daily except Sunday.
2. Engine whistle signal 14(k) must be sounded by a train displaying green signals for following section, when passing section men, bridge men and other workmen. Engine whistle signal 14(l) is amended to be: Two long, one short, and one long (— 0 —). (B.T.C. General Order 578).
3. At places where the sounding of engine whistle is prohibited, the speed of any train running against the current of traffic must be so reduced that train may be stopped within distance engine men can see that track is clear.
4. In the application of Rule 91, the restrictions on a train following a train carrying passengers will also apply to a train following a light engine without conductor, and the restrictions on a light engine following any train will also apply to an engine moving with caboose only. Rule 91, last paragraph.—The interval required between FREIGHT TRAINS, under the conditions specified, is increased to not less than twenty (20) minutes.
5. No car or dead engine shall be left on or obstruct a track used for meeting or passing trains without permission from Superintendent or Assistant Superintendent.
6. No light engine nor two or more light engines coupled, when the 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.
7. To prevent accidents to passengers alighting from cars standing on bridges adjacent to stations, trainmen will not announce station stops until after train has passed over the structure.
8. Unless otherwise provided, the position of switches at junction points with other subdivisions is normal when set for main traffic subdivision, and unless otherwise provided the position of switch at the end of double track is normal when set for trains from single to double track.
9. Unless otherwise directed, dead engines handled in trains must be handled with the pilot end ahead, must be placed at least five cars from the train engine, and if more than one dead engine is handled in train, they must be separated by at least five cars.
10. Pile drivers, steam shovels and hoist cranes, also drag lines loaded on flat cars with booms exceeding 35 feet in length, must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to body of 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 allowed in cable to allow for curvature or slack. Unless further restricted by special instructions, trains handling such equipment must not exceed 20 miles per hour. Speed must in all cases be regulated to safety limit in rounding curves. When possible, at least three cars must be placed between this equipment and the engine handling train. Pile drivers, steam shovels, scale test cars, boarding, advertising and other cars occupied by employees or passengers, must be placed immediately ahead of cabooses when handled on freight trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframes they may be handled in any location in freight or mixed trains. Conductors will be held responsible for strict observance of this rule.
11. Air brakes must be in service while switching occupied passenger equipment, also while switching equipment on or off occupied passenger equipment. Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made. Air brakes should be applied on auxiliary cranes, hoists, pile drivers, snow plows, spreaders, passenger coaches or other equipment when placed on turn-table, before engine is uncoupled, to ensure full control and safe handling.
12. It is forbidden to handle freight cars in main line passenger trains, unless such freight cars are equipped with air brakes, communicating signals, steel or steel-tired wheels, and trucks designed for use in passenger train service; provided, however, that it shall be permissible to use such freight cars in passenger service when baggage cars or freight cars especially equipped as aforesaid become disabled or unfit for use while in transit and such cars only are available to receive the baggage or freight as the case may be to avoid unnecessary delay in forwarding the same. In this event, cars must not be loaded beyond their marked capacity, and the speed must not exceed thirty-five miles an hour. No branch line passenger train on which is placed a freight car not equipped as provided in the above paragraph, shall be allowed to exceed the speed in any one mile prescribed for mixed trains on that Subdivision, and shall not in any case exceed thirty-five miles per hour, and such restrictions shall be covered by train order. (B.T.C.- G.O. 571). No freight, merchandise or lumber car shall be placed in any passenger train in the rear of any passenger car in which any passenger is carried.
13. A blue flag by day and a blue light by night, required by Rule 26, must be displayed at a height of five feet above rail level on a steel frame secured to the rail; day signals to be of rigid material 22" x 28" in size with rounded corners, painted royal blue with a border of white on both sides one and one-half inches in width set at right angles to the track, and located between the switch and the first engine, car or train occupying the track. All switches leading to repair track are to be locked with special locks, and keys carried by the foreman in charge of the repair work, or by other responsible party, whose duty it shall be to see that employees and workmen so engaged are warned and are clear from cars or engines before any switching movement is made on such tracks, and also that the switches are locked after the switching movement is completed. (B.T.C. General Order 268).
14. General Order No. 600, Board of Transport Commissioners for Canada.

### IT IS ORDERED:

1. That every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam power shall strictly conform to the following rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains namely:—
  - (1) \*Through and local trains, double track, right hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on the right hand side only are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.
  - (2) \*Through and local trains, double track, left hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.
  - (3) \*Through and local trains, single track. When running all vestibule doors and platforms are to be kept closed. \*Note.—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5 and 6 hereof.
  - (4) Suburban trains, double track, right hand operation. Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.
  - (5) Suburban trains, double track, left hand operation. Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.
  - (6) Suburban trains, single track. All vestibule doors and platforms may be kept open.
  - (7) Secure vestibule doors and platforms. When permissible to have vestibule doors and platforms open when running, these must be securely fastened.
  - (8) Guard rails or side gates. These appliances will be handled as prescribed for the handling of vestibule doors and platforms.
  - (9) Vestibule curtains. These appliances will be kept drawn and securely fastened, except during switching operations.
  - (10) Tail gates, chains, or bars. The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it.
2. That, when vestibule doors and platforms, side gates or guard rails (if required by the said regulations to be kept closed when running) are closed as the train moves away from stopping point and remain closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations herein approved are being complied with.
  - 14A. Where passenger equipment is to be cut off enroute, or where a train is to be cut at a terminal, Trainmen and Yardmen must see that tail gates, chains, or bars on all cars involved are properly closed and secured before switching is commenced, whether cars are occupied or not, except at final terminals where it is definitely known that the train is empty.
  - 14B. General Order No. 707, B.T.C.—Marshalling of Equipment of passenger trains.
    - (1) There shall be a buffer car between the locomotive and the first coach carrying passengers. In local and mixed train services, a combination baggage or express car with passenger compartment shall be considered a buffer car within the meaning of this rule, if the baggage or express end of such car is next to the locomotive.
    - (2) No wooden mail, express or baggage car occupied by any employee or other person shall be marshalled between the locomotive and steel equipment, or between other steel units.
    - (3) All passenger trains shall be marshalled in such a manner that no wooden coaches carrying passengers are placed between cars of steel construction and that all wooden coaches are placed on rear of the trains.
    - (4) A car or coach with steel underframe shall not be deemed to be a wooden car or coach within the meaning of this Order.
  15. Not more than one engine must be used in placing cars on or removing them from coal chutes. Air brakes must be coupled and working between cars and engine and not more than two cars must be moved up ramp at the same time.
  16. "Backup" air hose, equipped with air whistle, must be in service on rear platform of all passenger trains moving backwards, and whistle sounded approaching public highway crossings, or where necessary to warn persons crossing or approaching the track.
  17. Stand pipes on double track must be left with spout pointing in the direction of the current of traffic.
  18. In all cases of derailments or accidents to passenger cars lighted with Pintsch or Commercial Acetylene Gas, the supply of gas must be shut off, if possible, by closing the stud valves in storage tanks underneath the body of car. Key for this purpose is located in the gauge box underneath the car.
  19. When a train or engine passes over any highway crossing protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing for it to be protected by member of crew. (B.T.C. 493).
  20. At highway crossings where member of crew is required to protect the movement of vehicles over the railway, a hand signal shall be used by day and a clear white light by night. (B.T.C. 484).

Where instructions require that all switching movements over a highway crossing shall be protected by a member of the train crew, these instructions include the movements of the engine over the crossing either before, during or after the switching movements take place.

21. Before moving or coupling on to cars being loaded or unloaded at freight sheds, team tracks and other places, or boarding outfit cars, snow plows, flangers, other units of work equipment and dead engines, persons in on or about them must be warned to avoid injury.

22. In the event of a headlight failure between Sunset and Sunrise rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the engineman will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten miles an hour over any public highway crossing not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding as shown in the time table, is reached, where an examination must be made and, if possible, the headlight put in good working condition.

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

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

Repairs to the equipment must be effected at the first repair point, or the engine replaced. (First repair point is such a place at which the company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment). (B.T.C. General Order 522).

The engineman must advise despatcher from the first open communicating station when he is proceeding with temporary headlight.

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

23. Rule 93 amended, (Paragraph 5). By night or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within Yard Limits. (B.T.C. General Order 509).

24. Rule 98 (Paragraph 3), amended. At railway crossings at grade, unless otherwise permitted by Order of the Board of Transport Commissioners for any specific crossing, the speed of any train must not exceed thirty-five miles per hour until the entire train has passed the crossing. (B.T.C. G.O. 603).

25. Rule 99 (Paragraph 5) requires that when the flagman has gone out the necessary distance under the conditions existing he will place two torpedoes on the rail. It must be further understood that when the flagman goes beyond this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.

26. Rule 103 amended, (Paragraphs 1 and 2)—When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates, or otherwise) a man must take a position on the leading car for the purpose of giving signals necessary to such movement.

Whenever in any city, town or village, cars not headed by an engine, or its tender, are passing over or along a highway at rail level, which is not adequately protected by gates or otherwise, a man must be stationed on the leading car to warn persons standing on, or crossing, or about to cross, that track. (B.T.C., G.O. 708).

27. Where public highway crossings are located, trainmen of trains leaving cars on tracks adjacent to main tracks, or occupying sidings, and when separating train to conform to Rule 103 (3rd paragraph) must, when practicable, see that cars are left standing at least one hundred feet from such highway crossings.

28. Whenever it is necessary, after arrival, for a mixed train to back up the passenger cars away from a station platform in order to perform switching, unloading of freight, or other service, a second stop must be made at such platform before final departure, if there are any passengers to detrain or entrain.

29. In mixed trains, one or more cars must be handled between postal, express or passenger cars, and car or cars containing oil or gasoline.

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

#### GENERAL INSTRUCTIONS—

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

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

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

Cars containing class "D" Poison (Radioactive materials) must not be placed in trains next to cars placarded "Explosives" or next to carload shipments of undeveloped film. In event of derailment or damage to lading, the lading must be isolated if possible, and must not be handled until directed by competent authority, and persons must keep a reasonable distance away from lading.

Continued on page 23

SPECIAL INSTRUCTIONS—Continued

30.—Continued.

GENERAL INSTRUCTIONS—Continued.

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

ON THROUGH OR LOCAL FREIGHT TRAINS THE FOLLOWING ALSO APPLIES:

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

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

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

A car containing a shipment of EXPLOSIVES not exceeding 1000 lbs. must be so placed in the train that not less than three freight cars are between it and the car carrying passengers and not less than one freight car between it and the engine hauling the train.

A car containing a shipment of EXPLOSIVES in excess of 1000 lbs. must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine hauling the train.

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

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

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

(B.T.C. G.O. 598).

GENERAL SPEED RESTRICTIONS

Conductors and enginemen, especially those in passenger service, are cautioned not to run their trains at excessive rate of speed, particularly on descending grades, around sharp curves or through crossovers, junction stations and large yards. Safety to passengers and property is of the first consideration.

The figures in this time table do not excuse or authorize the non-observance of any speed restrictions which may be otherwise specified.

Where a speed restriction is prescribed, either by timetable, train order or bulletin, specified speed must not be exceeded in any one mile.

	Miles per hour
Passenger trains handling Caboose.....	60
Engines running tender first, other than suburban tank engines equipped with pilot on tender. (B.T.C.-G.O. 710).....	25
Switch engines under steam.....	25
Engines from which engine trucks, pony trucks, or side rods have been removed, and switch engines not under steam.....	15
Trains handling dead engines other than those specified above.....	25
Trains handling pile drivers, steam shovels and hoist cranes.....	20
Train handling scale test car. (See Special Instruction No. 10).....	30
Santa Fe engines.....	30
Mikado engines on passenger trains.....	60
Consolidation engines on passenger trains.....	50
Northern type engines (except U-4 class—6400) on passenger trains when handling less than nine cars.....	70
Mixed trains, unless otherwise specified (B.T.C.-G.O. 571).....	35

Prior to placing work equipment 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 being handled and speed restrictions applicable. When the work equipment or dead engines are to be moved beyond the Chief Dispatcher's or Chief Traffic Supervisor's territory, they will be responsible to advise the adjoining Chief Dispatcher of the movement, and speed restrictions applicable.

Spreaders, when being worked in ice cutting, ballasting and other operations, frequent inspection must be made of equipment to see that everything is in order..... 12

Snow plows in operation. Speed of snow plows must be reduced to ten (10) miles per hour well in advance of operating through station yards, approaching and passing station platforms, truss and girder bridges, and other important structures which extend above the level of the rail, requiring taking in of wings.

SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

TO ALL EMPLOYEES

1. Employees must be thoroughly conversant with the Brake and Signal Equipment and instructions issued in connection therewith, and must report promptly any trouble or defects.

RESPONSIBILITY

2. The Engineman and Conductor are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed or hose uncoupled. Engineman must personally handle brake valve when making all tests.

TERMINAL, ROAD AND RUNNING TESTS

3. These must be made in accordance with the instructions contained in Air Brake Regulations and printed separately as Book "A" (Form 8914), issued January, 1938.

Engine and Train Crews operating in United States territory must be governed by I.C.C.—A.A.R. Train Brake Test requirements.

DOUBLE HEADING, ASSISTING AND PUSHER SERVICE

4. When two or more engines are used in any train all hose must be coupled, and brakes tested and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all except the leading engine. In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the engineman's valve of the engine remaining with the train.

OBSERVING AIR GAUGES

5. Air gauges on engines and cabooses must be observed frequently to see that maximum pressure is being maintained.

SETTING OUT CARS

6. When cars are set off at any point between terminals auxiliary reservoirs must be bled before the hand brakes are applied.

STANDING ON GRADES

7. When the engine, either with or without cars, is to be uncoupled from the train on a grade, a sufficient number of hand brakes must first be applied to hold the portion of the train to be left standing. After recoupling, hand brakes must not be released until it is known that the train air brake system is fully recharged.

CALLING FOR BRAKES

8. A call for brakes when running must be promptly responded to by each Trainman opening a Conductor's valve and then applying hand brakes.

RETAINING VALVES

9. Retaining valves must be used when descending the grades designated in special instructions.

OPERATIVE BRAKES

10. All trains must have 100% of brakes operative when leaving terminals, except in case of emergency, and must not be run with less than 85% at any time. When cars with brakes cut out are moved in trains, not more than two of such cars shall be handled together, unless they are at the rear of the train ahead of the caboose.

All trains going to the United States must have 100% of brakes operative leaving the last terminal and must not be run with less than 85% at any time. When necessary to cut out brakes on any cars en route in such trains they must be placed together at the rear of the train ahead of the caboose before entering that territory.

GENERAL INSTRUCTIONS GOVERNING EQUATED TONNAGE

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

Example:—(1) 42 cars..... Total gross weight..... 2100 tons  
Car factor..... 10 x 42 cars..... 420

EQUATED TONS..... 2520

(2) 84 cars..... Total gross weight..... 1680 tons  
Car factor..... 10 x 84 cars..... 840

EQUATED TONS..... 2520

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade. The principal being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded, partly loaded or empty cars.

3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.

4. The equated ratings shown are "A" for fair weather. These ratings will be reduced as authorized by ratings "B" to "K" for temperature.

TONNAGE REDUCTIONS

TEMPERATURES	Weather condition modifications	
	Rating	Reduction in tonnage
Above Freezing (32° above).....	A	Nil
32° above to 16° above (or bad rail).....	B	5%
15° above to Zero.....	C	10%
Zero to 10° below.....	D	15%
11° below to 20° below.....	E	20%
21° " to 25° ".....	F	25%
26° " to 30° ".....	G	30%
31° " to 35° ".....	H	35%
36° " to 40° ".....	I	40%
41° " to 45° ".....	J	45%
46° " to 50° ".....	K	50%

The Chief Dispatcher will issue special instructions in case of storm or temperature lower than those shown.

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Dispatcher and Yardmaster in such cases.

6. Any necessary adjustment in the ratings shown in tables will be made by the General Superintendent Transportation.

7. When an engine of different capacity from those shown in the table is used, the proper equated tonnage will be arrived at by taking the ratings of the engine with the closest percentage capacity dividing this rating by its percentage capacity and multiplying the result by the percentage of capacity of the engine to be used.

Example: To find the equated rating of a 38% engine;  
Published rating of 40% engine—2500 tons  
Equated tonnage rating of 38% engine =  
2500 x 38 = (2375 Equated Tons.)

40

8. To determine proper tonnage for pusher, double header or helper engines, unless special rating is given, add to equated rating of the first engine 100% of the equated rating in effect for each class of helper.

9. In making up trains, weights must be obtained by taking tare and contents from the waybill. When tare weights are not available, they will be estimated, the following weights being used as a guide.

Passenger cars—4 wheel trucks.....	40 tons
" " " " (Baggage, Colonist and Coach).....	70 "
" " " " (Tourist, Sleepers, etc.).....	87 "
Express Refrigerator cars.....	40 tons
Freight " " " ".....	30 "
Steel automobile and box cars..	25 "
Steel frame automobile and box cars.....	21 "
Wooden frame automobile and box cars.....	18 "
Stock cars.....	18 "
Hopper cars.....	24 "
General service.....	23 "
Steel and steel frame gondola cars.....	27 "
Hart convertible.....	20 "
Flat cars.....	18 "
Depressed flat cars.....	28 "
Caboose or van.....	20 "

Agents will see that tare weight of all cars loaded in their territory is shown on the waybill in the space provided for it. This tare weight to be obtained from the actual inspection of the car and not to be estimated. In the case of cars loaded at blind sidings, the conductor lifting car will make a note of the tare weight and see that same is properly entered on waybill.

10. In computing tonnage, fully loaded cars of grain, coal, rails, lumber, pulpwood, ties, etc., where weights are not given on the waybill, will be considered as carrying the marked carrying capacity of the car.

11. When dead engines are included in a train, four times the car factor will be added to the actual weight of each engine. Weights of engines being hauled dead are to be taken as under:

85% to 51% engines.....	175 tons.	30% to 21% engines.....	100 tons.
50% to 40% engines.....	150 tons.	20% to 15% engines.....	75 tons.
40% to 31% engines.....	125 tons.	Below 15% engines.....	50 tons.

Example: Established rating 3000 equated tons.

Car factor 10.....	3070 tons.
50 cars. Gross weight.....	350 tons.
2—83% dead engines, gross weight.....	590
Car factor 10 x 58.....	590

EQUATED TONNAGE..... 3000

12. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.

13. When an engine is unable to handle the authorized rating a joint message, signed by Conductor and Engineman, will be sent to the Assistant Superintendent, advising the reduction made and giving the reason for same.

14. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating when tonnage is available.

## FAIR WEATHER EQUATED TONNAGE RATINGS

### STRATFORD DIVISION

WEST AND NORTH													EAST AND SOUTH															
Car Factor	Engine Capacities												Controlling Grade	BETWEEN	Controlling Grade	Engine Capacities												Car Factor
	21%	26%	28%	34%	38%	40%	45%	50%	53%	55%	57%	60%				BETWEEN	BETWEEN	60%	57%	55%	53%	50%	45%	40%	38%	34%	28%	
5	750	870	950	1150	1300	1370	1510	1650	1750	1820	2010	2120	... Georgetown—Acton ...	... Toronto—Acton ...	... Georgetown—Norval ...	4600	4370	3940	3800	3570	3280	3000	2850	2640	2000	1900	1600	10
6	970	1150	1250	1520	1800	1900	2070	2310	2400	2490	2800	2900	... Breslau—Kitchener ...	... Acton—Kitchener ...	... Breslau—Mosborough ...	3270	3100	2800	2700	2350	2150	1950	1750	1670	1300	1200	1000	6
6	800	950	1050	1270	1470	1600	1710	1850	2000	2080	2300	2420	... Kitchener—Petersburg ...	... Kitchener—Stratford ...	... Baden—Petersburg ...	2670	2530	2280	2200	2110	1920	1750	1630	1450	1200	1100	920	6
8	1100	1350	1450	1760	1950	2150	2340	2530	2700	2800	3100	3270	... Parkhill—Thedford ...	... Stratford—Sarnia ...	... Ailsa Craig—Lucan ...	2410	2300	2080	2000	1850	1720	1600	1470	1270	1050	950	800	6
8	1280	1500	1600	1940	2150	2400	2520	2750	2900	3010	3340	3510	... St. Mary's—Kellys ...	... Stratford—London ...	... London—Thorndale ...	2900	2760	2490	2400	2310	2070	1900	1750	1670	1300	1200	1000	7
7	920	1100	1200	1450	1630	1700	1980	2200	2300	2390	2640	2780	... Paris Jct.—Richwood ...	... Stratford—Paris Jct. ...	... Bright—Drumbo ...	3870	3680	3320	3200	3020	2790	2550	2280	2060	1700	1600	1340	9
8	1340	1600	1700	2060	2280	2500	2720	3020	3150	3270	...	...	... Sebringville—Mitchell ...	... Stratford—Clinton Jct. ...	... Mitchell—Sebringville ...	...	...	2590	2500	2350	2160	2000	1820	1640	1350	1250	1050	7
7	1000	1250	1350	1640	1820	2000	2200	2450	2550	2650	...	...	... Clinton Jct.—Goderich ...	... Clinton Jct.—Goderich ...	... Goderich—Holmesville ...	...	...	1920	1850	1670	1600	1450	1350	1210	1000	900	750	5
5	750	900	970	1180	1300	1400	1575	1750	1850	1920	1990	2090	... Harrisburg—Branchton ...	... Lynden—Galt ...	... Galt—Branchton ...	5880	5110	4930	4750	4500	4050	3600	3320	2970	2450	2300	1930	12
6	820	1000	1050	1270	1400	1600	1800	2000	2120	2200	2280	2400	... Hespeler—Guelph Jct. ...	... Galt—Guelph Jct. ...	... Hespeler—Galt ...	3960	3760	3630	3500	3300	2975	2600	2450	2120	1750	1650	1350	9
6	800	950	1000	1210	1350	1450	1630	1810	1920	1990	...	...	... Elora—Alma ...	... Guelph Jct.—Palmerston ...	... Drayton—Alma ...	...	...	2070	1995	1880	1690	1500	1300	1150	950	850	710	5
5	800	950	1000	1210	1350	1450	...	...	...	...	...	...	... Minto—Mount Forest ...	... Palmerston—Mount Forest ...	... Minto—Palmerston ...	...	...	...	...	...	...	2350	2240	2000	1650	1500	1280	8
8	1100	1350	1450	1760	1950	2150	...	...	...	...	...	...	... Varney—Durham ...	... Mount Forest—Holstein ...	... Holstein—Mount Forest ...	...	...	...	...	...	...	2150	2000	1800	1500	1400	1170	8
8	1100	1350	1450	1760	1950	2150	...	...	...	...	...	...		... Holstein—Durham ...	... Varney—Holstein ...	...	...	...	...	...	...	1100	1030	920	750	700	580	5
8	1120	1400	1700	1980	2210	2330	2620	2910	3085	...	...	...	... Newton—Brunner ...	... Palmerston—Stratford ...	... Gad's Hill—Milverton ...	...	...	...	2885	2720	2450	2180	2070	1850	1600	1350	1280	8
8	1100	1350	1450	...	...	...	...	...	...	...	...	...	... Bluevale—Wingham ...	... Listowel—Wingham ...	... Wingham—Bluevale ...	...	...	...	...	...	...	...	...	...	1150	1050	850	5
8	1000	1250	1350	...	...	...	...	...	...	...	...	...	... Wingham—Whitechurch ...	... Wingham—Lucknow ...	... Lucknow—Whitechurch ...	...	...	...	...	...	...	...	...	...	950	850	700	5
5	800	870	950	...	...	...	...	...	...	...	...	...	... Lucknow—Ripley ...	... Lucknow—Kincardine ...	... Kincardine—Ripley ...	...	...	...	...	...	...	...	...	...	900	800	670	5
8	1100	1350	1450	...	...	...	...	...	...	...	...	...	... Harriston—Clifford ...	... Palmerston—Clifford ...	... Harriston—Palmerston ...	...	...	...	...	...	...	...	...	...	1500	1400	1120	8
8	1100	1350	1450	...	...	...	...	...	...	...	...	...	... Clifford—Mildmay ...	... Clifford—Walkerton ...	... Mildmay—Clifford ...	...	...	...	...	...	...	...	...	...	900	800	670	5
7	970	1200	1300	...	...	...	...	...	...	...	...	...	... Walkerton—Dunkeld ...	... Walkerton—Paisley ...	... Cargill—Walkerton ...	...	...	...	...	...	...	...	...	...	900	800	670	5
5	800	950	1000	...	...	...	...	...	...	...	...	...	... Paisley—Turners ...	... Paisley—Southampton ...	... Turners—Paisley ...	...	...	...	...	...	...	...	...	...	900	800	670	5
8	1100	1350	1450	1970	2170	2310	...	...	...	...	...	...	... Harriston—Drew ...	... Palmerston—Hanover ...	... Neustadt—Drew ...	...	...	...	...	...	...	1360	1260	1160	1050	950	800	6
5	800	950	1000	1200	1320	1410	...	...	...	...	...	...	... Hanover—Elmwood ...	... Hanover—Parkhead ...	... Parkhead—Allenford ...	...	...	...	...	...	...	1360	1260	1160	1000	900	750	6
5	800	950	1000	1090	1200	1280	...	...	...	...	...	...	... Shallow Lake—Murphys ...	... Parkhead—Owen Sound ...	... Owen Sound—Benallen ...	...	...	...	...	...	...	890	840	750	650	600	500	4
6	920	1100	1200	...	...	...	...	...	...	...	...	...	... Parkhead—Clavering ...	... Parkhead—Warton ...	... Warton—Clavering ...	...	...	...	...	...	...	...	...	...	1000	900	750	6
7	1120	1320	1400	...	...	...	...	...	...	...	...	...	... Hyde Park—Ilderton ...	... Hyde Park—Clinton Jct. ...	... Clandeboye—Ilderton ...	...	...	...	...	...	...	...	...	...	1600	1470	1200	7
4	610	750	...	...	...	...	...	...	...	...	...	...	... Blair—Kitchener ...	... Kitchener—Galt ...	... Blair—Galt ...	...	...	...	...	...	...	...	...	...	1140	920	6	
5	880	1080	...	...	...	...	...	...	...	...	...	...	... Waterloo—St. Jacobs ...	... Kitchener—Elmira ...	... Kitchener—Waterloo ...	...	...	...	...	...	...	...	...	...	780	630	5	

N.B.—(a) Doublehead and helper service—add full ratings for each engine.

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.

FAIR WEATHER EQUATED TONNAGE RATINGS

LONDON DIVISION

Car Factor	WEST AND NORTH												BETWEEN	EAST AND SOUTH												Car Factor	
	Engine Capacities											Controlling Grade		Controlling Grade	Engine Capacities												
	26%	28%	34%	38%	40%	45%	50%	53%	55%	57%	60%	BETWEEN		BETWEEN	60%	57%	55%	53%	50%	45%	40%	38%	34%	28%	26%		
10	1800	1950	2440	2560	2790	3140	3480	3700	3840	4350	4570	... Oakville—Bronte ...	... Mimico—Burlington ...	... Port Credit—Mimico ...	5890	5600	4980	4800	4520	4070	3620	3440	3080	2530	2350	12	
10	1800	1950	2440	2560	2790	3140	3480	3700	3840	4350	4570	... Burlington—Aldershot ...	... Hamilton—Burlington ...	... Hamilton—Aldershot ...	2650	2520	2390	2300	2160	1950	1730	1640	1470	1210	1120	12	
12	1440	1550	1890	2130	2220	2500	2770	2950	3060	3400	3580	... Hargrove—Burlington ...	... Burlington—Stoney Creek ...	... Hargrove—Stoney Creek ...	4630	4400	3950	3800	3570	3220	2860	2550	2430	2000	1860	12	
12	2600	2800	3400	3800	4000	4500	5000	5300	5500	6200	6530	... St. Catharines—Jordan ...	... Hamilton—Merritton ...	... St. Catharines—Merritton ...	4820	4100	3630	3500	3300	2970	2640	2500	2240	1850	1710	10	
12	2420	2610	3170	3540	3730	4200	4660	4950	5140	5300	5580	... Niagara Falls—Merritton ...	... Niagara Falls—Merritton ...	... Merritton—Niagara Falls ...	2890	2750	2430	2340	2170	1980	1760	1670	1500	1230	1140	10	
12	2350	2530	3080	3440	3610	4050	4530	4800	4980	5500	5780	... Thorold—Merritton ...	... Thorold—Merritton ...	... Merritton—Thorold ...	1320	1200	1140	1100	1030	930	830	780	700	580	540	3	
12	2350	2530	3080	3440	3610	4050	4530	4800	4980	5500	5780	... Port Robinson—Lock 25 ...	... Thorold—Port Colborne ...	... Lock 25—Port Robinson ...	3890	3700	3320	3200	3020	2720	2410	2280	2050	1690	1570	9	
5	850	920	1120	1250	1320	1480	1640	1750	1820	2100	2210	... Hamilton West—Copetown ...	... Hamilton—Copetown ...	... Copetown—Hamilton West ...	5620	5350	4780	4600	4330	3900	3470	3300	2950	2430	2250	12	
7	1220	1320	1600	1760	1880	2120	2350	2500	2590	3000	3160	... Brantford—Paris Jct ...	... Copetown—Woodstock ...	... Woodstock—Princeton ...	4630	4400	3950	3800	3570	3220	2860	2550	2430	2000	1860	10	
12	2250	2430	2950	3300	3470	3900	4330	4600	4780	5300	5560	... Dorchester—London ...	... Woodstock—London ...	... Beachville—Woodstock ...	4630	4400	3950	3800	3570	3220	2860	2550	2430	2000	1860	10	
10	1910	2060	2500	2790	2940	3310	3670	3900	4050	4550	4780	... Kerwood—Watford ...	... London—Sarnia ...	... Kingscourt—Watford ...	4630	4400	3950	3800	3570	3220	2860	2550	2430	2000	1860	10	
12	2110	2270	2840	3170	3240	3650	4050	4300	4460	4750	5000	... London—Hyde Park ...	... London—Glencoe ...	... Komoka—Lobo ...	4890	4650	4150	4000	3760	3390	3010	2800	2560	2110	1960	16	
8	1440	1550	1890	2130	2220	2500	2770	2950	3060	3450	3630	... Fort Erie—Windmill Point ...	... Fort Erie—Port Colborne ...	... Windmill Point—Fort Erie ...	4210	4000	3630	3500	3300	2970	2640	2500	2240	1850	1710	9	
8	1440	1550	1890	2130	2220	2500	2770	2950	3060	3450	3630	... Onondaga—Cainsville ...	... Brantford—Port Colborne ...	... Brantford—Cainsville ...	3940	3740	3320	3200	3020	2710	2410	2280	2050	1690	1570	9	
7	1220	1320	1600	1760	1880	2120	2350	2500	2590	3000	3160	... Brantford—Paris Jct ...	... Brantford—Paris Jct ...	... Paris Jct.—Brantford ...	4630	4400	3950	3800	3570	3220	2860	2550	2430	2000	1860	9	
4	700	750	...	...	...	...	...	...	...	...	...	... Brantford—Mt. Vernon ...	... Brantford—Burford ...	... Mt. Vernon—Brantford ...	...	...	...	...	...	...	...	...	...	1700	1580	9	
8	1580	1700	...	...	...	...	...	...	...	...	...	... Hatchley—Norwich Jct ...	... Burford—Norwich Jct ...	... Norwich Jct.—Hatchley ...	...	...	...	...	...	...	...	...	...	...	1700	1580	9
8	1580	1700	...	...	...	...	...	...	...	...	...	... Norwich—Springford ...	... Norwich Jct.—Tillsonburg Jct ...	... Springford—Norwich ...	...	...	...	...	...	...	...	...	...	...	1500	1400	8
8	1450	...	...	...	...	...	...	...	...	...	...	... Willow Grove—Hagersville ...	... Caledonia—Port Dover ...	... Hagersville—Willow Grove ...	...	...	...	...	...	...	...	...	...	...	1000	5	
4	550	590	930	1030	1100	1235	1370	1460	...	...	...	... Hamilton—Rymal ...	... Hamilton—Caledonia ...	... Caledonia—Glanford ...	...	...	...	2140	2020	1820	1620	1520	1370	1130	1050	6	

N.B.—(a) Westward Copetown and Woodstock with help out of Brantford—increase rating 200 tons.  
 (b) Booster equipped Mikado engines either direction Mimico and Fort Erie—increase rating to 57%.  
 (c) Double-head and helper service—add full ratings for each engine.

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.

### HOURS OF SERVICE FOR TRAIN ORDER OFFICES

Train Order Offices, other than twenty-four hour Offices, will be open as follows:

Subdivision:	WEEK DAYS	SUNDAYS	Subdivision:	WEEK DAYS	SUNDAYS	Subdivision:	WEEK DAYS	SUNDAYS
<b>Strathroy Subdivision:</b>			<b>Waterloo Subdivision:</b>			<b>Durham Subdivision:</b>		
Hyde Park.....	8.00 a.m. to 5.00 p.m.	Closed	Waterloo.....	8.00 a.m. to 5.00 p.m.	Closed	Mt. Forest.....	8.00 a.m. to 5.00 p.m.	Closed
Kerwood.....	8.00 a.m. to 5.00 p.m.	"	St. Jacobs.....	7.30 a.m. to 4.30 p.m.	"	Holstein.....	8.00 a.m. to 5.00 p.m.	"
Watford.....	8.30 a.m. to 5.30 p.m.	11.00 a.m. to 1.00 p.m.	Elmira.....	6.20 a.m. to 4.20 p.m.	"	Durham.....	8.00 a.m. to 5.00 p.m.	"
	12.30 a.m. to 8.30 a.m.	5.20 p.m. to 6.05 p.m.						
Wanstead.....	8.00 a.m. to 5.00 p.m.	Closed						
<b>Longwood, Alvinston and Petrolia Subdivisions:</b>			<b>Forest Subdivision:</b>			<b>Fergus Subdivision:</b>		
Mt. Brydges.....	9.00 a.m. to 6.00 p.m.	Closed	Granton.....	8.00 a.m. to 5.00 p.m.	Closed	St. George.....	7.00 a.m. to 4.00 p.m.	Closed
Longwood.....	10.00 p.m. to 6.00 a.m.	10.00 p.m. to 11.59 p.m.	Lucan.....	8.00 a.m. to 5.00 p.m.	"	Galt.....	6.55 p.m. to 7.35 p.m.	"
Except.....	10.00 p.m. to 11.59 p.m. Sat.	"	Ailsa Craig.....	8.00 a.m. to 5.00 p.m.	"	Preston.....	10.00 a.m. to 7.00 p.m.	"
Appin.....	9.00 a.m. to 6.00 p.m.	Closed	Parkhill.....	8.00 a.m. to 5.00 p.m.	"	Hespeler.....	7.50 a.m. to 4.50 p.m.	"
Petrolia.....	8.00 a.m. to 5.00 p.m.	"	Thedford.....	8.30 a.m. to 5.30 p.m.	"	Elora.....	8.00 a.m. to 5.00 p.m.	"
Alvinston.....	8.30 a.m. to 5.30 p.m.	"	Forest.....	8.00 a.m. to 5.00 p.m.	"	Elora.....	8.30 a.m. to 5.30 p.m.	"
			Camlachie.....	8.30 a.m. to 5.30 p.m.	"	Fergus.....	8.30 a.m. to 9.00 p.m.	"
						Alma.....	8.30 a.m. to 5.30 p.m.	"
						Drayton.....	8.15 a.m. to 5.15 p.m.	"
						Moorefield.....	8.00 a.m. to 5.00 p.m.	"
<b>Dundas and Hickson Subdivisions:</b>			<b>Brampton Subdivision:</b>			<b>Southampton Subdivision:</b>		
Princeton.....	8.00 a.m. to 5.40 p.m.	Closed	Weston.....	6.30 a.m. to 8.00 p.m.	Closed	Clifford.....	7.00 a.m. to 4.00 p.m.	Closed
Beachville.....	7.35 a.m. to 5.00 p.m.	"	Malton.....	7.55 a.m. to 8.00 p.m.	"	Mildmay.....	6.50 a.m. to 3.50 p.m.	"
Dorchester.....	7.15 a.m. to 5.25 p.m.	"		6.15 a.m. to 7.15 a.m.	"	Walkerton.....	8.00 a.m. to 5.00 p.m.	"
Hickson.....	8.00 a.m. to 5.00 p.m.	"	Brampton.....	6.00 a.m. to 2.10 a.m.	8.15 p.m. to 11.59 p.m.	Cargill.....	6.30 a.m. to 3.30 p.m.	"
			Georgetown.....	5.45 a.m. to 2.30 a.m.	8.10 p.m. to 11.59 p.m.	Paisley.....	6.10 a.m. to 4.10 p.m.	"
			Acton.....	8.15 a.m. to 8.15 p.m.	8.00 p.m. to 11.59 p.m.	Pt. Elgin.....	5.40 a.m. to 3.40 p.m.	"
				11.15 p.m. to 7.15 a.m.	"	Southampton.....	5.20 a.m. to 5.00 p.m.	"
<b>Dunnville Subdivision:</b>			Rockwood.....	8.30 a.m. to 5.30 p.m.	Closed			
Ridgeway.....	8.00 a.m. to 5.00 p.m.	Closed	Guelph.....	5.10 a.m. to 10.00 p.m.	4.00 p.m. to 10.00 p.m.			
Dunnville.....	8.30 a.m. to 6.00 p.m.	"	Guelph Jct.....	5.30 p.m. to 10.30 a.m.	Closed.			
Caledonia.....	8.00 a.m. to 6.45 p.m.	"	Kitchener.....	12.01 a.m. to 11.59 p.m.	6.45 p.m. to 9.45 p.m.			
	10.00 p.m. to 6.00 a.m.	"	Petersburg.....	8.45 a.m. to 5.45 p.m.	Closed			
				5.00 p.m. to 6.00 p.m.	"	<b>Owen Sound Subdivision:</b>		
			Baden.....	7.30 a.m. to 4.30 p.m.	"	Palmerston.....	5.30 a.m. to 11.30 p.m.	Closed
				4.30 p.m. to 5.45 p.m.	"	Harriston.....	7.15 a.m. to 10.00 p.m.	"
<b>Oakville and Hagersville Subdivisions:</b>			New Hamburg.....	7.20 a.m. to 4.20 p.m.	"	Ayton.....	7.10 a.m. to 4.10 p.m.	"
Clarksons.....	5.45 a.m. to 11.45 p.m.	Closed		4.20 p.m. to 5.40 p.m.	"	Neustadt.....	7.00 a.m. to 4.00 p.m.	"
Aldershot.....	8.00 a.m. to 5.00 p.m.	"	Shakespeare.....	8.30 a.m. to 5.30 p.m.	"	Hanover.....	6.50 a.m. to 7.30 p.m.	"
Hagersville.....	8.30 a.m. to 10.00 p.m.	1.00 p.m. to 10.00 p.m.		4.45 p.m. to 5.45 p.m.	"		9.30 p.m. to 10.30 p.m.	"
"	Mon. 8.30 a.m. to 6.30 p.m.	"				Elmwood.....	6.40 a.m. to 3.40 p.m.	"
						Chesley.....	6.20 a.m. to 7.30 p.m.	"
							9.30 p.m. to 10.30 p.m.	"
<b>Grimsby Subdivision:</b>			<b>Drumbo Subdivision:</b>			Tara.....	8.00 a.m. to 5.00 p.m.	"
Jordan.....	8.30 a.m. to 5.30 p.m.	Closed	Drumbo.....	7.50 a.m. to 4.50 p.m.	Closed	Allenford.....	8.00 a.m. to 5.00 p.m.	"
Vineland.....	8.30 a.m. to 5.30 p.m.	"	Bright.....	7.30 a.m. to 4.30 p.m.	"	Parkhead.....	8.00 a.m. to 5.00 p.m.	"
Beamsville.....	8.30 a.m. to 5.30 p.m.	"	Tavistock.....	7.10 a.m. to 5.10 p.m.	"	Owen Sound.....	8.00 a.m. to 5.00 p.m.	"
Grimsby.....	8.30 a.m. to 5.30 p.m.	7.40 p.m. to 9.40 p.m.					10.30 p.m. to 7.30 a.m.	"
	7.45 p.m. to 3.45 a.m.	"						
Winona.....	8.30 a.m. to 5.30 p.m.	Closed	<b>Goderich Subdivision:</b>			<b>Warton Subdivision:</b>		
Stoney Creek.....	12.01 a.m. to 8.00 a.m.	12.01 a.m. to 8.00 a.m.	Sebringville.....	8.00 a.m. to 5.00 p.m.	Closed	Parkhead.....	8.00 a.m. to 5.00 p.m.	Closed
	8.30 a.m. to 5.30 p.m.	"	Mitchell.....	6.25 a.m. to 4.25 p.m.	"	Warton.....	8.30 a.m. to 5.30 p.m.	"
			Dublin.....	8.00 a.m. to 5.00 p.m.	"			
			Seaforth.....	6.00 a.m. to 4.00 p.m.	"			
			Clinton.....	5.45 a.m. to 11.00 p.m.	"			
			Goderich.....	5.15 a.m. to 5.00 p.m.	"			
<b>Thorold Subdivision:</b>						<b>Newton Subdivision:</b>		
Thorold.....	12.01 a.m. to 11.59 p.m.	Closed				Listowel.....	7.15 a.m. to 10.15 p.m.	Closed
						Newton.....	8.30 a.m. to 5.30 p.m.	"
						Milverton.....	7.45 a.m. to 5.30 p.m.	"
<b>Burford Subdivision:</b>			<b>Exeter Subdivision:</b>					
Burford.....	8.30 a.m. to 5.30 p.m.	Closed	Ilderton.....	8.30 a.m. to 5.30 p.m.	Closed	<b>Kincardine Subdivision:</b>		
Tillsonburg.....	8.30 a.m. to 5.30 p.m.	"	Centralia.....	8.15 a.m. to 5.15 p.m.	"	Listowel.....	7.15 a.m. to 10.15 p.m.	Closed
Otterville.....	8.00 a.m. to 5.00 p.m.	"	Exeter.....	8.00 a.m. to 5.00 p.m.	"	Atwood.....	7.10 a.m. to 4.10 p.m.	"
Norwich.....	8.30 a.m. to 5.30 p.m.	"	Hensall.....	8.00 a.m. to 5.00 p.m.	"	Ethel.....	6.55 a.m. to 3.55 p.m.	"
			Brucefield.....	8.00 a.m. to 5.00 p.m.	"	Brussels.....	6.45 a.m. to 3.45 p.m.	"
						Bluevale.....	6.30 a.m. to 3.30 p.m.	"
<b>Simcoe Subdivision:</b>			<b>Thorndale Subdivision:</b>			Wingham.....	6.20 a.m. to 10.45 p.m.	"
Pt. Dover.....	8.30 a.m. to 5.30 p.m.	Closed	St. Marys.....	12.01 p.m. to 9.00 p.m.	Closed	Lucknow.....	6.00 a.m. to 4.00 p.m.	"
Simcoe.....	8.30 a.m. to 5.30 p.m.	"	Thorndale.....	6.10 a.m. to 4.10 p.m.	"	Ripley.....	8.30 a.m. to 4.30 p.m.	"
St. Williams.....	8.00 a.m. to 5.00 p.m.	"				Kincardine.....	8.00 a.m. to 5.00 p.m.	"
Pt. Rowan.....	8.00 a.m. to 5.00 p.m.	"					10.30 p.m. to 6.30 a.m.	"

### Instructions Governing Movement of Trains by Automatic Interlocked Signals, over Crossings at Grade, with:

#### Canadian Pacific Railway.

- Mileage 12.24—Strathroy Subdivision
- Mileage 29.62—Thorndale Subdivision.
- Mileage 32.73—Fergus Subdivision.
- Mileage 6.82—Durham Subdivision.

#### Toronto Hamilton and Buffalo Railway.

- Hamilton (Victoria Avenue)—Hagersville Subdivision.
- Hamilton, Beach Line (Gage Avenue)—Grimsby Subdivision.

#### Lake Erie and Northern Railway

- Mileage 1.45—Burford Subdivision.
- Mileage 6.32—Simcoe Subdivision.
- Mileage 14.57—Fergus Subdivision.

#### Grand River Railway.

- Mileage 15.82—Fergus Subdivision.
- Mileage 21.74—Fergus Subdivision.

1. When complying with Rule 503 (b) trainman must go to the crossing and unlock box marked "Switch", which is protected with switch lock. After waiting five minutes from the time his train stopped, if the lamps inside this box marked with the name or initials of the opposing railway are lighted, and no train is seen approaching on that railway, he must open knife switch and then give signal to proceed. If lamps are not lighted, he will assure himself that no train is approaching on the opposing railway before opening knife switch. After a portion of his train has passed the home signal he will close the knife switch and lock the box. In automatic block signal territory employees will comply with Rule No. 505.

2. When operating against the current of traffic or where dwarf signal is located at end of siding, or side-track, the procedure given in paragraph 1 must be followed whenever the dwarf signal indicates "Stop".

3. When a reverse movement is to be made after passing through route between home signals, trainman must push the button in box attached to home signal, which will clear this signal when there is no opposing train approaching the crossing.

#### INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS OVER SPRING SWITCHES

Spring switches are indicated by signpost with the letters "S.S."

Sand must not be used while passing over spring switches.

Do not operate spring switch by hand until points are closed. Heavy springs are compressed when wheels force the switch points open. If handle of switchstand is released with springs compressed, the force in the spring will be transmitted to the trainman and may cause injury. If absolutely necessary to deviate from the above instructions, trainmen must exercise great care to keep away from the handle when it is being released.

Trailing movements may be made over spring switches without operating the switch by hand.

A trailing movement over a spring switch must not be reversed, or "back-up" movement made, until the train has moved completely through the switch points, or that part of the train standing on the switch uncoupled and moved clear of the switch points and switch set by hand.

Fixed signals, for movements facing the switch, indicate "Stop" unless the points are free from obstruction and have returned to their normal position. Such signals must be approached at a speed that will enable the stop to be made before reaching the switch, and if indicating "stop" the switch must be inspected by a trainman to ensure that it is in a safe and proper position before proceeding. A "proceed" signal indicates that the switch points are in a position for movement over the switch.

If spring switch is at the end of a siding in automatic signal territory and is equipped with a "Leave Siding Indicator" trainmen will be governed as follows:

Press switch indicator button as usual and then unlock and open box marked "push button" and press button. If (a) the switch indicator shows "block clear" this will cause it to show "block occupied" and the signal on the post (leave siding signal) to display a yellow indication. This indicates that the main track signal in the rear is indicating "Stop" or "Stop and Proceed". Main track may then be occupied.

If (b) the switch indicator shows "Block Occupied" the yellow indication (leave siding signal) will not be displayed until the Operator at the station receives authority from the Dispatcher and no train is in or closely approaching the block wherein the spring switch is located, and the main track signal in the rear indicates "Stop" or "Stop and Proceed". Rules 510, 511 and 512 apply.

#### INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS WHEN "TAKE SIDING" SIGNAL DISPLAYED

"Take Siding" signal units designated by illuminated letter "S" located on certain automatic signals as shown in time table, will be displayed with automatic block signal, Rules 501 (b) or 501 (d), when operator has received instruction to clear train in siding. When "S" signal is displayed, train affected will clear in siding governed by this signal.

#### INSTRUCTIONS GOVERNING "FLAG STOP" SIGNALS

Electrically operated "Flag Stop" signals are located on train order signal mast at certain stations as indicated in subdivision footnotes. When displayed for train to be flagged, green and white lights flash in unison. Rule 28.

### Regarding General Rule "N"—Restricted Clearances

Employees are hereby advised that "Tell Tales" give warning of close approach to Restricted overhead clearances and that where "Tell Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.

They are hereby forbidden to ride on top of cars at any other points where Restricted Overhead Clearances exist, or on side of cars at any points where Restricted Side Clearances exist; they are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks they will not be marked or indicated by tell-tales or restricted clearance signs nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.

All employees concerned will be governed accordingly.

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

#### LONDON DIVISION

Subdivision	Structure or Obstruction	Location	Side of Track or Over Head	Subdivision	Structure or Obstruction	Location	Side of Track or Over Head
Hagersville	Overhead Bridge	Mileage 11.47	Over Head	Dundas—Continued	Overhead Bridge	Mileage 10.19	Over Head
Beach	" "	" 4.72	Overhead and Both Sides	"	" "	" 11.73	"
Beach, Hamilton Ind'l Spur	" "	" 0.71	Over Head	"	Chains on Coal Chute Aprons	" 30.34	"
"	" "	" 0.90	"	"	Overhead Bridge	Paris Jct. Mileage 31.36	"
"	" "	" 1.10	"	"	" "	" 33.21	"
Oakville	" "	" 34.17	Over Head	"	" "	" 35.47	"
"	" "	" 36.36	"	"	" "	" 40.02	"
"	" "	" 36.67	"	"	" "	" 49.66	"
Grimsby	" "	" 7.73	Over Head	"	" "	" 49.80	"
"	" "	" 8.50	"	"	Whistle Post	" 56.45	South
"	" "	" 8.74	"	Strathroy	Overhead Bridge	" 5.20	Over Head
"	" "	" 9.79	"	"	" "	" 5.78	"
"	" "	" 10.95	"	"	" "	" 8.13	"
"	" "	" 14.48	"	"	Half Thru	" 20.57	Both Sides
"	" "	" 27.23	"	Strathroy, St. Clair Tunnel & Pt. Edward	Overhead Wires Towers, Anchor, Tunnel, etc.	Electrified Section Sarnia, Port Huron	Over Head and Both Sides
"	" "	" 43.40	Overhead and North	"	" "	" "	"
"	" "	" 43.46	"	"	" "	" "	"
"	" "	" 43.53	"	Dunnville	Overhead Bridge Stand Pipe	Mileage 1.58 Dunnville	Over Head North
Dundas	" "	Y Track Mileage 0.23	Over Head	Burford	Thru Truss Bridge	Mileage 1.52	Both Sides
"	" "	" 0.77	Overhead and Both Sides	Simcoe	Water Tank	Lynn Valley	South

#### STRATFORD DIVISION

Subdivision	Structure or Obstruction	Location	Side of Track or Over Head	Subdivision	Structure or Obstruction	Location	Side of Track or Over Head
Brampton	Overhead Bridge	Mileage 22.76	Over Head	Fergus	Overhead Bridge	Mileage 10.47	Over Head
"	" "	" 28.96	"	"	" "	" 16.03	"
"	" "	" 29.93	"	"	" "	" 23.57	"
"	" "	" 32.61	"	"	Coal Chute	" 30.03	"
"	" "	" 40.25	"	"	Overhead Bridge	" 44.94	"
"	" "	" 44.81	"	Drumbo	" "	" 8.09	"
Thorndale	" "	" 11.13	"	"	Thru Truss Bridge	" 16.46	Both Sides
Forest	" "	" 1.12	"	Goderich	" "	" 0.52	"
"	" "	" 22.78	"	"	Overhead Bridge	" 1.21	Overhead
Owen Sound	Thru Truss Bridge	" 24.74	Both Sides	"	" "	" 7.40	"
"	Overhead Bridge	" 25.33	Over Head	"	" "	" 7.84	"
"	" "	" 36.59	"	"	Thru Truss Bridge	" 10.33	Both Sides
"	" "	"	"	"	Overhead Bridge	" 13.42	Overhead

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

**Regarding General Rule "N"—Restricted Clearances**

Employees are hereby advised that "Tell-Tales" give warning of close approach to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.

They are hereby forbidden to ride on top of cars at any other points where Restricted Overhead Clearances exist, or on side of cars at any points where Restricted Side Clearances exist; they are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks they will not be marked or indicated by tell-tales or restricted clearance signs nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.

All employees concerned will be governed accordingly.

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead				
PT. EDWARD	Pt. Edward Sarnia	Platform at Dock	Platform No. 1	West		DUNDAS	London	C.N.R. Freight Sheds	Building and eaves	North					
		Sarnia Elevator Co.	Steps—Spouts	Nor. & Sou.				Platform	Platform	North sides					
		MacCraft Co.	Motor shelf	North				Leonard Siding	Building Platform and Doorway Canopy	Both sides	O.H.				
		Dominion Salt Co. No. 1 Siding	Loading platform	West				Lead to L. & P.S. Interchange Track	Wires		O.H.				
		" " " 2 "	Chimney	West				Heaman & Kettle Coal Co.	Eaves	North					
		" " " 2 "	Brine Tanks	East				Charcoal Supply Co.	Building	South					
		" " " 2 "	Pipe	East				Beatty Washer, Eddy Match Co. Siding	{ Fence, Coal bins, and Eaves of building }	North					
		" " " 2 "	O.H. pipe	East				Rowe Feed, Haymans Siding	Building and eaves	South					
		" " " 2 "	Roof projecting	East & West				Maple Leaf Milling Co., Haymans Siding	Building	South					
		" " " 2 "	Platform	East				Wm. Leff Co. Siding	Eaves of building	North					
		Lambton Growers and H. N. Robertson Co.	Building and Platform	East				Gair Co. of Canada	Fence post	North					
		J. Garrock Coal Co.	Shed	East				British American Oil	Eaves, wire and unloading rack	North					
		City of Sarnia	Water Wks. bldg.	East				C.N.R. Coal Chutes	Aprons, Pipe & Ladder	Both sides					
		King Milling Co.	Mill building	East				J. G. Orchard and Brooks Coal Co.	Building and posts	Both sides					
		Lochiel St.	Building	West				McCull Frontenac Oil Co.	Post and platform	South					
		Belton Lbr. Co.	Platform and building	West				B. & B. Shops Siding	Eaves and building	South					
		Lawrence Lumber Co.	Ret. wall	East				London & Petrolia Barrel Co.	O.H. wires, gate and shed	West					
		S. Lampell & Son	Platform	East				Guaranteed Coal Co.	Eaves, coal bin	South					
		Yard	Telephone pole	East				Imperial Oil, Essery Fuel and R. J. Wynn	{ Unload stand, eaves, elevator and building }	North					
		" Platform	Platform	East				G. Belton Lumber Co. Siding	Fence posts and eaves of building	South					
		Stock Pens	Stock Pens	East				Coal Bin, C.N.R.	Building eaves	South					
		Freight House Siding	Shed	East				London East Station	Eaves	South					
		Sarnia Bridge Co.	Crane bent	Nor & Sou.				Gorman Eckert Co.	Gate, platforms, eaves and shed	Both sides					
		" " "	Building	South				Standpipe outgoing track of engine house	Column	North					
		" " "	O.H. crane		O.H.			London Concrete Mach. Co.	O.H. canopy, coal shed, brace and gate	Both sides					
		Imperial Oil Co.	General	All tracks				G. White & Sons Sdg., Jenkins Fuel	Buildings, wires	Both sides	O.H.				
		Freight Shed	Campbell St.	North				Sd. Ro. Ho. Machine Shop	Bldg., eaves, doorway	Both sides					
		All Yard Tracks	Other engines and cars	Both sides				Snow Plow Siding	Welders' cabin eaves	South					
		Sarnia Elevator	No. 5 Track	North				Goodrich Oil Co., Dalton Fuel Siding	{ Pipe standard, elevator and gate }	Both sides	O.H.				
		Holmes Foundry Co.	Plant & Platform	North				Repair Track	Cross Arm. Tel. Line	North					
								Sparton of Canada Siding	Coal bin and platform door	West					
								Race Course Yard Track 11	Stock pen and eaves of scale house	South					
		STRATHROY & ST. CLAIR TUNNEL	Sarnia Yard	Imperial Oil Sidings	General			All tracks		Interchange		Kellogg Co. of Canada Siding East and West	Door rollers, building	Both sides	
				Electric Loco. Stall Lead Tracks	Electric poles			Nor & Sou.				North and South	Platform and eaves	West	
				Tracks 9 and 10	Tower 58			North				Empire Brass Co.	Wall of coal bins	West	
				Electrified Section	Warning light			Nor. & Sou.				Hunt Bros. Siding, Columbia Handle Co.	Wall of blower and platform	West	
				Outgoing Track, Pit Track	Towers, anchors, poles and overhead wires			Both sides	O.H.			Chemical Lime Co. Ltd.	Eaves and platform	East	
				" " "	Oil lighting up pipes and platform			North	O.H.			North American Cyanamid Ltd.	Loading dock & Bldg.	South side	O.H.
				Ingoing Track	Washing platform			South	O.H.			Woodstock	Pulverizing plant	South side	O.H.
				" " "	Oil lighting up pipes, coal chutes			Both sides	O.H.			Wood Mosaic Siding	Gate, derrick, building	Both sides	
				" " "	Transfer platform			North				Old Canada Furniture Sdgs.	Shed, eaves, stantions	Both sides	
				" " "	Acct. shanty			South				McIntosh Coal Siding	Wall of hopper	North	
				" " "	Stores building			South				Ralston Purina Siding	Bin of silo	North	
				All Yard Tracks	Other engines and cars			Both sides				Stand Pipe	Column	Both sides	
		STRATHROY	Strathroy	Middlesex Furniture Co.	Coal bins			East				Freight Shed Siding	Platform	North	
		Steel Coal Co.	Buildings, Back Track	North				Standpipe	Column	South					
		Pincombe Mills	Buildings, Freight Shed Track	North				Hay Mfg. Co. and City Service Co.—North Track	Buildings and eaves, pole	Both sides					
		McEachern Coal Co.	Buildings (Roof)	South				East Track	Bins and doors	Both sides					
		Strathroy Coal Co.	South Side M.L.	South				Cullen Milling—Imp. Oil Sdg.	Building, eaves and platform	South					
		Pincombe	Coal bin roof—South Side M.L.	South				Whitelaw Foundry	Platform	North					
		Lyman Cement Sheds	Insulators—Eaves	South				E. Taylor Siding	Coal bins and eaves	North					
		Turner Day Siding	Siding, Platforms, Pipes, Sills and Bolts	North				J. D. Adams Siding	Doorway	Both sides					
		Alltex Industries	Eaves, Insulators	North				Industrial Track	Buildings	North					
		London	Platforms	North				Shed Track	Eaves of shed	North					
		London Ice—Silverwoods Ltd.	Bldg. and Eaves	North				Stand Pipe	Column	North					
		London	" " "	North				Coal Chute	Chains on coal chute		O.H.				
		Gas Co. and Arthur Coal Co.	Buildings	Both sides											
		H. T. Peason Siding	Between Tracks 1 and 2 and between Tracks 2 and 3 North of Westward Main Track												
		Fireproof Warehousing Co. Siding	Between Westward Main Track and E.B. Eddy siding												
		Canadian Milling & Cereal Co.													
		Longfield Bros.													
		M. Pardy													
LONGWOOD	Mt. Brydges	International Harvester & Gen. Steel Wares Siding	{ Building and eaves of platform }	North											
		Gen. Steel Wares Ltd—Lawson & Jones Siding	Buildings	Both sides											
		East of Egerton Street													
DUNDAS	London	Between Maitland and William Streets North of Westward main track													





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

Regarding General Rule "N" Restricted Clearances

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All employees concerned will be governed accordingly.

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
DUNNVILLE	Port Colborne	Maple Leaf East Track	Office building	East		SIMCOE	Simcoe	Canadian Cannery Siding	Telegraph Pole at Robinson St.	North	
"	"	"	Conveyor elevator	East		"	"	"	Columns of American Can. Overhead Runway	North	
"	"	"	Rope guides	East		"	"	"	"	North	
"	"	"	Chute platform	East		"	"	Jackson & Can. Cannery Sdg. Post	Building J. B. Jackson	North	
"	"	"	Hose house	East		"	"	"	Gate Post Can. Cannery	South	
"	"	"	Motor house	East		"	"	"	Fire Escape Can. Can.	South	
"	"	"	Tank	East		"	"	"	Ladder guard	South	
"	"	West	Mill building	East		"	"	American Can. Coal Siding	Doorway	South	O.H.
"	"	Imperial Oil Siding	Swing pipes and valves on unloading rack	West		"	"	American Can. Track No. 1	Doorway	North	O.H.
"	"	"	Portable screening plant	West	O.H.	"	"	" No. 2	Doorway	South	O.H.
"	"	Valley Camp Sidings	Loading conveyor	West	O.H.	"	"	" No. 3	Doorway	North	O.H.
"	"	East Siding	Car Puller building	West	O.H.	"	"	" No. 4	Doorway, beam and pipes	Both sides	O.H.
"	"	West	Loading conveyor	West	O.H.	"	"	" No. 5	Overhead runway	North	O.H.
"	"	North Siding Macey Yard	Coal chutes	West	O.H.	"	"	" No. 6	Fence	North	O.H.
"	"	"	C.N. Telegraph cross arms	North		"	"	Imperial Oil Sdg.	Subway under St. Thomas Div.	North	O.H.
"	"	Canada Cement Co. E. Lead	C.N. Telegraph pole	North		"	"	Storage Track	Platform	South	O.H.
"	"	" W. Lead	C.N. Telegraph pole	North		"	"	C.N.R. Shed Track	Telegraph wires	South	O.H.
"	Dunnville	Canadian Cannery Siding	Platform and buildings	North		PETROLIA	Petrolia	Canadian Oil Siding	Unloading pipe building and shed	West	
"	"	Freight Shed Siding	Freight shed	South		"	"	" Refinery "	Loading rack	West	
"	"	McCull-Fontenac	Unloading rack and pipes	North		"	"	" Long "	Platform	West	
"	"	"	Elevator	North		"	"	Lambton Packing Co's Siding	Crane	West	
"	"	Passing Track	Stand pipe	South		"	"	Team Track	Coal chute	West	
"	"	"	"	South		"	"	" Vantyle Siding	Coal chute	East	
SIMCOE	Pt. Dover	Kolbe's Siding	Buildings	North		"	"	C.N.R. Freight Shed Track	Building and eaves	East	
"	"	Norfolk Fruit Growers Siding	Platform	North		"	"	C.N.R. Lawson Sidings	Cattle pen	West	
"	"	"	"	North		"	"	"	Elevator platform	West	
"	"	"	"	North		"	"	"	Eaves, Building	West	

WATCH INSPECTORS		
Station	Inspector	Address
Sarnia	Young's Jewellers	174 Christina Street North.
Petrolia	C. Anderson	
London	W. G. Young Co. Ltd.	170 Dundas Street. 712 Dundas Street East.
Woodstock	W. D. Paxton	5 Reeve Street.
Brantford	E. H. Newman & Sons	97 Colborne Street.
Hamilton	Thomas Lees	17 King Street West.

WATCH INSPECTORS		
Station	Inspector	Address
Goderich	R. Bell	
Stratford	G. W. Sheard	148 St. Patrick Street.
Kitchener	A. Heller & Co.	32 Queen Street South.
Guelph	Savage & Co.	21 Wyndham Street.
Galt	R. L. McGill	
Owen Sound	J. H. Newton	
Southampton	R. B. Hillmer	
Palmerston	O. P. Noll	Main Street.

MANIFEST TRAINS

461 lve. Mimico	1.30 a.m., arr. Freight Yard	5.00 a.m. Daily	462 lve. Freight Yard	12.30 a.m., arr. Mimico	5.00 a.m. Daily
463 lve. Mimico	2.00 p.m., arr. Fort Erie	7.00 p.m. Daily	466 lve. Fort Erie Yard	9.00 a.m., arr. Mimico	2.30 p.m. Daily
465 lve. Mimico	1.15 a.m., arr. Fort Erie	7.30 a.m. Daily	468 lve. Fort Erie Yard	11.30 p.m., arr. Mimico	4.30 a.m. Daily
467 lve. Mimico	11.30 a.m., arr. Fort Erie	5.30 p.m. Daily	464 lve. Fort Erie Yard	6.30 p.m., arr. Mimico	1.00 a.m. Daily
469 lve. Mimico	3.30 a.m., arr. Fort Erie	11.00 a.m. Daily	470 lve. Fort Erie Yard	9.15 p.m., arr. Mimico	4.30 a.m. Daily
A-475 lve. Mimico	9.00 p.m., arr. London	1.15 a.m. Daily	458 lve. Stratford	10.45 p.m., arr. Don	6.00 a.m. Daily
lve. London	1.45 a.m., arr. Windsor	6.00 a.m. Ex. Sun.	544 lve. Guelph Jct.	4.00 a.m., arr. Hamilton	7.30 a.m. Ex. Mon.
475 lve. Mimico	10.45 p.m., arr. London	2.00 a.m. Daily	510 lve. Stratford	8.30 p.m., arr. Fort Erie Yard	5.30 a.m. Ex. Sat.
lve. London	2.55 a.m., arr. Windsor	6.20 a.m. Ex. Sun.	516 lve. Palmerston	10.00 p.m., arr. Don	4.00 a.m. Ex. Sun.
477 lve. Mimico	2.30 p.m., arr. London	9.30 p.m. Daily	400 lve. London	8.45 a.m., arr. Don	3.15 p.m. Daily
lve. London	9.00 a.m., arr. Windsor	4.00 p.m. Daily	512 lve. London	6.30 a.m., arr. Fort Erie Yard	1.30 p.m. Daily
491 lve. Mimico	2.30 a.m., arr. Sarnia	10.30 a.m. Daily	482 lve. Sarnia	6.00 p.m., arr. Freight Yard	3.00 a.m. Daily
493 lve. Mimico	12.01 a.m., arr. Sarnia	8.00 a.m. Daily	484 lve. Sarnia	8.15 a.m., arr. Freight Yard	3.00 p.m. Daily
495 lve. Mimico	10.00 a.m., arr. Sarnia	6.00 p.m. Daily	486 lve. Sarnia	5.30 p.m., arr. Fort Erie Yard	3.00 a.m. Daily
401 lve. Don	1.00 p.m., arr. London	10.00 p.m. Daily	488 lve. Sarnia	8.00 a.m., arr. Fort Erie Yard	3.00 p.m. Daily
457 lve. Don	10.45 p.m., arr. Stratford	5.30 a.m. Daily	490 lve. Sarnia	10.00 a.m., arr. Mimico	3.40 p.m. Daily
517 lve. Don	9.15 p.m., arr. Palmerston	6.30 a.m. Ex. Sun.	A-492 lve. Sarnia	3.30 p.m., arr. Mimico	11.30 p.m. Daily
483 lve. Freight Yard	7.30 p.m., arr. Sarnia	4.00 a.m. Daily	492 lve. Sarnia	11.00 p.m., arr. Mimico	4.30 a.m. Daily
485 lve. Freight Yard	2.00 a.m., arr. Sarnia	10.00 a.m. Daily	A-476 lve. Windsor Ex. Sun.	3.45 p.m., arr. Mimico	4.30 a.m. Ex. Mon.
487 lve. Fort Erie Yard	7.30 p.m., arr. Sarnia	4.00 a.m. Daily	2-476 lve. Windsor Ex. Sun.	8.50 p.m., arr. Mimico	5.30 a.m. Ex. Mon.
489 lve. Fort Erie Yard	2.00 a.m., arr. Sarnia	10.00 a.m. Daily	476 lve. Windsor	9.15 p.m., arr. Mimico	6.15 a.m. Daily
511 lve. Fort Erie Yard	6.30 p.m., arr. Stratford	4.00 a.m. Ex. Sat.			
513 lve. Fort Erie Yard	6.30 p.m., arr. London	1.30 a.m. Daily			
543 lve. Hamilton	8.00 p.m., arr. Guelph Jct.	1.30 a.m. Ex. Mon.			

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

Regarding General Rule "N"—Restricted Clearances

Employees are hereby advised that "Tell-Tales" give warning of close approach to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.

They are hereby forbidden to ride on top of cars at any other points where Restricted Overhead Clearances exist, or on side of cars at any points where Restricted Side Clearances exist; they are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks they will not be marked or indicated by tell-tales or restricted clearance signs nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.

All employees concerned will be governed accordingly.

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead															
BRAMPTON	Guelph	United Farmers Co-op.....	Warehouse.....	South		WATERLOO GALT BR. (Con.) ELMIRA BR.	Galt	George Street.....	Trees and poles.....	West	O.H.															
		Wyndham St. Subway.....	Iron railing.....	Both sides	Roos Coal Co.....			Shed.....	East																	
		Winter Fair Siding.....	Building.....	North																						
		Leland Electric Co. Ltd.....	Fence posts.....	North																						
	FERGUS	Guelph Jct.	Gordon Johnston.....	Fence.....	North			Kitchener Waterloo	Kitchener	H. Krug Furniture Co.....		Building.....	North													
							Ball Bros. Ltd. Siding.....			Fence post.....		West														
		Guelph Jct.	Standard Brands Ltd.....	Building.....	Both sides		Pipes and Canopies		Waterloo	Waterloo		Between tracks 1-2 and 3-4 at Freight Shed and between cattle pen siding and main track.....	C.N. Telegraph pole...	East												
			Canadian Gypsum Co.....	Building.....	Both sides		O.H.					Other engines and cars. Shed and office roof....	Both sides													
			Guelph Sand & Gravel Co....	Gravel loader.....	West		O.H.						East													
			Coal chute.....	Coal chute.....	West		O.H.						West													
Spur Line, Palmer Bros.....	Coal shed.....	North	O.H.	West																						
Fergus Palmerston	Fergus Palmerston	Kloepfer & Co.....	Coal shed.....	South		Canada Barrel & Keg Co., Ltd.	Platforms and Building.	Platform.....	West																	
		Watson & Grundy.....	Coal shed.....	North				Sunshine Waterloo Co.....	Buildings.....	Both sides																
BRAMPTON	Kitchener	W. B. McFadzean Coal Co... Between Tracks 2-3-4-5-6 and 7	Cars at first chute Other Engines and Cars	Both sides Both sides		GODERICH	Stratford	No.10 North Siding, Regent St.	Building.....	South																
		Bridgeport Spur, Burns Co... Burns Co. ...	Chute on cattle pen... Canopy on building....	East North				Imperial Oil Co. Ltd. Front St..	Fence and platform....	South																
		Wagner Hotel.....	Shed.....	West				Kalbfleisch Bros.....	Coal bin and building...	South																
		A. Shirk & Co.....	Coal shed.....	East	Canopy on building			A. Johnston & Son.....	Coal shed.....	South																
		Shirk & Snider.....	Buildings.....	Both sides	O.H.			Anguish Coal Co.....	Coal Elevator.....	South																
		Conger Lehigh Coal Co.....	Gate post.....	North				City of Stratford.....	Fence and building....	South																
		Wm. Hogg Coal Co.....	Coal conveyor.....	South				National Grocers.....	Building.....	South																
		Wunder Furn. Mfg. Co.....	Building.....	North				E. Burdette & Son.....	Building.....	South																
		Baetz Bros. Furniture Co.....	Gate posts..... Coal shed.....	Both sides South				C. Schneider & Co.....	Coal elevator.....	South																
		Consolidated Felt Co.....	Building and fence.... Steps.....	North West				Pfeffer & Co.....	Buildings.....	Both sides																
WATERLOO GALT BR	Kitchener	Anthes Baetz Furniture Co...	Coal sheds.....	Both sides		LONDON	Stratford	Yard.....	Track scale house roof..	South																
		Breithaupt Tannery.....	Buildings.....	South	O.H.			Goderich	Goderich	E. G. Budd & Son.....	Icehouse platform.....	Both sides														
		Canada Cabinets & Furniture Ltd.....	Coal bin..... Canopy on building.... C.N. Telegraph poles...	South South South						Yard.....	Boiler House at round-house.....	North														
		Weber Street.....	Loading crane.....	North						".....	Roundhouse.....	South														
		Breithaupt Leather Co.....	Building.....	North	O.H.					".....	Cinder Hoists.....	Both sides														
		".....	Cement Platform.....	South						M.P. Shops yard.....	Chimney.....	West														
		Kloepfer & Co.....	Coal shed.....	North						".....	Power House.....	North														
		Pannill Veneers.....	Building.....	North						".....	Casting House Roof...	South														
		Rumpel Felt Co.....	Fire Escape on Building	South						".....	Loading platform.....	South														
		Blue Top Brewing Co.....	C.N. Telegraph Pole...	North						".....	Railing on gas storage house platform.....	South														
Dominion Tire Company.....	Buildings.....	Both	O.H.	".....	Corner of Tender Shop Porch.....	North																				
".....	South End Main Bldg..	Both Sides	O.H.	THORNDALE	Duggan & Gray.....	Coal shed.....	North																			
".....	Canopy and Steel Beam	East	O.H.	".....	Pounder Bros.....	Building.....	North																			
".....	North Building.....	North		".....	Kalbfleisch Fuels.....	Coal elevator.....	North																			
WATERLOO GALT BR	Kitchener	Charles St. Spur, Wm. Hogg Coal Co...	Coal shed.....	South		NEWTON	Stratford	Swift Canadian Co.....	Hydro-pole.....	South																
		".....	Bark piles.....	Both sides				GODERICH	Goderich	Reclamation yard, track 3...	Office eaves.....	East														
		".....	Building.....	South						The Glass Guild.....	Shed.....	South														
		".....	Bldg. and platform....	North	Girders					Preston Noelting Co.....	Building and fence....	East														
		".....	Coal bin.....	West						Goderich Salt Co.....	Building.....	Both sides														
		".....	Post and building....	South						Saults Coal Co.....	Fence and building....	South														
		".....	Building.....	South						Imperial Oil Co.....	Coal bin and building...	North														
		".....	Gas tank and tar vat...	East						J. B. Mustard Coal Co.....	Fence.....	South														
		".....	Building.....	West						Goderich Mfg. Co.....	Fence and shed roof...	South														
		".....	2-inch pipe.....	West	O.H.					Grain Door Sidings.....	Building roof.....	South														
".....	Building.....	Both sides	O.H.	Spur to Dock.....	Lumber piles.....	Both sides																				
WATERLOO GALT BR	Kitchener	Lang Tanning Co. Siding.....	Building.....	Both sides		GODERICH	Goderich	Breakwater Siding.....	Overhead bridge.....	O.H.																
		Imperial Oil Co. Ltd.....	Platform.....	East				Goderich Elevator & Transit	Goderich	Abut. of C.P.R. O.H. bridge.....	Abut. of C.P.R. O.H. bridge.....	North														
		Canadian Oil Co. Ltd.....	Unloading standard....	East						Purity Flour Mills	Purity Flour Mills	Ice conveyor.....	Ice conveyor.....	South												
		Kistner Milling Co.....	Oil pipes.....	West								O.H.	O.H.	Retaining wall.....	Retaining wall.....	South										
		Beaver Furniture Co.....	Shed and building....	East										O.H.	O.H.	Elevator buildings....	Elevator buildings....	North								
		Can. Blower & Forge Co.....	Coal shed.....	West												O.H.	O.H.	Canopy on elevator....	Canopy on elevator....	North						
		J. M. Schneider Ltd.....	Loading platform....	West														O.H.	O.H.	Elevator building.....	Elevator building.....	Both sides				
			Building.....	West																O.H.	O.H.	O.H. footbridge.....	O.H. footbridge.....	Both sides		
			Stock pens.....	North																		O.H.	O.H.	Power house.....	Power house.....	North
			Loading platforms....	Both sides																				O.H.	O.H.	Coal bin.....
	Buildings.....	Both sides		O.H.	O.H.	Salt shed.....	Salt shed.....																			South
						O.H.	O.H.	Mill building.....	Mill building.....																	South
								O.H.	O.H.	Loading spout.....	Loading spout.....															South
										O.H.	O.H.	Posts and canopy.....	Posts and canopy.....													North
												O.H.	O.H.	Cable on coal conveyor.	Cable on coal conveyor.											North
														O.H.	O.H.	Loading spout.....	Loading spout.....									North

## LIST OF COMPANY'S SURGEONS

DR. K. E. DOWD, Chief Medical Officer, Montreal, Que.  
DR. A. J. GILCHRIST, Regional Medical Officer, Toronto, Ont.

MEDICAL CLINIC  
Canadian National Express Building, No. 1 Simcoe Street, Toronto, Ont., Telephone  
Waverley 7811, local 339. (Hours 9.00 a.m. to 5.00 p.m. Monday to  
Friday; 9.00 a.m. to 12.30 p.m. Saturday.)

NOTE:—\*Denotes: Doctors not on Staff of the Grand Trunk Railway Insurance and  
Provident Society. Members of this Fund should only be sent to the Society's  
Medical Officers for attendance.

STATION	SURGEON	DISTRICT
BRAMPTON.....	Dr. C. Heggie.....	West Switch Weston to West Switch, Norval.
BRANTFORD.....	Dr. R. W. Digby.....	Brantford to Cainsville, inclusive, to East Switch Burford.
BRUSSELS.....	Dr. C. A. Myers.....	West Switch Atwood to East Switch Wingham Jct.
BUFFALO.....	Dr. J. A. Metzen.....	Buffalo and Black Rock.
CALEDONIA.....	Dr. H. Y. Whitehead.....	East Switch Cainsville to West Switch Canfield and West Switch Caledonia to East Switch Rymal.
CLINTON.....	Dr. J. W. Shaw.....	Clinton to West Switch Seaforth, to South Switch Brucefield to East Switch Holmesville.
DUNDAS.....	Dr. A. R. Woods.....	Hamilton West to East Switch Copetown.
DUNNVILLE.....	Dr. Herbert Walker.....	East Switch Wainfleet to West Switch Canfield Jct., and from Canfield Jct. to East Switch Moulton.
DURHAM.....	Dr. J. B. Jamieson.....	North Switch Mt. Forest to Durham inclusive.
EXETER.....	Dr. J. G. Dunlop.....	South Switch Brucefield to North Switch Lucan
FORT ERIE.....	Dr. J. R. Mencke..... Dr. C. W. Streets Dr. A. S. Hammond Dr. A. E. Collins (associate)	Fort Erie, to West Switch Stevensville and West Switch Ridgeway.
GALT.....	Dr. L. H. Douglas.....	North Switch Harrisburg to South Switch Guelph to South Switch Doon.
GEORGETOWN.....	Dr. A. McAllister.....	Georgetown to South Switch Tottenham, to South Switch Milton, to West Switch Norval, and to West Switch Limehouse.
GLENCOR.....	Dr. L. W. M. Freele ..	West Switch Lawrence to East Switch Bothwell, and from Glencoe to West Switch Komoka and Alvinston Subdivision.
GODERICH.....	Dr. A. H. Taylor ..	Goderich, inclusive, to East Switch Holmesville.
GUELPH.....	Dr. H. O. Howitt ..	Guelph to West Switch Limehouse, to North Switch Alma, to East Switch Breslau.
HAMILTON.....	Dr. W. S. T. Connell..... Dr. R. J. Perkins..... Dr. R. J. Fraser ..	City of Hamilton, Hamilton to East Switch Grimsby, to East Switch Burlington, including Beach Subdivision, to South Switch Milton, and East Switch Rymal.
HANOVER.....	Dr. L. S. Stokes.....	North Switch Drew to North Switch Chesley.
INGERSOLL.....	Dr. R. Williams..... Dr. H. S. Furlong (associate)	West Switch Beachville to Hale Street London East.

STATION	SURGEON	DISTRICT
JARVIS.....	Dr. E. M. Jones.....	West Switch Jarvis to East Switch Canfield Jct., to West Switch, Caledonia.
KINCARDINE.....	Dr. A. E. H. Couch..... (Acting)	West Switch Lucknow to Kincardine, inclusive.
KITCHENER.....	Dr. H. M. Lackner..... Dr. N. D. McMurchy... (associate)	Kitchener to West Switch New Hamburg to East Switch Breslau, and from North Switch Waterloo to South Switch Doon.
LISTOWEL.....	Dr. J. G. Kirk.....	North Switch Listowel to North Switch Newton, and to West Switch Atwood.
LONDON.....	Dr. F. R. Clegg..... Dr. V. A. Callaghan.... Dr. A. S. Duncan.....	City of London to Hale Street, London East, to North Switch Thorndale, to East Switch Komoka, to South Switch Lucan.
LYNDEN.....	Dr. E. R. Laags.....	East Switch Copetown to East Switch, Harris- burg—to East Switch Brantford.
MILVERTON.....	Dr. P. L. Tye.....	North Switch Newton to North Switch Stratford.
NIAGARA FALLS.....	Dr. E. T. Kellam..... Dr. A. B. Whytock	Niagara Falls and St. David's to East Switch Port Robinson.
NORWICH.....	Dr. W. N. Meldrum....	Norwich to East Switch Burford to West Switch Norwich Jct. and from Burgessville to Otter- ville inclusive.
OAKVILLE.....	Dr. W. M. Wilkinson...	West Switch Port Credit to East Switch Bur- lington.
OWEN SOUND.....	Dr. R. Howey.....	East Switch Parkhead to Owen Sound.
PALMERSTON.....	Dr. John R. Riddell....	Palmerston to North Switch Alma, to North Switch Mildmay, to North Switch Listowel, to North Switch Mount Forest, and to North Switch Drew.
PARIS.....	Dr. A. S. Dunton.....	West Switch Dumfries to East Switch Princeton, and East Switch Bright to West Switch Brantford.
PARKHILL.....	Dr. W. J. Mooney.....	East Switch Lucan to West Switch Forest.
PORT COLBORNE.....	Dr. E. A. McKenzie....	West Switch Ridgeway to East Switch Wainfleet and to South Switch Welland Jct.
PORT DOVER.....	Dr. A. H. Cook.....	Town of Port Dover.
PORT ELGIN.....	Dr. J. E. Fraser.....	South Switch Turner's to Southampton, in- cluding Allenford and Tara.
PORT ROWAN.....	Dr. D. A. Archibald....	Port Rowan to South Switch Forrestville.
SARNIA.....	Dr. W. D. Logie..... Dr. C. W. V. McCutcheon	West Switch Mandaumin to Sarnia, inclusive, and Port Edward Brazach, and from Sarnia to West Switch Forest.

STATION	SURGEON	DISTRICT
SEAFORTH.....	Dr. P. L. Brady.....	East Switch Dublin to West Switch Seaforth.
SIMCOE.....	Dr. E. S. Copeman.....	Simcoe to North Switch Port Dover and South Switch Forrestville.
SOUTHAMPTON.....	Dr. J. E. Fraser.....	South Switch Turner's to Southampton inclusive.
ST. CATHARINES.....	Dr. A. Malcolmson..... Dr. G. T. Zumstein	East Switch Grimsby to West Switch St. Davids, and Port Dalhousie to North Switch Port Robinson.
ST. GEORGE.....	Dr. E. J. Gordon.....	St. George to East Switch Harrisburg.
ST. MARY'S.....	Dr. T. J. McInnis.....	St. Mary's to North Switch Thorndale to West Switch St. Paul's to East Switch Lucan.
STRATHROY.....	Dr. O. R. Newton.....	East Switch Komoka to East Switch Wanstead.
STRATFORD.....	*Dr. L. Robertson..... Dr. G. C. Jarrott Dr. H. B. Kenner Dr. R. S. Murray	West Switch New Hamburg to West Switch St. Pauls, and East Switch Bright to East Switch Dublin.
TARA.....	Dr. W. M. Wallace....	North Switch Chesley to South Switch Park- head.
TILLSONBURG.....	Dr. H. J. Alexander....	East Switch Delhi to East Switch Aylmer and from Tillsonburg to West Switch Norwich (Burford Subdivision).
TORONTO <sup>2</sup>	Dr. R. H. Kinsman..... Dr. G. M. Dobbins..... Dr. G. L. Chambers.....	Medical Clinic. " " City of Toronto and Don 331 Bay Street, (ELgin 1919). Res. 86 Wells Hill Ave., (LLoydbrook 1856).
	Dr. W. B. Snyder.....	Mimico, 26 Albert Ave., (LYndhurst 5579 and New Toronto 24)
	Dr. J. S. Crawford.....	Parkdale to Concord 151 Marion Street, (LAKeside 2902)
	Dr. E. A. Cummings.....	Danforth and Don 990 Woodbine Ave. (GRover 0857)
	Dr. H. A. Brown.....	North of St. Clair Ave. East of Avenue Road; and Leaside, 711 Millwood Road (HYland 3090).
	*Dr. F. Cruikshank.....	Malton Airport 186 Main St. north, Weston, Ont. (Weston 41).
WALKERTON.....	Dr. J. T. H. Robinson... (Acting)	North Switch Paisley to North Switch Mildmay.
WELLAND.....	Dr. M. A. Renaud.....	East Switch Moulton to West Switch Stevensville and to North Switch Port Robinson.
WIARTON.....	Dr. W. A. Wilford.....	Warton to South Switch Parkhead.
WINGHAM.....	Dr. W. A. Crawford....	East Switch Wingham Jct., to North Switch Lucknow.
WOODSTOCK.....	*Dr. W. Krupp..... Dr. A. R. Hawkins	East Switch Princeton to West Switch Beach- ville and to Hickson.
WYOMING.....	Dr. J. D. Reed.....	West Switch Mandaumin to East Switch Wan- stead and to Petrolia inclusive.

## INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

1. In assisting in providing medical relief for persons injured, the company has in view humanitarian consideration and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.

2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Despatcher of the Division.

3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.

4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by the friends or the Municipal Authorities.

5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report.

6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized for the information of our Chief Medical Officer and General Auditor.

7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid only and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

## SIMPLE RULES FOR FIRST AID TREATMENT OF INJURIES

The control of hemorrhage is the first duty of the First Aider.

Question: What simple methods should be employed in the control of hemorrhage?

Answer: Constriction above the wound sufficiently firm to control bleeding, using a handkerchief, necktie, rope or cord. While this method calls for sufficient pressure to control the bleeding, there is danger in tying too tightly or in keeping it on too long.

Lay patient down, elevate bleeding part, cover wound with clean dry dressing and secure with bandage.

Slight hemorrhage can be controlled by latter method by placing firm pad on dressing immediately over wound and secure by bandage. In all cases where possible, the Company's standard First Aid Dressing should be used.

In case of severe hemorrhage, secure medical assistance as soon as possible.

A fracture means a broken bone, and should be treated "on the spot" before patient is moved from scene of injury. The chief object of the treatment of fractures is to prevent a simple fracture becoming compound. A simple fracture has no connection with the air. In a compound fracture, air comes in contact with the broken bone through a wound in the flesh.

Question: What apparatus is required for the treatment of fractures?

Answer: Splints and Bandages.

Question: What special feature is required in splints?

Answer: Must be firm enough and long enough to support joints above and below fractured bone.

Question: How should bandages be applied?

Answer: Firmly but not so tight as to constrict circulation.

Note: Procure services of doctor as soon as possible.

Question: What should be done for an unconscious person?

Answer: If face is pale,—keep head low and turned to one side. If face is flushed, raise head slightly, turn to one side. In both conditions, loosen clothing, procure an abundance of fresh air. Cover up and keep warm until arrival of doctor.

Question: How should Burns and Scalds be treated?

Answer: Do not break blisters, exclude air by covering with clean dry dressing and secure with bandage. Keep patient warm and procure medical assistance as soon as possible.

# DIAGRAM SHOWING LOCATION OF DESPATCHER'S PHONE WIRES FACE DIRECTION NAMED AND COUNT CROSSARMS FROM TOP DOWN LONDON DIVISION

<b>OAKVILLE SUBDIVISION</b>		<b>GRIMSBY SUBDIVISION</b>					<b>THOROLD SUB.</b>	<b>HUMBERSTONE SUB.</b>	
<p>LOOK WEST MIMICO-WEST END TO BAYVIEW CABIN</p>	<p>BAYVIEW TO HAMILTON (MARY ST.) WIRES IN CABLE</p>	<p>LOOK EAST HAMILTON-MARY ST. TO GAGE AVE</p>	<p>LOOK EAST HAMILTON GAGE AVE TO ST. CATHARINES</p>	<p>LOOK EAST ST. CATHARINES TO MERRITTON</p>	<p>LOOK EAST. MERRITTON STN. TO OVERHEAD BR.</p>	<p>LOOK EAST. MERRITTON CANAL BRIDGE TO CLIFTON JCT.</p>	<p>LOOK EAST. CLIFTON JCT. TO NIAGARA FALLS.</p>	<p>LOOK SOUTH MERRITTON TO PORT ROBINSON</p>	<p>LOOK SOUTH WELLAND JCT TO PORT COLBORNE.</p>
<b>HAGERSVILLE SUBDIVISION.</b>			<b>SIMCOE SUBDIVISION</b>						
<p>LOOK WEST. HAMILTON MAIN ST. TO T. H. &amp; B. TRACKS.</p>	<p>LOOK WEST. HAMILTON T&amp;B TOWER. TO CALEDONIA JCT.</p>	<p>LOOK WEST. CALEDONIA JCT. TO JARVIS</p>	<p>LOOK WEST SIMCOE JCT. TO SIMCOE C.N. STN.</p>	<p>LOOK WEST SIMCOE ROBINSON ST. TO EXHIBITION GROUND.</p>	<p>LOOK WEST SIMCOE TO PT. DOVER (TROLLEY LINE)</p>	<p>LOOK WEST. PT. DOVER (TROLLEY LINE) PORT DOVER STA.</p>	<p>SIMCOE TO PORT ROWAN NO TELEPHONE LINE.</p>		
<b>DUNDAS SUBDIVISION</b>									
<p>LOOK WEST. HAMILTON JCT. TO HAMILTON WEST.</p>	<p>LOOK WEST. HAMILTON WEST TO LYNDEN JCT.</p>	<p>LYNDEN JCT. TO B &amp; G JCT. POLE BRANTFORD.</p>	<p>B &amp; G JCT. TO CABLE POLE BRANTFORD YARD EAST.</p>	<p>LOOK WEST. ONE MILE WEST OF BRANTFORD TO PARIS JCT.</p>	<p>LOOK WEST. PARIS JCT. TO PARIS JCT. W. YARD.</p>	<p>LOOK WEST. PARIS JCT. W. YARD. TO LONDON E.</p>	<p>LONDON EAST TO WORTLEY ROAD WIRES IN CABLE</p>	<p>TRAIN PHONE WIRES SHOWN THUS: - 0.</p>	
<b>STRATHROY SUBDIVISION.</b>									<b>ST. CLAIR TNL. SUB.</b>
<p>LOOK WEST. LONDON WORTLEY RD. TO HYDE PARK.</p>	<p>LOOK WEST. HYDE PARK TO KOMOKA</p>	<p>LOOK WEST KOMOKA STATION TO KOMOKA JCT. POLE</p>	<p>LOOK WEST KOMOKA JCT. POLE TO M.I. 12.28 WEST CARR. XING.</p>	<p>LOOK WEST. M.I. 12.28 WEST CARR. XING. TO WYOMING.</p>	<p>LOOK WEST WYOMING TO PETROLIA JCT.</p>	<p>LOOK WEST. PETROLIA JCT. TO MILE 47.91.</p>	<p>LOOK WEST. MILE 47.91 TO SARNIA EAST YARD</p>	<p>LOOK WEST. SARNIA EAST YARD TO SARNIA STATION</p>	<p>LOOK WEST. SARNIA STATION TO ST. CLAIR TUNNEL</p>
<b>PETROLIA SUB</b>	<b>LONGWOOD SUBDIVISION</b>		<b>DUNNVILLE SUBDIVISION</b>				<b>BURFORD SUBDIVISION</b>		
<p>LOOK SOUTH PETROLIA JCT. TO PETROLIA</p>	<p>LOOK WEST KOMOKA TO GLENCOE JCT.</p>	<p>SEE SK #2 CHATHAM SUB. GLENCOE JCT. POLE TO GLENCOE STATION</p>	<p>LOOK WEST B.I. BRIDGE RACE TRACK</p>	<p>LOOK WEST FORT ERIE RACE TRK. TO DUNNVILLE AND CANFIELD JCT. TO CALEDONIA YARD</p>	<p>LOOK WEST DUNNVILLE TO CANFIELD JCT.</p>	<p>LOOK WEST. CALEDONIA YARD TO CALEDONIA STATION</p>	<p>LOOK WEST. CALEDONIA TO BRANTFORD.</p>	<p>LOOK WEST. - BRANTFORD TO TILLSONBURG.</p>	<p>LOOK WEST. TILLSONBURG TO TILLSONBURG JCT.</p>

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

## STRATFORD

## DIVISION

BRAMPTON SUBDIVISION	THORNDALE SUB.	WATERLOO SUBDIVISION	FOREST SUB.	DRUMBO SUB.	GODERICH SUB.	EXETER SUB.	NEWTON SUB.		
LOOK WEST WEST TORONTO TO ROCKWOOD	LOOK WEST ROCKWOOD TO STRATFORD E. YD.	LOOK WEST STRATFORD TO LONDON EAST	LOOK NORTH KITCHENER TO WATERLOO	NO TELEPHONE WATERLOO TO ELMIRA	LOOK WEST ST. MARYS JCT. TO SARNIA JCT.	LOOK WEST PARIS JCT TO STRATFORD E. YD.	LOOK WEST STRATFORD TO GODERICH	NO TELEPHONE	LOOK NORTH STRATFORD TO PALMERSTON
ST. GEORGE SUB.	FERGUS SUBDIVISION	KINCARDINE SUB.	OWEN SOUND SUB DIVISION			WIARTON SUB.	SOUTHAMPTON SUB.	DURHAM SUB.	
LOOK WEST HARRISBURG JCT. TO ST. GEORGE	LOOK NORTH LYNDEN JCT. TO PALMERSTON	LOOK NORTH SOUTH TO NORTH END OF GALT YARD	NO TELEPHONE	LOOK NORTH PALMERSTON TO HARRISTON	LOOK NORTH HARRISTON TO PARK HEAD JCT.	LOOK NORTH PARK HEAD JCT. TO OWEN SOUND	LOOK NORTH PARK HEAD TO WIARTON	NO TELEPHONE	LOOK NORTH PALMERSTON TO DURHAM

### TRAIN PHONE WIRES MARKED THUS:- •

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 despatcher.

## SPEED SCHEDULE

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Miles per Hour	Time per Mile	
5.00	12 minutes	0 second
10.00	6 minutes	0 second
15.00	4 minutes	0 second
20.00	3 minutes	0 second
25.00	2 minutes	24 seconds
30.00	2 minutes	0 second
35.00	1 minute	43 seconds
40.00	1 minute	30 seconds
45.00	1 minute	20 seconds
50.00	1 minute	12 seconds
55.00	1 minute	5 seconds
60.00	1 minute	0 second
65.00	0 minute	55 seconds
70.00	0 minute	51 seconds
75.00	0 minute	48 seconds
80.00	0 minute	45 seconds
85.00	0 minute	42 seconds