

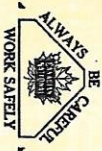
SAFETY IS YOUR RESPONSIBILITY

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

SOUTHERN-ONTARIO DISTRICT TORONTO TERMINALS

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



TIME 38 TABLE



Taking Effect at 12.01 a.m. Sunday, April 28th, 1957

GOVERNED BY EASTERN STANDARD TIME

CHECK DAYS OF WEEK WITH CARE
FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE
THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

DESTROY ALL FORMER TIME TABLES

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

W. H. KYLE,
VICE-PRESIDENT,
TORONTO

N. A. WALFORD,
GENERAL MANAGER,
TORONTO

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

E. H. LOCKE,
GENERAL SUPERINTENDENT,
TORONTO

J. J. CAMPBELL,
SUPERINTENDENT TRANSPORTATION,
TORONTO

WESTWARD TRAINS—FIRST CLASS

TORONTO AND LONG BRANCH (GRANVILLE SUBDIVISION)									
STATIONS									
Train No.	Order of Running	Office of Origin	Office of Destination	Capacity	Car	Ex.	Sec.	1st	2nd
15	87	109	95	9	5	7	98	17	19
87	109	95	9	5	7	98	17	19	81
95	9	5	7	98	17	19	81		
9	5	7	98	17	19	81			
5	7	98	17	19	81				
7	98	17	19	81					
98	17	19	81						
17	19	81							
19	81								
81									
15	87	109	95	9	5	7	98	17	19
87	109	95	9	5	7	98	17	19	81
109	95	9	5	7	98	17	19	81	
95	9	5	7	98	17	19	81		
9	5	7	98	17	19	81			
5	7	98	17	19	81				
7	98	17	19	81					
98	17	19	81						
17	19	81							
19	81								
81									

EASTWARD TRAINS—FIRST CLASS

TORONTO AND SCARBORO (GRANVILLE SUBDIVISION)									
STATIONS									
Train No.	Order of Running	Office of Origin	Office of Destination	Capacity	Car	Ex.	Sec.	1st	2nd
92	8	14	10	6	94	32	18	118	16
8	14	10	6	94	32	18	118	16	
14	10	6	94	32	18	118	16		
10	6	94	32	18	118	16			
6	94	32	18	118	16				
94	32	18	118	16					
32	18	118	16						
18	118	16							
118	16								
92	8	14	10	6	94	32	18	118	16
8	14	10	6	94	32	18	118	16	
14	10	6	94	32	18	118	16		
10	6	94	32	18	118	16			
6	94	32	18	118	16				
94	32	18	118	16					
32	18	118	16						
18	118	16							
118	16								

WESTWARD TRAINS—FIRST CLASS

TORONTO AND LONG BRANCH (GRANVILLE SUBDIVISION)									
STATIONS									
Train No.	Order of Running	Office of Origin	Office of Destination	Capacity	Car	Ex.	Sec.	1st	2nd
87	77	101	721	17	741	188	88	75	761
77	101	721	17	741	188	88	75	761	79
101	721	17	741	188	88	75	761	79	81
721	17	741	188	88	75	761	79	81	5
17	741	188	88	75	761	79	81	5	801
741	188	88	75	761	79	81	5	801	89
188	88	75	761	79	81	5	801	89	821
88	75	761	79	81	5	801	89	821	15
75	761	79	81	5	801	89	821	15	768
761	79	81	5	801	89	821	15	768	187
79	81	5	801	89	821	15	768	187	9
81	5	801	89	821	15	768	187	9	
5	801	89	821	15	768	187	9		
801	89	821	15	768	187	9			
89	821	15	768	187	9				
821	15	768	187	9					
15	768	187	9						
768	187	9							
187	9								
9									

EASTWARD TRAINS—FIRST CLASS

LONG BRANCH AND TORONTO (GRANVILLE SUBDIVISION)									
STATIONS									
Train No.	Order of Running	Office of Origin	Office of Destination	Capacity	Car	Ex.	Sec.	1st	2nd
74	76	712	94	14	82	80	772	782	6
76	712	94	14	82	80	772	782	6	792
712	94	14	82	80	772	782	6	792	92
94	14	82	80	772	782	6	792	92	18
14	82	80	772	782	6	792	92	18	882
82	80	772	782	6	792	92	18	882	762
80	772	782	6	792	92	18	882	762	108
772	782	6	792	92	18	882	762	108	20
782	6	792	92	18	882	762	108	20	16
6	792	92	18	882	762	108	20	16	
792	92	18	882	762	108	20	16		
92	18	882	762	108	20	16			
18	882	762	108	20	16				
882	762	108	20	16					
762	108	20	16						
108	20	16							
20	16								
16									

Toronto Terminals

63

[illegible]

TORONTO TERMINALS FOOTNOTES

Single Track:

Between Purdile and Mileage 9.0 Nermahet Subdivision,
Don and mileage 8.4 Bala Subdivision.
“ “
“ “
“ “
Scarboro and mileage 69.3 Uxbridge Subdivision.

Double Track:

DESIGNATION AND USE OF MAIN TRACKS

- between Scourton and Cherry Street Signal Bridge.
- Western Limit sign of Toronto Terminal Railway Co'y and Cabin "E."
- Mimico East and Camps.
- Western Limit sign of Toronto Terminal Railway Co'y and West Toronto
- Jarvis Street and Cabin "E." (freight tracks only).

Three Tracks Between

Interlocking Station at Camp. Trachs are numbered from the north—No. 4, No. 2, No. 1. Trachs will be used as follows—No. 4—Eastward Freight, No. 2—Eastward Passenger and Freight, No. 1—Westward Passenger and Freight.

Between C

No. 4, No. 2, No. 1, No. 3,
Trucks will be used as follows:
No. 4—Eastward Freight, No. 1—Westward Passenger,
No. 2—Eastward Passenger, No. 3—Westward Freight.
Belt Line—Extends from Fairbank (Newmarket Subdivision) to end of track 6, 123
feet east of Yonge Street.

Localside—Dovercourt Road Line—Extends from Ortole (Bala Subdivision) to Dovercourt Road. The operation is as follows:
Ortole—Donlands Canadian National Railway.
Donlands—Dovercourt Road Line.

[illegible]

When running with the current of traffic, automatic block signals will govern movements on the freight tracks between the T. T. R. Co.'s limits, Scott St., and Calhoun E." Rule 501-518 apply.

All trains and engines must move with caution expecting to find the main track occupied and prepared to stop within the distance the main track is seen to be clear.

[illegible]

Sounding of engine whistle signals on any locomotive, car or other mechanical propelled on a railway shall be subject to the following regulations:—
(1) When approaching a crossing, the whistle of a North York street railway car shall be sounded at least 1/2 mile (800 ft.) in advance of the crossing. (B.T.C. 8003-18). This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Toronto, and in respect to any public crossing at grade within the limits of the Township of York, except when necessary to prevent accident. (B.T.C. 24251). (B.T.C. 24006). This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Toronto City limits extend to Mileage 327.9 Oshawa Sub.; mileage 4.4 Oakville Sub.; mileage 3.6 Bath Sub.; mileage 5.7 Newmarket Sub. and mileage 6.9 Brampton Sub. York Township limits extend from mileage 6.9 to mileage 7.8 Brampton Sub.; from mileage 6.7 to mileage 7.0 Newmarket Sub.; and to mileage 1.5 Toronto Bath Line.

- (1) The public crossing at grade of the Chama Subdivision of the Canadian National Railway at (a) Centre Avenue, mileage 68.1; (b) Sage Avenue, mileage 351.0; (c) Logan Avenue, mileage 331.3.
- (2) The public crossing at grade of the Normandy Subdivision of the Canadian National Railway at (a) Wallace Avenue, mileage 4.2; (b) Deepwater Road, mileage 4.6 (B.T.C. 71398).

Parkdale—Newmarket Subdivision junction and crossover switches west of station are in charge of Operator.

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

The switching was north of St. Clair Avenue, also on the Belt Line. It responded to the use of standard yard and consolidated type engines, except that Santa Fe yard engines may be used for placing cars in the Leadley yard to a point 100 feet east of the east switch on the Leadley yard.

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

West Toronto—Keefe St., St. Clair Avenue leading to Stock Yards. All movements must stop at the sign located each side Keefe St., public crossing at grade and must be stopped until all vehicular traffic has been stopped. Detail located 7/5 feet west of Keefe St. at intersection of Keefe St. and St. Clair Avenue. Detail must be positioned at least 10 feet from the intersection. Red lights are red for north and southward traffic on Keefe Street. Detail must be positioned to detailing position when engine and cars have cleared the crossing.

Trailers or engines must not foul Keele Street crossing at St. Clair Avenue, West Toronto, between the hours of 4:30 p.m. and 6:30 p.m. (3:30 p.m. and 5:30 p.m. during Daylight Saving Time), except in case of emergency or when authorized by the Traffic Supervisor on duty.

Track on Canadian National Electric Line has been broken ten car lengths west of Switch leading to Johnston-Bonham Fuel Co.'s Siding.

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

Trains and engines will stop clear of Junction Road public crossing at grade, and all Account overlaid obstruction over Canada Pacific Track No. 3, only train cars are to be placed at the block on track No. 3. When switching on tracks 4, 5 and 6 cars must not be uncoupled from engine while in motion.

Long Branch—30th Street (formerly Kingsbury Ave.) Mileage 9.8. Sign located on No. 4 track, 350 feet West of crossing, reads "TRAINS OVER 20 CARS STOP HERE FOR SIGNAL." Trains on this track with more than 20 cars must not pass this sign until the signal at Canpa indicates "PROCEED" except full tonnage trains will pull over the crossing and CUT TRAINS WITH REAR PORTION WEST OF THE SIGN. Reverse movements over crossing must be protected by member of crew.

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

Mimico—Track leading from Mimico roundhouse to switching lead, vicinity Mimico station used for movement of outward engines, must not be used for "reversed movement" except under flag protection.

Normal position of switch on outbound engine lead is toward switching lead.

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

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

Track leading to National Grocer crosses Manchester Street. All movements will stop clear and movements over this street must be protected by member of crew.

Amosoda American Brass Ltd. track, known as "sp", track extends inside building. Engines are not permitted to operate inside building.

Swansea—Manual electrically operated gates and flashing light signals protect crossings over new Queen Street West and old Queen Street on Humber Belt Line spur lead to National Sewer Pipe Company, north of mileage 4.7 Oakville Subdivision. Before proceeding over crossings all movements must stop at stop boards and then proceed in accordance with special instructions for operation of gates and flashing light signals located in boxes north and south of crossings.

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

Westward trains of over 30 cars will stop at signal 00, adjacent to Bathurst Streetcar crossing, and call Chubb St. on the yard phone, located on the signal mast, for instructions. Generally known as "Chubb crossover," situated about fifty feet west of Bathurst St. Bridge.

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

All movements will stop clear of public crossing at grade into Messery Harris Co. yard. All movements over this crossing must be protected by member of crew.

According to the provisions of the crossing laws, cars over 20 feet long and 8 feet high must not be operated inside door of building.

Messery-Harris Company turning signals and floodlights in No. 8 building, south end of the building, must be located on right side of loading dock, as your signal buton and floodlights switch are located to its before switching commences. Signal buton and floodlights switch are located on right side of building.

On all trucks landing off service track at Strahan Avenue, Birmingham subdivision, lengths of cars must be stopped at least 20 ft. from doors of Messery-Harris-Ferguson Ltd. yard and a member of the crew must stand when and make sure truck concerned is clear of persons and material before movement started into building.

Trains en masse must approach Strachan Ave. public crossing at grade, mileage 1.6 Brampton Subdivision, under full control and prepared to stop to protect vehicles and pedestrians. Switching movements over this crossing must be kept to a minimum, particularly between the hours 8.30 a.m. to 8.15 a.m., 4.00 p.m. to 5.15 p.m., and all movements must clear the crossing with the least possible delay.

At Fleet Street East of Bathurst Street. No train or engine are permitted to perform any switching operations over this public crossing during the period of daylight saving time, from 4.00 p.m. until 8.00 p.m., except during the period of Daylight Saving Time, when the crossing must be cleared by 8.30 a.m., until 8.30 a.m., and 5.00 p.m. until 5.00 p.m. No restrictions on straight movements over this crossing except an interval of ten minutes must elapse between such through movements during the restricted period.

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

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

When spotting refrigerator cars inside Express Building, foot of Simcoe Street, Variator cars must make sure all cars on top of cars are closed, baggage must not enter building and that no cars are in yards on all cars being placed or removed from the building.

When switching freight cars in the Coach Yard, cars must not be detached while they are in charge of switchtender.

Strachan Ave.—All rail and through vehicles on the freight tracks in vicinity of Strachan Ave. are in charge of switchtender.

SPEED RESTRICTIONS

Maximum speeds were not otherwise limited

Passenger trains.	Miles per hour.
(Except as otherwise and further restricted, passenger trains must not exceed the fastest schedule speed given for a regular train.)	Schedule speed.
Freight trains, engine with caboose or light engine.	40
Mileage 1, 1	40
" 6.0 to 8.6	15
" 8.5	40
—Oakville Sub. Balthurst St. passing through switches.	40
—Oakville Sub. On track No. 2—passing over switch	40
" and rounding curve.	35
" 8.5 to 12.8	35
Oaklava Sub. Oaklava Sub. On track.	35
Goheen Branch.	35
All trains, except first and second class while moving between mileage 7.0 and yard Limit Sign, mileage 8.7. Newmarket Subdivision must not exceed yard speed.	20
For main track movements against the current of traffic, the following speed restriction applies at public crossing at Oaklava until the engine or leading car has passed over it:	10
Mileage 8.8	20
—Oakville Sub. (track 2 and 3)	15

Wendell

PERMANENT SLOW ORDERS

4.8 to 5.0	—Oaivye Sub. Sunnyvale on track 1 and at passenger station	10
4.6 to 4.9	—Nemacross Sub. Within 400 feet of, or passing over Dawson	10
2.8	—Bala Sub. Within 400 feet of, or passing over Dawson	15
2.0 to 5.4	—Creating at grade, between approaching and receding trestles, within four hundred feet of Wisconsin Street public double track, westward of grade. (B.T.C. 77454)	25
2.0 to 5.4	—Bala Sub. Don to Mileage 5.4	15
2.0 to 5.4	—Bala Sub. Between trestles, through spring switch, end of double track, westward of Bala	15
Bolt Lane		
1.6 to 1.9	—Mileage from Fairbank	10
1.6 to 1.9	—Loyola Ave. (B.T.C. 40148)	10
1.0 to 4.6	—Fairbank to Duluth Station	20
1.0 to 4.6	—Duluth St. to Mount Pleasant Road (east of Yonge St.)	20

ENGINE RESTRICTIONS

NOTES 2, 3 and 4 Pit tracks must not be used by any class of engine east of Brimley Road. Nos. 1, 2, 3 and 4 Pit tracks west of Brimley Road may only be used by Consol 2500 and 2600 class engines, standard steam yard engines, and diesel yard and road switchers. Any class of engine may use west end lead track and Nos. 5, 6 and 7 tracks as far as Brimley Road

Following is a list of trucks in Toronto Terminals over which only a standard six wheel yard engine can operate account excessive curvature. These trucks are not safe for operation with any engine that has a pony truck. Diesel yard engines only, may use trucks marked "L".

TRAIN ORDER OFFICES

Station	Hours of Service	Days of Service
Capra,	Continuous.	Continuous.
Danforth,	Continuous.	Continuous.
Don,	Continuous.	Continuous.
Downsview,	Continuous.	Continuous, incl.
Mimico Yard,	Continuous.	Continuous.
Parkdale,	Continuous.	Continuous.
Scarboro,	Continuous.	Continuous.
St. Clair Avenue,	8.30 a.m. to 4.00 p.m.	Mon. to Sat. Incl.
Toronto,	8.30 a.m. to 12.00 midday.	Continuous.
West Toronto,	Continuous.	Continuous.

Ushawa Subdivision
Location.....
GECO Branch.....

Don.	.....	All track at Consumers Gas Company (Essex Avenue).	Leads and tracks to Lower Bro
Riverdale.	.....	United Drive Co.	Riverdale Lumber Company, Farnell Corp. an
Eastern Harbour Terminal.	.....	All tracks at Cargate, Palmolive, Pet Co. Ltd.	
Bala Subdivision	.....	
Esplanade	.....	+	Toronto Transportation Commission.
Cherry Street.	.....	Imperial Oil Company.	Imperial Gas Co. at Berkeley St.—all tracks
Don Esplanade.	.....	Canada Packers Limited—all trackage.	
.....	.....	N. E. Taylor.	
.....	.....	O. Newman & Son.	
.....	.....	Gypsum Works.	
.....	.....	Toronto Storage & Transport Co. Ltd.	
.....	.....	S. McCord Company.	
.....	.....	Ontario Honey Producers Limited.	
Rossdale.	.....	Continental National Company Limited.	
.....	.....	Toronto Brick Company Tracks.	
.....	.....	Baldwin.	
.....	.....	46½ feet from siding.	
Leaside—Dovercourt Road Line	.....	+	Hydro Electric Power Commission, concrete platform.
North Toronto.	.....	All industrial spurs and Lead Tracks thereo.	
Oakville Subdivision	.....	
Bathurst Street.	.....	Pintech Gas Company.	
.....	.....	T. J. McLaughlin.	
.....	.....	Telegraph Stores Bldg. (Bathurst Street).	
.....	.....	Hydro Electric Power Commission (Stearns Avenue).	
.....	.....	Canadian National Exhibition Track to Electric Building.	
.....	.....	Leads from tracks to John Inglis Company.	
.....	.....	All tracks to Old Carleton Place Property.	
.....	.....	Hindie & Dunlop Paper Company.	
.....	.....	Hanna Avenue Spur.	
.....	.....	Western Products Limited.	
.....	.....	Kellogg Petroleum Limited.	
.....	.....	Simmons Limited.	
.....	.....	John Inglis Co. Ltd.—New Plant.	
.....	.....	Arches Foundry Company.	
.....	.....	Darby-Hill Ltd. and T. Eaton Co.	
.....	.....	All tracks on Parlane Avenue.	
.....	.....	Don Valley Paper Mfg. Company.	
.....	.....	Mowat Avenue Spur and all tracks off same.	

INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS OVER SPRING SWITCHES

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

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

If, however, no indication on the Leave Siding Signal, the method described above must be repeated to

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

Oakville Subdivision—Continued

Central Harbour Terminal	All tractors.	1 tractor.
Switzerland	Steel Co. of Canada Ltd.	
Mining	Sea-Lake Investment Ltd.	
"	Burns Coal Co.	
"	Elgin Street Spinn.	
"	Rath Street Spinn.	
"	Johnston & Sons Company (two tractors).	
"	All tractors. 1000 Super Company.	
"	Canadian Industries Limited (one tractor).	
"	National Silicates Limited (two tractors).	
"	W. G. Hardisty Co. of Canada Ltd.	
"	Canadian Poultry Supplies Ltd.	
"	Industrial Panama Co.	
"	W. J. McLeod & Co. Ltd.	
"	Spicer, Day & Co.	
"	Leander Lumber Company.	

Bathurst St.....

"	Kaufmann Metal Co.—all trucks.
"	Massy-Harris Company, Limited—all trucks.
Parade	R. Bury Lumber Company.
"	Shane and Structural Steel Sales Limited.
"	Stubbins Street spur.
"	Wadby Co., Ltd.
"	Wyant Mills Co.
West Toronto.	Carney Dominion Furnace Works.
"	Carthage Ave. spur and Maple Leaf Milling.

.....
West Toronto..

Company.
Benjamin Moore Company, Limited,
Hydraulic Mixture Bldg.,
Canada's Acme Street & Gear Co.—all
trucks.
All trucks to Canada Packers Ltd.
All trucks to Swift Canadian Co.
All trucks to Johnson Brothers Fuel Company Ltd.
Dominion Oxygen Ltd.

LEAVE SIDING SIGNALS

Uninorth—East switch of crossover leading from east end of east yard to eastward track
Scarboro—East switch of eastward siding.

SPRING SWITCHES

Trains leaving sidings where spring switches are located must not exceed twenty-five miles per hour until entire train has passed through switch.

OTHER TRAINS

Switc run leave Danforth 8.30 a.m. daily ex. Ser. and Sun. for Dildo and Short Roads leave Miramio 10.00 a.m. daily ex. Sun. for Belleville.

Way freight
Lx. Danforth.....8.15 a.m. daily ex. Sun. for Whithy and return

No. 519
Lx. Don.....7.20 a.m. Mon, Wed. and Fri. for
.....7.30 a.m. Tuesdays, Mon, Wed. and Fri. for

Way freight
Lx. Miramio.....8.45 a.m. daily ex. Sun. for Hamilton
Lx. Bathurst St....8.30 a.m. daily ex. Sun. for Bathurst
ton and return

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

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead		
TORONTO TERMINALS													
TORONTO TERMINALS R.Y.	Toronto Union Station	Track No. 1	Signal post and light	North side	Building	BALA	Don Esplanade	Wissman & Sons	Building	East side	Derrick Crane		
		" 2	"	South side	"			Geop. Assoc. Scarboro	Building	East side			
		" 3	"	South side	"			Danforth	Building	West side			
		" 4, 5, 6, 7, 8, 9, 10	Signal Posts	Both sides	"				Building	West side			
		Express shed No. 1	Building	Both sides	"				Building and loading dock	West side			
		Spadina Ave. Bridge except South M.L.	Overhead bridge		Bridge			Bailey Drake Paving Ltd.	Building	West side			
		Bathurst Street	"		"			Don Valley Paper Company	Building	East side			
			"		"			Don River Bridge, M.P. 6.7	Through plate girder	West side			
			"		"					North side			
			"		"								
NOR. TORONTO BRANCH													
NOR. TORONTO BRANCH	North Toronto	Ontario Hydro Electric	Building	South side		UXBRIDGE	Scarboro	Team track	Building	West side	Derrick Crane		
		Empire Brass Ltd.	Building	South side									
		Union Carbide, Can. Ltd.	High platforms and gate post	West side									
		Hubbard Cut Stone	Gate post	South side			OSHAWA						Derrick Crane
		T. Eaton Co.	Crane support	North side				Geop. Assoc. Scarboro	Building	East side			
		Toronto Transp. Comm. lead	Building and fence	North side				Danforth	Building	West side			
		Can. Wire & Cable Co. N. track	Gate and post	North side									
		Can. Wire & Cable Co. S. track	Transverse platform	Both sides	Pipe								
		McNamara Const. Co.	Platform	Both sides	Pipes								
		Kenneth M. Smith Co. Ltd.	Platform canopy	South side									
		Kenzie Electric Co.	Platform	North side									
		Scott Stone Co.	Landing rack	North side									
Contractors Services Ltd.	Doorway	Both sides	Doorway										
Lincoln Electric Co.	Doorway	Both sides	Doorways										
E.S. and A. Robinson, Limited	Platform	Both sides	Platform										
Canada Varnish Co.	Fence and north gate	Both sides	Fence and north gate										
BALA													
BALA	Esplanade	Imperial Oil Ltd., South track	Gate post	South side	Walkway over track	WOODHURST	Woodhurst Ave. to Queen St.	John Wood Co. Ltd.	Platform	North side	Guy wires		
		Toronto Transportation Com.	Pipe line	North side	Trolley wires			Harris Coal Company	Coal sheds	East side			
		Track between Fredericks and Princess St., on north side of Esplanade	O.H. Trolley wires	North side				Keary Coal Co.	Wood fence	South side			
		Consumers' Gas Co. 1st track east of Berkeley St.	Unloading pipe	West side	Crane			Standard Fuel Co.	Building	South side			
		Consumers' Gas Co. 2nd track east of Berkeley St.	"	Both sides	Building			Dunlop Tire & Rubber Co.	Building	East side			
		Consumers' Gas Co. track west of Parliament St.	"	South side	Building			Lead and wet track	Buildings	Both sides			
		Beck Manufacturing Co.	"	Both sides	Building			Lead to Colgate-Palmolive-Pet Co. Ltd. (four tracks)	Wood building	West side			
		Canada Packers Ltd. 1st north	Gate posts	Both sides	Building			Colgate-Palmolive-Pet Co. Ltd.	Brick building and gate	West side			
		" 2nd from north	Canopy	North side	Electric wires			Canadian Wirebound Box Co.	Building	West side			
		" 4th from north	Platform railing	North side				Bergman Barrel	Platform	South side			
" 6th from north	"	North side		Belle Ewart Ice Co.	Gate	Both sides							
" 8th from north	"	North side		Acme Paper Co.	Buildings	East side							
" and south track	Building	Both sides	Pipes, walks, etc.	C. A. Smith Limited	Buildings	West side							
Cherry St.	Building	Both sides		Consumer Gas Co. Ltd.	Scale House	South side							
Standard restricted clearance sign consists of a board 8' x 10', painted yellow with two diamond shaped pieces cut out. This sign contains no lettering and is erected on posts or brackets as occasion demands.													
Canada Packers Ltd., Mill St.												Loading Crane	
Dominion Wheel and Fdry.													
Wagner & Carg.													
Cherry St. Yard, north track.													
Freight House track No. South													
" No. 4													
" No. 5													
" No. 6													
" No. 7													
" No. 8													
Tracks 14, 15 and 16.													
Track 1, south of freight house													
Track 2, south of freight house													
Track 3, south of freight house													
Track 4, south of freight house													
Track 5, south of freight house													
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Track 100, south of freight house													

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

[illegible]

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

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
BRAMPTON	West Toronto	Canada Packers, Ltd. No. 6.	Building	Both sides	Wires and Bldg. & wires	NEWMARKET	Parkdale	Continental Can Co.	Building	East side	
"	"	" No. 2	Building	Both sides	Bldg. & wires	"	"	Brook Ave. Subway, main and service tracks	Through Plate Girder	Both sides	
"	"	" No. 3	Building	West side	Wires, power	"	"	West End Coal Co.	Building	South side	
"	"	" No. 9	Building	East side	Wires	"	"	Landow Ave. Subway, main and service tracks	Through Plate Girder	Both sides	
"	"	" No. 10	Building	Both sides	Bldg. & wires	"	"	N. Smith Lbr. Co.	O.H. Bldg. hanging roof	Bridge	
"	"	Ontario Fertilizers Ltd.	Canopy on platform	North side	Wires & cables	"	"	J. B. Smith Lbr. Co.	Gate post and over	East side	
"	"	Gunn's Limited, No. 1 South	Building	Both sides	Bldg. & Conv.	"	"	Harris Lithographing Co.	Building	West side	
"	"	" No. 2	O.H. Building	Both sides	Bldg. & Conv.	"	"	Industrial Ltd., Dundas St. to	Building	East side	
"	"	" No. 3	Building	Both sides	Bldg. & Conv.	"	"	Baevden Machine Co. Ltd.	Building & gate posts	East side	
"	"	" No. 4	Canopy on platform	South side	Bldg. & Conv.	"	"	General Dry Batteries	Building	Both sides	
"	"	" No. 5	Building	Both sides	Pipes	"	"	Builders Flooring & Mill Work	Building	Both sides	
"	"	" No. 6	Building	Both sides	Building	"	"	2841 Dundas Ave. E. (unmarked)	Buildings	Both sides	
"	"	" No. 7	Stock pens	West side	Building	"	"	Alumina Geo. Ltd.	Building	North side	
"	"	Swift Canadian Co. No. 1	Building	Both sides	Building	"	"	Maloney Electric Co. Ltd.	Building	Both sides	
"	"	" West track	Building	Both sides	Building	"	"	Law Construction Co.	Building	East side	
"	"	" No. 2	Building	Both sides	Building	"	"	Cochrane-Dunlop Hardware Co.	Building	Both sides	
"	"	" No. 3	Building	Both sides	Building	"	"	Scelving Rubber Co. Ltd.	Building	West side	
"	"	" No. 4	Building	Both sides	Building	"	"	Canada Packers Ltd., W. side	Building	East side	
"	"	" No. 5	Building	Both sides	Building	"	"	Willard Battery Co. Paton Rd.	Building	East side	
"	"	" No. 6	Building	Both sides	Building	"	"	Canadian Bag Company	Building	East side	
"	"	" No. 7	Building	Both sides	Building	"	"	Canadian Steel Strapping Co. Ltd.	Building	East side	
"	"	" No. 8	Building	Both sides	Building	"	"	Stand Sanitary Co., W. track	Building	Both sides	
"	"	" No. 9	Building	Both sides	Building	"	"	" E. track	Building	West side	
"	"	" No. 10	Building	Both sides	Building	"	"	" Middle	Building	East side	
"	"	" No. 11	Building	Both sides	Building	"	"	"	Building	East side	
"	"	" No. 12	Building	Both sides	Building	"	"	"	Building	East side	
"	"	" No. 13	Building	Both sides	Building	"	"	"	Building	East side	
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"	"	" No. 139	Building	Both sides	Building	"	"	"	Building	East side	
"	"	" No. 140	Building	Both sides	Building	"					

MEDICAL OFFICERS

DR. E. E. DOWD.....Chief Medical Officer.....Montreal, Que.
 DR. J. P. MCGUIGAN.....Regional Medical Officer.....Toronto, Ont.

Dr. R. N. Killigbeck.....Medical Clinic

Dr. G. L. Chambers.....City of Toronto and Don
 Room 248, 17 Queen St. E. (E.M. 4,1919)
 Res: 86 Wells Hill Ave. (L.S.-1560)

Mimico to West Switch, Port Credit.

Dr. C. A. White.....Mimico to West Switch, Port Credit
 1838 Lake Shore Road, Long Branch,
 (Clifford 1-2161).

MEDICAL CLINIC
 Room 642, 161 Front St. W., Toronto, Ont., Telephone Empire 8-9011, local 483.
 (Hours 9:00 a.m. to 4:45 p.m. Monday to Friday.)

Dr. J. S. Crawford.....Parkdale to Concord,
 161 Marion Street (L.E.-2-2902).

Dr. J. H. Davies.....Don River on the West C.N.R. main line on North,
 West Switch, Port Credit, West Switch, Uxbridge,
 638 Kingston Road (Oxford 1-1718).

Dr. H. A. Brown.....North of St. Clair Ave.;
 East of Avenue Road and Leaside,
 711 Millwood Road (Hudson 8-3090).

* Dr. F. Crutbank.....Malton Airport,
 189 Main St. North, Weston, Ont. (Cherry 1-4209)
 * denotes: Doctor 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.

FAIR WEATHER EQUATED TONNAGE RATINGS
STEAM TONNAGE RATINGS

WEST AND NORTH													EAST AND SOUTH												
Cat Factor	ENGINE CAPACITIES										BETWEEN	ENGINE CAPACITIES										Cat Factor			
	34%	38%	40%	45%	50%	52% & 53%	55%	57%	59%	59%		57%	55%	53%	50%	45%	40%	35%	34%						
10	2850	3300	3470	3800	4350	4600	4780	5300	5470	Dartmouth and Block F.....	2000	1900	1700	1650	1370	1410	1250	1190	1060	9					
10	2850	3300	3470	3800	4350	4600	4780	5300	5470	Block F and Camps.....	4230	4050	3630	3800	3310	2980	2650	2520	2250	9					
10	2850	3300	3470	3800	4350	4600	4780	5300	5470	Don and Todmorden.....	6470	6500	4780	4600	4330	3900	3470	3300	2980	10					
6	1150	1350	1380	1460	1600	1680	1760	1920	2060	Bathurst St. and Fairbank.....	6470	6500	4780	4600	4330	3900	3470	3300	2980	10					
6	1150	1350	1380	1460	1600	1680	1760	1920	2060	Bathurst St. and West Toronto.....	6470	6500	4780	4600	4330	3900	3470	3300	2980	10					

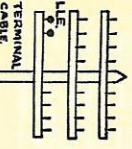
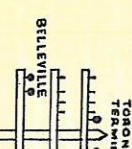
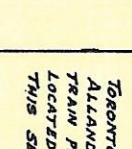
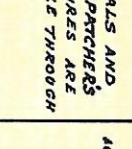
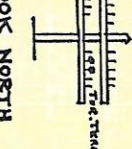
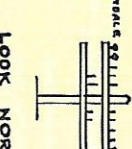
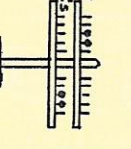
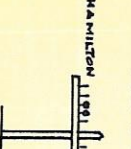
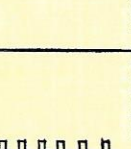
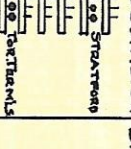
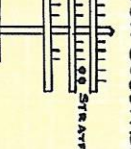
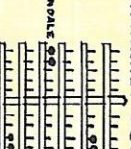
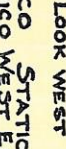
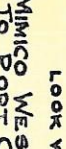
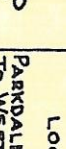
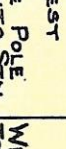
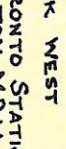
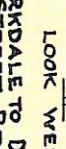
When doubleheading, an engine of less than 35% tractive effort must be placed ahead of a
 larger engine. These instructions also apply to assisting engines.

DIESEL TONNAGE RATINGS

WEST AND NORTH										EAST AND SOUTH										
SERIES										SERIES										
Car Factor	3043-3097	3000-3042	3000-3042	3000-3042	3000-3042	3043-3097	3000-3042	3000-3042	3000-3042	3043-3097	3000-3042	3000-3042	3000-3042	3000-3042	3043-3097	3000-3042	3000-3042	3000-3042	3000-3042	
	3098-3173	3008-3065	3008-3065	3008-3065	3008-3065	3098-3173	3008-3065	3008-3065	3008-3065	3098-3173	3008-3065	3008-3065	3008-3065	3008-3065	3098-3173	3008-3065	3008-3065	3008-3065	3008-3065	
	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	3074-3093	
	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	4400-4495	
	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	4502-4553	
	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	9300	
	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	
	2 units	1 unit	2 units	1 unit	2 units	1 unit	2 units	1 unit	2 units	1 unit	2 units	1 unit	2 units	1 unit	2 units	1 unit	2 units	1 unit	2 units	1 unit
	Scarboro and Block F.....										Scarboro and Block F.....									
	Block F and Camp.....										Block F and Camp.....									
Don and Robinson.....										Don and Robinson.....										
Bathurst St. and Fairbank.....										Bathurst St. and Fairbank.....										
Bathurst St. and West Toronto.....										Bathurst St. and West Toronto.....										
10	B 9000	B 4500	B 9600	B 4500	A 6000	A 3000	A 6500	A 3000	A 4500	9	9	9	9	9	9	9	9	9	9	
10	B 7200	B 3600	B 7200	B 3600	B 4300	B 2100	B 3500	B 2100	B 3050	9	9	9	9	9	9	9	9	9	9	
10	7000	3500	7450	3750	B 7000	B 3500	B 7500	B 3800	.....	10	10	10	10	10	10	10	10	10	10
10	3400	1750	3500	1800	8600	4300	9000	4600	.....	10	10	10	10	10	10	10	10	10	10
6	4700	2350	4000	3450	Car Limit	Car Limit	Car Limit	Car Limit	.....	10	10	10	10	10	10	10	10	10	10

DIAGRAM SHOWING LOCATION OF DISPATCHER'S PHONE WIRES - SOUTHERN ONTARIO DISTRICT FACE DIRECTION NAMED AND COUNT CROSS ARMS FROM TOP DOWN

TORONTO TERMINALS DIVISION

OSHAWA SUBDIVISION	OSHAWA SUBDIVISION	BALA SUBDIVISION	BALA SUBDIVISION	BALA SUBDIVISION	OAKVILLE SUBDIVISION
 <p>BELEVILLE TORONTO TERMINAL PHONE IN CABLE</p> <p>LOOK WEST TO DANFORTH</p>	 <p>BELEVILLE TORONTO TERMINAL</p> <p>LOOK WEST TO DANFORTH</p>	 <p>TORONTO TERMINALS AND ALLANDALE DISPATCHERS' TRAIN PHONE WIRES ARE LOCATED IN CABLE THROUGH THIS SECTION</p> <p>LOOK NORTH</p>	 <p>ALLANDALE TORONTO TERMINAL</p> <p>LOOK NORTH</p>	 <p>ALLANDALE TORONTO TERMINAL</p> <p>LOOK NORTH</p>	 <p>HAMILTON TORONTO TERMINAL</p> <p>LOOK WEST TO MIMICO</p>
 <p>HAMILTON TORONTO TERMINAL</p> <p>LOOK WEST TO DANFORTH</p>	 <p>HAMILTON TORONTO TERMINAL</p> <p>LOOK WEST TO DANFORTH</p>	 <p>STRAATFORD TORONTO TERMINAL</p> <p>LOOK WEST</p>	 <p>STRAATFORD TORONTO TERMINAL</p> <p>LOOK WEST</p>	 <p>ALLANDALE TORONTO TERMINAL</p> <p>LOOK WEST</p>	 <p>ALLANDALE TORONTO TERMINAL</p> <p>LOOK WEST</p>
 <p>MIMICO STATION TO MIMICO WEST END</p>	 <p>MIMICO WEST END TO PORT CREDIT</p>	 <p>PARKDALE CABLE POLE TO WEST TORONTO STN.</p>	 <p>WEST TORONTO STATION TO E. MALTON M.P. 14.4</p>	 <p>PARKDALE TO DUNDAS STREET BRIDGE</p>	 <p>DUNDAS STREET BRIDGE TO WALLACE AVENUE</p>

TELEPHONES

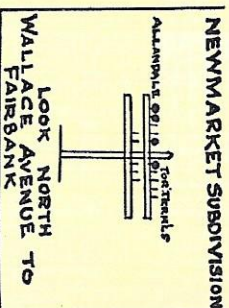
(Unless otherwise described, these telephones are for direct communication with traffic supervisor)

BALA SUBDIVISION	NEWMARKET SUBDIVISION	OAKVILLE SUBDIVISION
<p>Mileage 3.9.....On tool house</p> <p>OSHAWA SUBDIVISION</p> <p>Scott St.....Interlocking station</p> <p>Cherry St.....Interlocking station</p> <p>Logan Ave.....Gateman's cabin</p> <p>Cooper Ave.....Gateman's cabin</p> <p>Page Avenue.....Gateman's cabin</p> <p>Danforth Yard.....Switchtender's cabin, east end</p> <p>Mileage 23.6.....In booth</p> <p>East switch, westward.....To Operator</p> <p>East switch, westward.....To Operator</p>	<p>Mileage 2.8.....In box</p> <p>Mileage 3.3.....In box</p> <p>Mileage 3.5.....In box</p> <p>Mileage 3.8.....In box</p> <p>Mileage 4.2.....Gateman's cabin</p> <p>Mileage 4.9.....In cabin</p> <p>Fairbank Mileage 6.6.....In box on telegraph pole south of station</p>	<p>Passenger Yardmaster.....Office</p> <p>John Street.....Interlocking station</p> <p>Spadina.....Enginehouse</p> <p>Danforth Street.....Yard office</p> <p>Cabin D.....Cabin</p> <p>Strachan Avenue.....In box on post</p> <p>Mileage 2.4.....In box on post</p> <p>Mileage 4.3.....On signal post 47</p> <p>Mileage 6.0.....At switch</p> <p>Mimico Yard.....Switchtender's cabin, west end</p>

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

DISPATCHER'S PHONE WIRES

MARKED THUS:—●



<p>Mr. J. D. HAYES, Senior Superintendent, TORONTO</p> <p>H. T. WALTON, Superintendent, TORONTO</p> <p>G. E. ELLIS, Assistant Superintendent, TORONTO</p>	<p>W. SCOTT, Assistant Superintendent, TORONTO</p> <p>V. E. MORTON, Assistant Superintendent, TORONTO</p> <p>W. G. WARD, Trainmaster, TORONTO</p>	<p>G. W. ELLISON, Division Master Mechanic, TORONTO</p> <p>J. A. TAIT, Road Foreman of Engines, TORONTO</p> <p>D. W. HAMILTON, Passenger Trainmaster, TORONTO</p>	<p>D. C. BLUE, Chief Traffic Supervisor, TORONTO</p> <p>G. W. HORNER, Asst. Chief Traffic Supervisor, TORONTO</p> <p>W. S. McCALPIN, Asst. Chief Traffic Supervisor, TORONTO</p>	<p>E. W. PARKER E. J. LITTLEJOHN F. J. FECTEAU T. H. CHARLTON G. E. STRUTT</p> <p>T. W. JOKINEN K. L. MILLER</p>
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Traffic Supervisors

Relieving Traffic Supervisors

SPEED TABLE

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

DIVISION
To R. Terminals

ST

Mimico

DIVISION

Miles

Miles

TH
BRIDGE
VENUE

UBDIVISION

Miles

TH
UE TO

Miles

Miles

Toronto Terminals

