CANADIAN NATIONAL RAILWAYS SAFETY IS YOUR RESPONSIBILITY

CENTRAL REGION

SOUTHERN-ONTARIO DISTRICT TORONTO TERMINALS

THE LIMITS OF THE TORONTO TERMINALS RAILWAY COMPANY













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

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

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 THE CURRENT TIME TABLE, AND SUPPLEMENTS THERETO IF ANY, WITH THEM WHILE ON DUTY

W. H. KYLE VICE-PRESIDENT

N. A. WALFORD,

GENERAL MANAGER,

GEN'L SUPT. TRANSPORTATION

E. H. LOCKE GENERAL SUPERINTENDENT

J. J. CAMPBELL,

SUPERINTENDENT TRANSPORTATION,

Ī	0.0	2 3 6 6 9		Miles from Toronto			8 8 - 0	5 5 7 2	1.7	Miles f Toronto	rom		15	D		Day 6	77	
-	X KKOK	н х		Symbols			Maramant I	y Signel India	X XMXM	Symbol				99 45 A	34	29 U	-	
1.	Double Treek	nent by Signal Ir natic Block Signa 4 Doub Tracks Track			LONG		Automatic i 3 Doub Tracks Track	Stock Signal Sy	Double Truck		TORONTO AND LONG BRANCH		Sunday only	9.15		BE SHEET STATE	23	
	~			S GWO	BRA				~	S	/ OTN		Sunday 109	>		Sund Sund	100	
	TORONTO	MIMICO BAST	LONG BRANCH. 10.4 OANPA OANPA OANPA OANPA OANPA OANPA	STATIONS	BRANCH AND TORONTO		MIMICO YARD. OANPA 0.3 Jet. with C.P. Ry.	EXHIBITION BUNNYSIDE MIMIOO BAST. 0.7	TORONTO	STATIONS	TO AND LONG B			9.05 A	8.54	4	- 5	
	ST ST	MAST CON	RANCH.	ION	AND		YARD C.P. R.	TON	Brampton	ONS	BNO		P. Sun.	8.40	: 00 00	Unbridge Sub. Br. Sun. E. Sun.	S AM	
	on Sab			o 3	TORC				50 10 10	"	BRA		E. Salty Sur. Selfy	>	Ca	L Susse	9 2	
					OTN						NCH		& C	8.10 A	8.00 s	H		1
	5 m m		U U	Train Ord Office or Teleph	er me		2 2	י יט ו	2 2 Z	Train Office or Tel	Order ephone		OT Daily	5.05 05	4.54	Daily PM 4.46	TRAINS	Bal
	Z I I		K K	Office Signals			F C		i d	Office Signals			Daily	Pω	50	L Dail		
	YA RD YA RD		× ×	Sidings	Capacity		YA RD		YA RD	Siding Other Tracks	- 12 D			Ö .	3.00 8	2	FIRST	
U	>	DO 00	ED La	Other Tracks	İ	Oğ ay	•		۲	Tracks	87	10	P. 5m.	10.50	810.38 10.45	Usbridge Sub. Daily Ex. Sun. L 10.30	~	
OF BE	6.31	6.18	6.13	SEP 4		87	2.03 A	1.54	1.45	5,5	7		17	A 7.	8 7.01 7.08	Daily L 6.1	CLASS 8 17	
Dafty Ex. Sunday	7.25 7.30	8 7.08 8 7.17	Ls 6.58	Supply 76		3.E		87.11	7.04		77			15 A	on a	521		
Daily	>	æ	F	Com. Par.		101	>	an .	F	Dada	101		19	£.30	6.16	Daffy Su 6.08 L	19	
4	7.41 7.45 A	7.28 7.34	7.22 L	A K			8.18 8	8.11 8	8.04 1.00		ř		81.8M	A 3.30	3.19		21	
Dady	7.56	7.43 8 7.49	AM 7.37	Dafty	2	721	<u>8</u> 8 33	8.16	8.08	Cap. Pac.	721		P	0333.8	3.19328.6	Miles fr Montres	om l	
Daliy	D 00	CO :	H	Daily		17	•	CO.	F	i n	17			MC.	No. of the last	Symbols		
_	551	8.38	Æ 8.32 L	4 H			8.48 A	00 -A -11	8.34 8.34	10				7.7	Double Tou Movement I	tion	TOR	
Dady Sonday	9.16 9.20	9.06	9.02	Supply OX	3	741	10.47 All	810.40	10.30	Can. Pac.	741			Co.	Automatic B Signal Syste	m	ONTC	
Sunday	A	11.00 \$11.04	M 110.54	Duly Sunday	2	188	A 1.	8 1	۲	0 6	188			TOR	DANAGO	STATIONS STATIONS	AND ON O	
	> :			1	-		33	1.24	1.151		-			TORÔNTO	DANJORTH. BLOGK F. DON YARD.	FIONS BOARBORO	TORONTO AND SCARBORO (OSHAWA SUBDIVISION)	
Daty	11.16 11.20	11.05	11.01	Can Pac	EAS	884	1.35 1.35	1.33	1.15	Sunday Sunday	88 W			0	RTH	8 6 Sub-	BORG	
third puty	3.06 A 3.10	2.56 8 2.59	P# 1 2.52	Can. Par. Dafty	EASTWARD	75	3 3	8 3.40	3.3	Sunday Sunday	38 75 7			U :	: : :	Train C	order Office	-1
3000	•	00	H	1		78.0	7 b	to:	301		7			Z	W 1 1	Office Signals	in an	
Daily	3.20 2.5 2.5	3.08	3.04	Duty	E S	761	₩ 4.32	4.25	4.15		761	1		VA.	X X	Sidings	0	
Daily Ex.	₽ 201 01	5.00 8 5.04	PH 4.56	Oan, Par. Daily Ex. Sunday	TRAINS	79	4.38 A8 4.39	8 4.29 8 4.35	4.4	Z FE	1 79			RD	RD	Other Tracks	Capacity	
	.11 .15 A	on .	۳		- 1	m	\ \bar{\delta}{\delta}	DD 00	F	F_0	8 3		92 92	F.0	9 9	Duty Ex. Sun. A 9.25	92	
Didy	7.56 8.00 A	7.46	1.43 1.43 1.43 1.43 1.43 1.43 1.43 1.43	Duly	TO THE PARTY OF TH	81 P	5.38 A	5.29	5.24	Z CFE	81 B	120		I H	.17 8	D P 8		
Duty	8.06	7.46 7.56 7.49 8 7.59	Pii Pii 7.42 L 7.52	Date of			5.38 A 6.18	5.29 8 6.11 5.35	6.03	Dady Car			8 Daily	9:15 L	8 9.28 9.21	Daily 9.34	8	
Daty	b	8.01	FM 1.57		CLASS	801	8A 6.37			Can. Pac.	801	CIACC	14	L 9.35	.17 8 9.28 8 9.47 .10 9.21 9.40	Daily Daily Br. Sun. 1	14	2
	図0.11 A	8.01 8.04 8	四 Pii L 7.57L 9.26	B =	-	-	37 A		- W C	1			10	5		E. Sun.	10	2
700	9.41 9.45 A	9.30 8 9.34	P# 9.26	On Par	769	88	A 7.48	8 7.41	7.34	Daily	88			1 5	812.08 13.01	2.15	0	9
100 100 100 100 100 100 100 100 100 100	A 9.51	9.41	PW 1 9.37 L	D 1	100	821	A 8.08	8 8.01	7.53	Die Pri	821		0 M	29.4	4.27 4.20	Daily Daily	0	
	D :	1	M	 	-	_	P		3 10.0	Daily	15		94	5 1	: : 0 4	A D S	0	FACTWARD TRAINS. TRAINS OF ACC
4 P	10.01 A 10.05 A	9.51 8 9.54	L 9.47L		200	15	O.184	5.11 8	10.04	3 4			HA SE	1351		26 b	M2	7
100	10.16 10.20	10.06	PM 7 1 1 0 . 0 2	Dady	2	768	A10.27	810.20	10.13	Can, Pac. Daily	768		82° 50°	A.35 L 8.45 L 8.50 L	8.57 8 9.04 8 9.40 8.50 8.56 9.31	9.03 9.03	32	FA
		0.6	. D			187	A 11.	811.26	11.19	Saturday pally	187		18	₹ 200	8 9.04 8.56	Dally Sur	18	MA
				-	-	-	33 4 1		19 1	7 1					56	Δ 2 8 H	11 8	n
						8 pa	A 12.13		11.59	Daily Can. Par. Daily Can. Par. Saturday Daily D	8		118	1 11	2 0020	Daily Daily Ex. Daily Seath Daily Daily Daily Bank E. Sea Daily Da	18	
													16	11.3	11.45 11.36	Duly 11.5	16	

TIME TABLE NO. 38, APRIL 28th, 1957

So on United from Toronto

	BLE
	7
	ō
	38
0	ABLE NO. 38, APRIL 28th, 1957
2	10
-	841
2	-
5	95
0	
DI TOAIN	
4	
0	
1	
- 1	
1	
1	
1	

	5-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	0.0	- NW 5	15.3	6 40	Miles fr Toronto	Ogn.					=	6. 5.	1 %	412	1	Mil	a from		-	<u> </u>	T	Ti i	1 1	T	-	SA
		AC XX	NA XX	N	N	Symbols						N	N	XX.	**	XX XX	-										COND
		T.T.R.Co.	Movement by signal indication			S	(New	AM.	B					N to	lovemen y signa ndicatio	T.T.R.C	S	(Brate)	A M		409	4 1 M. 37	11.33	24	Preight Daily	409	NORTHWARD TRAINS
		BATHURST ST	Jet. with Newmarket Sub PARK DALE	BT. OLAIR AVENUE.	PAIRBANE FAIRBANE	STATIONS	(Newmarket and Brampton Subdivisions)	AND TORONTO	DOWNSVIEW,	mericano.		DOWNSVIEW	FAIRBANK AVENUE.	WEST TÖRONTO	PARKDALE	BATHURST ST.	STATIONS	(Brangton and Novemerket Subdivision)	AND DOWNSYIEW	TORON							ARD
		NET BI	Newmark LE	R AVEN	WIL	SNO	Brampton	OLNO	EW,			VIEW	Best Lu	ÖRONT	Newmark	IO CPR	SNO	townsarket m)	SVIEW	70,	51	20	0 0	o o至	Daffy	51	D TRAINS
		8	et Sub.	-	-							1		1:	cet Sub.	8					Saturday 49	PM 29 A	6.25		Saturday		NINS
		d !	z z	2	P U	or Tele	rder Offic shone	•				DND	A	Z	z D	P N	Offic		Office		0 fr.	PH-44	5.40	5.30 5.32		AND IN	
		N Y N	N N	!	55	Signals Sidings		Capacity	0			0 55	- 67	1 2	N YA	N YA	Sign	-	Т	Capacity		6.3	3.6		Miles Toron	from to	
	2	RD A	RU 6	702	185 L	Other Tracks	Z .	Leity			a _	85	! !	RU A	RD 8	F 0	Othe Trac	rs	1	rity L		-		# ₹°	Symbo		-
46	Dudy	6.46 6.50 A	B 6.40 8	6.30	6.23		48			27	Daily Burday		À	7.12A	7.06	6.55 L	14	B	27		Times ch	N.O.N		4	SI	9	ORONT
10	Dady	6.56 7.00	6.50	AM			10 Brampton			187	Sunday only		A	8	8 8.00	7.50 7.54	7.5		187		shown at Todmorden for information only.	TODMORDEN	ROBEDI	JARVIS STREET	STATIONS	(Bala Subdivision)	707
42	Dally Ex. Sun. & Mon.	8.51 A 8.55	8 8.45	8 8.35	E.30	Daily Ex. Sun. & Mon.				29	Daffy Es.		È	A 8.25	8 8.20	E 8.10	Sunday	Brampton Sub.	29		norden for dy.	EW.	ROSEDALE		SN	(a)	TORONTO_TODMORDEN
28	Daily Ex. Sunday	9.46 A 9.50	8 9.42	E		Dully Ex. Sunday				41	D ₁ 1y Bunday	A 9.47	9.43		8 9.30	1 9.20 9.24	14 4	Newparket Bub.	41			1	PN	N	Train or Tel	Order (lephone	2000
172	Daily Ex.	11.06 A 11.10	811.01	_		Daily Ex. Bunday				111	Saturday only		2	1	812.20	12.10	Saturday only	Brampton Sub.	111	WE			. N	C	Office Signal	1	
#	Supply Date	7.06 A 7.10	8 7.00	8 6.49	L 6.38	Daily Ex. Sunday	Newmarket	7	EAST	11	Dady Er.		3	A	8 4.30	1 4.20 4.24	Sat. & Sun	Brampton Sub.	11	WESTWARD		-	175	YARD	Other Tracks		Car Capacity
84	Dafty Ex.	5 7.31 0 A 7.35	B 7.24		2 3	Daily Ex. Sunday	84	FIRST CLASS	EASTWARD		Daffy Bunday		골	-	0 8 5.44	OL 5.35	ge ,		175		54 54	Z 6:44	6.49	A 7.00	Dudy	54	7
36	Daily Ex-	8.31 A 8.35	8 8.27			Daily Ex. Sunday	86	ASS	TRAINS	45	Daily E.F.	A 6.14	8 6.08		4 8 5.59	5.54	ga ,		45	TRAINS	50	L 7.5	7.59	A 8.10	Dady Ex. Sunday		FIRST CL
148	Sunday	1 8.41 54 8.45	7 88.3	8 8.28	L 8.21		148		SNI	141	Sunday	4.	2 2	A 6.05	9 8 6.00	0r 5.50	gn	Brampton Sub.	141	-FIRST	52 52	4 2.00	2.08	OA 2.15	Dady	52	CLASS
138	Sunday naly	9.11 A 9.15	7 8 9.06	1	# II		188			87	Daily Sunday		32	-	D 8 6.30	0 L 6:20		8	87		Dady 414	Z 9:25	9.35	N OI	Freight Daily	414	SOUTHWARD
40	Daily	1 10.56 5 A 1 1.00	6 810.52			Daffy				89	Daily		₽	A -	0 810.39	0 L 16.30 4 10.34		p	89	CLASS		Us.	0 0				UTHWARD
		0 6	N th							58	Daily	A 11.29	811.23	Ö	9 811.13	0 11 1.00	Dady	Z	550		842	LII.2	A 11.40	MV	Freight Daily	842	TRAINS
810	D _d ,		A 6.15	6.01	: F 25.50	Freight Dafty	810	F		47		>	811.50		3 811.41	OL 11.30		z	47		804	20 L 5.25	P	All	Preight Daily		FOUR
524	Ir. Bun		A :	į	OL 11.50	Way Freig Daffy Ex. Sun	524	FOURTH CLASS				6			-	64		1			B16	1	P	2	Preight Daily	1 816	S OURTH CLASS
828	Dady		12.20 A 10.30		5.50 L 11.50 L 10.06	Peright Way Freight Freight Daffy Ex. Sun. Daffy Daffy	828	LASS											1		B20	M: 15 L 9.45	1.304 4.00 1.20 3.55	PM	Preight	820	6
	Hlyge-	:::		_				war	age	men Tord	at A			-	: Ope		Dan		-1	Don							
	No. 19 No. 83	No. 15	when the control of t	inal clea	Toronta possessi her from	exua utanis originating at minnto yaru must obtain terminal clear- ance at Minnto Yard Office. Westward extra trains originating in- Toronto Terminals and not required to obtain terminal clearance at Toronto, must obtain terminal deparance at Minnto Yard Office- at Toronto, must obtain terminal deparance at Minnto Yard Office-	governed by the Toronto Terminals time table. Toronto is an initial station, Oakville Sub	ward trains must obtain terminal clearance at West Toronto.	ugh trai	northward trains must obtain terminal clearance at Parkdale. Movement of trains between Mileage 9 and Toronto will be governed by Toronto Terminals time table. Movement of trains between Miles	Ilandale Toronto	morden table,	Toronto is an initial station, Bala Subdivision, except that Don is initial station for No. 409. All northward trains must obtain terminal clearance at Don. Movement of rains between	ridge St	equippe rator wi	Scarboro	Danforth*Standard clock and bulletins only,				Don Yard	wegester samuti for mans to and from New- market Subdivision. West Toronto*All first class and eastward freight trains may	Mimico Yard *Register station for trains originating and terminating at Mimico Yard.	Bathurst St (Yard)	Toronto		
	No. 19 flag stop at Danforth Sundays. Nos. 9 and 109 stop at Scarboro to detrain passengers. No. 83 stop at Long Branch Saturdays.	*OTHER AND CONDITIONAL STOPS stop at Danforth Fridays.	Scarbo f trains Termina	arance a	o is an in	must of	rement of trains between West Loronto and Loronteened by the Toronto Terminals time table. Toronto is an initial station, Oakville Subdivision.	must	arkdale in dispa	rains mins betw	is an	Mover.	o is an ial stat	ubdivisi No Train	d with	ion as s nly whe						ato	ard	šč		TORO	
	stop at Long B	R ANI Danfor	betwee	Clearan	uitial sta	and no	ronto T	obtain	not pro	een Mi	initial	nent of	initial ion for arance	on may	electric te junc	Mileage hown in m swite	*Stand	trail a	bar	*When	regi regist	mar *All fir	*Regist	*Regist nat if n	*Regist	T OLN	
	f Scarb	CON	ss trai n Scarb table.	oro. OK	ation, C clearan	e. We t requi	ermina tation,	termir	t Allan	in term leage 9 ble. N	statio	will be	Station No. 4	be ma	locks o	e 325.0 n Rule thes ar	ard clo	t locke	n waiti	operat	ster a	et class	ter stat	er stati ing at ot requ	ter stat	ERMI	
	Sunday pro to d	DITIO	n order	astwar 'd by	shawa ce OK	stward red to clearan	ls time Oakvill	al clea	for in t	inal cle and To loveme	, New	govern	09. A	ide wit	ontroll	501-e v	andard clock and bulletine	d. WI	on doon	or not o	register at West Toron register ticket to Operator. gister station for trains or	market Subdivision.	ion for t Mimi	gister station for trains originating and nating at Bathurst St. Yard or Exhi if not required to register at Toronto.	ion for	TORONTO TERMINALS FOOTNOTES	
	etrain ys.	NAL S	signal 1 Toron	d first c Bellevil	Subdiv.	extra t obtain	table.	rance do	ime tal	ronto v	market	Toda	Subdi Il norti	hout fl	ed by o	vill be	bulletin	er at	, which	on duty	Derate Trains	n.	trains co Yarr	rains or st St. 1 register	first a	FOOT	
	passeng	TOPS	indica to will	lass and le train	ision. Sellevil	rains o termin	ivision.	at We	ble will	at Park vill be a	Subd	Toront orden	vision, hward of tra	ag pro	perato	display ement	s only.	erator Don b	will be	, train	originat	freight	origina:	iginatir lard or at Tor	class ar	NOTES	
	rers.		tes probe gov	extra	Extra le train	riginat al clea	onto will be . Westward	st To	be arr	dale. I	n dispa	nd Do	except trains ins be	tection ic lock	or Uxl	t t ed		kept locked. When Operator on duty, all trains may register at Don by delivering	with C	registe	register at West loronto by delivering register ticket to Operator. *Register station for trains originating and ter-	trains	ing an	*Register station for trains originating and termi- nating at Bathurst St. Yard or Exhibition, if not required to register at Toronto.	*Register station for first class and passenger extra trains originating and terminating.		
			oceed.	trains	trains 1 dis-	ing in rance	ward	onto.	anged	Move-	All	ninals in not	that	after	ation.	signal oridge		y, all rering	P.R.	r will	d ter-	may	d ter-	termi- ition,	enger g.		

1.45 1.36 1.36

1.52

Toronto Terminals

ω

TORONTO RAILWAY COMPANY

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

Kal	I. Except as affected by the following instructions, the Uniform Code of Operating homes Rules applies to all employees while operating within the limits of the Toronto Terminals stop by
way	I.
Taronto Taroninale Railway Company Limit Boards are located as follows:	Exce
Pau	to a
7	S aff
	nplo
2	d by yees
ail w	whil
3	follo e op
	erati
anv	ng v
Lin	ithic
B	500
oard	Fig
s are	ta o
200	fehe
ated	To
28 (de o
ollor	Ten
. B.	rmin
	als
15	at o
15	me s

A loronto lerminals Kaliway Cempaly
C.N.R. Bala Subdivision.
C.P.R. Toronto Terminals Division.
C.N.R. Oshawa Subdivision.
C.N.R. Feight Tracks.
C.N.R. Oshawa Subdivision. At Interlocking Signals 205 and 206.

At Interlocking Signal 171.
At Interlocking Signal 187.
At Interlocking Signal Street overhead 840 feet West of Bathurst Street overhead bridge.

1910 feet West of Bathurst Street overhead bridge.

4. A trainman or yardman must ride on the rear end of the rear car of every train or draft movement being handled by yard or road engine. If rear end car is without end door or veitbule, trainman or yardman will take a completious position as near the rear as possible to gard against the possibility of accidents when his train or engine stops or is an excessary to warm any following movement by coverniese, and must take such action as in successary to warm any following movement or overnent is acoped the trainman or yard-engine; and to provide further protection when movement is acoped the trainman or yard-movement, except in the territory between John and Scott Street Interlocking Stations movement, except in the territory between John and Scott Street Interlocking Stations. When a light engine is unaccompanied by trainman or yardman, these duties will be performed by the fireman. 3. Within these limits movements on any track in either direction will be made by faced signal indication or, where there is no fixed signal, on hand signal circum by switch-tender on the ground which must be authorized by the train direction. Intervals prescribed by Rule 91 will not be maintained.

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

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

 When freight equipment is pushed by an engine, trainman or yardman must take conspicuous position on leading car and signal to engineman by hand signal. Enginemen must so regulate their fire as to prevent unnecessary smoke and steam.

Enginemen must so regulate their me as to pro Toilets in passenger cars must be kept locked.

BATHURST STREET ZONE NON-INTERLOCKING

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

11. There are six tracks between John Street Interlocking Station and stop signs located 1100 feet west of Spadina Avenue overhead bridge and are numbered from No. 1 on the North to No. 6 on the South. These must be a thorough understanding between train directors of John Street Interlocking Station and Cabin "D" before any movement, in either direction, is authorized over these tracks.

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

bridge.
Indications are:

RED-Stop.

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

18. Eastward movements from C.N.R. Brampton Subdivision are governed by home signal located 15/12 feet west of Bathurst Street overhead bridge. All movements must stop before passing this signal.

Eastward movements from C.P.R. Toronto Terminals Division are governed by signal located 1/22 feet west of Bathurst Street overhead bridge. All movements must selore passing this signal.

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

RED—Stop.

RED—Stop.

A car foul, an open switch, a broken rail, or other obstruction.

a car foul, an open switch, a broken rail, or other obstruction.

18. Westward movements on the C.N.R. Brampton Subdivision and C.P.R. Toronto Terminals Division are governed by home signal located 589 feet west of Bathurst Street overhead bridge and south of tracta. This signal is equipped with dummy mast and is identified by limar white light. Upper arm governs C.N.R. Brampton Subdivision movements; Lower arm governs C.P.R. Toronto Terminals Division movements.

17. Westward C.N.R. Brampton Subdivision main track movements over C.P.R. Tecumseh Street railway crossing at grade see governed by bome signal located on solution of the control of the

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

INTERLOCKING ZONE

19. The Interlocking Zone extends from Signal 205 on the C.N.R. Bala Subdivision and Signal 205 on the C.P.R. Toronto Terminals Division, located just north (sast on C.P.R.) of Don, also from Signal 171 on the C.N.R. Oshawa Subdivision, located 1050 test east of Cherry Street Interlocking Station, to Signal 514, located 300 feet were of Spatian Avenue overhead bridge on tracks Nos. 1, 2, 3 and 4, also to Signal 205, located 400 feet east of Scott Street Interlocking Station, Interlocking rules apply except as modified herein.

20. Signals mounted on station train shed must be respected as dwarf signals. Signals Nos. 80, 1057, 3819, 02 and 712 located outside micriocking zone and Numbers 225, 232, 232, and 236 located between Scott Street and Cherry Street Interlocking are of the color light type and when displaying a red indication are Stop and Proceed Signals. All other signals in the Interlocking zone are interlocking signals.

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

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

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

23-A. Hand operated switch, located approximately 400 feet east of Spadina Ave, overhead bridge and connecting track No. 1 with track No. 8, C.N.R. order yard, is equipped with an electric lock under the control of John Street Interlocking Station.

24. Hand operated switch on the service track at the west side of Jarvis Street leads to two tracks north of service track. Stop signs are piaced at the fouling points of the first track 220 feet west of Jarvis Street and the second track 280 feet west of Jarvis Street. All trains and engines using these tracks must stop at stop sign and proceed only after switches have been propedly set and secured. Normal position of switches is for the service track and first track north.

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

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

indication. If a reverse movement is to be mide, this may be done only after a number of the crew assures himself that the signal in the rear of such reverse movement displays a yellow indication.

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

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

One long—All movements will stop immediately.

Two long—All movements having proper signal indication may proceed.

STATION TRACKS

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

31. On any storage track west of Station Platforms and east of John Street Inter-locking station air brake must be bied off and hand brake applied on any car or carr left thereon.

82. Cherry St. Trains when stopping to lift are from Canal Track must leave train back a sufficient distance so that after lift is made, earlier train the best must leave bridge located immediately south of Eastern Avs. Crossing mileage 1.7.

RESTRICTED CLEARANCES

All tracks in Station.

Canadian Antional Express Company's Building,
Canadian Antional Express Company's Building,
Spadine Avenue Overhead Bridge,
Bathurst Street Bridge,
Bathurst Bridge,

SPEED RESTRICTIONS

Thirty miles per hour within the limits of the Toronto Terminals Railway Company except as otherwise restricted.

Fifteen miles per hour over Eastern Avenue crossing. (B.T.C. 79286).

Eastern Avenue—All yard and transfer movements over this public crossing at grade must come to a stop, regardless of position of crossing gates, and such movements will only proceed on hand signals given by member of the crew after observing gates are in down position.

Fifteen miles per hour between west limit boards and Spadina Avenue overhead bridge. Parliament Street (Low Level Tracks). All movements will stop plear of crossing and then proceed on hand signal from trainman or yardman, who will protect movement over crossing.

Toronto (Centre of Station)

Con	Eastern Avenue (gate tower)	Cherry Street (Interlocking Station)	Sherbourne Street	Jarvis Street	Scott Street (Interlocking Station)	EAST	Cabin "D"	Bathurst Street (overhead bridge)	Spadina Avenue (overhead bridge)	John Street (Interlocking Station)	WEST	Toronto (Centre of Station)
	2.7	1.2	0	10	0.3		1.2	1.1	0.7	0.4		0.0

MEDICAL OFFICERS

Dr. G. R. Clement Medical Clinic, C.N.R. Express Bldg.
Dr. G. L. Chambers. Room 248, 17 Queen St. E.
Dr. G. L. Chambers. Room 248 Wells Hill Ave.

Coronto Terminals

Single Track:

Between Parkdale and Mileage 9.0 Newmarket Subdivision,
Between Darkdale and Mileage 9.4 Bala Subdivision,
and mileage 8.4 Bala Subdivision,
West Toronto and mileage 8.2 Brampton Subdivision,
a Scarboro and mileage 69.3 Uxbridge Subdivision.

TORONTO TERMINALS FOOTNOTES

DESIGNATION AND USE OF MAIN TRACKS

Oakville....

T.T.Rly, Co. limits,
Don, M.1.9
Don, M.1.9
Bathurst St., M.1.1 Oakville Sub.
Parkdale,

M.323.6 M.59.3 M.9.4 M.9.0 M.8.2 M.5.4

> 00 0.5 7.1

Brampton..... Newmarket.....

Subdivision

TORONTO

1957

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway to prohibited in respect to Lawrence Ave., public crossing at grade, Township of North York, milesse 7.8 Normarket Shithriston, secopy when necessary to prevent accident. (H.T.C. 20813). 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 rulway is prohibited in respect to any public crossing at grade within the limits of the City of Toconto, and in respect to any public crossing at grade within the limits of the Tocombally of york, accept reached to any public crossing at grade within the limits of the Tocombally of York, accept because you prevent accident. (B.T.C. 2821). (B.T.C. 70106). This does not prohibit the sounding of engine whithe signals when necessary

Toronto City limits extend to Mileage 327.9 Oshawa Sub.; mileage 4.4 Oakville Sub.; mileage 3.6 Baia Sub.; mileage 5.7 Newmarket Sub. and mileage 5.9 Brampton Sub. York Township Initia extend from mileage 5.9 to mileage 7.8 Brampton Sub.; from mileage 5.7 to mileage 7.0 Newmarket Sub.; and to mileage 1.5 Toronto Belt Line. The triging of any engine ball, in accordance with the provisions of Section 308(1) of the Rallway Act, in respect of the following public crossings at grade within the limits of the City of Toronto is hereby prohibited except to avoid accidents.

3 (1) The public crossings at grade of the Oshawa Subdivision of the Canadian National Railways at (a) Greenwood Avenue, mileage 830.3; (b) Pape Avenue, mileage 881.0; (c) Logan Avenue, mileage 831.3.

The public crossings at grade of the Newmarket Subdivision of the Camadian National Railways at (a) Wallace Avenue, mileage 4.2; (b) Davenport Road, mileage 4.9 (B.T.C. 71388).

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 care be placed or picked up therein.

Standard Sanitary Co., Ltd. Track at Dupont 5t, is in the shape of the letter "U". Account curvature, care over 46 feet long will not clear loading platform. Cars over 46 feet long must not be operated beyond the straight track.

Four Tracker

Between Cabin "E" and Milmico East tracks are numbered from the routh;

No. 4, No. 2, No. 1, No. 8,

Tracks will be used as follows:

No. 4—Eastward Freight,

No. 5—Westward Freight,

No. 2—Eastward Plessenger,

No. 5—Westward Freight,

No. 2—Eastward Plessenger,

No. 5—Westward Freight,

No. 5—Eastward Plessenger,

No. 5—Westward Freight,

No. 5—Eastward Plessenger,

No. 5—Westward Freight,

No. 5—Eastward Plessenger,

No. 5—Verticalism) to end of tr

Belt Line—Extends from Fairbank (Newmarket Subdivision) to end of track 3,120 feet east of Yonge Street.

Three Tracks:

The detreen milesge 9.4 Oakville Subdivision and Crossover switch located just west of Interlocking Station at Carpa.

Tracks are sumbered from the conth:—No. 4, No. 2, No. 1.

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

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

Scarbore and Cherry Street Signal Bridge.
Westerly Limit ign of Trecento Terminals Railway Co'y and Cabin "E."!
Minico East and Cusa Contro Terminals Railway Co'y and West Toronto.
Vesterly Limit figh of Toronto Terminals Railway Co'y and West Toronto.
Jarris Street and Cabin "B" (freight tracks only).

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

All switches must be made with air brakes in service at the following points; Ingram Avenue spur; European Industrial Products, mileage ?; Leadiey Spur, mileage ?2, as well as industrial schings of this spur; Downsview yard, mileage 8.1, except engines switching at the south end of this yard when the engine is working on the south end of the cars being switched.

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

Leanide—Dovercourt Road Line—Extends from Orloie (Bala Sabdivision) to Dovercourt Road. The operation is as follows:

Orloie—Doulands: Canadian National Railways.

Orloid—Doulands: Canadian National Railways.

Doulands—Avenue Road: Joint with Canadian Pacific Railway.

Avenue Road—Dovercourt Road: Most northerly track and industrial and trans tracks leading therefrom, are exclusive Canadian National Railways. The first two tracks immediately south of Canadian National exclusive tracks are known as 'Common tracks' and are used jointly by Canadian Railways and Canadian Pacific Railway. Any tracks owth of 'Common tracks' are exclusive Canadian Pacific Railway. Trains and engines operating between Doulands and Avenue Road, and on the two 'Common tracks' between Avenue Road and Dovercourt Road, will be governed by Canadian Pacific Railway current time to the accessible when on duty.

Rules 281-288 apply on Canadian National tracks between Sarboro, Long Branch under the control of the co West Toronto—Keele St.—St. Clair Avenue landing to Stock Yards. All movements must stop at stop sign loasted seak neide Keele St. public crossing at grade and must not proceed until all vehicular traffic loasted seak mount of the state of

Trains or engines must not foul Keele Street crossing at St. Clair Avenue, West Toronto, between the hours of 4.30 p.m. and 8.30 p.m. (3.30 p.m. and 8.30 p.m., during Daylight Saving Time), except in case of emergency or when authorized by the Traffic Supervisor on duty.

Switch at end of double track is equipped with spring switch points, located 2,822 feet west of station.

Movements against the current of traffic will be governed and authorized by Traffic Supervisor through algualmen or switchtenders. When running with the current of traffic, automatic block signals will govern move-ments on the freight tracks between the T.T.R. Co's limits, Scott St., and Cabin "E". Rules 501-518 apply.

Track on Canadian National Electric Line has been broken ten car lengths west of

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

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

On Canadian National Trade between Daniorth, Canpa and West Toronto a trainman or yaudman must ride on the rear car of train or switch movement, in a position to observe conditions. If ear car is witched that early offer or, or verificial, trainman or yaudman will have a compication so near the rear as possible, and must be provided with all necessary equipment for prompt use to guard against the possibility of necident when his train, are engine, stops or is moving under circumstances in which it may be overshare. He must take such action as in necessary to warm any following movement of the presence, or location of his train or engine, and lighted timess—Red or Yellow, as the case may require, must be displayed or thrown off at tropper intervals. When a light engine is unaccompanied by a trainman or Yardman these duties will be performed by the Fireman. Trains and engines will stop clear of Junction Road public crossing at grade, and all movements over crossing must be protected by member of crew.

Account overlead obstruction over Canada Packers Track No. 8, only tank cars are be placed at the block on track No. 8. When awitching on tracks 4, 6 and 6 cars must at be uncompled from engine while in motion.

nico East extend from Mileage 6.0 to Mileage 6.6 Oakville Mileage 8.3 to Mileage 8.6 Oakville Subdivision. (B.T.C.

Switt Canatias Company's tracks Nos. 2 and 8 are protected by red lightle supported from overhead beidge midray in these tracks, indicating that movable bridge is across tracks beyond the lights. Movements must not be made past the lights on either track until they are extinguished by as employes of the Switt Canadian Company, which will indicate the movable bridge has been withdrawn.

To prevent actuation of Egitton Ave. wis very and crossing bell unnecessarily while switching the Oypsum Company's siding (Mt. Dennis), all cars must be pulled out of this siding and marshalled, as per requirements, in the team tracks.

Long Branch—30th Street (formerly Kingsbury Ave.) Mileage 8.8. Sign located on No. 4 track, 300 feet West of crossing, reads "TRAINS OVER 20 CARS STOP HEREE FOR SIONAL". Train on this track with more than 20 cars must not pass this sign and signal at Canga indicates "ROCEED," except full contage trains will over the crossing and CUT TRAIN WITH REAR PORTION WEST OF THE SII ONLY REVER TO THE SION. Reverse movements over crossing must be protected by member of crew.

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

station used for movement of outward engines, must not be used for wextward movement except under flag protection. Normal position of switch on outbound engine lead as for switching lead.

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

Movements on all Christis, Brown & Company tracks must not exceed five (f) miles to be company tracks must not exceed five (f) miles to building.

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

Anacond American Brass Left, track known as "F" track extends inside building.

Engines are not permitted to operate inside building.

Swansea—Manual dectrically 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 Swer 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.

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

Westward trains of over 30 cars will stop at signal 09, adjacent to Bathuret Street be yard office, and call Cabril Eon the yard phone, located on the signal must, for instructions, as yard office, and call Cabril Eon the yard phone, located on the signal must, for instructions are made and the constant of the constant of the constant of the constant of the properties of the care of the care of the constant of the constant of the care
mileage 1.6 Brampton Subdivision, under full control and prepared to step to protect whiches and pedestrians. Switching movements over this crossing must be kept to the trainimum, particularly between the hours 6.30 a.m. to 8.15 a.m. 4.00 p.m. to 5.15 p.m. 12.45 a.m. to 2.15 a.m., and all movements must clear the crossing with the least possible disky.

The Street, East of Bathurst Street. No trains or engines are permitted to perform switching operations over this public crossing at grade from 7.30 a.m. until 0.30 a.m., and after 4.00 p.m. until 0.00 p.m. except during the period of Daylight Saving Tilme, when from 4.00 p.m. until 0.00 p.m. crossing at the street and the period of Daylight Saving Tilme, when such though movements will be changed 6.30 a.m. until 3.30 a.m., and 3.00 p.m. until 0.00 p.m. to 10.00 p.m.

When spotting refrigerator cars inide Express Building, (cot of Sincos Scrett, Vard-men mutt make ure all vants on top of cars are closed. Engine must not enter building, and air brakes must be in ervice on all cars being placed or removed from the building. While switching passenger equipment in the Coach Yard, cars must not be detached while they are in motion.

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

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

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

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

Engineman will good engine cob at louid speaker indicated by white light, and while facing loud speaker will announce his engine number such train assignment of estimation, and which engine is ordered; Train Director at John which engine is ordered; Train Director at John which engine is ordered; Train Director at John state will acknowledge through loud for which will then proceed when proper indication is given on dwarf signal No. 315 speaker. Engine will then proceed when proper indication is given on dwarf signal No. 315 but before proceeding enginemen must know that engines entering incoming engine lead, but before proceeding enginemen must know that engines engine lead.

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

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

Esplanade Low Level Tracks—Trains and engines will come to a stop immediately before proceeding over the public crossings at grade of the Esplanade low level tracks at before proceeding over the full constant of the Esplanade for level tracks at Church St., Market St., Jarvets St., Ceorge St., Frederick St., Sherbourne St., and Princess Church St., Market St., Jarvets St., Ceorge St., Frederick St. and movements over these crossings must be protected by a member of crew.

St. All movements over these crossings must be protected by a member of crew.

Cherry Street—Trains enroute Bala Subdivision, when stopping to lift cars from Canal Track, must have train back a sufficient distance so that after lift is made, entire train will be south of signal bridge foated immediately south of Eastern Avenue Crossing, mileage 1.7 Engines are forbidden to pass under any of the buildings over the tracks serving the Consumers Gas Company (West Gas House) between Berkeley and Parliament Streets and also east of Parliament Street.

The crossover track between C.P.R., Yard Lead and Cherry Street Yard Lead just the Eastern Avenue is to enable C.P.R. engines to enter Cherry Street Yard. For The crossover track between C.P.R. engines to enter Cherry Street Yard. For the protection of trains and engines working in Cherry Street and of C.P.R. trains and engines working in C.P.R. crossing of C.N. Cherry Street Yard Lead about 400 trains and engines working in C.P.R. crossing of C.N. Cherry Street Yard Lead about 400 trains and engines signal is located 200 trains and engine entering C.P.R. crossing of C.N. Cherry Street Yard Lead about 400 trains and engine entering the control of the signal is feet with the control of the signal in the control of the signal protection of the signal in the control of the signal protection of the signal in the control of the signal shapes given and signal protection of the signal in the signal shapes given
of Grew.

All movements to and from Cherry Street Freight Shed and team tracks will stop dear of Eastern C. 46948).

of crew. [C. 46948].

of crew. [C. 46948].

Dominion Wheal and Foundries Limited track extends inside crassway, engines and poundries inside crassway.

Cars must not operationable crassway.

When switching Wheelst & Cruig Limited Track on Don Explanates, which track cars must not operations and engines will strop clear of Eastern Avenue and all movewhere will strop clear of Eastern Avenue and all move crossing must be protected by member of crew (D.T.C. 46948).

Taggings are not be company's Paint Strop in the sast aide of Cherry Street could be affected by the form.

West pure of the National Isanworks will be operated on to the north limit of their true oil tank only. Remainder of this track will be operated by this firm.

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

Keating St.—No trains or engines are permitted to foul Keating Street at any point between Don Road-way and Carlaw Avenue between the hours of 8.00 a.m., and 9.00 a.m., and 5.00 p.m. and 6.00 p.m., Monday to restricted hours will be 7.00 a.m. to 8.00 a.m. and 4.00 p.m. to 8.00 p.m., Monday to Friday inclusive. All trains and engines must come to a stop belone proceeding over Keating Street crossing at Booth Avenue, and all movements over the crossing must be flagged by a member of the crew. (B.T.C. 7877.)

Canadian Ice Machine Company's track extends into the building. No engines will be permitted to operate inside the building. Canadian Oil Co. Ltd. track crosses the track serving Baines and David, Ltd. All move-tanness of these tracks will stop clear of diamond and movement over this diamond that on either of these tracks will stop clear of diamond and movement over this diamond

Central Harbour Terminals—Movements on Toronto Harbour Commissioners are gracial between York Street and Sherbourne Street must not exceed five miles per hour and gruss have all four to present crossing the trade by engine, engine crew must red yongs observed. When cars are put after the particle crew must be the particle when cars are being putted by engine, the lading car must be equipped or with Engine are not permitted inside of building of the Canada Steamship Lines on with Engine are not permitted inside of building of the Canada Steamship Lines on the permitted to operate inside the building and a sare not to be specified on the same that the permitted to operate inside the building and cars are not to be specified on the same that the permitted to operate inside the building and cars are not to be specified on the same that the permitted to operate inside the building and cars are not to be specified on the same that the permitted to operate inside the building and cars are not to be specified on the same than the permitted to operate inside the building and cars are not to be specified on the same than the permitted to operate the same than the same than the permitted the permitted to operate the same than the same than the same than the constitution of the same than the same than the constitution of the same than t

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

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

Danforth to Don Yard—Engines must not operate on the last two car lengths of east rack to Amalgamated Electric Corporation at Pape Avenue and crew member must are tack to Amalgamated Electric Corporation at Pape Avenue and crew member must are tack to Amalgamated Electric Corporation at Pape Avenue and and crew member must form the form to be a constant of the stop boards and crew member must form the paper of the stop boards and crew member must form the paper of the stop boards and crew to operate part of the stop boards and must not proceed to the All trains and engines must one to a top at the stop boards, and must not proceed to the paper of the stop boards and the paper of the stop boards and east of the part of the paper of the stop boards and the paper of the stop boards are the stop boards and the paper of the stop the stop of the stop to the stop the stop of the stop to stop the s

Danforth—Helper engines must not be parked in front of Danforth Station or under Main Street overhead bridge.

Main Street overhead bridge.

Bell of the crossover leading from the East end, East Yard, Danforth, Main The West switch of the crossover to main track, with the Eastward track in morral position when lined for the crossover to main track, with the Eastward track in morral position when lined for the crossover to main track. No light is displayed at night on this switch, yellow target parallel to main track.

Scarboro—East Switch of Westward Siding is Interlocking, operated from station. When stopped by fixed signal at this switch, trainman will communicate with pention of the station by telephone located at switch outside of concrete house. Rule 850 operator at station by telephone located at switch outside of concrete house. Rule 850 applicable.

West switch of Eastward Siding is Interlocking, operated from station. 2239 to Westward interlocking limits extend from westward home signal Number 2239 to dwarf signals for reverse movement.

Eastward interlocking limits extend from eastward home signal Number 2348 to dwarf signals for reverse movement.

Cars must not be left within 100 feet of west side of St. Clair Street on team track Cars must not be left within 100 feet of west side of St. Clair Street on team track Cars and sock per fracks and on oastward siding over Brimley Road public crossing and sock per fracks and on oastward siding over Brimley Road public crossing at grade must be protected by member of crew.

Geco Branch—Patterson Foundry & Machine Company (Canada) Limited—
Engines are not permitted to operate inside the building.
Engines are not permitted to operate inside the building.
All movements on Spur tracks in CECO Branch Area must stop clear of Old Danforth
Engl. Clair Avenue, Controck Road, Birchmount Road, Kennedy Road, Warden
Road, St. Clair Avenue, Controck Road, Birchmount Road the Controck Road and movements over these public crossings at
Avenue, Hymur Road and Malley Road and movements over these public crossings at
Avenue, Hymur Road and Malley Road and movements over these public crossings at
Avenue, Hymur Road and Malley Road and movements over these public crossings at

Rosedale—Siding at Rosedale extends from point 2140 feet north of Rosedale station to 1543 feet south of Rosedale station. A Rosedale, mileage 3.6, which cannot be to point 5438 feet south of Rosedale station. All southward trains having "meets" at Rosedale, mileage 3.6, must stop pulled entroly clear of Winchester St. Public Crossing at grade, mileage 2.8, must stop pulled entroly clear of Winchester St. Public Crossing at grade until it is known entire train can be pulled over Winchester St. Public Crossing at grade, mileage 2.8, Bala Subdivision, adjacent A light reading "No cars to be let between this point and crossing." is exected on each over the stop of the stop

Leaside—All movements will stop clear of Lawrence Ave. East, M.1.i. Leaside Branch.
Bala Sub.) and be linged over this public crossing at grade. (B.T.C. 89447).
All movements will stop clear of Wickstead Ave., and movements over this public and movements will stop clear of Wickstead Ave., and movements over this public and movements over the public crossing at grade must be protected by member of crew.

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

Rep Motor Company of Canach—Cur stops are not installed on main lead, which is on the street allowance. Yard crews making movements in this location must do so with catherens care no that cars are not forced over the end of track.

Daylwille (Belt Line)—The sounding of any engine whistle signals and the ringing that is grollibrided in respect for all public crossings at grade within the limits of the Pillage of Forest Hill, Province of Ontario, except when increasing it is the Williage of State of Control of Cont

Brampton Subdivision Toronto, Bathurst Street, M. 1.1. Baia Subdivision Don, M. 1.9. Toronto, Bathurst Street, M. 1.1. Toronto, Tecumseth St., M. 1.3. West Toronto, M. 4.8. RAILWAY CROSSINGS AT GRADE Hrampton and Oakville Subdivisions; non-interlocking; east ward movements from Brampton Subdivision are governed by home signal, 1512 feet wast of Bathurst Street overhead by home signal, 1512 feet wast of Bathurst Street overhead by home signal. Toronto Transportation Commission (Electric), on track to
H. W. Petric's Machine Stop. No semaphores or details.
Trainmen must flag over crossing. -Canadian Pacific Railway; interlocking. Canadian Pacific Railway freight house lead; interlocking. (B.T.C. 1999).

(B.T.C. 1999).

Westward main track movements over C.P.R. cossing are Westward by home signal located 1,050 feet west of Barburst governed 1,050 feet west of Barburst gove —Canadian Pacific Railway; interlocking Eastward trains in making the stop at diamond must stop west of Weston Road which is fifty yards west of semaphore. [B.T.C. 19691]. by home (B.T.C. 4791).

Oakville Subdivision Cabin "E", M. 1.7. Canpa, M. 8.4. Newmarket Subdivision M. 4.6. Oakville Subdivision...........3,538 feet west of Long Franch to Torosto Terminals
Railway Company Limit Sign. Uxbridge Subdivision 6,450 feet east of Scarboro Station to Junction switch, Ochawa Subdivision. Oshawa Subdivision.... Newmarket Subdivision.... Leaside-Dovercourt Road Line. Oriole to Donlands. GECO Branch.... —Canadian Pacific Railway; interlocking.
—Canadian Pacific Railway; interlocking. -Canadian Pacific Railway; interlocking. (B.T.C. 47436). 7,484 feet east of Scarboro Station to Toronto Terminals
Railway Company Limit Sign. A833 feet north to 2740 feet south of Downwiew station, 2151 feet north of St. Clair Avenue to junction switch. Parkedale. YARD LIMITS Subdivision to mileage (B.T.C. 42757). (B.T.C. 58682). 59.5

Station Hours of Service Days of Service	Maximum Speeds where not otherwise limited: Passenger trains Schedule speed for first speed given for a regular train; Freight trains, engine with caboose or light engines 6.0 to 8.6 —Oakville Snb. Bathurst St., passing through switches. 6.0 to 8.6 —Oakville Snb. Dathurst St., passing through switches. 8.5 to 12.8 —Oakville Snb. Dot track. No. 2—passing over switch 8.5 to 12.8 —Oakville Snb. On track. No. 2—passing over switch 8.5 to 12.8 —Oakville Snb. On track. No. 2—passing over switch 8.5 to 12.8 —Oakville Snb. On track. No. 2—passing over switch 9.0 All trains, except first and second class, while moving between mileage 7.0 and not exceed yard speed. 9.0 All trains, except first and second class, while moving between mileage 7.0 and not exceed yard speed. 9.0 All trains, except first and second class, while moving between mileage 7.0 and not exceed yard speed. 9.0 All trains, except first and second class, while moving between mileage 7.0 and not exceed yard speed. 9.0 All trains, except first and second class, while moving between mileage 7.0 and not exceed yard speed. 9.0 All trains, except first and second class, while moving between mileage 7.0 and not exceed yard speed. 9.0 All trains, except first and second class, while moving between mileage 7.0 and not exceed yard speed. 9.0 All trains, except first and second class, while moving between mileage 7.0 and has passed over it. 9.0 Cabout 10.0 Ca	מואסייים הפקום הפק
INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS OVER SPRING SWITCHES Trainers will observe indication on dwerf signal after train clears spring from first available point of communication. ENTERING MAIN TACK AT SIDING EQUIPPED WITH SPRING SWITCH, SWITCH INDICATOR, MND SINGLE-LIGHT OR SWITCH INDICATOR, MND SINGLE SWITCH INDICATOR OF SWITCH INDICATOR O	Ltd. Ltd. down on the Ltd. Ltd. Ltd. Ltd. Ltd. Ltd. Ltd. Ltd.	TIME TABLE NO. 38, APRIL 28th, 1957
No. 828 Lv. Bathurst St 6.45 a.m. daily ex. Sun. for Allandale Way freight Lv. Danforth8.15 a.m. daily ex. Sun. for Whitby Switch run leave Danforth 8.30 a.m. daily ex. Sut. and Sun. for Dilco Short hauls leave Mimico 10.30 a.m. daily ex. Sun. for Beleville Way freight Lv. Danforth7.30 a.m. Mon., Wed. and Fri. for Lindsay No. 819 Lv. Don	Oakrille Subdirision—Continued Central Harbour Comminuel Serales Steel Co. of Canada Ltd. Serales Investment Index Rubber Company. All tracks Goodyear Tire & Rubber Company. All tracks Goodyear Tire & Rubber Company. All tracks Anatonal Silicents Limited (note tracks). V. G. Hardes Anatonal American Breas Company. All tracks Anatonal Silicents Limited (note tracks). V. G. Hardes Anatonal American Breas Company. All tracks Anatonal Silicents Limited (note tracks). V. G. Hardes Company. All tracks Anatonal Silicents Limited Company. Lauder Limiter Compan	ā

Toronto Terminals

SPECIAL INSTRUCTIONS

- Employees whose duties are in any way affected by the time table must have a copy of the "Ceneral Instructions", Form 686 with them while on duty.
- On Subdivisions, or portions thereof, where this Special Instruction applies, except on Junction switches, lights will not be displayed on switches and train order signals.
- Wrecking cranes handled in any train must not be moved at speed exceeding the following:
- Where speed restriction for freight trains is forty miles per hour or over-restriction thirty-five miles per hour.
- Where speed restriction for freight trains is between forty and twenty-five miles per hour-restriction twenty-five miles per hour. Where speed restriction for freight trains is twenty-five miles per hour or lessrestriction twenty miles per hour, or as much below this as is necessary to safety.
- Speed entering or leaving sidings must not exceed ten miles per hour.
- Care must be exercised in handling on down-grades and rounding sharp curves.

 During all movements in trains, boom of wrecking cranes must be secured.
- Pile drivers, steam showsh, holds cranes, rail loaders or any other work equipment moving on the low wheels must not be moved in testing unless the boom is disconnected, the travel mechanism puts out of gent, and neglin and bailer blocked to car and secured by safety chains which must also be wired. This will not necessitate the taking off of cable, but ample slack must be left in cable to allow for free movement of cars.
- Unless further restricted by special instructions, trains handling such equipment and any other similar work equipment loaded on flat cars and not secured in accordance with AAAR, rules, must not exceed twenty (20) miles per hour. Speed must always be regulated to asfety Jirnit when rounding curves.
- When possible at least three cars must be placed between this equipment and engine handling train.
- Pile drivers, steam shovels, scale test cars, boarding, advertising or other cans occupied by employees or peaceigers, must be placed imendiately ahead of choose when handled on freight or work per seamed are by a bread of passenger equipment when handled on mixed trains, occupit that who occupied boarding corast equipment with steel underframe they may be knowledd in a say location in work, freight, or mixed trains.
- Ordan spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty, two miles per hour. In cases in which these machines must be handled with rear end forward speed restriction of twenty miles per hour must be observed.
- Conductors will be held responsible for strict observance of this rule.
- Exceptions covering movements in work trains: When any of the above equipment is moved in work trains to or from or at point of work, the above requirements as to securing of equipment or method of loading do not apply. In such movements the equipment must be secured and handled in a manner that will ensure safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required in paragraph one of this rule.
- Work equipment operators are required to ride on locomotive cranes, hoists, steam shovels, ditchers, pile drivers, rail loaders, rapid unloaders and similar work equipment, and also on crawler type cranes, when being transported on a flat car, when these machines are in service and being moved in work train service to and from the working point. Prior to placing work equipment, scale test cars, or dead engines in any train, Yard-masters or Agents must obtain authority from the Chief Dispatcher, or Chief Traffic Supervisor, who will arrange for Form 19 train order to be issued calling the attention of the crew to the equipment and scale test cars being handled and speed restriction applicable.
- All cranes in trains preferably should have heavier end leading, except that cranes with a working or shipping order weight of less than 100 tons must be so placed, unless otherwise instructed.
- D-1. When switching on traders' tracks, air must be coupled on all cars when there are any gates, buildings, piles, erections, equipment, or descending grades.
- D.2. In yard limits specified, that portion of Rule 93 reading, "Where automatic block signal system rules are in effect, 'known to be clear' includes when track is known to be clear by signal indication," does not apply.
- D-3. No light engine nor two or more light engines coupled, when movement is either on single track or against the current of traffic on double track, shall be run a greater distance than twenty-five miles it any one direction without a Conductor.

GENERAL SPEED RESTRICTIONS

Unless further restricted by other instructions, the following must be observed:

Through turnouts unless otherwise provided. Spreaders in operation. Trains handling scale test carie Trains receiving and discharging mail at each pott. Equipment ned header that content than suburban take augment except the providence of the content than suburban take augment equipped with pilore on tender (B.T.CG.O. No. 710).
--

MAXIMUM SPEEDS FOR DIESEL ROAD UNITS OPERATING UNDER OWN POWER

×	Z	EI	EI	×	2	CI	CI	×	Z	£	GI	CF	G	GE	CF	×	
Maximum speed for dead diesel units other than switchers is 5 miles per hour	Maximum speed for diesel yard switchers under own power or dead	ER-4a, b, c	ER-6a	MR-10a, b, c, d	~-9b,	₹-12a	G-24	MR-16a, b, d, e, f, g, h, j, k, MKG-16c, MK-18a, b	FA-18	₹-9a,	A-15	A-16	₹-17j,	A-17	A-16	MPA-16a, MPB-16a	Class
m sp	m so	b, c.		ь, с	GR-1	C, d,	2	, b, d	a, M	GR-1	a, b,	a, b,	GRO	a, b,	, CP	a M	88
eed f	eed f	-	:	d	124, 1	e, f,		e, I	FA-J	2c, d	C, d,	CFB.	3-17c	c, d,	B-16	PB-1	
or de	or di		:		99:	CRC	:	8, 1	6a, b	e,	GFB	16a,		GPB	2	6a	
ad d	esel y				:	3-12b		, j, k	C, D	þ.,	-15a,	CR-		-17a,		•	
iesel	ard s	:					:	MR	A KB	FG	b, c.	[6a	:	b, c,	:		
inits	witch	:					:	G-16	Iba,	R-15			:	d, 6		:	
other	ers u		-	:		•	:	c, MI	0	a, Gh	:	:		K-171		:	
thai	nder	:	:	:		:	:	K-186		(-1/a		:			:	:	
1 swit	own i					****		, 0	•	, D, C,	•		*****				
chers	ower									1, 8,							
15 5	or d		:	:				:		n, m						:	
miles	ead	•	:	•				:		n, c	:			::		:	
per I					-		:	-	:	KG-	1			:::		:	
nour					:	:	:	:	:	ie.	:	:		:		:	
	40	9	9 6	n S	38	38	38	200	200	00	200	200	38	90	38	38	3

less than maximum speed for such units operating under own power. MAXIMUM SPEEDS FOR STEAM LOCOMOTIVES OPERATING UNDER OWN POWER

Northern typ	Engines from and steam yar	Yard engines	Mountain	Hudson		Pacific	Santa Fe	Mikado		Consol		10-wheeler	Suburban	Type
Dead steam engines (Other than above) Northern type engines (except U-4 class 6400) on passenger trains when	Engines from which engine trucks, pony trucks or side rods have been removed and steam yard engines handled dead	ınder steam	Mountain U-1	Hudson								10-wheeler F-1, 2, G-16, 17		
n above)t U-4 class 64	d dead	1 2 2	2 3 4	K-5	-4, 7, K-1, 2, 3,	-1.3	T-4	5-1, 2, 3, 4	N-5d	N-1, 2, 3, 4, N-5	H-4, 6, 10	F-1, 2, G-16, 17.	F-7 10	Class
00) on passeng	or side rods hav				4					a, b, C				
er trains whe	e been remove													

Trains handling wrecking cranes, pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment, see Special instructions No. 8.

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

On track where there is an Automatic Block Signal System in operation; when approaching public crossings at grade protected by automatic signals or automatic gates; and at automatic interlooked railway crossings at grade between the approach signal and until crossing is reached; single unit a lideale cars running light must not exceed thirty (30) miles per hour, alent single unit rail diesel cars running the than the trace of the control of the per hour, and dynamic braking shall not be used by diesel locomortives when running light.

DISTRICT SPEED RESTRICTIONS

Miles per hour

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

40

	IME
	TABLE
	O
	38
п	
ı	
ı	-
ı	D
Į	>
	A
	A
	AP
	AP
	APR
	APR
	APRI
	APRII
	APRIL
	APRIL
	APRIL
THE PERSON NAMED IN COLUMN	The state of
	The state of
	The state of
	The state of
The second secon	The state of
	The state of
THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE OW	
THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	
	APRIL 28th,
With the Party of	
With the Party of	
With the Party of	. 28th, 1
With the Party of	. 28th, 1
With the Party of	. 28th, 1
With the Party of	. 28th, 1
With the Party of	. 28th, 1
With the Party of	. 28th, 1
With the Party of	. 28th, 1
With the Party of	
THE PERSON NAMED OF TAXABLE PARTY.	. 28th, 1
With the Party of	. 28th, 1

آن			
Toronto Terminals	Regarding General Rule "M"— Restricted Clearunces Employees are hereby warined citals Tales" give warined citals operated to the proposed of the proposed to other advice of such as the citals of the proposed to other advice of such as the citals of the proposed to other advice of such as the citals of the proposed to other advice of such as the citals of the proposed to the when or if these signs are not provided in yards and terminals the location of the restricted clear- ances will be shown in special instructions. They are also hereby disselvant to the overhead and terminals the location of the restricted clear- ances will be shown in special instructions. They are lalso hereby disselvant the overhead and the presented of the trey will not be marked or many be restricted clear- ances given; and they are when on any engine house, main shop or car when on any engine house, main shop or car when on any engine house, main shop or car when on any engine house, main shop or car abop tracks whether or not the overhead and/or side clearance sign consists of a board 8" x 10", painted of a bo		
	TORONTO TER- MINALS RY. BALA	Subdivision	
	Toronto Union Starton Spadina Ave. Bathurst Street North Toronto Esplanade Leaside Leaside Grand Gran	Terminal or Yard	LOCATION
	Track No. 1 Track Sand A. Robinson, Limited Canada Wire & Cable Co. South Stone Co. South Stone Co. South Stone Co. South M. Smith Co. Ltd. Lasside Block & Tile Ltd. Lasside Block &	Location	LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED
	Doer hand light. Lanopy. Lanopy. Lanopy. Doerhead bridge. Lanopy. Doerhead bridge. Lanopy. Saliding. Building. Building. Building and fence. Joane support failing and fence. Jeatform. Landormenskironposts Patform. Carding rack. Loowway. Doorway. Patform. Contract on the failing rack. Loowway. Doorway. Door	Structure or Obstruction	EARANCES WHICH
	North side North side North side North side North side South side South side South side Both sides Both sides South side North side South side South side South side South side South side South side North side North side North side North side South side South side South side South side North side	Side of Track	ARE NO
	Building Bridge Bridge Fipes Fipes Fipes Building Crane Building Building Electric wires Crane Crane Cranes	Overhead	T MARKED
	BALA UXBRIDGE OSHAWA	Subdivision	OR INDICATED
	Don Espianade Rosedale Rosedale Carboro Gaco Area Scarboro Danforth Co Queen St.	9 1	ВУ
	Wiseman & Sons. Gondit National Co. Lett. Grypenn Lime & Alabastina. Don Valley, Paper Company. Don River Bridge, M.P. 4.7. Canadian Line Materials rack Lead to Milnes Coal Co. Williams & Knowles. Mash Motors Lett. Main St. O.H. Bridge— Westward switching lead. Eastward track. Third track. Yard tracks. Yard tracks. Grover Cast Soone. Lake Sincoe Ice Co. Milliams & Coal Co. Milliams & Coal Co. Milliams & Coal Co. Consultation of track. Grover Cast Soone. Lake Sincoe Ice Co. Milliams & Coal Co. Lake Sincoe Ice Co. Milliams & Coal Co. Lake Sincoe Ice Co. Sandard Fuel Co. Lake Sincoe Ice Co. Sandard Fuel Co. Consultation Barrel. Lade to Colgate-Palmolive- Pet Co. Ltd. Coasumer Gas Co. Ltd., Shed Siling. Coasumer Gas Co. Ltd., Coasumer Gas Co. Ltd., Coasumer Gas Co. Ltd., Shed Siling. Lever Bos Ltd., No. 1 north. " Tracks 2, 3, 6 and 12, Frankel Corporation, South track Track Cole Siding. Lever Bos Ltd., Coaca Cole Siding. Frankel Corporation, South Tracks. Coca Cole Siding. Lever Bos Ltd., Coca Cole Siding. Coca Cole Siding. Coca Cole Siding. To Coca Cole Siding. To Coca Cole Siding. Coca Cole Siding. To Coca Cole Siding. Coca Cole Siding. To Coca Cole Siding.	Location	"TELL-TALES" OR RESTRICTED CLEARANCE SIGNS
	building and Building suiding	Structure or Obstruction	CLEARANCE SIGN
	East side East side Batt side West side West side West side West side West side East side West side West side West side West side West side North side North side East side East side South side North side East side South side East side South side South side North side East side South side East side South side South side South side South side East side South side South side South side South side East side East side South side South side South side South side East side East side South side Both sides South side Both sides South side South side Both sides South side Sou	Side of Track	S
	Doorway Crane Conne Doorways and platform Building Movable pipe Building Building Building Building Building	Overhead	

Subshitution Internal Description of Prescription Companies which are recommended in the Companies of Prescription of Prescription Companies Companies of Prescription Companies Companies of Prescription Companies Companies of Prescription Companies Companies of Prescription Com			
Description Contraction	OAKVILLE	OSAVHSO VAVENSO	Subdivision
Contribution Cont	Bathuret Street	Don Eastern Harbour Terminals a a a a a a a a a a a a a	Terminal or Yard
Location Location Location Structure or Obstruction Ash spout Patform Dorrwy Boorwy No. 7 track Location Ash spout Patform Dorrwy No. 7 track Building and Doorwy Doorwy No. 8 track Building and Doorwy Building and Building Tack Limited Brick building Track Limited Brick building Track Limited Building East side Building East	Bathurst St. O.H. Bridge(Crossover between the exchi- sive eastward and westward and main track under Strachan Avenue bridge	Riverdale Lumber Co. "Bastern Ave lead, C. A. Smith Eastern Ave lead, Fairbanlas Scap. "An indide " " east Anhiridge's Bay Lead, adjacent to National Flow Works, Don River Bridge. Canadian Ice/Machine Co. Canadian Ice/Machine Co. Canadian Metal Co. Ltd., South track Carlo, Ltd. South track Carlo, Ltd. South track Sin Oil Co. Bosa Myll. H. Polsus St. Imperial Oil Co., Don Roly and McGoll Frontenac Co. South Off Munition Street: Can. Cement Co., Centre track Bain St. R. Clarke Bain St. R. Clarke Bain St. R. Clarke Bain St. R. Company McGoll Frontenac Co. South Con. Cement Co., Centre track Bain St. R. Charley St. John E. Russell Co., South track, Cherry St. John E. Russell Co., south track, Cherry St. John L. Ltd. South track, Cherry St. John St. R. Charley St. John St. R. Charley St. John St. R. Charley St. John Tar & Chemical Co. Barrets Limited Shell Oil Co., Ltd., Don Rod. Shell Oil Co., Ltd., Don Rod. Shell Oil Co., Statian and Commissioner St., West track, Dom. Tar & Chemical Co. Shell Oil Co., Ltd., Don Rod. Shell Oil Co., Middle track Shell Oil Co., Middle track Shell Oil Co., Shell Co., Canadian Industries Ltd. Canadian Industries Ltd. Canadian Industries Ltd. Canadian Industries Ltd. Canadian Stammbin Co., Canadia Stammbin	Location
Location Location Location Structure or Obstruction Ash spout Patform Dorrwy Boorwy No. 7 track Location Ash spout Patform Dorrwy No. 7 track Building and Doorwy Doorwy No. 8 track Building and Doorwy Building and Building Tack Limited Brick building Track Limited Brick building Track Limited Building East side Building East	A.H. Bridge	Building Building Building Building Building and fence. Fence Building on platform. Building on platform. Building rack Loading rack Loading rack Loading rack Loading rack set Palatorn set Loading rack set Platform set Dorewa and Cane Dor	Structure or Obstruction
Location Location Location Structure or Obstruction Ash spout Patform Dorrwy Boorwy No. 7 track Location Ash spout Patform Dorrwy No. 7 track Building and Doorwy Doorwy No. 8 track Building and Doorwy Building and Building Tack Limited Brick building Track Limited Brick building Track Limited Building East side Building East			Side of Track
Location Location Location Structure or Obstruction Ash spout Patform Dorrwy Boorwy No. 7 track Location Ash spout Patform Dorrwy No. 7 track Building and Doorwy Doorwy No. 8 track Building and Doorwy Building and Building Tack Limited Brick building Track Limited Brick building Track Limited Building East side Building East	Bridge Bridge Building	Building Movable pipes Movable pipes Movable pipes Crane Crane Crane Crane Crane Crane Crane Duilding Logder Pipes Pipes Pipes Pipes Pipes	Overhead
Location Location Location Structure or Obstruction Ash spout Patform Dorrwy Boorwy No. 7 track Location Ash spout Patform Dorrwy No. 7 track Building and Doorwy Doorwy No. 8 track Building and Doorwy Building and Building Tack Limited Brick building Track Limited Brick building Track Limited Building East side Building East	R R R R	OAKVILLE OAK CELEN OAK CEL	Subdivision
Location Location Location Structure or Obstruction Ash spout Patform Dorrwy Boorwy No. 7 track Location Ash spout Patform Dorrwy No. 7 track Building and Doorwy Doorwy No. 8 track Building and Doorwy Building and Building Tack Limited Brick building Track Limited Brick building Track Limited Building East side Building East	Terminals	Bathurst Street	Terminal or Yard
Structure or Obstruction Structure or Obstruction Structure or Dorway Duilding and Doowwy Duilding East side Duilding and Canopy Building East side Duilding and Canopy and Platform Duilding and Canopy and Platform Duilding and Structure Duilding Building and Structure Duilding Building and Structure Duilding and Structure Duilding and Structure Building Building B	Terminals, West track Canada Steamship Lines Pier, No. 6 Canada Steamship Lines Pier, No. 8 east shed. Canada Steamship Lines Pier, No. 8 west shed. Toronto Elevators Ltd., all tracks.	John Inglis Co. Track No. 1 John Inglis Co. Track No. 2 3 3 4 5 6 6 7 8 8 8 8 8 8 8 8 8 8 8 8	Location
Track North side Both sides South side South side South side South side South side South sides Both sides Both sides South sides South sides Both sides Both sides Both sides South sides Both sides All sides All sides Both sides		Ash spout. Platform Platform Diodray Building and Doorway Building and Enderen O.H. Bridge D.H.	Structure or Obstruction
	A CONTRACTOR OF THE PARTY OF TH	North side Both sides	200
Overhead Ash spout Doorway Doorway Buildings Buildings Building	Building Building Building		Overhead

Coronto Terminals

NEWMARKET	BRAMFTON	Subdivision
Parkdale	West Toronto	Terminal or Yard
Bastward M.L. Queen St. Sub Westward M.L. " Service Track Merk Garage Ltd Lead to McVicar Coal Co McVicar Coal Co McVicar Coal Co Lake Since ic Company. Lake Since ic Company.	Canada Packers, Ltd. No. 6. """ No. 8 """ No. 8 """ No. 8 """ No. 9 Ontario Fertiliera Ltd. Gumns Linited, No. 1 South """ No. 4 """ No. 5 """ No. 5 """ No. 6 """ No. 5 """ No. 6 """ No. 7 Yard tracks """ No. 6 """ No. 6 """ No. 6 """ No. 7 Yard tracks """ No. 7 """ No. 7 Yard tracks """ No. 6 """ No. 6 """ No. 7 """ No. 7 Yard tracks """ No. 6 """ No. 6 """ No. 6 """ No. 7 Yard tracks """ No. 6 """ No. 6 """ No. 7 """ No. 7 Yard tracks """ No. 6 """ No. 7 """ No. 7 """ No. 7 """ No. 7 """ No. 6 """ No. 7 """ No. 6 """ No. 6 """ No. 6 """ No. 7 "" No. 7 """ No. 7 ""	minal Location Structure or Side of Overhead Subdivision or Yard Loca
Through plate girder. Through plate girder. Through plate girder. Coal Elev. & Bidg. Fence. Building & Canopy. Building & Canopy.	uilding uildin	Structure or Obstruction
Both sides Both sides Both sides Both sides Both sides West side East side East side West side	Both sides	Side of Track
	Wires and convertible of the con	Overhead
	NEWMARKET	Subdivision
Belt Line	Parkdale Parkdale C C C C C C C C C C C C C	Terminal or Yard
Pafferin St. Subway. Faithank Lumber Co., Faithank Lumber Co., S. westerly Track. Canada Building MaterialsLtd. Canada Building MaterialsLtd. Flias Rogers Co. MaterialsLtd. Yonge St. Subway. Dominion Coal & Wood Co. Mount Pleasant O.H. Bridge.	Continental Can Co. London Co. London Co. Landown Ave. Subway, main and service tracks. Landown Ave. Subway, main and service tracks. National Cash Register Co. J. B. Smith Lbr. Co. Harris Lithographing Co. Industrial Lad, Dundas St. to Dora Ave. Builders Flooring & Mill Work Ldd. General Dry Batteries. Builders Flooring & Mill Work Ldd. General Dry Batteries. Ldd. General Dry Batteries. Ldd. General Dry Batteries. Ldd. General Dry Batteries. Ldd. Law Construction Co. Cochane-Dunlop Hardware Ldd. Law Construction Co. Ladd. Company Ladd. Law Construction Co. Ladd. Company Ladd. Saidary Co. Lydd. Schering Rubber Co. Ltd. Canadian Bag Company Ladd. Saidary Co. Ladd. Saidary Co. Lydd. Schering Co. Standa Saidary Co. My track Ladd. Saidary Co. Standa Saidary Co. My track Ladd. Saidary Co. Standa Saidary Co. Standa Saidary Co. Standa Saidary Co. My track Ldd. General Electric Co. My track Ldd. General Electric Co. Milnes Coal Co. DeSpirt, Mosaice & Marble Co. Curan & Briggs Ldd.	1 + 1
Girders Fence. Building. Building. Building. Girders. Coal shed.	Building Plate Girder. Through Plate Girder. Building Plate Girder. O.H. Bridge Grate post and over- hanging roof. Building Building & gast posts Building & gast posts Building Bu	lon Structure or Obstruction
Both sides South side South side South side South side South side North sides North sides	East side Both sides South sides Both sides Bridge East side West side Hoth sides Both sides West side East side East side East side West side West side West side East side	Side of Track
	Overhanging roof cond-and pipe Building Building Building Building Building Building Building	Overhead

MEDICAL OFFICERS

Dr. R. N. Killingbeck Medical Clinics	DR. J. P. McGUIGANR	DR. E. E. DOWD
dial Clinic	DR. J. P. McGUIGANRegional Medical OfficerTeronto, Ont.	DR. E. L. DOWD Chief Medical Officer Montreal, Qua.

Mimico to West Switch, Port Credit.

Dr. J. S. Crawford......Parkdale to Concord,
151 Marion Street (LE-2-2902).

MEDICAL CLINIC

Room 642, 151 Front St. W., Toronto, Ont., Telephone Empire 5-9011, local 453.

(Hours 9.00 a.m. to 4.45 p.m., Monday to Friday.)

denotes: Dector 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.

Watch Inspectors-Toronto:

FAIR WEATHER EQUATED TONNAGE RATINGS STEAM TONNAGE RATINGS

Section Sect		G	01	10	10	10	ctos.		
## ENGINE CAPACITIES Same Same			:	:	:	:			
## ENGINE CAPACITIES 190% 145% 150%		1150	1150	2210	2250	2950	84%		
## ENGINE CAPACITIES 1500		1300	1280	2470	2520	8300	\$8%		
BETWEEN 59% 59% 59% 59% 59% 59% 59% 59% 55%		1870	1350	2600	2650	8470	40%		
BETWEEN 59% 59% 59% 59% 59% 59% 59% 59% 55%	, i	1510	1460	2920	2980	8900	45%	ENGINE	WEST !
BETWEEN 59% 59% 59% 59% 59% 59% 59% 59% 55%		1650	1540	3100	3310	4.530	50%	CAPACI	TON CINT
BETWEEN 59%	When	1750				4600	55%	SELI	HI
RAST AND SOUTH NGINE CAPACITIES 50% 45% 40% 88% 94% 1570 1410 1250 1190 1060 8310 2980 2650 2020 2.220 4330 3900 3470 3300 2950 4330 3900 9470 3300 2950	double	_			3630	4780	55%		
RAST AND SOUTH NGINE CAPACITIES 50% 45% 40% 88% 94% 1570 1410 1250 1190 1060 8310 2980 2650 2020 2.220 4330 3900 3470 3300 2950 4330 3900 9470 3300 2950	heading					5300	1		
RAST AND SOUTH NGINE CAPACITIES 50% 45% 40% 88% 94% 1570 1410 1250 1190 1060 8310 2980 2650 2020 2.220 4330 3900 3470 3300 2950 4330 3900 9470 3300 2950	, an en	Η,	,	1	4230		<u>. </u>		
RAST AND SOUTH NGINE CAPACITIES 50% 45% 40% 88% 94% 1570 1410 1250 1190 1060 8310 2980 2650 2020 2.220 4330 3900 3470 3300 2950 4330 3900 9470 3300 2950	gine o						1 0,		
RAST AND SOUTH NGINE CAPACITIES 50% 45% 40% 88% 94% 1570 1410 1250 1190 1060 8310 2980 2650 2020 2.220 4330 3900 3470 3300 2950 4330 3900 9470 3300 2950	es than 35% tractive effort		thurst St. and Fairbank	Don and Todmorden	Block F and Canpa	Danforth and Block F	BSTWEEN		
RAST AND SOUTH NGINE CAPACITIES 50% 45% 40% 88% 94% 1570 1410 1250 1190 1060 8310 2980 2650 2020 2.220 4330 3900 3470 3300 2950 4330 3900 9470 3300 2950	must l			5470	4230	2000	59%		
RAST AND SOUTH NGINE CAPACITIES 50% 45% 40% 88% 94% 1570 1410 1250 1190 1060 8310 2980 2650 2020 2.220 4330 3900 3470 3300 2950 4330 3900 9470 3300 2950	e place	5300	5300	5300	4050	1900	57%		
RAST AND SOUTH NGINE CAPACITIES 50% 45% 40% 88% 94% 1570 1410 1250 1190 1060 8310 2980 2650 2020 2.220 4330 3900 3470 3300 2950 4330 3900 9470 3300 2950	d ahead	4780	4780	4780	3630	1700	86%		
40% 88% 84% 1000 1250 1250 2250 8470 8800 2950 8470 8800 2950	of a	4600	4800	4600	8500	1650	53% 53%	BN	73
40% 88% 84% 1000 1250 1250 2250 8470 8800 2950 8470 8800 2950					3310	1570	50%	GINE CA	TST AND
40% 88% 84% 1000 1250 1250 2250 8470 8800 2950 8470 8800 2950		3900	3900	3900	2980	1410	45%	PACITIE	SOUTH
1060 2250 2960				-	2650	1250	40%	S	
		8300	3300	8300	2520	1190	%88		
		2950	2950	2950	2250	1060	84%		
Car Factor 9 9 10		:	ŀ	Ī	:	:			
		+	+	+	-	-	뉳		-

10 10

Pacte

These instructions also apply to assisting engines.

DIESEL TONNAGE RATINGS

_	_		_									
O1	61	10	TO		6				Factor	?		
4700	3470	7000	B 7200	-	B 9000	2 units		9000	4370-4373	3043		W
2350	1735	3500	B 3600		B 4500	1 unit		9102	4373	3057	SE	EST AN
4900	3600	7460	B 8000		B 9600	2 units	94	4400	4350	3000	SERIES	WEST AND NORTH
2450	1800	3730	B 4000		B 4800	1 mlt	9400	1400-4495	3074-3098 4350-4869	3200-2217 3000-3042 3058-3066		H
Bathurst St. and West Toronto Car Limit Car Limit		Don and Todmorden	Block F and Canpa		Scarboro and Block F.				BETWEEN			
Car Limit	Car Limit	8600	B 7000	B 4200	A 6000	2 units	9400	4400 4502	3074-3098 4350-4368	2200-221 3000-304 3058-306		
Car Limit	Car Limit	4300	B 3500	B 2100	A 8000	1 unit	88	4400-4495 4502-4559	3074-3093 ±350-4369	2200-2217 3000-3042 3068-3065		EAST
	Car Limit	9000	B 7600	B 3900	A 5800	2 units		9000	4370-4373	3043	SERIES	EAST AND SOUTH
Car Limit	Car Limit	4500	B 3800	B 1950	A 2900	1 unit		9102	4373	3067		JTH
		:		B 3050	A 4250	2 units		6800	6700	6500		
10	10	10	9	,					Factor			

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

If a locomotive comprises units from a higher rating group in multiple with units from a lower rating group, the rating for the locomotive is the same as if all units had been of the lower rating group. (B)-Without Helper.

Toronto Terminals

Relieving Traffic Supervisors	K. L. MILLER	Asst. Chief Traffic Supervisor, TORONTO	W.S	D. W. HAMILTON, Passenger Trainmaster, TORONTO	W. G. WARD, Trainmaster, TORONTO	G. E. ELLIS, Assistant Superintendent, TORONTO
Traffic Supervisors TORONTO	E. W. PARKER E. J. LITTLEJOHN F. J. FECTEAU T. H. CHARLTON G. E. STRUTT	. BLUE, Chief Traffic Supervisor, TORONTO V. HORNER, Asst. Chief Traffic Supervisor, TORONTO	G. V	G. W. ELLISON, L. Division Master Mechanic, TORONTO J. A. TAIT, Road Foreman of Engines, TORONTO	W. SCOTT, Assistant Superintendent, TORONTO V. E. MORTON, Assistant Superintendent, TORONTO	Mr. J. D. HAYES, Senior Superintendent, TORONTO H. T. WALTON, Superintendent, TORONTO
WALLACE AVENUE TO	er. WIRES	polo-line when in order to extend with the Train Dispatch toot with the Train Dispatch DISPATCHER'S PHONE MARKED THUS:—	O.A. VILLE SUEDIVISION Passender Yardmaster		Mileage 2.8	Mileege 3.9
NEWWARKET SUBDIVISION Of contrasts	The emergency telephone wire must be hooked up as close as possible to the	The emergency	pervisor)	st communication with traffic sup	TELEPHONES (Unless otherwise described, these telephones are for direct communication with traffic supervisor)	(Unless otherwise des
DUNDAS STREET BRIDGE TO WALLACE AVENUE	PARKDALE TO DUNDAS I	-	WEST TORONTO STATION TO E MALTON M.P. 14-4	PARKDALE CABLE POLE TO WEST TORONTO STN.	TO PORT CREDIT	TOMINICO WEST END
LOOK NORTH	LOOK WEST		LOOK WEST	LOOK WEST	LOOK WEST	LOOK WEST
<u> </u>	11111 1190 TOR TRANCES		-	The wit	H	-
ALLAPONE POLITICALES	STRATFORD		TILL LILE STRAFFORD	TITITITITE SUSPENSION	HAMILTON 11891 11111	HAMILTON 11991 11111
NEWMARKET SUBDIVISION	NEWMARKET SUBDIVISION	Z	BRAN	BR AMPTON SUBDIVISION	OAKVILLE SUBDIVISION	OAKVILLE SUBDIVISION
CABIN D TO MIMICO	N TODMORDEN TO ORIOLE	DMORDEN TODMOS	WINCHESTER ST TO TOI	DON YARD TO WINCHESTER ST WINCHESTER ST TO TOOMORDE	THE DON RIVER	DANFORTH
LOOK WEST	LOOK NORTH			LOCATED IN CABLE THROUGH THIS SECTION		BELLEVILLE. TORONTO TERMINAL PHONE IN CABLE.
MANUTON LLOOL LOOL TOR. TERML'S	SUBBINISION		BALA SUBDIVISION	BALA SUBDIVISION TORONTO TERMINALS AND ALLANDALE DISPATCHER'S TERMIN BURNE WIDES LIES	OSHAWA SUBDIVISION TORONTO TERMINAL TERMINAL TERMINAL TERMINAL	OSHAWA SUBDIVISION
		DIVISION	TERMINALS DIVI	TORONTO TER		
DISTRICT	SOUTHERN ONTARIO DISTRICT	N I	PHONE WIR	~	SHOWING LOCATION OF	DIAGRAM

SPEED TABLE

JOIVISION

Time	per	Time per Mile		Miles per hour	Miles or hour	Time	Per	Time per Mile		Miles per hour	=	me p	Time per Mile	=	Miles per hour
0	min.	0 min. 45 sec.	.088	œ	80.00	0	3,	0 mln. 57 sec.	300.	63.16	-	ı i	min. 45 sec.	80C.	34.29
 0	R	46	R	7	78.26	0		58	R	62.07	_	R	50		32.73
 0	R	47	R	7	76.60	0		59	R	61.02	-	R	55	R	31.30
 0		48		7	75.00	-		0	R	60.00	N	E	0	*.	30.00
 0	*	49		7	73.47	_		UI	a	55.38	N	R	0	R	27.69
 0	R	50	R	7	72.00	-	A	0	n	51.43	N	- 8	20	•	25.71
0	•	5	R	7	70.59	_	A	ū	R	48.00	N	R	30	R	24.00
0		52		0	69.23	-		20	R	45.00	N	R	40	R	22.50
 0	R	53		6	67.92	_		25	R	42.35	N	R	50	•	21.18
 0		54		0	66.67	_	R	30	R	40.00	w	R	0	R	20.00
0	R	55	R	6	65.45	-		8	A	37.89	ω	R	30	R	17.14
0		56	R	o.	64.29	_	R	40		36.00	4	R	0	R	15.00

BRIDGE VENUE

T T E

OT 30

BDIVISION

VIMICO

onto Terminals

STO

STO

