

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

SOUTHERN-ONTARIO DISTRICT TORONTO TERMINALS

INCLUDING SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS WITHIN
THE TERRITORY OF THE TORONTO TERMINALS RAILWAY COMPANY

TIME S TABLE

Taking Effect at 12.01 A.M., Sunday, Sept. 28th, 1947

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

 CHECK THE DAYS OF THE WEEK WITH CARE

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

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

DESTROY ALL FORMER TIME TABLES

**THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. ALL EMPLOYEES WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS
MUST HAVE A COPY OF THE RULES ACCESSIBLE AND A COPY OF THE CURRENT TIME TABLE WITH THEM WHILE ON DUTY**

J. F. PRINGLE,

**VICE-PRESIDENT AND GENERAL MANAGER,
TORONTO**

O. MASSE,

**GENERAL SUPERINTENDENT TRANSPORTATION,
TORONTO**

N. A. WALFORD,

**GENERAL SUPERINTENDENT,
TORONTO**

J. G. GORDON,

**SUPERINTENDENT TRANSPORTATION,
TORONTO**

TORONTO AND SCARBORO

EASTWARD TRAINS

FIRST CLASS

TORONTO AND CANPA, TORONTO AND WEST TORONTO AND TORONTO AND FAIRBANK

FIRST CLASS

EASTWARD TRAINS

EASTWARD TRAINS

Toronto Terminal

TORONTO TERMINALS

TORONTO AND TODMORDEN

NORTHWARD TRAINS									
FIRST CLASS									
49	683	Symbols		Miles from Toronto	Station Number	Time Table No. 6 Effective Sept. 28th, 1947		STATIONS	Train Order or Phone
Alldale Div. Daily Ex. Saturday	Alldale Monday, Wednesday, Friday	AM	WC	.00	475	TODMORDEN		T	YARD
6.05	9.40	6.08	9.43	0.51	JARVIS STREET	T		YARD	4
6.13	9.48	6.17	9.52	1.96	DON	T		YARD	50
6.21	9.56	6.24	10.00	3.61	ROSEDALE	T		YARD	684
6.29	10.08	6.32	10.12	4.70	TODMORDEN	T		YARD	684
6.39	10.18	6.42	10.15	5.81	YARD	T		YARD	684
6.49	10.28	6.52	10.22	6.92	YARD	T		YARD	684
6.59	10.38	7.02	10.32	8.03	YARD	T		YARD	684
7.09	10.48	7.12	10.42	9.14	YARD	T		YARD	684
7.19	10.58	7.22	10.52	10.25	YARD	T		YARD	684
7.29	11.08	7.32	11.02	11.36	YARD	T		YARD	684
7.39	11.18	7.42	11.12	12.47	YARD	T		YARD	684
7.49	11.28	7.52	11.22	1.58	YARD	T		YARD	684
7.59	11.38	8.02	11.32	2.69	YARD	T		YARD	684
8.09	11.48	8.12	11.42	3.80	YARD	T		YARD	684
8.19	11.58	8.22	11.52	4.91	YARD	T		YARD	684
8.29	12.08	8.32	12.02	6.02	YARD	T		YARD	684
8.39	12.18	8.42	12.12	7.13	YARD	T		YARD	684
8.49	12.28	8.52	12.22	8.24	YARD	T		YARD	684
8.59	12.38	9.02	12.32	9.35	YARD	T		YARD	684
9.09	12.48	9.12	12.42	10.46	YARD	T		YARD	684
9.19	12.58	9.22	12.52	11.57	YARD	T		YARD	684
9.29	1.08	9.32	1.02	13.08	YARD	T		YARD	684
9.39	1.18	9.42	1.12	14.19	YARD	T		YARD	684
9.49	1.28	9.52	1.22	15.30	YARD	T		YARD	684
9.59	1.38	10.02	1.32	16.41	YARD	T		YARD	684
10.09	1.48	10.12	1.42	17.52	YARD	T		YARD	684
10.19	1.58	10.22	1.52	19.03	YARD	T		YARD	684
10.29	2.08	10.32	2.02	20.14	YARD	T		YARD	684
10.39	2.18	10.42	2.12	21.25	YARD	T		YARD	684
10.49	2.28	10.52	2.22	22.36	YARD	T		YARD	684
10.59	2.38	11.02	2.32	23.47	YARD	T		YARD	684
11.09	2.48	11.12	2.42	24.58	YARD	T		YARD	684
11.19	2.58	11.22	2.52	26.09	YARD	T		YARD	684
11.29	3.08	11.32	3.02	27.20	YARD	T		YARD	684
11.39	3.18	11.42	3.12	28.31	YARD	T		YARD	684
11.49	3.28	11.52	3.22	29.42	YARD	T		YARD	684
11.59	3.38	12.02	3.32	30.53	YARD	T		YARD	684
12.09	3.48	12.12	3.42	31.64	YARD	T		YARD	684
12.19	3.58	12.22	3.52	32.75	YARD	T		YARD	684
12.29	4.08	12.32	4.02	33.86	YARD	T		YARD	684
12.39	4.18	12.42	4.12	34.97	YARD	T		YARD	684
12.49	4.28	12.52	4.22	36.08	YARD	T		YARD	684
12.59	4.38	1.02	4.32	37.19	YARD	T		YARD	684
1.09	4.48	1.12	4.42	38.30	YARD	T		YARD	684
1.19	4.58	1.22	4.52	39.41	YARD	T		YARD	684
1.29	4.68	1.32	5.02	40.52	YARD	T		YARD	684
1.39	4.78	1.42	5.12	41.63	YARD	T		YARD	684
1.49	4.88	1.52	5.22	42.74	YARD	T		YARD	684
1.59	4.98	2.02	5.32	43.85	YARD	T		YARD	684
2.09	5.08	2.12	5.42	44.96	YARD	T		YARD	684
2.19	5.18	2.22	5.52	46.07	YARD	T		YARD	684
2.29	5.28	2.32	6.02	47.18	YARD	T		YARD	684
2.39	5.38	2.42	6.12	48.29	YARD	T		YARD	684
2.49	5.48	2.52	6.22	49.40	YARD	T		YARD	684
2.59	5.58	3.02	6.32	50.51	YARD	T		YARD	684
3.09	5.68	3.12	6.42	51.62	YARD	T		YARD	684
3.19	5.78	3.22	6.52	52.73	YARD	T		YARD	684
3.29	5.88	3.32	7.02	53.84	YARD	T		YARD	684
3.39	5.98	3.42	7.12	54.95	YARD	T		YARD	684
3.49	6.08	3.52	7.22	56.06	YARD	T		YARD	684
3.59	6.18	4.02	7.32	57.17	YARD	T		YARD	684
4.09	6.28	4.12	7.42	58.28	YARD	T		YARD	684
4.19	6.38	4.22	7.52	59.39	YARD	T		YARD	684
4.29	6.48	4.32	8.02	60.50	YARD	T		YARD	684
4.39	6.58	4.42	8.12	61.61	YARD	T		YARD	684
4.49	6.68	4.52	8.22	62.72	YARD	T		YARD	684
4.59	6.78	4.62	8.32	63.83	YARD	T		YARD	684
4.69	6.88	4.72	8.42	64.94	YARD	T		YARD	684
4.79	6.98	4.82	8.52	66.05	YARD	T		YARD	684
4.89	7.08	4.92	9.02	67.16	YARD	T		YARD	684
4.99	7.18	5.02	9.12	68.27	YARD	T		YARD	684
5.09	7.28	5.12	9.22	69.38	YARD	T		YARD	684
5.19	7.38	5.22	9.32	70.49	YARD	T		YARD	684
5.29	7.48	5.32	9.42	71.60	YARD	T		YARD	684
5.39	7.58	5.42	9.52	72.71	YARD	T		YARD	684
5.49	7.68	5.52	10.02	73.82	YARD	T		YARD	684
5.59	7.78	5.62	10.12	74.93	YARD	T		YARD	684
5.69	7.88	5.72	10.22	76.04	YARD	T		YARD	684
5.79	7.98	5.82	10.32	77.15	YARD	T		YARD	684
5.89	8.08	5.92	10.42	78.26	YARD	T		YARD	684
5.99	8.18	6.02	10.52	79.37	YARD	T		YARD	684
6.09	8.28	6.12	11.02	80.48	YARD	T		YARD	684
6.19	8.38	6.22	11.12	81.59	YARD	T		YARD	684
6.29	8.48	6.32	11.22	82.70	YARD	T		YARD	684
6.39	8.58	6.42	11.32	83.81	YARD	T		YARD	684
6.49	8.68	6.52	11.42	84.92	YARD	T		YARD	684
6.59	8.78	6.62	11.52	86.03	YARD	T		YARD	684
6.69	8.88	6.72	12.02	87.14	YARD	T		YARD	684
6.79	8.98	6.82	12.12	88.25	YARD	T		YARD	684
6.89	9.08	6.92	12.22	89.36	YARD	T		YARD	684
6.99	9.18	7.02	12.32	90.47	YARD	T		YARD	684
7.09	9.28	7.12	12.42	91.58	YARD	T		YARD	684
7.19	9.38	7.22	12.52	92.69	YARD	T		YARD	684
7.29	9.48	7.32	1.02	93.80	YARD	T		YARD	684
7.39	9.58	7.42	1.12	94.91	YARD	T		YARD	684
7.49	9.68	7.52	1.22	96.02	YARD	T		YARD	684
7.59	9.78	7.62	1.32	97.13	YARD	T		YARD	684
7.69	9.88	7.72	1.42	98.24	YARD	T		YARD	684
7.79	9.98	7.82	1.52	99.35	YARD	T		YARD	684
7.89	10.08	7.92	1.62	100.46	YARD	T		YARD	684
7.99	10.18	8.02	1.72	101.57	YARD	T		YARD	684
8.09	10.28	8.12	1.82	102.68	YARD	T		YARD	684
8.19	10.38	8.22	1.92	103.79	YARD	T		YARD	684
8.29	10.48	8.32	2.02	104.90	YARD	T		YARD	684
8.39	10.58	8.42	2.12	106.01	YARD	T		YARD	684
8.49	10.68	8.52	2.22	107.12	YARD	T		YARD	684
8.59	10.78	8.62	2.32	108.23	YARD	T		YARD	684
8.69	10.88	8.72	2.42	109.34	YARD	T		YARD	684
8.79	10.98	8.82	2.52	110.45	YARD	T		YARD	684
8.89	11.08	8.92	2.62	111.56	YARD	T		YARD	684
8.99	11.18	9.02	2.72	112.67	YARD	T		YARD	684
9.09	11.28	9.12	2.82	113.78	YARD	T		YARD	684
9.19	11.38	9.22	2.92	114.89	YARD	T		YARD	684
9.29	11.48	9.32	3.02	116.00	YARD	T		YARD	684
9.39	11.58	9.42	3.12	117.11	YARD	T		YARD	684
9.49	12.08	9.52	3.22	118.22	YARD	T		YARD	684
9.59	12.18	9.62	3.32	119.33	YARD	T		YARD	684
10.09	12.28	9.72	3.42	120.44	YARD	T		YARD	684
10.19	12.38	9.82	3.52	121.55	YARD	T		YARD	684
10.29	12.48	9.92	3.62	122.66	YARD	T		YARD	684
10.39	12.58	10.02	3.72	123.77	YARD	T		YARD	684
10.49	1.08	10.12	3.82	124.88	YARD	T		YARD	68

THE TORONTO TERMINALS RAILWAY COMPANY

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS WITHIN THE LIMITS OF THE TORONTO TERMINALS RAILWAY COMPANY

- Except as affected by the following instructions, all train and fixed signal rules and special instructions of the Canadian National and Canadian Pacific Railway Companies will apply to the employees of the respective Companies while operating within the limits of the Toronto Terminals Railway Company.
 - Toronto Terminals Railway Company Limit Boards are located as follows:
C.N.R. Bala Subdivision..... } At Interlocking Signals 205 and 206.
C.P.R. Toronto Terminals Subdivision..... }
C.N.R. Oshawa Subdivision..... } At Interlocking Signal 171.
C.N.R. Freight Tracks..... } At Interlocking Signal 283.
C.N.R. Oakville Subdivision..... } 840 feet West of Bathurst Street overhead bridge.
C.N.R. Brampton Subdivision..... } 910 feet West of Bathurst Street overhead bridge.
C.P.R. Toronto Terminals Subdivision..... } head bridge.
 - Within these limits movements on any track in either direction will be made by fixed signal indication or, where there is no fixed signal, on hand signal given by switch-tender on the ground which must be authorized by the train director. Intervals prescribed in C.N.-C.P. Rule 91 will not be maintained.
 - A trainman or yardman must ride on the rear end of the rear car of every train or draft movement being handled by yard or road engine. If rear end car is without end door or vestibule, trainman or yardman will take a conspicuous position as near the rear as possible to guard against the possibility of accidents when his train or engine stops or is moving under circumstances in which it may be overtaken, and must take such action as is necessary to warn any following movement of the presence or location of his train or engine; and to provide further protection when movement is stopped the trainman or yardman on rear end must immediately take a position on the ground to protect his train or movement, except in the territory between John and Scott Street Interlocking Stations. When a light engine is unaccompanied by trainman or yardman, these duties will be performed by the fireman.
 - A train or engine approaching a fusee burning red on its track must stop, extinguish the fusee and then proceed with caution, prepared to stop short of train or obstruction.
 - During foggy, smoky or stormy weather or when view of track ahead is obscured, engine-men, trainmen and yardmen must take every precaution to prevent accidents. Where men may be at work on tracks, to attract their attention the engine bell must be rung, speed reduced and, if necessary, whistle sounded. When passenger equipment is pushed by engine, air whistle must be sounded.
 - When passenger equipment is pushed by an engine, trainman or yardman must know that air-brake equipment is coupled through from front of leading car to engine, and in an operative condition; that back-up hose is coupled to air-brake hose on front of leading car, test same and know it is in proper working order, then take a conspicuous position on leading end of leading car and signal to engine-men by hand or communicating signal.
 - When freight equipment is pushed by an engine, trainman or yardman must take a conspicuous position on leading car and signal to engine-man by hand signal.
 - Engine-men must so regulate their fire as to prevent unnecessary smoke and steam.
 - Toilets in passenger cars must be kept locked.
- BATHURST STREET ZONE NON-INTERLOCKED**
- Bathurst Street Zone Non-Interlocked 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 hand operated and all movements must be made prepared to stop unless the track is seen to be clear.
 - Care must be exercised in giving or acting on hand signals and must be given only after switches have been properly set and fastened, and from such a place and in such a way that there can be no misunderstanding on the part of the engine-men, trainmen or yardmen as to the signals, or as to the train or engine for which they are given.
 - There are six tracks between John Street Interlocking Station and stop boards located 1150 feet west of Spadina Avenue overhead bridge and are numbered from No. 1 on the North to No. 6 on the South. There must be a thorough understanding between train directors of John Street Interlocking Station and Cabin "D" before any movement, in either direction, is authorized over these tracks.
 - Eastward movements from C.N.R. Oakville Subdivision eastward track are governed by color light dwarf signal located 1100 feet west of Bathurst Street overhead bridge.
- Indications are:
- RED—Stop.**
- YELLOW—**Proceed at slow speed, prepared to find track occupied, a car foul, an open switch, a broken rail, or other obstruction.
- Eastward movements from C.N.R. Brampton Subdivision are governed by home signal located 1022 feet west of Bathurst Street overhead bridge. All movements must stop before passing this signal.
 - Westward movements must stop at stop-boards located on all six tracks 1150 feet west of Spadina Avenue overhead bridge and then proceed only on hand signal given by switch-tender. Movements from tracks Nos. 1 and 2 will proceed on hand signal to color light dwarf signal located 875 feet west of stop boards and be governed by signal indication:
- RED—Stop.**
- YELLOW—**Proceed at slow speed, prepared to find track occupied, a car foul, an open switch, a broken rail or other obstruction.
- GREEN—Proceed.**
- Westward movements on the C.N.R. Brampton Subdivision and C.P.R. Toronto Terminals Subdivision are governed by home signal located 550 feet west of Bathurst Street overhead bridge and south of tracks. The upper arm governs C.N.R. Brampton Subdivision movements; the lower arm governs C.P.R. Toronto Terminals Subdivision movements.
 - Westward C.N.R. Brampton Subdivision main track movements over C.P.R. Tecumseh Street railway crossing at grade are governed by home signal located on south side of C.N.R. Brampton Subdivision eastward main track, and 1050 feet west of Bathurst Street overhead bridge.
 - Leverman at Tecumseh Street Interlocking Station must notify train director at Cabin "D" of movements approaching from the west, sitting whether C.N.R., C.P.R., passenger or freight and also C.P.R. movements to or from King Street shed and then be governed by instructions from train director at Cabin "D".
- INTERLOCKED ZONE**
- The Interlocked Zone extends from Signal 206 on the C.N.R. Bala Subdivision and Signal 205 on the C.P.R. Toronto Terminals Subdivision, located just north (east on C.P.R.) of Don, also from Signal 171 on the C.N.R. Oshawa Subdivision, located 1050 feet east of Cherry Street Interlocking Station, to Signal 514, located 300 feet west of Spadina Avenue overhead bridge on tracks Nos. 5 and 6 and to Spadina Avenue overhead bridge on tracks Nos. 1, 2, 3 and 4, also to Signal 283, located 560 feet east of Scott Street Interlocking Station. Interlocking rules apply except as modified herein.
 - Interlocking signals are of the color light type and display two or more lights in a vertical line. Upper light governs main route; second light governs one or more diverging routes; lower light governs any route.
 - When a train or engine accepts a lower light of a three light signal it must proceed at slow speed, prepared to find the track occupied, a car foul, an open switch, a broken rail or other obstruction.
 - Interlocking dwarf signals display a single light.
- Indications:
- RED—Stop.**
- YELLOW—**Proceed at slow speed, prepared to find the track occupied, a car foul, an open switch, a broken rail or other obstruction.
- GREEN—Proceed.**
- Signals mounted on station train shed must be respected as dwarf signals.
 - Signals Nos. 30, 1057, 3319 and 02, located outside the Interlocked Zone and Nos. 225, 232, 233, 234, 236 and 712, located within the Interlocked Zone, are of the color light type and display one light only. They are approach signals to the signal ahead and their indications are:
- RED—Stop** then proceed expecting to find the track occupied, a broken rail, an open switch, a car foul or other obstruction.
- YELLOW—**Proceed with caution, prepared to stop at next signal.
- GREEN—Proceed.**
- All other signals in the Interlocked Zone are interlocking signals.
- There are six tracks between Jarvis and Parliament Streets, numbered from No. 1 on the north to No. 6 on the south. North of track No. 1 a non-interlocked 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 Interlocking Station. Telephone box with instructions for operating electric lock and communicating with Scott Street Interlocking Station is located immediately south of switch stand. Door of electric lock must be closed and fastened after switch is set for track No. 6.
 - Hand operated switch on the service track at the west side of Jarvis Street leads to two sidings north of service track. Stop boards are placed at the fouling points of the first track 222 feet west of Jarvis Street and the second track 380 feet west of Jarvis Street.

All trains and engines using these tracks must stop at stop-board and proceed only after switches have been properly set and secured. Normal position of switches is for the service track and first track north.

27. 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.

28. Hand signals must not be used when the proper aspect can be displayed by the interlocking signal. When necessary to make a movement against an interlocking signal which is inoperative, such movement may be made only after the movement has been stopped, track and switches in the route inspected by signal maintainer, and then only on understanding between engine-men, trainmen or yardmen and signal maintainer on the ground. When making such movement, thorough understanding must be had between train director and signal maintainer. Movements proceeding on hand signal must move at slow speed to next signal and then be governed by aspect displayed.

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

30. 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.

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

One long—All movements will stop immediately.

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

STATION TRACKS

32. 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.

RESTRICTED CLEARANCES

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

SPEED RESTRICTIONS

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

Fifteen miles per hour over Eastern Avenue crossing.

Fifteen miles per hour between west limit boards and a point 300 feet east of Bathurst Street overhead bridge.

Parliament Street (Low Level Tracks). All movements will stop clear of crossing and then proceed on hand signal from trainman or yardman, who will protect movement over crossing.

MILEAGE	
Toronto (Centre of Station).....	0.00
WEST	
John Street (Interlocking Station).....	0.41
Spadina Avenue (overhead bridge).....	0.69
Bathurst Street (overhead bridge).....	1.09
Cabin "D".....	1.18
EAST	
Scott Street (Interlocking Station).....	0.30
Jarvis Street.....	0.52
Sherbourne Street.....	0.72
Parliament Street.....	0.99
Cherry Street (Interlocking Station).....	1.23
Eastern Avenue (gate tower).....	1.74
Don.....	1.96

MEDICAL OFFICERS

Dr. R. H. Kinsman... Medical Clinic, C.N.R. Express Bldg. WA. 7811
Dr. G. L. Chambers... 331 Bay Street. EL. 1919
Residence: 86 Wells Hill Ave. LL. 1856

TORONTO TERMINALS FOOTNOTES

The dividing line between Toronto Terminals and the adjoining subdivision is designated by boards located as follows:

Oakville Subdivision.....	Mileage
Brampton Subdivision.....	9.40
Newmarket Subdivision.....	8.19
Oshawa Subdivision.....	6.55
Bala Subdivision.....	325.05
	5.39

DESIGNATION AND USE OF MAIN TRACKS

Single Track:

- Between Parkdale and Fairbank.
- Don and mileage 5.39 Bala Subdivision.
- West Toronto and mileage 8.19 Brampton Subdivision.

Double Track:

- Between Scarboro and Cherry Street Signal Bridge.
- Westerly Limit Board of Toronto Terminals Railway Co'y and Cabin "E."
- Mimico (Station) and Canpa.
- Westerly Limit Board of Toronto Terminals Railway Co'y and West Toronto.
- Jarvis Street and Cabin "E" (freight tracks only).

Three Tracks:

- Between mileage 9.40 Oakville Subdivision and Crossover switch located just west of Interlocking Tower at Canpa.
- Tracks are numbered from the south:—No. 4, No. 2, No. 1.
- Tracks will be used as follows:—No. 4—Eastward Freight.
- No. 2—Eastward Passenger and Freight.
- No. 1—Westward Passenger and Freight.

Four Tracks:

- Between Cabin "E" and Mimico, tracks are numbered from the south: No. 4, No. 2, No. 1, No. 3.
- Tracks will be used as follows:
- No. 4—Eastward Freight.
- No. 1—Westward Passenger.
- No. 2—Eastward Passenger.
- No. 3—Westward Freight.

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

Leaside—Dovercourt Road Line—Extends from Oriole (Bala Subdivision) to Dovercourt Road. The operation is as follows:

Oriole—Donlands: Canadian National Railways.

Donlands—Avenue Road: Joint with Canadian Pacific Railway.

Avenue Road—Dovercourt Road: Most northerly track and industrial and team tracks leading therefrom, are exclusive Canadian National Railways. The first two tracks immediately south of Canadian National exclusive track are known as "Common tracks" and are used jointly by Canadian National Railways and Canadian Pacific Railway. Any tracks south of "Common tracks" are exclusive Canadian Pacific Railway. Trains and engines operating between Donlands and Avenue Road, and on the two "Common tracks" between Avenue Road and Dovercourt Road, will be governed by Canadian Pacific Railway time table and train rules. Trainmen, yardmen and enginemen, running over these tracks must have copy of Canadian Pacific Railway rules and Canadian Pacific Railway current time table accessible when on duty.

On Canadian National tracks between Scarboro, Canpa and West Toronto movements will be governed by the Rules for movement of trains by signal indication, Rules 251 to 257. The signals used for giving the required indication are the train order signals at Danforth, Parkdale, West Toronto, Mimico (Passenger Station) and the interlocking signals at Cabin "E."

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

Automatic block signals which give indications when running with the current of traffic are located between Scarboro and Cherry Street signal bridge, between Jarvis Street and Cabin "E" on freight tracks and between Cabin "E" and Canpa. Rules 501 to 513. Movements against the current of traffic, except between Scarboro and Danforth, will be governed by signal indication and authorized by Traffic Supervisor through signalmen or switchtenders.

DESIGNATION AND USE OF MAIN TRACKS—Continued

Automatic block signals extend from end of double track, West Toronto to Weston. Rules 501 to 513.

Signal No. 53 at West Toronto governs westward movements from both main tracks to single track.

Stratford Despatcher's telephones are located at Signal No. 53, West Toronto, and at Signal No. 82, Weston.

The Operator at West Toronto will not allow eastward train or engine to leave his station until the preceding train or engine has passed Parkdale, and the Operator at Parkdale will not allow an eastward train or engine to leave his station until the preceding train or engine has passed Cabin "D." The foregoing does not relieve enginemen from complying with Rule No. 93.

The sounding of whistles on any locomotive, or on any car or other mechanism propelled on a railway is prohibited within the limits of the City of Toronto, except for the purpose of giving such signals as are necessary to train operation or to prevent accident. (B.T.C. 24251).

RAILWAY CROSSINGS, JUNCTIONS AND DRAW BRIDGES

Oshawa Subdivision
Scarboro—M. 325.05.

Junction Uxbridge Subdivision.
Indication as shown in Rule 501-c will be displayed on signal No. 3256 only when switches are set for movement to Uxbridge Subdivision. Junction switch and west switch of west crossover are equipped with electric locks controlled by operator at station. To operate either of these switches unlock door of switch lock which will sound buzzer in telegraph office and when discs of electric lock are vertical, turn handle to left as far as it will go and switch may then be operated in usual manner. When movement completed, handle must be restored to normal position. DOOR CLOSED AND LOCKED. Movements to and from Uxbridge Subdivision may be made without flag protection after obtaining "clear" indication on electric lock. In observance of Rule 253 dispatcher must record such permission in train order book as transmitted to and acknowledged by operator or conductor.

Oshawa Subdivision
Danforth—Danforth Avenue
M. 328.4.

Toronto Transportation Commission (Electric) crossing with Canadian National track leading to York Knitting Mills; interlocked. Semaphores on Canadian National track, details on Toronto Transportation Commission tracks only. Canadian National train employees will operate levers and semaphores when necessary to cross Toronto Transportation Commission tracks and all train movements over Danforth Avenue at this point must be made under protection of a flagman. (B.T.C. 23672).

Bala Subdivision
Don—M. 1.91.

Canadian Pacific Railway crossing; interlocked.
Junction with Leaside—Dovercourt Road Line. (B.T.C. 4791).

Oriole—M. 11.2.

Junction with Canadian Pacific Railway, detail on Canadian National track interlocked with junction switch.

Leaside—Dovercourt Road Line—
Donlands—M. 2.24

Toronto Transportation Commission (Electric) crossing on lead to King Edward Yard, governed by semaphores on Canadian National Railway interlocked with crossing gates. Details on Toronto Transportation Commission tracks only. (B.T.C. 5556).

Brampton Subdivision
Toronto—Front Street—
M. 0.40.

Toronto Transportation Commission (Electric) crossing on siding to H. W. Petrie's Machine Shop. No semaphores or derails. Trainmen must flag over crossing.

Brampton Subdivision
Toronto—Bathurst Street—
M. 1.14.

Crossing and junction, Brampton Subdivision with Canadian Pacific Railway; non-interlocked.

Brampton and Oakville Subdivisions
Toronto—Bathurst Street—
M. 1.12.

Crossing and junction, Brampton and Oakville Subdivisions; non-interlocked; eastward movements from Brampton Subdivision are governed by home signal 1512 feet west of Bathurst Street overhead bridge. All movements must stop before passing this signal.

Brampton Subdivision
Toronto—Tecumseh St.—
M. 1.33.

Crossing by Canadian Pacific Railway freight house lead; interlocked. Trains stopped within the limits of this interlocker or requiring to make irregular movement for which no signal is provided, must not move in either direction until proper permission has been given by the signalman on duty. (B.T.C. 19699).

Westward main track movements over C.P.R. Crossing are governed by home signal located one thousand and fifty (1,050) feet west of Bathurst Street Overhead Bridge and on south side of Eastward main track.

Brampton Subdivision
Parkdale—M. 2.53

Junction with Newmarket Subdivision.

Brampton Subdivision
West Toronto—M. 4.84.

Canadian Pacific Railway crossing; interlocked. Eastward trains in making the stop at Diamond must stop West of Weston Road which is fifty yards West of semaphores. (B.T.C. 19691).

RAILWAY CROSSINGS, JUNCTIONS AND DRAW BRIDGES—Continued

Crossing of Toronto Transportation Commission (Electric) with Canadian National lead to Union Stock Yards, Semaphores and details on Canadian National tracks, details only on Toronto Transportation Commission tracks. Normal position of derails and semaphores will permit operation of Toronto Transportation Commission cars. To operate trains across Keele Street, trainmen will follow instructions which are posted in the cabin wherein the operating levers are located. The instructions posted in the cabin read as follows:

1. Levers will only operate when pilot light is burning.
2. Before operating levers step on floor push.
3. If lock on levers fails to work, open box marked "Switch" by breaking seal and close switch inside.
4. Before leaving, open switch and close box.
5. Before restoring levers to normal position trainman must make certain that all cars have cleared derail.
6. This cabin must be kept locked when not in use.

Newmarket Subdivision
M. 4.58.

Canadian Pacific Railway crossing; interlocked. (B.T.C. 47436).

Newmarket Subdivision
Davenport Road—M. 4.86

Toronto Transportation Commission (Electric) crossing; interlocked. Semaphores on Canadian National tracks, details on Toronto Transportation Commission tracks only. Signalman on duty continuously. (B.T.C. 32175).

Newmarket Subdivision
Fairbank—M. 6.55.

Junction with Belt Line.

Oakville Subdivision
Cabin "E"—M. 1.65.

Canadian Pacific Railway crossing; interlocked. (B.T.C. 42757).

Oakville Subdivision
Canpa—M. 8.48.

Crossing and junction with Canadian Pacific Railway; interlocked. (B.T.C. 12750).

YARD LIMITS

Bala Subdivision.....5,480 feet north of Don (yard limit board located east of main track) to Toronto Terminals Railway Company Limit Board.

Oshawa Subdivision.....5,408 feet east of Danforth to Toronto Terminals Railway Company Limit Board.

Oakville Subdivision.....3,694 feet west of Long Branch to Toronto Terminals Railway Company Limit Board.

Brampton Subdivision.....5,970 feet west of West Toronto to Toronto Terminals Railway Company Limit Board.

Newmarket Subdivision.....2,151 feet north of St. Clair Avenue to junction switch, Parkdale.

Freight Tracks.....Jarvis Street to Cabin "E."

Belt Line.....Fairbank to end of track east of Yonge Street.

Leaside—Dovercourt Road Line, Oriole to Donlands.

SPEED RESTRICTIONS

Passenger trains.....Miles per hour { Schedule speed
Freight trains, engine with caboose or light engines.....40

PERMANENT SLOW ORDERS

1. 12 —Oakville Sub. Bathurst St. passing through switches.....15 Miles per hour

3. 51 —Oakville Sub. Sunnyside, on tracks 1 and 2 at passenger station.....10

8. 50 to 12. 77 —Oakville Sub., on track No. 4.....35

8. 50 —Oakville Sub., Canpa, on track No. 1, passenger trains.....50

4. 80 to 4. 94 —Newmarket Sub. within 400 feet of, or passing over Davenport Road. (B.T.C. 32175).....15

1. 96 to 5. 39 —Bala Sub. Don to mileage 5.39.....25

5. 54 —Brampton Sub. West Toronto, through spring switch, end of double track, westward trains.....15

Mileage from Fairbank BELT LINE Miles per hour

1. 52 —Lyons Ave.....10

0. 00 to 0. 95 —Fairbank to Dufferin Street.....20

0. 95 to 4. 51 —Dufferin St. to Mount Pleasant Road (east of Yonge St.).....10

LEASIDE—DOVERCOURT ROAD LINE

Mileage from Oriole —Bridge.....10

(For further speed restrictions see page 7)

TORONTO TERMINALS FOOTNOTES—Continued

ENGINE RESTRICTIONS

Following is list of sidings in Toronto Terminals over which only a standard six wheel switch engine can operate account excessive curvature. These tracks are not safe for operation with any engine that has a pony truck. No engine may use tracks marked "+".

OSHAWA SUBDIVISION

Location	Siding
Don	Diamond State Fibre Company, All tracks of Consumers' Gas Company (Eastern Avenue).
"	Leads and tracks to Lever Bros.
"	Riverdale Lumber Company, Frankel Bros. and United Drug Co.
Riverdale	+ All tracks Colgate, Palmolive, Peet Co., Ltd.
Eastern Harbour Terminal	All tracks.

BALA SUBDIVISION

Esplanade	+ Toronto Transportation Commission. Imperial Oil Company. Consumers' Gas Company at Berkeley St.— all tracks.
Cherry Street	Canada Packers Limited—all tracks.

Don Esplanade	Laidlaw Lumber Company. McColl Frontenac Oil Co. Ltd. Gypsum Lime & Alabaster Ltd. Toronto Storage & Transport Co. Ltd. S. McCord Company. Ontario Honey Producers Limited. Conduits Limited.
---------------	---

Rosedale	Toronto Brick Company Tracks. Insulation Products, Ltd., over coal-hopper 464 feet from switch.
----------	---

LEASIDE—DOVERCOURT ROAD LINE

North Toronto	+ Hydro Electric Power Commission, concrete platform.
Leaside	All Industrial Spurs and Lead Tracks thereto.

OAKVILLE SUBDIVISION

Bathurst Street	City of Toronto (Waterworks Tracks). Pintch Gas Company. Two team tracks at Bathurst Street. Telegraph Stores Building. Hydro Electric Power Commission (Strachan Avenue). Canadian National Exhibition Track to Elec- tric Building. Lead and all tracks to John Inglis Company All tracks to Old Central Prison Property. Hinde & Dauch Paper Company. Hanna Avenue Spur. McBean & Verrill Lumber Company. Yale Fuel Co. Imperial Oil Ltd. Jefferson Avenue wye. Simmons Limited. John Inglis Co. Ltd.—New Plant. Anthrac Foundry Company. Standard Branda Ltd. All tracks on Pardee Avenue. Toronto Carpet Mfg. Company. Mowat Avenue Spur and all tracks of same.
Central Harbour Terminal	All tracks.
Swansea	Steel Co. of Canada Ltd.
Mimico	Lake Simcoe Ice and Fuel Ltd. Canada Building Materials Limited. Eighth Street Spur. Ninth Street Spur. Ritchie Cat Stone Company (two tracks). All tracks Goodyear Tire & Rubber Company. All tracks Anacanda American Bram Company. Canadian Industries Limited (two tracks).

OAKVILLE SUBDIVISION—Continued

Location

Siding

Mimico	National Silicates Limited (two tracks). W. G. Hardesty Co. of Canada Ltd. W. A. Gilbey Co. Ltd. Chadler Merchandising Co. Lander Lumber Company.
--------	---

BRAMPTON SUBDIVISION

Bathurst St.	+ National Casket Company. Kauffman Metal Co.—all tracks. Massey-Harris Company, Limited—all tracks. R. Bury Lumber Company. Commercial Finance Corp. Ltd. Sudbury Street spur. Evans Coal Company. Conger Lehigh Coal Company—all tracks. Toronto Hardware Mfg. Company. Gurney Foundry Company. Cawthra Ave. spur and Maple Leaf Milling Company.
"	Benjamin Moore Company, Limited.
"	Union Stock Yards Manure siding.
"	Canadian Acme Screw & Gear Co.—all tracks.
"	All tracks to Canada Packers Ltd.
"	All tracks to Swift Canadian Co.
"	All tracks to Gunns Limited.
"	Johnson Bonham Fuels Company Ltd. Dominion Oxygen Ltd.

NEWMARKET SUBDIVISION

The switching area north of St. Clair Avenue also on Belt Line is restricted to the use of standard and consolidated type switch engines only.

Parkdale.

Signal No. 23 located to south of eastward track, 885 feet east of Parkdale governs movement on westward track.

Parkdale—St. Clair Avenue.

Sidings serving Estate of H. S. Mills (T. Eaton Co. Ltd.) 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. Standard Sanitary Co., Ltd. Siding at Royce Ave. is in the shape of the letter "U". Account curvature, cars over 46 feet long will not clear the loading platform. Cars over 46 feet long must not be operated beyond the straight track.

West Toronto.

Switch at end of double track is equipped with spring switch points, located 2,622 feet west of station. See further instructions on page 13.

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

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

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

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

Long Branch.

30th Street (formerly Kingsbury Ave.) Mileage 8.76. Signboard located on No. 4 track, 350 feet West of crossing, reads "TRAINS OVER 20 CARS STOP HERE FOR SIGNAL." Trains on this track with more than 20 cars must not pass this signboard until signal at Campa indicates "PROCEED", except full tonnage trains will pull over the crossing and CUT TRAIN WITH REAR PORTION WEST OF THE SIGNBOARD. Reverse movements over crossing must be protected by member of crew.

Mimico.

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

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

Track leading to Campbell Soup Company extends into their building. Air brakes must be in operation on all cars while switching on this track.

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

Westward freight trains on No. 3 track must stop at Stop Board located north of track, 1000 feet east of Mimico passenger station and then proceed only on signal from operator or switchtender.

Sunnyside.
"Slow" boards located east and west of station platform, adjacent to tracks 3 and 4, indicate permanent slow order for tracks 1 and 2 (see page 5).

Bathurst Street.

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

All movements will stop clear of road crossing into Massey Harris Co. tracks 5, 7 and 8, and movement over these crossings must be protected by member of crew. Account curvature in track No. 8 leading to east loading platform, cars over 52 feet long must not be operated inside door of building.

Trains and engines must approach Strachan Ave. crossing, mileage 1.60 Brampton Subdivision, under full control and prepared to stop. Switching movements over this crossing must be kept to the minimum, particularly between the hours 6.30 a.m. to 8.15 a.m., 4.00 p.m. to 5.15 p.m., 12.45 a.m. to 2.15 a.m., and all movements must clear the crossing with the least possible delay.

Fleet Street, East of Bathurst Street. No trains or engines are permitted to perform switching operations over this crossing between the hours of 7.00 a.m. and 8.30 a.m., and 4.00 p.m. and 6.30 p.m. This does not prevent a straight movement.

When switching on tracks in coach yard, cars uncoupled from engine while in motion must have a yard man to operate hand brake and stop short of standing cars.

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

No engine other than a standard switch engine is permitted to use the turnout sides of the No. 7 double slip switch, East end, North Yard, except to make a backup movement. Speed of ten miles per hour must not be exceeded over this switch.

Switch engines 8300 to 8349 inclusive must not be operated on shed tracks at Simcoe Street shed.

No. 1 storage track at west end of Union Station. Cars placed on this track must have air-brake bled off and hand brake applied before connecting to air-line for water raising system in cars.

John Inglis North Plant.

During switching operations air brakes must be cut in and known to be operating on all cars to avoid danger of cars running down grade into buildings.

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 Avenue.

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. See further instructions on page 13.

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

Enginemen will spot engine cab at loud speaker indicated by white light, and while facing loud speaker will announce his engine number and train, assignment or destination for which engine is ordered. Train Director at John Street will acknowledge through loud speaker. Engine will then proceed when proper aspect is given on dwarf signal No. 515.

Scott Street.

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

Esplanade Low Level Tracks.

Trains and engines will stop clear of Public Road Crossings on low level tracks Esplanade and all movements over crossings must be protected by member of crew.

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.

Cherry Street.

Trains enroute Bala Subdivision, when stopping to lift cars from Canal Track, must leave train back a sufficient distance so that after lift is made, entire train will be clear of Cherry Street interlocking station.

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

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

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

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

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

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

Continued on page 7.

TORONTO TERMINALS FOOTNOTES—Continued

Eastern Harbour Terminals.
Loop Track west of Leslie Street crosses Keating and Commissioner Streets. All movements will stop clear of these crossings and movement over crossings must be protected by member of crew.
At crossings over Keating Street in Eastern Harbour Terminals, all movements will stop clear of these crossings and movement over crossings must be protected by member of crew.
Canadian Ice Machine Company's track extends into the building. No engines will be permitted to operate inside the building.
Spur to City of Toronto Sewage Treatment Plant crosses Leslie Street. All movements will stop clear of Leslie Street and movement over crossing must be protected by member of crew.
Canadian Oil Co. Ltd. track crosses the track serving Baines and David, Ltd. All movements on either of these tracks will stop clear of diamond and movement over this diamond must be protected by member of crew.
Spur to Toronto Fuels Ltd., on Cair Co. property, crosses Carlton St. All movements will stop clear of Carlton Street and movement over crossing must be protected by member of crew.

Fleet Street at Cherry Street.
Trains and engines will stop clear of Fleet Street and movement over crossing must be protected by member of crew.

Central Harbour Terminals
Movements on Toronto Harbour Commissioners tracks between York Street and Sherbourne Street must not exceed five miles per hour and must have air coupled and in service. When cars are pulled by engine, engine crew must keep sharp lookout for persons crossing the track on the street between York Street and Yonge Street. When cars are being pushed by engine, the leading car must be equipped with back-up hose and air whistle attached ready for immediate use.
Engines are not permitted inside of building of the Canada Steamship Lines on No. 8 dock.
Terminal Warehouses Limited Sidings 8 and 9 enter the building. No engine will be permitted to operate inside the building and cars are not to be spotted on these tracks outside the building.
Royal Canadian Air Force Track, east of Yonge Street, extends into the building. Employees must keep off the tops and sides of cars entering the building and engine will not be permitted to operate inside the building.
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).
Danforth to Don Yard.
A portion of track to Barnes Fuel Company at Coxwell Avenue is on wooden trestle. Engines are not permitted on trestle. Cars to be placed no closer than one car length from stop block.
Engines must not operate on the last two car lengths of siding to Amalgamated Electric Corporation at Pape Avenue.
Engines must have sufficient cars to perform switching on four tracks to Colgate-Palmolive-Peet Company Limited, at Carlaw Avenue, account curvature. Cars more than 42 feet long must not be placed inside building. Details on tracks must not be lifted until electrically operated doors are open and permission given to enter building.
Portion of track to Dibble Coal Company at Eastern Avenue is on wooden trestle. Engines are not permitted on trestle. Cars must not be placed on covered trestle.
Switching operations in Carlaw Avenue district must be made with air brakes in operation and are restricted to the hours between 5.00 a.m. to 7.30 p.m.

Danforth.
All movements will stop clear of Gerrard Street and Danforth Avenue and movement over these crossings must be protected by member of crew. (B.T.C. 23672).
Pilot engine must not be parked in front of Danforth Station or under Main Street overhead bridge.
East switch of crossover leading from east end of east yard to eastward main track is equipped with spring switch points and "Leave Siding" signal, dwarf signal No. 3279 governs movement against the current of traffic over this spring switch. See further instructions, page 13.

Scarboro
Do not exceed ten (10) miles per hour while working on Pit Tracks.
Movements on Pit Tracks and extension to Eastward Siding over Brimley Road Crossing must be protected by member of crew.

Rosedale.
Passing Track at Rosedale extends from point 2140 feet north of Rosedale station to point 5943 feet south of Rosedale station.
Leaside.
All movements will stop clear of Clarke Street and movement over crossing must be protected by member of crew.

Davisville (Belt Line)
All movements will stop clear of Bathurst Street, and movement over crossing must be protected by member of crew. Bathurst Street is third crossing east of Fairbank.
Switching operations between Oriole Parkway and Yonge Street are prohibited between 10.00 p.m. and 7.00 a.m. Oriole Parkway is second street west of Yonge Street.
Track serving J. Kendle and Company crosses Lyons Avenue. Cars must not be placed on the part of the track west of Lyons Avenue as this portion of the track is in the Lyons Avenue automatic bell circuit.

GENERAL SPEED RESTRICTIONS

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

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

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

	Miles per hour
Passenger trains handling caboose.....	60
Engines running tender first (except specially constructed suburban type engines)	20
Switch engines under steam.....	25
Engines from which engine trucks, pony trucks, or side rods have been removed, and switch engines not under steam.....	15
Trains handling dead engines other than those specified above.....	25
Trains handling pile drivers, steam shovels and hoist cranes.....	20
Train handling scale test car. (See Special Instruction No. 10).....	30
Santa Fe engines.....	30
Milado engines on passenger trains.....	60
Consolidation engines on passenger trains.....	50
Northern type engines (except U-4 class—6400) on passenger trains when handling less than nine cars.....	70
Mixed trains, unless otherwise specified (B.T.C.-G.O. 571).....	35
Prior to placing work equipment or dead engines in any train, Yardmaster or Agent must obtain authority from the Train Dispatcher who will issue Form 19 Train Order calling the attention of the train crew to the equipment being handled and speed restriction applicable.	
Spreaders, when being worked in ice cutting, ballasting and other operations, frequent inspection must be made of equipment to see that everything is in order.....	12
Snow plows in operation. Speed of snow plows must be reduced to ten (10) miles per hour well in advance of operating through station yards, approaching and passing station platforms, truss and girder bridges, and other important structures which extend above the level of the rail, requiring taking in of wings.	
Wrecking cranes will be operated in accordance with speed restrictions placed by train dispatchers covering each individual move.	
The use of 200 and 250 ton wrecking cranes in Toronto Terminals is confined to the main tracks Oakville and Oshawa Subdivisions.	

SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

TO ALL EMPLOYEES

1. Employees must be thoroughly conversant with the Brake and Signal Equipment and instructions issued in connection therewith, and must report promptly any trouble or defects.
2. The Engineman and Conductor are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed or hose uncoupled. Engineman must personally handle brake valve when making all tests.

RESPONSIBILITY

Watch Inspectors—Toronto:

Young's Jewellers Toronto, Ltd., 161 Yonge Street.
J. M. Ostrander..... 2485 Yonge Street.
Kidd Bros. Jewellers..... 498 Bloor Street, West.
Riverdale Credit Jewellers..... 698 Queen Street, East.
Ostranders, Ltd..... 2098 Queen Street, East.
J. F. Galster..... 393 Danforth Avenue.
Wm. A. Esson..... 341 Roncesvalles Avenue.
Ostranders, Ltd..... 1448 Queen Street, West.
Ostranders, Ltd..... 2965 Dundas Street, West.
Ostranders, Ltd..... 1092 St. Clair Avenue, West.
Ostranders, Ltd..... 835 Lake Shore Road, New Toronto.

TERMINAL, ROAD AND RUNNING TESTS

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

DOUBLE HEADING, ASSISTING AND PUSHER SERVICE

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

OBSERVING AIR GAUGES

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

SETTING OUT CARS

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

STANDING ON GRADES

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

CALLING FOR BRAKES

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

RETAINING VALVES

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

OPERATIVE BRAKES

10. All trains must have 100% of brakes operative when leaving terminals, except in case of emergency, and must not be run with less than 86% at any time. When cars with brakes cut out are moved in trains, not more than two of such cars shall be handled together, unless they are at the rear of the train ahead of the caboose.

HOURS OF SERVICE FOR TRAIN ORDER OFFICES

Train Order Offices other than 24-hour Offices open as follows:

Week Days	Sundays
Toronto..... 6.00 a.m. to 12.00 midnight..... 6.00 a.m. to 12.00 midnight.	
Don..... 6.30 a.m. to 11.30 p.m..... 6.30 a.m. to 11.30 p.m.	
St. Clair Ave..... 6.15 a.m. to 2.15 p.m..... 6.15 a.m. to 2.15 p.m.	
	3.30 p.m. to 12.30 a.m..... 3.30 p.m. to 12.30 a.m. Monday.

SPECIAL INSTRUCTIONS

8

1. Time will be transmitted at 11.00 a.m. daily except Sunday.
2. Engine whistle signal 14(k) must be sounded by a train displaying green signals for following section, when passing section men, bridge men and other workmen. Engine whistle signal 14(l) is amended to be: Two long, one short, and one long (— — 0 —). (B.T.C. General Order 578).
3. At places where the sounding of engine whistle is prohibited, the speed of any train running against the current of traffic must be so reduced that train may be stopped within distance engine men can see that track is clear.
4. In the application of Rule 91, the restrictions on a train following a train carrying passengers will also apply to a train following a light engine without conductor, and the restrictions on a light engine following any train will also apply to an engine moving with caboose only. Rule 91, last paragraph.—The interval required between FREIGHT TRAINS, under the conditions specified, is increased to not less than twenty (20) minutes.
5. No car or dead engine shall be left on or obstruct a track used for meeting or passing trains without permission from Superintendent or Assistant Superintendent.
6. No light engine nor two or more light engines coupled, when the movement is either on single track or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a conductor.
7. To prevent accidents to passengers alighting from cars standing on bridges adjacent to stations, trainmen will not announce station stops until after train has passed over the structure.
8. Unless otherwise provided, the position of switches at junction points with other subdivisions is normal when set for main traffic subdivision, and unless otherwise provided the position of switch at the end of double track is normal when set for trains from single to double track.
9. Unless otherwise directed, dead engines handled in trains must be handled with the pilot end ahead, must be placed at least five cars from the train engine, and if more than one dead engine is handled in train, they must be separated by at least five cars.
10. Pile drivers, steam shovels and hoist cranes must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to body of car and secured by safety chains, which must also be wired. This will not necessitate the taking off of cable, but ample slack must be allowed in cable to allow for curvature or slack.
- Unless further restricted by special instructions, trains handling such equipment must not exceed 20 miles per hour. Speed must in all cases be regulated to safety limit in rounding curves.
- When possible, at least three cars must be placed between this equipment and the engine handling train.
- Pile drivers, steam shovels, scale test cars, boarding, advertising and other cars occupied by employees or passengers, must be placed immediately ahead of caboose when handled on freight trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframes they may be handled in any location in freight or mixed trains.
- Conductors will be held responsible for strict observance of this rule.
11. Air brakes must be in service while switching occupied passenger equipment, also when switching equipment on or off occupied passenger equipment.
- Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made.
- Air brakes should be applied on auxiliary cranes, hoists, pile drivers, snow plows, spreaders, passenger coaches or other equipment when placed on turn-table, before engine is uncoupled, to ensure full control and safe handling.
12. It is forbidden to handle freight cars in main line passenger trains, unless such freight cars are equipped with air brakes, communicating signals, steel or steel-tired wheels, and trucks designed for use in passenger train service; provided, however, that it shall be permissible to use such freight cars in passenger service when baggage cars or freight cars especially equipped as aforesaid become disabled or unfit for use while in transit and such cars only are available to receive the baggage or freight as the case may be to avoid unnecessary delay in forwarding the same. In this event, cars must not be loaded beyond their marked capacity, and the speed must not exceed thirty-five miles an hour.
- No branch line passenger train on which is placed a freight car not equipped as provided in the above paragraph, shall be allowed to exceed the speed in any one mile prescribed for mixed trains on that subdivision, and shall not in any case exceed thirty-five miles per hour, and such restrictions shall be covered by train order. (B.T.C. General Order 571).
- No freight, merchandise or lumber car shall be placed in any passenger train in the rear of any passenger car in which any passenger is carried.
13. A blue flag by day and a blue light by night, required by Rule 26, must be displayed at a height of five feet above rail level on a steel frame secured to the rail; day signals to be rigid material 22" x 28" in size with rounded corners, painted royal blue with a border of white on both sides one and one-half inches in width set at right angles to the track, and located between the switch and the first engine, car or train occupying the track. All switches leading to repair track are to be locked with special locks, and keys carried by the foreman in charge of the repair work, or by other responsible party, whose duty it shall be to see that employees and workmen so engaged are warned and are clear from cars or engines before any switching movement is made on such tracks, and also that the switches are locked after the switching movement is completed. (B.T.C. General Order 258).
14. General Order No. 600, Board of Transport Commissioners for Canada.

IT IS ORDERED:

1. That every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam power shall strictly conform to the following

rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains namely:—

- (1) "Through and local trains, double track, right hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing those on the right hand side only are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.
- (2) "Through and local trains, double track, left hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.
- (3) "Through and local trains, single track. When running all vestibule doors and platforms are to be kept closed.
- "Note.—Through and local trains, when within communication limits and carrying communication traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5 and 6 hereof.
- (4) Suburban trains, double track, right hand operation. Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.
- (5) Suburban trains, double track, left hand operation. Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.
- (6) Suburban trains, single track. All vestibule doors and platforms may be kept open.
- (7) Secure vestibule doors and platforms. When permissible to have vestibule doors and platforms open when running, these must be securely fastened
- (8) Guard rails or side gates. These appliances will be handled as prescribed for the handling of vestibule doors and platforms.
- (9) Vestibule curtains. These appliances will be kept drawn and securely fastened, except during switching operations.
- (10) Tail gates, chains, or bars. The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it.
2. That, when vestibule doors and platforms, side gates or guard rails (if required by the said regulations) to be kept closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations herein applied are being complied with.
- 14A. Where passenger equipment is to be cut off enroute, or where a train is to be cut at a terminal, Trainmen and Yardmen must see that tail gates, chains, or bars on all cars involved are properly closed and secured before switching is commenced, whether cars are occupied or not, except at final terminals where it is definitely known that the train is empty.
15. Not more than one engine must be used in placing cars on or removing them from coal chutes. Air brakes must be coupled and working between cars and engine and not more than two cars must be moved up ramp at the same time.
16. "Backup" air hose, equipped with air whistle, must be in service on rear platform of all passenger trains moving backwards, and whistle sounded approaching public highway crossings, or where necessary to warn persons crossing or approaching the track.
17. Stand pipes on double track must be left with spout pointing in the direction of the current of traffic.
18. In all cases of derailments or accidents to passenger cars lighted with Pintsch or Commercial Acetylene Gas, the supply of gas must be shut off, if possible, by closing the stud valves in storage tanks underneath the body of car. Key for this purpose is located in the gauge box underneath the car.
19. When a train or engine passes over any highway crossing protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing for it to be protected by member of crew. (B.T.C. 493).
20. At highway crossings where member of crew is required to protect the movement of vehicles over the railway, a hand signal shall be used by day and a clear white light by night. (B.T.C. 484).
- Where instructions require that all switching movements over a highway crossing shall be protected by a member of the train crew, these instructions include the movements of the engine over the crossing either before, during or after the switching movements take place.
21. Before moving or coupling on to cars being loaded or unloaded at freight sheds, team tracks and other places, or boarding outfit cars, snow plows, flangers, other units of work equipment and dead engines, persons in on or about them must be warned to avoid injury.
22. In the event of a headlight failure between Sunset and Sunrise rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the engine man will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten miles an hour over any public highway crossing not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding as shown in the time table, is reached, where an examination must be made and, if possible, the headlight put in good working condition.
- In case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates, or automatic signal at a speed not exceeding twenty miles an hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying a proper light.

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

- Repairs to the equipment must be effected at the first repair point, or the engine replaced. (First repair point is such a place at which the company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment). (B.T.C. General Order 522).
- The engine man must advise dispatcher from the first open communicating station when he is proceeding with temporary headlight.
- In the event of an engine whistle failure occurring while train is enroute, engine man will proceed to first repair point, running with caution approaching and passing public highway crossings and stations; at first repair point repairs must be made.
23. Rule 93 amended. (Paragraph 5). By night or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within Yard Limits. (B.T.C. General Order 569).
24. Rule 98 (Paragraph 3) amended. At railway crossings at grade, unless otherwise permitted by Order of the Board of Transport Commissioners for any specific crossing, the speed of any train must not exceed thirty-five miles per hour until the entire train has passed the crossing. (B.T.C. General Order 605).
25. Rule 99 (Paragraph 5) requires that when the flagman has gone out the necessary distance under the conditions existing he will place two torpedoes on the rail. It must be further understood that when the flagman goes beyond this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.
26. Rule 103 amended. (Paragraph 1). When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the leading car. (B.T.C. General Order 520).
27. Whenever it is necessary, after arrival, for a mixed train to back up the passenger cars away from a station platform in order to perform switching, unloading of freight or other service, a second stop must be made at such platform before final departure if there are any passengers to detain or entrain.
28. Where public highway crossings are located, trainmen of trains leaving cars on tracks adjacent to main tracks, or occupying sidings, and when separating train to conform to Rule 103 (3rd paragraph) must, when practicable, see that cars are left standing at least one hundred feet from such highway crossings.
29. In mixed trains, one or more cars must be handled between postal, express or passenger cars, and car or cars containing oil or gasoline.
30. HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES AND CARS PLACARDED "DANGEROUS" AND "POISON GAS" IN TRAINS
- ### GENERAL INSTRUCTIONS—
- Cars containing EXPLOSIVES or tank cars placarded DANGEROUS must not be handled in a train which carries passengers, except on lines where there are no regular trains operating in freight service only.
- Cars containing EXPLOSIVES must have air and hand brakes in service, and the train and engine crew must be advised in writing of the presence and location in the train of such cars.
- Cars containing EXPLOSIVES must not be placed in trains next to dead engines, loaded tank cars, refrigerator cars equipped with automatic refrigeration of the gas-burning type, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting on account of rough handling may break through end of car containing EXPLOSIVES; nor next to cars containing lighted heaters, stoves or lanterns; nor next to cars with live stock or poultry in charge of an attendant.
- Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, pipe or similar articles which are liable to shift.
- ### ON THROUGH OR LOCAL FREIGHT TRAINS THE FOLLOWING ALSO APPLIES:
- Cars containing EXPLOSIVES must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car; on local freight trains, they must not be placed nearer than the second car from the engine or caboose; and on through and local trains they must not be placed next to box cars placarded DANGEROUS unless the remainder of the train consists only of such cars.
- Placarded loaded tank cars must not be placed in through freight trains nearer than the sixth car from the engine or caboose, and in local freight trains not nearer than the second car from the engine or caboose, when length of train permits; this does not apply when train consists of loaded tank cars only.
- ### WHERE ONLY A MIXED TRAIN SERVICE IS OPERATED OR WHERE PASSENGERS ARE CARRIED IN THE CABOOSE OF A FREIGHT TRAIN, THE FOLLOWING ALSO APPLIES:
- A car containing a shipment of EXPLOSIVES not exceeding 1000 lbs. must be so placed in the train that not less than three freight cars are between it and the car carrying passengers and not less than one freight car between it and the engine hauling the train.
- A car containing a shipment of EXPLOSIVES in excess of 1000 lbs. must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine hauling the train.
- NOTE.—Not more than one car of EXPLOSIVES may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.
- When practicable to do so, a car containing EXPLOSIVES must be placed between freight cars not bearing DANGEROUS or POISON GAS placards.
- Tank cars placarded DANGEROUS must not be placed next to cars carrying passengers or next to the engine.
- (B.T.C. G.O. 558).

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

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

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

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

All employees concerned will be governed accordingly.

Toronto Terminals

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

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

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

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

All employees concerned will be governed accordingly.

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

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
NEWMARKET	Parkdale	Beaver Fuel Co. Lead.....	Fence.....	West side		NEWMARKET	Parkdale	Willard Storage Battery Co..	Fence.....	Both sides	2 pipe loaders
		Florence St. Yard, East track.	Building and canopy	East side				Stand. Sanitary Co., W. track.	Fence.....	West side	
"	"	General Dry Batteries.....	Building.....	Both Sides	Building	"	"	" " " E. track.	Canopy of platform.....	West side	"
		National Cash Register Co.,	O.H. Bridge.....	Both sides	Bridge			" " " Middle...	Building.....	East side	
"	"	Christie, Brown & Co. Ltd.,	Building and posts...	Both sides		"	"	Melbourne Ltd.	Building.....	East side	"
		Cochrane-Dunlop Hardware	Building.....	Both sides	Building		"	(Federal Coal Co.)	Fence.....	West side	
"	"	Co.....	Building.....	Both sides		"	"	Beaver Coal Co.	Fence.....	East side	"
		Lead.....	Building and fence...	West side			"	Dominion Coal & Wood Co.,	Building.....	East side	
"	"	Harris Lithographing Co.	Through plate girder...	Both sides		"	"	Lansdowne Ave. Subway main	Building.....	East side	"
		Eastward M.L. Queen St. Sub.	Through plate girder...	Both sides			"	track.	Plate girder.....	Both sides	
"	"	Westward M.L.	Through plate girder...	Both sides		"	"	" " " service	Plate girder.....	Both sides	"
		Service Track	Through plate girder...	Both sides		"	"	track.	Building.....	West side	
"	"	Lansdowne and Brock Ave.	Through plate girder...	Both sides		"	"	Ault & Wiborg, Royce Ave....	Building.....	West side	"
		Subway.....	Coal Elev. and Bldg. ...	Both sides		"	"	Atlantic & Pacific Co., N. track.	Platform canopy	North side	
"	"	Concor Coal Co., West track.	Building.....	West side		"	"	Hydro Electric Commission,	Building.....	West side	"
		Lake Simcoe Ice Company....	Building.....	West side		"	"	" " " E. track.	Building.....	West side	
"	"	West End Coal Co.	Building.....	South side		"	"	Freight House.....	Freight shed.....	East side	"
	"	Continental Can Co.	Building.....	East side		"	"	Canada Building Materials Ltd	Wood shed.....	West side	
"	"	Elias Rogers Company.....	Gardner Bridge.....	Both sides		"	"	Warren Paving Company.....	Steel tank.....	East side	"
		Service track—Lansdowne and	Through plate girder...	Both sides		"	"	Can. General Electric Co....	Gate post.....	South side	
"	"	Brook Ave. Subway.....	Building.....	Both sides		"	"	Milnes Coal Co.	Fence.....	South side	"
		McVicar Coal Company.....	Building.....	East side		"	"	Modern Tool Works.....	Platform.....	South side	
"	"	Standard Chemical Co.	Gate post.....	West side		"	"	Easy Washing Machine Co....	Crane post.....	North side	Crane
		J. B. Smith Lbr. Co. S. track.	Lumber.....	East side	Crane	"	"	Eglinton Ave. O.H. bridge....	Wooden bench.....	Both sides	
"	"	Industrial Lead, Dundas St. to	Buildings.....	East side		"	"	Canada Building Material,	Building.....	South side	"
		Dora Ave.....	Buildings.....	Both sides		"	"	Yonge St.	Building.....	North side	
"	"	Builders Flooring & Mill Work	Buildings.....	Both sides	Building	"	"	Milnes Coal Company.....	Coal bin posts.....	North side	"
		Co.....	Building.....	Both sides	Cond. and pipe	"	"	Federal Coal Company.....	Platform railing.....	North side	
"	"	Hersey Oil Co.	Building.....	Both sides		"	"	Horne platform, Davisville....	Coal shed.....	North side	"
		Bowden Machine Co.	Building.....	North side	Building	"	"	Dominion Coal & Wood Co...	Building.....	South side	
"	"	Aluminum Co.	Building.....	Both sides		"	"	Elias Rogers Co.	Unloading pipe.....	North side	"
		Maloney Electric Co.	Steel columns.....	East side	Building	"	"	Imperial Oil Co. Ltd.....	Fence.....	South side	
"	"	Law Construction Co.	Building.....	Both sides		"	"	Farbank Lumber Co.,	Gardens.....	Both sides	"
		T. H. Hancock Lumber Co....	Platform.....	East side	Building	"	"	westerly track.....	Abutment.....	North side	
"	"	Seiberling Rubber Co.	Building.....	West side	Canopy	"	"	Dufferin St. Subway.....	Building.....	South side	"
		Canada Packers Ltd., E. side.	Railing on platform....	East side		"	"	Yonge St. Subway	Building.....	Both sides	
"	"	"Canadian Bag Company.....	Gate post.....	West side		"	"	Mount Pleasant O.H. Bridge..	Building.....	North side	"
		J. I. Case.....		Both sides		"	"	S. McCord.....		South side	

INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS OVER SPRING SWITCHES

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

All employees concerned will be governed accordingly.

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

Sand must not be used while passing over spring switches.

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

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

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

Fixed signals, for movements facing the switch, indicate "Stop" unless the points are free from obstruction and have returned to their normal position. Such signals must be

approached at a speed that will enable the stop to be made before reaching the switch, and if indicating "stop" the switch must be inspected by a trainman to ensure that it is in a safe and proper position before proceeding. A "proceed" signal indicates that the switch points are in a position for movement over the switch.

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

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

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

COMPANY SURGEONS

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

MEDICAL CLINIC

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

MEDICAL OFFICERS

Toronto:

Dr. C. D. Short.....Medical Clinic.

Dr. R. H. Kinsman....."

Dr. G. L. Chambers....."

City of Toronto and Don,
331 Bay Street (ELgin 1919)
Res.: 86 Wells Hill Ave. (Lloydbrook 1866).

Dr. W. B. Snyder.....Mimico,
26 Albert Ave. (LYndhurst 5579 and
New Toronto 24).

Dr. J. S. Crawford.....Parkdale to Concord,
151 Marion Street (LAKeside 2802).

Dr. W. Ross Walters.....Danforth and Don,
307 Main Street (GRover 1400).

Dr. H. A. Brown.....North of St. Clair Ave.;
East of Avenue Road and Leaside,
711 Millwood Road (HYland 3080).

Dr. F. Cruikshank.....Malton Airport,
186 Main St. North, Weston, Ont. (Weston 41).

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

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian consideration and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressing such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Traffic Supervisor.
3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.

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

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

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

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

SIMPLE RULES FOR FIRST AID TREATMENT OF INJURIES

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

Question: What simple methods should be employed in the control of hemorrhage?
Answer: Constriction above the wound sufficiently firm to control bleeding, using a handkerchief, necktie, rope or cord. While this method calls for sufficient pressure to control the bleeding, there is danger in tying too tightly or in keeping it on too long.

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

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

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

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

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

Answer: Splints and Bandages.

Question: What special feature is required in splints?

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

Question: How should bandages be applied?

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

Note: Procure services of doctor as soon as possible.

Question: What should be done for an unconscious person?

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

Question: How should Burns and Scalds be treated?

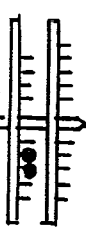

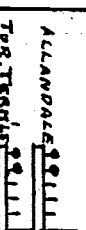
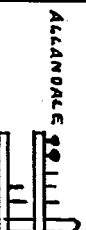
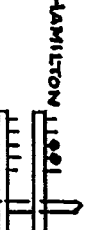





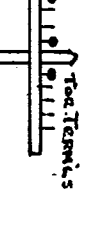
Answer: Do not break blisters, exclude air by covering with clean, dry dressing and secure with bandage. Keep patient warm and procure medical assistance as soon as possible.

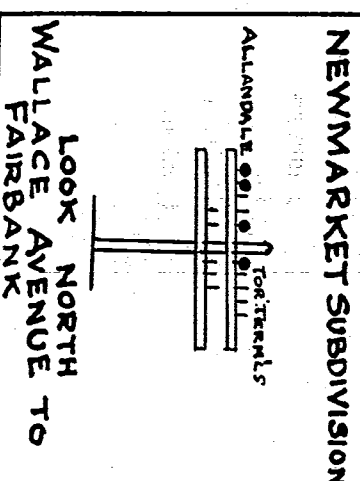
MANIFEST TRAINS

No. 400	Lve. West Toronto.....	2.00 p.m.	Arr. Don.....	3.15 p.m. daily.	No. 401	Lve. Don.....	12.15 p.m.	Arr. West Toronto.....	1.15 p.m. daily.
No. 404	Lve. Don.....	6.00 p.m.	Arr. Mimico.....	8.00 p.m. daily.	1-403	Lve. Mimico.....	10.00 p.m.	Arr. Don.....	11.59 p.m. daily.
No. 450	Lve. Mimico.....	11.00 p.m.	Arr. Danforth.....	12.10 a.m. Ex. Sun.	No. 403	Lve. Mimico.....	8.00 a.m.	Arr. Don.....	9.30 a.m. daily.
No. 452	Lve. Don.....	6.10 p.m.	Arr. Mimico.....	7.30 p.m. Ex. Mon.	No. 449	Lve. Danforth.....	1.00 a.m.	Arr. Mimico.....	3.00 a.m. Ex. Mon.
No. 454	Lve. Don.....	2.30 a.m.	Arr. Mimico.....	4.00 a.m. Ex. Mon.	1-453	Lve. Mimico.....	7.00 p.m.	Arr. Don.....	8.30 p.m. Ex. Sun.
No. 458	Lve. West Toronto.....	5.00 a.m.	Arr. Don.....	6.00 a.m. daily.	No. 457	Lve. Mimico.....	8.00 p.m.	Arr. Don.....	9.30 p.m. Ex. Sun.
No. 516	Lve. West Toronto.....	3.00 a.m.	Arr. Don.....	4.00 a.m. daily.	No. 457	Lve. Don.....	11.00 p.m.	Arr. West Toronto.....	11.59 p.m. daily.
1-444	Lve. Mimico.....	5.30 p.m.	Arr. Danforth.....	7.15 p.m. Ex. Sun.	No. 517	Lve. Don.....	9.15 p.m.	Arr. West Toronto.....	10.30 p.m. daily.
No. 444	Lve. Mimico.....	7.00 p.m.	Arr. Danforth.....	8.20 p.m. daily.	1-491	Lve. Danforth.....	4.10 p.m.	Arr. Mimico.....	5.30 p.m. daily.
2-444	Lve. Mimico.....	8.30 p.m.	Arr. Danforth.....	10.20 p.m. Ex. Sun.	No. 491	Lve. Danforth.....	10.40 p.m.	Arr. Mimico.....	12.01 a.m. daily.
1-490	Lve. Mimico.....	1.45 p.m.	Arr. Danforth.....	2.45 p.m. daily.	No. 493	Lve. Danforth.....	8.30 p.m.	Arr. Mimico.....	10.00 p.m. daily.
No. 490	Lve. Mimico.....	4.40 p.m.	Arr. Danforth.....	5.35 p.m. daily.	2-493	Lve. Danforth.....	6.00 a.m.	Arr. Mimico.....	7.30 a.m. daily.
1-492	Lve. Mimico.....	6.30 a.m.	Arr. Danforth.....	7.45 a.m. daily.	1-495	Lve. Danforth.....	5.30 a.m.	Arr. Mimico.....	6.30 a.m. daily.
No. 492	Lve. Mimico.....	8.45 a.m.	Arr. Danforth.....	10.00 a.m. daily.	No. 495	Lve. Danforth.....	5.10 a.m.	Arr. Mimico.....	6.30 a.m. daily.

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

TORONTO TERMINALS DIVISION

OSHAWA SUBDIVISION  LOOK WEST	OSHAWA SUBDIVISION  LOOK WEST	BALA SUBDIVISION TORONTO TERMINALS AND ALLANDALE DESPATCHER'S TRAIN PHONE WIRES ARE LOCATED IN CABLE THROUGH THIS SECTION	BALA SUBDIVISION  LOOK NORTH	BALA SUBDIVISION  LOOK NORTH	OAKVILLE SUBDIVISION  LOOK WEST
SCARBORO JCT. TO DANFORTH LOOK WEST	DANFORTH TO DON RIVER LOOK WEST	DON YARD TO WINCHESTER ST. TO JODMORDEN LOOK NORTH	WINCHESTER ST. TO JODMORDEN LOOK NORTH	JODMORDEN TO ORIOLE LOOK NORTH	CABIN "D" TO MIMICO STATION LOOK WEST
OAKVILLE SUBDIVISION  LOOK WEST	OAKVILLE SUBDIVISION  LOOK WEST	BRAMPTON SUBDIVISION  LOOK WEST	BRAMPTON SUBDIVISION  LOOK WEST	NEWMARKET SUBDIVISION  LOOK WEST	NEWMARKET SUBDIVISION  LOOK NORTH
MIMICO STATION TO MIMICO WEST END LOOK WEST	MIMICO WEST END TO PORT CREDIT LOOK WEST	PARKDALE CABLE POLE TO WEST TORONTO STN. LOOK WEST	WEST TORONTO STATION TO E. MALTON M.P. 14.4 LOOK WEST	PARKDALE TO DUNDAS STREET BRIDGE LOOK WEST	DUNDAS STREET BRIDGE TO WALLACE AVENUE LOOK NORTH



DESPATCHER'S PHONE WIRES MARKED THUS :— ●

J. B. CURRAH,
Superintendent,
TORONTO

A. MAHON,
Assistant Superintendent,
TORONTO

J. C. PULFORD,
Passenger Trainmaster
TORONTO

V. E. MORTON,
Master Mechanic,
TORONTO

C. R. PATTERSON,
Road Foreman of Engines,
TORONTO

E. J. HARRISON,
Chief Traffic Supervisor,
TORONTO

W. DEWAR,
Night Chief Traffic Supervisor
TORONTO

C. O. HOFFORD
E. W. PARKER
W. S. McCALPIN
L. J. ROWE

} Traffic Supervisors
TORONTO

E. J. LITTLEJOHN
D. C. BLUE

} Relieving Traffic Supervisors

SPEED SCHEDULE

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