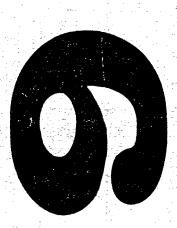
SAFETY FIRST

CANADIAN NATIONAL Д ≥ WAYS

CENTRAL REGION

TORONTO TERMINALS

INCLUDING SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAIN THE TERRITORY OF THE TORONTO TERMINALS RAILWAY COMPA



TABLE

Taking Effect at 12.01 A.M., Sunday, Sept. 194

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES 0 NLY

CHECK THE DAYS OF THE WEEK WITH CARE

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

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

DESTROY ALL FORMER TIME TABLES

J. F. PRINGLE,

VICE-PRESIDENT AND GENERAL MANAGER,

O. MASSE,

GENERAL SUPERINTENDENT TRANSPORTATION,
TORONTO

N. A. WALFORD,

J. G. GORDON,

SUPERINTENDENT TRANSPORTATION,
TORONTO

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							Yard switchtender's cabin.	cabin; M.6.00 at switch; Mimico Enginehouse; West end Mimico	Office: Cabin D: John St., interlocking station; Strachan Ave.,	R	Newmarket ". M.4.19 and 4.86 in gateman's cabin; M.6.01 and 7.17 at switch.	and Scott Street Interlocking stations.	Oshawa "Woodbine, Greenwood and Pape Avenue in gateman's cabin; Cherry	DAIA SUDUAVISIONAL.O.OO OH COOMOUSE, 17 Mentester of Baceman o caomi	_	Emergency Telephones to Traffic Supervisors		*Nos. 9 and 109 stop at Scarboro, only when passengers to detrain.	*No. 15 stop at Danforth Fridays.	*No. 3 stop at Farkdale and St. Clair Ave. to entrain Fassengers for washago and west.	ANY On the Paris of the Area to a tend to be a Wightness and Wight	Danior not provided for in time table, will be attailiged timough claim despatches at	erned by Toronto Terminals time table. Movement of trains between Scarboro and	lerminals and not required to obtain terminal clearance at Toronto, will obtain terminal learance at Danforth. Movement of trains between Scarboro and Toronto will be gov-	Toronto is an initial station, Oshawa Subdivision. Extra trains originating in Toronto	raid Onice, will obtain terminal dearance at minute (* assemble officient).	Toronto Terminals and not required to obtain terminal clearance at Toronto, or Mimico Vard Office will obtain terminal clearance at Mimico (Passenger Station)	ard will obtain terminal clearance at Mimico Yard Office. Extra trains originating in	Toronto is an initial station, Oakville Subdivision. Extra trains originating at Mimico	ē	rance at West Toronto. Movement of train	٠.	dale.	arkdale not provided for in time table will be arranged through train despatcher at Allan-	e governed by Toronto Terminals time table. Movement of trains between Fairbank and	terminal clearance at Parkdale. Movement of trains between Fairbank and Toronto will	Toronto in an initial atation. Neurmarket Subdivision. All porthward trains will obtain	Viandale.	and Don not provided for in time table, will be arranged through train despatcher at	overned by Toronto Terminals time table. Movement of trains between Todmorden	Toronto is an initial scation, bala Subdivision. All northward trains will obtain ter-	The second secon	must be kept locked.	secured with C.P.R. and C.N.R. switch locks. Door	room, which will be locked with bar placed on door and	*Don	Con rate.	*Don Yard Office	· ·	Parkdale Register station for trains to and from Newmarket Sub-	Mimico Yard.	Mimico Yard Office Register station for trains originating and terminating at	to register at Toronto.	Bathurst St.	*Bathurst St.—Yard Office Register station for trains originating and terminating at	originating and terminating.	Toronto	TORONTO TERMINALS FOOTNOTES							

TORONTO ERMINALS RAILWAY MPA ZY

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

1. 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.

At Interlocking Signal 171.
At Interlocking Signal 283.
At Interlocking Signal 283.
840 feet West of Bathurst Street overhead bridge.

C.N.R. Brampton Subdivision.....
C.P.R. Toronto Terminals Subdivision.... 1910 feet West of Bathurst Street overhead bridge.

scribed signal Within these limits movements on any track in either direction will be made by gnal indication or, where there is no fixed signal, on hand signal given by switch-on the ground which must be authorized by the train director. Intervals pre-in C.N.-C.P. Rule 91 will not be maintained.

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

5. 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.

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

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

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

ဖ Enginemen must so regulate their fire as to prevent unnecessary smoke and steam.

10. Toilets in passenger cars must be kept locked.

BATHURST STREET ZONE NON-INTERLOCKED

11. 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.

12. 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 enginemen, trainmen or yardmen as to the signals, or as to the train or engine for which they are given.

13. 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, either direction, is authorized over these tracks.

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

Indications are:

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

15. Eastward movements from C.N.l signal located 1512 feet west of Bathurst stop before passing this signal. .N.R. Brampton Sub irst Street overhead Subdivision are governed by home lead bridge. All movements must

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

17. 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 switchtender. 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.

18. Westward movements on the C.N.R. Brampton Subdivision and C.P.R. Toronto Terminals Subdivision are governed by home signal located 590 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 GREEN-Proceed.

movements.

19. Westward C.N.R. Brampton Subdivision main track movements over C.P.R. Tecumseth 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.

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

INTERLOCKED ZONE

21. 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.

vertical line. routes; lowe lower light governs any route. Interlocking signals are of the color light type and display two or more lights in a ne. Upper light governs main route; second light governs one or more diverging

at slow speed, prepar or other obstruction. When a train or engine accepts a lower light of a three light signal it must proceed ow speed, prepared to find the track occupied, a car foul, an open switch, a broken rail

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.

23. Signals Nos. 30, 1057, 3319 and 02, located outside the Interlocked Zone and 225, 232, 233, 234, 236 and 712, located within the Interlocked Zone, are of the color type and display one light only. They are approach signals to the signal ahead and

RED—Stop then proceed expecting to find the track occupied, a rail, an open switch, a car foul or other obstruction.

YELLOW-Proceed with caution, prepared to stop at next signal

All other signals in the Interlocked Zone are interlocking signals.

24. 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.

25. 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.

26. Hand operated switch on the service track at the west side of Jarvis Street leads two sidings north of service track. Stop boards are placed at the fouling points of the st 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 enginemen, trainmen or yardmen and signal maintainer on the ground. When making such movement, thorough understanding must be had between train director and signal maintainer. 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.

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

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.

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.

STATION TRACKS

RESTRICTED CLEARANCES

All tracks in Station.

Canadian Pacific Express Compan Canadian National Express Compa Spadina Avenue Overhead Bridge.

Bathurst Street Overhead Bridge. Express Company's Building. al Express Company's Building. Overhead Bridge.

Employees riding on sid dwarf signals and low switch Company. side of cars or engines are warned of restricted clearance at tch stands within the limits of the Toronto Terminals Railway

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

	Scoti Jarvi Sheri Parli Cher East Don	John Spac Batl Cabi	ment ove
MEDICAL	s Street (Interlocking S is Street bourne Street ament Street (Interlocking ry Street (Interlocking ern Avenue (gate towe	WEST John Street (Interlocking Station) Spadina Avenue (overhead bridge) Bathurst Street (overhead bridge) Cabin "D" EAST	Toronto (Centre of Station).
MEDICAL OFFICERS	on)	ST	
	0.30 0.52 0.72 0.99 1.23 1.74	0.41 0.69 1.09 1.18	. 0.00

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

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 fusees—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. 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." Leaside—Dovercourt Road Line—Extends from Oriole (Bala Subdivision) to Dovercourt Road. The operation is as follows: Belt Line—Extends from Fairbank (Newmarket Subdivision) to end of track 3,120 feet east of Yonge Street. Four Tracks: Three Double Track: Single Track: š The dividing line between Toronto Terminals and the adjoining subdivision designated by boards located as follows: Oriole-Donlands: Canadian National Railways. Donlands-Avenue Road: Joint with Canadian Pacific Railway. Between Cabin "E" and Mimico, tracks are numbered from the south: No. 4, No. 2, No. 1, No. 3. No. 2-Eastward Passenger and Freight. No. 1-Westward Passenger and Freight. Tracks will be used as follows:-No. 4-Eastward Freight. Tracks are numbered from the south:—No. 4, No. 2, No. 1. Between mileage 9.40 Oakville Subdivision and Crossover switch located just west Interlocking Tower at Canpa. Between Scarboro and Cherry Street Signal Bridge. Between Parkdale and Fairbank. Oshawa Subdivision..... Bala Subdivision..... Newmarket Subdivision..... Brampton Subdivision.... Oakville Subdivision..... TORONTO No. 2—Eastward Passenger. No. 4—Eastward Freight. Tracks will be used as follows: Jarvis Street and Cabin "E" (freight tracks only). Westerly Limit Board of Toronto Terminals Railway Co'y and Cabin "E." Westerly Limit Board of Toronto Terminals Railway Co'y and West Toronto. West Toronto and mileage 8.19 Brampton Subdivision. Mimico (Station) and Canpa. Don and mileage 5.39 Bala Subdivision. DESIGNATION AND USE OF MAIN TRACKS TERMINALS No. 3-Westward Freight. No. 1-Westward Passenger FOOTNOTES 325.05 5.39 Mileage 9.40 8.19 6.55 Brampton Subdivision Parkdale—M. 2.53 Brampton Subdivision Toronto—Tecumseth St.— M. 1.33. Toronto—Bathurst Street—M. 1.12. Brampton and Oakville Subdivisions Brampton Subdivision Toronto—Front Street—M. 0-40. Brampton Subdivision West Toronto—M. 4.84 Brampton Subdivision Toronto—Bathurst Street— Oriole—M. 11.2. M. 1.14. Leaside—Dovercourt Road Line— Donlands—M. 2.24 Bala Subdivision Don—M. 1.91. Oshawa Subdivision Danforth—Danforth Avenue M. 328.4. Oshawa Subdivision Scarboro—M. 325.05. 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). 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. 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. Automatic block signals extend from end of double track, West Toronto to Weston. Rules 501 to 513. RAILWAY CROSSINGS, JUNCTIONS AND DRAW BRIDGES DESIGNATION AND USE OF MAIN TRACKS-Continued Toronto Transportation Commission (Electric) crossing with Canadian National track leading to York Knitting Mills; interlocked. Semaphores on Canadian National track, derails 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). 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 despatcher must record such permission in train order book as transmitted to and acknowledged by operator or conductor. 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). 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. Crossing and junction, Brampton Subdivision with Canadian Pacific Railway; non-interlocked. Canadian Pacific Railway crossing; interlocked. (B.T.C. 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. Toronto Transportation Commission (Electric) crossing on siding to H. W. Petrie's Machine Shop. No semaphores or derails. Trainmen must flag over crossing. Toronto Transportation Commission (Electric) crossing on lead to King Edward Yard, governed by semaphores on Canadian National Railway interlocked with crossing gates. Derails on Toronto Transportation Commission tracks only. (B.T.C. 5556). Junction with Canadian Pacific Railway, derail on Canadian National track interlocked with Junction switch. Junction with Leaside—Dovercourt Road Line. 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 switch of yest crossover are equipped with electric locks. Junction with Newmarket Subdivision

Schedule speed 40

5555

15

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58**5**

10

Brampton Subdivision
West Toronto—Keele Strand St. Clair Avenue—
M. 5.33.

RAILWAY CROSSINGS, JUNCTIONS AND DRAW BRIDGES-Continued

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.

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

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

BALA SUBDIVISION

Cherry Street Canada Packers Limited—all tracks.	8 8	Esplanade+Toronto Transportation Commission.
Canada Packers Limited—all tracks.	Imperial Oil Company. Consumers' Gas Company at Berkeley St all tracks.	+Toronto Transportation Commission.

Don Eaplanade..... Laidlaw Lumber Company. McColl Frontenac Oil Co. Ltd. Gypsum Lime & Alabartine Ltd. Toronto Storage & Transport Co. L. S. McCord Company. Ontario Honey Producers Limited. Conduits Limited.

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

Rosedale..

LEASIDE-DOVERCOURT ROAD LINE

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VII Industr	piatrorm.	1.16	iydro Ele
III Industrial	piaciorm.	11.6	Iydro Electri
III Industrial Spi	piatrorm.	17-26-	lydro Electric l
III Industrial Spurs	piaciorin.	11-26-	lydro Electric Pow
III Industrial Spurs and	piacioriii.	11.26	lydro Electric Power
III Industrial Spurs and L	piatrorm.	11.16	lydro Electric Power Co
Ill Industrial Spurs and Lead	piatrorm.	11.16.	lydro Electric Power Comn
Ill Industrial Spurs and Lead Tr	piaciorm.		lydro Electric Power Commiss
All Industrial Spurs and Lead Track	piaciorm.	- J. M.	lydro Electric Power Commission
All Industrial Spurs and Lead Tracks to	piatrorm.	17.26	lydro Electric Power Commission, c
All Industrial Spurs and Lead Tracks then	platform.	Take .	lydro Electric Power Commission, conc
Leaside All Industrial Spurs and Lead Tracks thereto.	piacrorm.	1.00	North Loronto

OAKVILLE SUBDIVISION

•	. 1	•	•	•	•	• •		•	• •		•	•				-	-	•			Bathurst Street.
							********	*******		Hanna Avenue Spur.									*******	****************	
	All tracks on Pardee Avenue.	Standard Brands Ltd.	Anthes Foundry Company.	John Inglis Co. Ltd.—New Plant.	Simmons Limited.	Jefferson Avenue wyc.	Imperial Oil Ltd.	Yale Fuel Co.	McBean & Verrall Lumber Company.	Hanna Avenue Spur.	Hinde & Dauch Paper Company.	All tracks to Old Central Prison Property.	Lead and all tracks to John Inglis Company	tric Building.	Canadian National Exhibition Track to Elec-	Avenue.)	Hydro Electric Power Commission (Strachan	Telegraph Stores Building.	Iwo team tracks at Bathurst Street.	Fintach Gas Company.	Bathurst Street City of Toronto (Waterworks Tracks).

Central Harbour Terminals.... All tracks.

		Eighth Street Spurs.	Mimico Lake Simcoe Ice and Fuel Ltd.	Swansea Steel Co. of Canada Ltd.
All tracks Anaconds American Brass Company. Canadian Industries Limited (two tracks).	Ritchie Cut Stone Company (two tracks). All tracks Goodyear Tire & Rubber Company.	Ninth Street Spurs.	Lake Simcoe Ice and Fuel Ltd.	. Steel Co. of Canada Ltd.

BRAMPTON SUBDIVISION + National Casket Company	W. A. Gilbey Co. Ltd. Citadel Merchandising Co. Lauder Lumber Company.	Mimico	OAK VILLE SUBDIVISION—Continued
(VISION	ilbey Co. Ltd. Merchandising Co. Lumber Company.	Siding 1 Silicates Limited (two tracks). lardesty Co. of Canada Ltd.	N—Continued

		FarkdaleR. Bury Lumber Company. Commercial Finance Corp. Ltd. Sudbury Street spur. Evans Coal Company. Conger Lehigh Coal Company—all tracks. Toronto Hardware Mfg. Company.	BRAMPTON SUBDIVISION Bathurst St+ National Casket Company. Kauffman Metal Co.—all tracks. Massey-Harris Company, Limited—all tracks.	W. G. Hardesty Co. of Canada Ltd. W. A. Gilbey Co. Ltd. Citadel Merchandising Co. Lauder Lumber Company.
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NEWMARKET SUBDIVISION

The switching area north of St. Clair Avenue also on Belt Line is restricted use of standard and consolidated type switch engines only. Parkdale. 6

Ltd.

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

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

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

used for movement of Mimico.

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

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

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

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

1000 feet east of Mimico passenger station clear and movements over this street must be proceed only on signal from operator. Westward freight trains on No. 3 track must stop at Stop Board located north of track, which and then proceed only on signal from operator

indicate permanent slow Bathurst Street. ed east and west of station platform, adjacent to tracks 3 and 4, order for tracks 1 and 2 (see page 5).

nts will

and movement over thes ture in track No. 8 leadi movement over this All movements will will stop clear of road crossing into Petrie Machinery Co. plant and s crossing must be protected by member of crew.
will stop clear of road crossing into Massey Harris Co., tracks 5,7 and 8, these crossings must be protected by member of crew. Account curvateading to east loading platform, cars over 52 feet long must not be a feet building.

operated inside door of Subdivision, Trains and engines livision, under full control and prepared to stop. approach Strachan Ave. crossing, mileage 1.60 Brampton of and prepared to stop. Switching movements over this e minimum, particularly between the hours 6.30 a.m. to

crossing must be kept to 8.15 a.m., 4.00 p.m. to 5.1 the crossing with the least Fleet Street, East of I rept to the minimum, particularly between the hours 6.30 a.m. to to 5.15 p.m., 12.45 a.m. to 2.15 a.m., and all movements must clear eleast possible delay.

It is at of Bathurst Street. No trains or engines are permitted to perform a over this crossing between the hours of 7.00 a.m. and 8.30 a.m., and p.m. This does not prevent a straight movement.

In on tracks in coach yard, cars uncoupled from engine while in motion can to operate hand brake and stop short of standing cars.

Will stop clear of Fleet Street and movement over crossing must be

switching operations over 4.00 p.m. and 5.30 p.m. When switching on the must have a yard man t All movements will

No engine other that of the No. 7 double slip sw Speed of ten miles per ho protected by member of cr

h engines 8300 on a standard switch engine is permitted to use the turnout sides witch, East end, North Yard, except to make a backup movement, our must not be exceeded over this switch, to 8349 inclusive must not be operated on shed tracks at Simcoe

have air-brake storage track rake bled off: at west end of Union Station. ind hand brake applied before connecting to air-line Cars placed on this track must tor water

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). John Inglis North Plant.

ment account restricted clearance of lence on retaining wall. Bet moved on North track, the team track must be cleared of all cars. on north side of passenger cars must be kept closed during move-clearance of fence on retaining wall. Before passenger cars are

Spadina Avenue. On all tracks, employ passing under Spadina Av yees are forbidden to ride on tops of cars or eng venue bridge, account insufficient overhead clearance or engines when

Four switches, on in points at locations indica Two way inter-com Spadina Engine House nbound and outbound tracks, are equipped with spring switch ited by "SS" signs. See further instructions on page 13. munication system with John Street interlocking station has aker located on post fifty feet west of Stop board, south side of

microphone and loud or which engine is order t engine cab at loud speaker indicated by white light, and while announce his engine number and train, assignment or destination red; Train Director at John Street will acknowledge through loud en proceed when proper aspect is given on dwarf signal No. 515.

Scott Eastward trains on Street 'high line' must stop short of Scott Street interlocking station

Engine will the

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

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.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 of crew. and movement over these streets must be protected by member

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

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 oil tank only. R ne National Ironworks will be operated on to Remainder of this track will be operated by Continued on page 7. to the north limit of themselves.

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

be permitted Spur to (member of crew. Canadian Ice Machine Company's track extends into the building. No engines will ermitted to operate inside the building.

Spur to City of Toronto Sewage Treatment Plant crosses Leslie Street. All moves will stop clear of Leslie Street and movement over crossing must be protected by

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 Gair Co. property, crosses Carton St. All movements will stop clear of Carton 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. tracks between York Street

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. Derails 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.

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 engines 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.

Crossing Movements ousing must be 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 sing must be protected by member of crew.

Passing Track at Rosedale extends from point 2140 feet north of Rosedale station to point 5943 feet south of Rosedale station. Rosedale.

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

Young's Jewellers Toronto, Ltd..

161 Yonge Street.

J. M. Ostrander.......2485 Yonge Street.

498 Bloor Street, West,

Watch Inspectors—Toronto:

Kidd Bros. Jewellers..

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

Ostranders, Ltd.... Ostranders, Ltd.....

. 1092 St. Clair Avenue, West.

835 Lake Shore Road, New Toronto.

2955 Dundas Street, West. 1448 Queen Street, West.

Wm. A. Esson....

341

Roncesvalles Avenue. Danforth Avenue.

F. Galster....

GENERAL SPEED RESTRICTIONS

Conductors and enginemen, especially those in passenger service, are cautioned not to run their trains at excessive rate of speed, particularly on descending grades, around sharp curves or through crossovers, 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.

Trains handling dead engines other than those specified above..... Switch engines under steam.... Engines from which engine trucks, pony trucks, or side rods have been removed, and switch engines not under steam..... Engines running tender first (except specially constructed suburban type engines) Passenger trains handling caboose..... Miles per 28 28

Consolidation engines on passenger trains..... Mikado engines on passenger trains..... Santa Fe engines..... Train handling scale test car. (See Special Instruction No. 10)...... Trains handling pile drivers, steam shovels and hoist cranes..... 33 73 50 30 30 55 55

Prior to placing work equipment or dead engines in any train, Yardmaster or Agent must obtain authority from the Train Despatcher 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 12

Wrecking cranes will be operated in accordance with speed restrictions placed by train despatchers 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

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

RESPONSIBILITY

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

TERM AINAL, 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 HE ADING, ASSISTING AND PUSHER SERVICE

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

OBSERVING AIR GAUGES

maximum pressure is being 9 Air gauges on engines and cabooses must be observed frequently to see that maintained.

SETTING OUT CARS

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

STANDING ON GRADES

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

CALLING FOR BRAKES

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

RETAINING VALVES

æ Retaining valves nust be used when descending the grades designated in special

OPERATIVE BRAKES

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

HOURS OF SERVICE FOR TRAIN ORDER OFFICES

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

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

SPECIAL INSTRUCTIONS

1. Time will be transmitted at 11.00 a.m. daily except Sunday.

2. Engine whistle signal 14(k) must be sounded by a train displaying green signals for following section, when passing section men, bridge men and other workmen.

Engine whistle signal 14(1) 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 enginemen 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 allight engine without conductor, and the restrictions on a light engine following any train will also apply to an engine moving with cabose 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 that 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.

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 in passenger service; provided, however, that it shall be permissible to use such freight cars in passenger service; provided, however, that it shall be permissible to use such freight cars in passenger service when baggage cars or freight 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 be 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 of any passenger car in which any passenger is carried.

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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.

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

(1) *Through and local trains, double track, right hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing those on the right hand side only are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.

(2) *Through and local trains, double track, left hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand

side to receive or discharge passengers.

(3) *Through and local trains, single track. When running all vestibule doors and platforms are to be kept closed.

*Note.—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5-and 6 hereof.

(4) Suburban trains, double track, right hand operation. Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(5) Suburban trains, double track, left hand operation. Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed, except when necessary to open them to receive or discharge passento be kept closed, except when necessary to open them to receive or discharge passento be kept closed, except when necessary to open them to receive or discharge passento be kept closed, except when necessary to open them to receive or discharge passento be kept closed, except when necessary to open them to receive or discharge passento to be kept closed, except when necessary to open them to receive or discharge passentons.

kept Seen. (6) Suburban trains, single track. All vestibule doors and platforms may be

(7) Secure vestibule doors and platforms. When permissable to have vestibule doors and platforms open when running, these must be securely fastened (8) Guard rails or side gates. These appliances will be handled as prescribed for the handling of vestibule doors and platforms.

(9) Vestibule curtains. These appliances will be kept drawn and securely fastened, except during switching operations.

(10) Tail gates, chains, or bars. The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it.

2. That, when vestibule doors and platforms, side gates or guard rails (if required by the said regulations to be kept closed when running) are closed as the train moves away from stopping point and remain closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations herein approved are being complied with.

proved are being compiled 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

16. 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 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).

of vehicles over At highway crossings where member of crew is required to protect the movement es over the railway, a hand signal shall be used by day and a clear white light (B.T.C. 484).

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

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

be "22. In the event of a headlight failure between Sunset and Sunrise rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the engineman will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or leadled, 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 this highway crossings not proto the second time approaching Repairs to the equipm the first station and/or repair point, the whistle signal for all texted by watchman, gates, or automatic signal must be given

me approaching all such crossings to the equipment must be effected at the first repair point, or the engine itest repair point is such a place at which the company has the necessary make ordinary repairs to electrical or other power headlight equipment).

h temporary neading gine whistle failure idvise despatcher from the first open communicating station headlight.

gine whistle failure occurring while train is enroute, engineman r point, running with caution approaching and passing public ions; at first repair point repairs must be made, (Paragraph 6). By night or in foggy or stormy weather, a reduction cars or dead engines obstructing main tracks within

light must be placed on unattended cars or dead engines obstructing main tracks within Yard Limits. (B.T.C. General Order 509).

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

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

26. Rule 103 amended, (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, 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

other service, a second stop must be made at are any passengers to detrain or entrain.
28. Where public highway crossings are tracks adjacent to main tracks, or occupying s to Rule 103 (3rd paragraph) must, when pract one hundred feet from such highway crossic 29. In mixed trains, one or more cars passenger cars, and car or cars containing oil of the ANDLING AND MARSHALLING CARS PLACARDED "DANGEROUS" A such highway crossings. hway crossings are located, trainmen of trains leaving cars on cks, or occupying sidings, and when separating train to conform must, when practicable, see that cars are left standing at least

one or more cars must be handled between postal, express or are containing oil or gasoline.

ARSHALLING CARS CONTAINING EXPLOSIVES AND DANGEROUS" AND "POISON GAS" IN TRAINS

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

LOSIVES must have air and hand brakes in service, and the OSIVES must have air and hand brakes in service, and the be advised in writing of the presence and location in the train

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. train and engine crew must of such cars.

Cars containing EXPI OSIVES must not be placed in trains next to dead engines,

ON THROUGH OR LOCAL APPLIES: FREIGHT TRAINS THE FOLLOWING ALSO

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 and on through and local DANGEROUS unless the

Placarded loaded tank the sixth car from the engi trains they must not be placed next to box cars placarded remainder of the train consists only of such cars. cars must not be placed in through freight trains nearer than ine or caboose, and in local freight trains not nearer than the or caboose, when length of train permits; this does not apply

the sixth car norm the engine or caboose, when length of train products of loaded tank cars only.

d 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 cars 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 five freight cars are between it and the car carrying passengers and not less than one car of EXPLOSIVES may be handled in a mixed train.

NOTE.—Not more than one car of EXPLOSIVES may be handled in a mixed 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 (B.T.C. G.O. 598).

FAIR WEATHER EQUATED TONNAGE **RATINGS**

0

TORONTO TERMINALS

	=					· ·			=
,	51	61	10	10	10		Car Factor		
	870	870	1800	1850	2250	26%			
	1150	1150	2210	2250	2950	34%			
	1300	1280	2470	2520	3300	38%			
1010	1370	1350	2600	2650	3470	40%	ख	°. ∶	
1020	1510	1460	2920	2980	3900	45%	NGINE C	VEST AN	
100	1650	1540	3100	3310	4330	50%	ENGINE CAPACITIES	WEST AND NORTH	
	1750	1650	3300	3500	4600	53%	ES	Ħ	
	1820	1750	3400	3630	4780	66%	-		
	2010	1950	3800	4050	5300	57%			
	2120	2050	4000	4230	5470	60%			
	2800	2700	5300	5600	6500	80%	-		
	Bathurst St. and West Toronto	Bathurst St. and Fairbank	Don and Todmorden	Block F and Canpa	Danforth and Block F		BETWEEN		
	6500	6600	6500	5600	2700	80%			
	5470	5470	5470	4230	2000	60%			
	5300	5300	5300	4050	1900	67%			
	4780	4780	4780	3630	1700	55%			
	4600	4600	4600	3500	1650	63%	ENGIN	EAST	
	4330	4330	4330	3310	1670	50%	ENGINE CAPACITIES	EAST AND SOUTH	
	3900	3900	3900	2980	1410	45%	CITIES	HTUC	
	3470	3470	3470	2650	1250	40%			
	3300	3300	3300	2520	1190	38%			
	2950	2950	2950	2250	1060	34%			
	2250	2250	2250	1850	900	26%			
	5	5	5	9	9		Car Factor		

GENERAL INSTRUCTIONS

3 84 cars..... Car factor...

 Total gross weight
 2100 tons

 10 x 42 cars
 420

 EQUATED TONS
 2520

 Total gross weight
 1680 tons

 10 x 84 cars
 840

 EQUATED TONS
 2520

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

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

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

FONNAGE REDUCTIONS

		- 1	weather condition modifications
	TEMPERATURES		Rat- Reduc-
			ing ton-
	-		nage
Above Freezing (32° above)			
	ove)		
32° above to 16° above	(or bad rail)		
32° above to 16° above 15° above to Zero	(or bad rail)		
32° above to 16° above 15° above to Zero Zero to 10° below	(or bad rail)		
32° above to 16° above 16° above to Zero Zero to 10° below 11° below to 20° below	(or bad rail).		
32° above to 16° above 16° above to Zero Zero to 10° below 11° below to 20° below 21° to 25° "	(or bad rail).		
15° above to 16° above 16° above to 26° occident to 10° below 25° to 25° to 30° t	(or bad rail).		
32° above to 16° above 15° above to Zero	(or bad rail).		
32° above to 16° above 115° above to 2ero Zero to 10° below 11° below to 20° below 21° for 25° for 30° for 30° for 30° for 31° for 41° for 41° for 41° for 51° for 41° for 51° for	(or bad rail).		-H0AMACOM
15° above to 16° above 115° above to 2ero	(or bad rail).		
32° above to 16° above 15° above to Zero	(or bad rail).		######################################

GENERAL INSTRUCTIONS—Continued

The Traffic Supervisor will issue special instructions in case of storm or temperatures lower than those shown.

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

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

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

Examples To find the equated rating of a 38% engine; Published rating of 40% engine = 2500 tons Equated tonnage rating of 38% engine = 2500 x 38 = 2375 Equated Tons.

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

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

GENERAL INSTRUCTIONS—Continued

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

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

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

65% to 51% engines...... 175 tons
50% to 40% engines...... 180 tons
50% to 40% engines...... 150 tons
40% to 31% engines...... 125 tons
Below 15% engines...... 50 tons

Example:

. 2070 tons . 350 tons . 580

EQUATED TONNAGE......3000

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

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

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

When doubleheadin smaller engine must assisting engines. be the leading engine. g, if one or both engines is less than 34% tractive effort, These instructions also apply to

The Committee of France December Decembe	•	:	Care powers		ħ	•	Cranes	North side	Buildings and Fence	Cherry St. Yard, north track		S 1	
COUNTY Property County Cou			Buildings			* * *		de	Building	south track.			
PORMOTE TITLE PROMOTE TITLE PROMOT		North		<u>:</u>		a a		North side South side	Platform railing.				
PRINCIPIO TILO TRANSITURIO DALLA DALLA CHARGE SALEMAN TARRING TO COLOR TO THE ACT OF THE	ide	platform South a	Building Steel stack and	Canadian Wirebound Box Co Sturgeons Limited	R a	* *	Trolley wires	<u>.</u>		Toronto Transportation Com Canada Packers Ltd. 1st north 2nd from north			mcJy.
Continued of Taxasis Location Continued of State Continued of Taxasis Location Continued of State Co		West si	Board fence	Inter. Varnish Co., Pape Ave Canadian Wirebound Box Co.	h R 8		Building	<u> </u>	ស្វិ	west of Parliament St Beck Manufacturing Co	*		All employees concern- ed will be governed accord-
Continue	ğ. ğ.		Building Board fence.	Conger Lehigh Coal Co Economy Fuel Company		1 B B				cast of Parliament St	R 1		clearance is restricted.
Property Define Property D				Connell Coal Co	ħ Ř		Building		Bu:	east of Berkeley St			track whether or
NOMOTTO First: Tensons Officers and September of Part by 1. 1. Sept post and light. Storth and September of Part by 1. 1. Sept post and light. Storth and September of Part by 1. 1. Sept post and light. Storth and September of Part by 1. 1. Sept post and light. Storth and September of Part by 1. 1. Sept post and light. Storth and September of Part by 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.				Colgate-Palmolive-Peet Co., Ltd. (Four Tracks)	RA		,	West side	물	Consumers' Gas Co. 1st track east of Berkeley St	•	n a	when on any engines
Contents a Ward		:		Lead to Colgate-Palmolive-	Ą	•			Bu	Gooderham & Worts, north track.			ride on top
PRODUCTION Truch No. Seal post said light North side Baldary North side Seadth Are Seadth Are Seadth Are Seadth side Seadth Are Seadth side S) ———			East track		•			Telegraph poles	Princess St. on north side of Esplanade		:	nor will their location be elsewhere or otherwise
NOLATORNYO NOLATO				Grinnell Coal Co. Dunlop Tire & Rubber Co.	a a	8 R		South side North side	Gate post		Esplanade	BALA	dicated by tell tales or
Property Charles Property Ch	ides Building	Both si	Building	G. Oakley & Sons (Riverdale) (British Admiralty Stores)	8	*	100	sides	Platform			; ;	where restricted clear- ances exist on such tracks
CORONTO PRICE Fount Union Contraction	ade	South		Charcoal Supply Co		A A	Doorway	aides	Fence and gate. Doorways		• •		main shops and car shops; they are warned that
CORONTO PARE Townson Linities Location Correction of State of Overheads Subdivision Testinal Location Charge Street Levis Co. Charge Street Levis Co	id e	South		Keary Coal Co	A 8 1	A &	Building		Building	Centre " E.S. and A. Robinson, Limited.	A R	* 1	or may be restricted on tracks at engine houses.
CORONTO CIRCLE Townsto United Commerce of State of	side	<u>: </u>	Platform	Service Station Equipment Co.		* *	Building	Side	platform canopy		R R	R R	dvised that the overhead nd/or side clearances are
Committee Comm	side side	<u>::</u>					Building	<u> </u>	Building Steel Bent and	R R	R R	RR	They are also hereby
Control Property Control Pro	side	<u>:</u>		Danforth Ave. Subway—	*	R		No.	Steel Bont	Ltd. North Track	a a	A R	nces will be shown in
Carry Free Program Location Carry Street Carry Free Carry			• • •	Westward switching lead			Beams		Scrap	Scrap yard—all tracks. Frieridaire Products of Canada	A A	* *	re not provided in yards and terminals the location
Control Paris Control Union Control Obstruction Control Contro			Doorways and	Ford Motor Co. Ltd	* 8			<u>-</u>	-	South of Building	* *	* *	hat when or if these signs
DRONTO FER. Toronts Union frack No. Signal post and light North side Signal	ide		Fence Gate post and	Lead to Milnes Coal Co Kerr Coal Company	A A	R R		All sides		C.N.K. Freignt Kepair shop,	*	•	nce" signs no other ad-
Continue				Toronto Brick Co. (Nor. track) Milnes Coal Co.			Building	All sides	B	C.N.K. Coach Kepair Shop, 12 tracks	a 1	•	Overhead Clearance" or "Restricted Side Clear-
Continue of Ward Location Structure or Side of Overhead Subdivision Track No. Location Structure or Stide of Overhead Subdivision Track No. Location Structure or Stide of Overhead Subdivision Track No. Location Structure or Stide of Overhead Subdivision Track No. Location Structure or Stide of Overhead Subdivision Track No. Signal post and light North side South side S				Tor. Transportation Comm	Danforth	OSHAWA	Building	North side Both sides	<u></u>	C.N.R. Boiler House track	h h :	n n	these are marked or indi- cated by "Restricted
TORONTO TER- Toronto Union Track No. 1 Signal post and light South side South side South side South side South side South side South Mr. Carbon Co. BRANCH North Toronto Bell Telephone Co. Canadian Nu. Carbon Co. Signal post and light North side BRANCH North Toronto Bell Telephone Co. Canadian Nu. Carbon Co. Signal post and light North side South side South side South Mr. Carbon Co. Signal post and light North side South side South side South side South side South Mr. Carbon Co. Signal post and light North side South si	-			C.P.R. O.H. bridge, M.P. 8.96. Lawrence side road.	A 8				Platform Platform canopy	McNamara Const. Co Kenneth M. Smith Co. Ltd			Side Clearances exist; they are warned that where
Programme Track Programme Programm	<u>.</u>			Don Mills Road O.H. Bridge,	Oriole			_	Stairway and building. Building.	McNamara Con. Co., N. track.		, a 1	on side of cars at any
TORONTO TER. Toronto Union ITack No. 1. Signal poet and light Spadina Ave. Spadin	side	. :		" M.P. 4.94.	Todmorden to		Pipe		Building	Stucco Products Limited		A A	where Restricted Over- head Clearances exist or
TORONTO TER. Toronto Union MINALS RY. Shatton Track No. 1 Signal poet and light. North side soft patform and canopy. North Toronto Track No. 1 BRANCH North Toronto Track No. 1 Concerte Patform and Campy. North side Eart track Eart track Concerte Patform and Campy. North side Eart track Concerte Patform and Campy. North side Eart track Concerte Patform and Campy. North side Eart track Concerte Patform and Conditis Limited. Concerte Patform and Concerte Patform. North side Eart track Concerte Patform and Concerte Patform. North side Eart track Concerte Patform and Concerte Patform. North side Eart track Concerte Patform and Concerte Patform. North side Eart track Concerte Patform and Concerte Patform. North side Eart track Concerte Patform and Concerte Patform. North side Eart track Concerte Steel Wares Ltd. West track. Eart track Concerte Steel Wares Ltd. West track. Eart track Eart track	: Ā: Ā	::		River Bridge M.P.	A A	A A			Building and platfo Transformers and	Can, Wire & Cable Co., N.track	Leanide	• 1	pidden to ride on top of
TORONTO TER. Toronto Union MINALS RY. Station Track No. 1 Signal poet and light. North side South side Sout	ੇ ਫ਼ੌ	West	_	Insulation Products Ltd	•				œω	Ontario Hydro Electric	R 1		They are hereby for
TORONTO TER- South aide 2	ide			west track			-	East side	ନ୍ଦ୍ର	Toronto Transp. Comm. lead	a a		ය ල්
TORONTO TER- MINALS RY. Station Track No. 1 2 3, 4, 5, 6, 7, 8, 9,10 Signal Poets Signal Poets Signal Poets South side Express bed No. 1 and 2 South side Express Track No. 2 South M.L. South side Express Track No. 2 South side South side Express Track No. 2 South side South side South side South side Express Track No. 2 South side South sid	ides —	_			B R	R A		South side	Ξ	Canadian Nat. Carbon Co., West track			where Lell-Lales are
TORONTO TER- Station Track No. 1 Signal post and light Signal Posts Express shed No. 1 and 2 Signal Posts Spadina Ave. Spadina Ave. South M.L. Bathurst Street Bathurst Street Location Structure or Side of Overhead Subdivision Obstruction Track No. 1 Signal post and light South side South si	- G	_		McColl Frontenac Toronto Builders Supplies Ltd	A R	R B		North side	Concrete platform	Bell Telephone Co		BRANCH	read Clearances and that
TORONTO TER- Station or Yard Location Obstruction Track No. 1. Signal post and light. Suth side Synth side Syn	idea audea	Both a	Buildings	~ .		R 8						-	give warning of close ap-
TORONTO TER- MINALS RY. Toronto Union Track No. 1. Signal post and light. North side South side South side Express shed No. 1 and 2. Express shed No. 2. Express Track No. 2. Platform and canopy. North side		North			Don Esplanade	À	Bridge	•	Overhead bridge	South M.L.	Spadina Ave.		Employees are hereby
TORONTO TER- Station Toronto Union MINALS RY. Station Track No. 1 2 Canopy Signal Posts Signal Posts South side 3, 4, 5, 6, 7, 8, 9,10 Signal Posts Signal Posts Signal Posts South side No. 7 Freight house North side No. 7 Freight house North side	side	North		south of Mil	n, *	* *	a -		BE	: 69			Restricted Clearances
TORONTO TER- Toronto Union Structure of Side of MINALS RY. Station Track No. 1 Signal post and light. South side North si	side		Freight house.	No. 7	A A	A 8	• •	South side		00			General Rule "N"
Toronto Union Station Track No. 1	side			No. &	* *	* *	* *	South side North side	A A A				
or Yard Location Obstruction Track Overhead Subdivision or Yard Location Obstruction Track	ude			Levi's Co	Cherry Street	BALA	Building	. North side	Signal post and light.	Track No.		TORONTO TER- MINALS RY.	· .
Transland			Structu	Location	Terminal or Yard	Subdivision	Overhead	Side of Track	Structure or Obstruction	Location	Terminal or Yard	Subdivision	

									•			
	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
	OSHAWA	Don	Con. Gas. Co., West track	Building	Both sides		OAKVILLE	Bathurst Street	Bathurst St. O.H. Bridge	O.H. Bridge		Bridge
	R A	R & 1	it track	Building	East side	Содменога	•	•	sive eastward and westward			
Regarding		* * 1		Building.	Both sides	Building	•		Avenue bridge	O.H. Bridge		Bridge
General Rule "N"-		.	0 k)	Building	Both sides	Building			All Roundhouse tracks	Roundhouse	Both sides West side	Building
Restricted Clearances	•		# # B # (Platform canopies.	South side		R 1	A a	No. 2 Stores Track	Platform.	East side	
Employees are hereby	•	•	Frankel Bros South track	Iron posts	South side	Pipes	R 8 1	A R	John Ingus Co. I rack No. 1	latform	North side	Asn spout
'e warning of close ap-	•	•	11 11 11 11 11 11	Fence.	North side		nt sn I			Building and Doorway.	Both sides	Doorway
bead Clearances and that	R (Satton Horizon	United Drug Co	Building	East side		n n s	A 3 1		DoorwayBuilding and Doorway.	Both sides Both sides	Doorway
cted no other advice		Terminals	Nat. Iron Works, west track	Steel tank	West side	9 7 1) a .		No. 7 track No. 8 track	Buildings	Both sides Both sides	Building
ances will elsewhere or	N N (h • h • 1	east	Fence.	West side East side		, B 1		Bren Assembly Track	O.H. Bridge	South side	Bridge
They are hereby for-			to National Iron Works	Fence	West side		a 1		"Bren Assembly Track Spadina Ave. O.H. Bridge	O.H. Bridge		Bridge over
den to ride on top of	a 1	. :	Canadian Ice Machine Co	Plate girdery. Building	Both sides	Building	A	a	Central Heating Plant			all trac
where Restricted Over-	 . A A	a R	Hoyt Metal Co., South track. A. R. Clarke	Building on platform. Railing on platform	North side		ħ		(York St.)		Roth side	Ash Hopper
side of cars at any	a		Gair Co. Ltd.	Paris - Ist	AACST STIC						DOLL SIGGS	wires
points where Restricted	a		Gair Co. LtdSouth track	Build	South side		a a	• •	Ontario Wind Eng. & Pump Co. Paramount Pet. Co. Ltd.,	Brick building	South side	
warned that where		• • • • • • • • • • • • • • • • • • • •	Basin St., North track	Platforms	North side	-	•	•	Atlantic Ave	Timber cribbing	South side	
cated by "Restricted		A 8	Sun Oil Co. (Bouchette St.) B. C. Timber Ltd.—East track	Loading racks.	East side	Movable pipes	. n	•			South side	
estricted Side Clear-	*		Imperial Oil Co., Don Rdy. and				h h	• •		<u>: :</u>	East side	
e" signs no other ad-	•	•	McColl Frontenac Co., South	oadı	East side	Movable pipes	•		., W. side.	<u>:</u>	West side Both sides	
erwise be given, and		\	Can. Cement Co., Centre track	Balcony and pipe	Bet. tracks South side	Pipes			Side	::	Both sides Both sides	Bldg, and pipe Conveyors
not provided in yards terminals the location	• •	A	E. Fielding & Son	Perce	North side	Crane	• • •		West track	Buildings and canopy	West side	
the restricted clear-	-		Keating St. at Cherry	Building	North side	Crane & pipes			inada	Platform.	North side	
cial instructions.	•	R	Bouth track.	Loading racks and fence	South side	Crane (Pipe)	1 A 1	ı a 1	Toronto Carpet CoLiberty St. Spur	Building (Brick) Buildings and fence	West side North side	Chute
advised that the overhead		•		Unloading racks E. side. Building west side.	Both sides	Pipes	h 1	h •	H. Disston & Sons	Stone wall West side Brick bldg. E. side	Both sides	Crane
may be restricted on			Print American Cr	Platform east side	Both sides		1. 3 1. 1	• •	Edison Lamp Co., Liberty St	Brick building	South side	
in shops and car shops;			north track, Cherry St	Building	North side	Building		•	Mowat Ave. spur	Buildings and canopy Building	West side Both sides	Building
y are warned that ere restricted clear-		•	south track, Cherry St	*	South side	•	n n		Toronto Furniture Company	All tracks	Both sides	
es exist on such tracks	•		Can. Steamship Lines, Cherry St. and Keating St.		North side		*	•	Chase Tractor Co. Lefferson Av.	Wood poles west side	Both sides	
cated by tell-tales or			British American Oil Co.,		NI-mil -13	•	n n	A •	Yale Fuel Co., Hanna Ave	Canopy and Platform.	North side	j
will their location be	N N		S. track.	mon posts	South side	Togget	•	•	C.N.R. Wheel Shop, all tracks.	Building	All sides	Building
where or otherwise n; and they are for-	1	n 1	Shell Oil Co., Carlaw and Com-	Buildings	West side		h h	* *	Loblaw Groceterias	Building	Both sides Both sides	Building Building
en to ride on top or of cars or engine		•	missioner St., West track Dom. Tar & Chemical Co	Iron fence (top)	West side		* *		Brunswick Balke Collender Co	Brick building	West side	
on any engine	. ±		West track.	Columns and pipe	Both sides	Pipes	a a	a &	A. R. Williams.	Stair rail and stove pipe	North side	
hop track whether or not	A R	A A	East track.	R	East side		: R		Anderson Realty	Building and gates	Both sides	Gate
the overhead and/or side clearance is restricted.	ı		way and Commissioner St.,				B R	Swansea "	유국	Building	East side	
il employees concern-	h A		ac F	Unloading rack	North side				No. 1.	Ret. walls and pole	North side South side	
ingly.	R 1	a , •		Canopy	West side		a a	* *	* * No. 22		South side	D.
		a A		Overhead pipes	Total and	Pipes	h =	*	Toronto Brick Co	Building	North side	r ibe
		1	South Track	Platform	North side		• •		O.H. Bridge, mileage 5.70— Track 4.		South side	
	a	•	:	Doorway and Crana	South side	Daniel and	.	• •	Way Sarles Sarian Carack 8	Columna	North side	
	a	•		3		Crane	a 1	Central Harbour	Canadian Rail and Harbour		West side	
			Toronto Iron Works			,			Terminals, West track	Materials on platform Building	West side East side	
		Weaver Coal		y Coal Co. Elias Roger	y to the rail co.	8		•	Canada Steamship Lines Pier, No. 6	Building and crans	West side	
		•	Canada Steamship Co.	1			•	•	Canada Steamship Lines Pier,	Building	Roth side	Building

General Rule "N"— Restricted Clearances Employees are hereby advised that "Tell-Tales" are erected no other advice of such restricted Overhead Clearances and that where "Fell-Tales" are erected no other advice of such restricted on top of cars at any other points where Restricted Overhead Clearances exist, or on side of cars at any other points where Restricted overhead Clearances exist, or on side of cars at any points where Restricted overhead clearances exist; they are warned that where are marked or indicated by "Restricted Side Clearances exist; they are not provided in yards and that when or if these signs are not provided in yards and terminals the location of the restricted clearances 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 and tell-tales or tracks at engine houses, main shops and car shops; they will not be marked or tracks at engine houses, main shops and car shops; they are warned that where restricted clearances are or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine shop track whether or not the overhead and/or side clearance is restricted. All employees concerned will be governed accordingly.	
BRAMPTON	Subdivision
Central Harbour Terminals Terminals Mimico King Edward King Edward	LOCATION Terminal or Yard
Canada Steamship Lines Pier. No. 8 west shed. Toronto Elevators Ltd., all tracks North West Transport Co., Ltd Toronto Shipbuilding Co., No. 1 South track Canada Malting Co., E. track. Canada Malting Co., E. track. Harbour Brick Co., East track Tree Line Navigation Co. Royal Canadian Air Force Victory Mills Limited. Mimico Planing Mills Millis Limited. Machael Co., East track. Millis Limited. Milli	OF RESTRICTED Location
Building. Building. Building. Building. Building. Building. Building and chutes. Building and fence. I cooker and fence. I	Structure or Obstruction
West sides West side Both sides West side West side North sides West side North sides West side South side South side South side South side West side East side West side West side West side West side West side East side North side North side South side South side South side Both sides	Side of Track
Building	T MARKED Overhead
BRAMPTON	OR INDICATED Subdivision
Toronto Bathurst St. Parkdale West Toronto West Toronto	O BY "TELL-TALES" Terminal or Yard
Public Cold Storage S. track. Service track, S. of J. B. Smith. Massey-Harris Co., Sudburyst. Service track, S. of J. B. Smith. Massey-Harris Co., Sudburyst. Lead to Beaver Fuel Company R. Bury & Co., North track. Lead to Beaver Fuel Company Dominion Glass Company Lidd. Commercial Finance Corp. Ltd. Conger Coal Co., West track. Service track at rear of station. Freight House track at rear of station. Freight House track. Subway service track. Lead. No. 6 No. 7 No. 8 No. 8 No. 9 No. 1 Ontario Stock Yds. Manuretr'k. Lead. Canada Packers, Ltd. No. 1 West No. 8 No. 9 No. 10 Ontario Fertilizers Ltd. Gunns Limited, No. 1 Ontario Fertilizers Ltd. Gunns Limited, No. 1 Ontario Fertilizers Ltd. Gunns Limited, No. 6 No. 7 Swift Canadian Co. No. 6 No. 7 No. 8 No. 9 No. 6 No. 7 Swift Canadian Co. No. 1 Ontario Fertilizers Ltd. Gunns Limited, No. 1 No. 6 No. 7 No. 6 No. 7 No. 6 No. 7 No. 6 No. 7 No. 8 No. 7 No. 6 No. 7 No. 8 No. 6 No. 7 No. 6	OR RESTRICTE
Posts for crane. Posts for building. Board fence. Gate post and wall Fence. Brick building. Wood building. Building. Coal sheds and fence. Building. O.H. wires. Freight house. O.H. Bridge Plate girders. Building.	Structure or Obstruction
South sides South sides South sides South sides North sides West side Both sides Both sides Both sides East side Overhead East side Both sides West side Both sides West side Both sides	Side of Track
Building Electric wires Wires, pipes and canopy Building Wires & cables Bidg. & wires Wires, power Bidg. & Conv. Bidg. & Wires Building	Overhead
	<u> </u>

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

they will not be marked or indicated by tell tales or restricted clearance signs	ances exist on such tracks	where restricted clear-	they are warned that	main shops and car shops;	tracks at engine houses,	or may be restricted on	and/or side clearances are	advised that the overnead	iney are also nereby		special instructions.	ances will be shown in	of the restricted clear-	and terminals the location	are not provided in yards	that when of it these organ	other wase of given, and	Aire will be cisewine and	wice will be elsewhere or	ance" signs no other ad-	"Restricted Side Clear-	Overhead Clearance or	cared by Nestricted	¢	there are marked or indi-	are warned that where	Side Clearances exist; they	vhere R	on side of cars at any	head Clearances exist, or	where Restricted Over-		to ride on	are nerel	ř. (vise b	ances will elsewhere or		erected no other advice		head Clearances and that	proach to Restricted Over-	give warning of close ap-	advised that "Tell-Tales"	Employees are hereby		Destricted Clearances	Doctrintod Cloamanas	General Rule "N"-	Hegarding			-	
						*				•	•		* · · · · · · · · · · · · · · · · · · ·	• • • •	2			*		•		•	•	•					•	•	2	•	•	•.		*		•	*	•	•	-	2				•	NEWMARKET			Subdivision			
					*			R	. • • • • • • • • • • • • • • • • • • •			•	•					•		•			•	•				1	•	•	r.	•				•	•		•	•	7 GA # 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4		-	r		Parkdale			or Yard	Terminal		
•				I. I. Case	Canadian Bay Company	" " E side.	Canada Packers Ltd., W. side	Seiberling Rubber Co	T. H. Hancock Lumber Co	Law Construction Co	Majorey Electric Co	Мании Со	Al-	Rouden Machine Co	Hersey Oil Co	Kraft Cheese I td	င္ပ	Builders Flooring & Mill Work	Dora Ave	Industrial Lead, Dundas St. to	N. Uzek.	J. D. DILLIA LDI. CO. D. LIGUE.	I B Smith The Co S track	Standard Chemical Co	McVicar Coal Company	Brock Ave. Subway	Service track—Lansdowne and	ная Kogers Company	Continental Can Co	West End Coal Co	Take Strictor Ice Company	Tabe Simone Ice Company	Rast track	Conver Coal Co. West track		Lansdowne and Brock Ave.	Service Track * *	Westward M.L. " "	Eastward M.L. Oueen St. Sub.	Harris Lithographing Co	. Lead.	Co.	Cochrane-Dunlop Hardware	Christie, Brown & Co. Ltd	National Cash Register Co	_	<u>:</u>	_			Location		-	
			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Gate post		Railing on platform	Building	•	Building.	Steel columns	bunding	Dunung	Duitain	Building	Building	Buildings	Buildings	(Buildings		Lumber	Cate post	Cate poet			Through plate girder		Girder Bridge	Building	building	Dunding	Building	Coal sheds	Coal Flev and Hide	Through plate girders		-	plate	•	Building and fence	Building	Building			O.H. Bridge	Building	Building and canopy	Fence			Obstruction	Structure or		
	-			Both sides	West	Fast side	West side	East side	Both sides	Hast side	Dotn sides	NOITH MOR	North eluca	Dort sides	Roth side	Roth sides	Both sides		East side		West side	Edat aide		West aid	East side	Both sides		Both aides	Hast side	South side	AACRE SIGE	ANCOL OLUC	West	Roth sides	Roth sides		Both sides	Both sides	Both aide	West side	West side	Both sides		Both side		Both Sides	East side	West side		-	Track		-1	
				Comment					Building	· ·	Sanoing		Conn. and hibe		Duilding	D. Harris			Crane						1.00 m 1.			-									F 1 - 3					Building			Bridge	Building				7	Overhead			
-			•	•	•			•		ı (•	-		•	•		3	: 1	•	•	•		•	•			,	•					•		•			k	-		•			ħ	NEWMARKET			Subdivision			
			•	•	•		•	•	•			•		•			•	Belt Line		•	1 1	•	•	•		•	_		1	-	•	, 41	St Clair Ave			•		•						•			•	Parkdale			or Yard	Terminal		
			_	Mount Pleasant O.H. Bridge.				Fairbank Lumber Co.,	Imperial Oil Co. Ltd	Ellas Kogers Co.	Dominion Coar of Wood Co	The planton, payment	Harma platform Danierille	Federal Company	Milner Coal Company	Vomor St	Canada Building Materials.	Eglinton Ave. O.H. bridge	_	_	Modern roof Morks	Nogerature Control Williams	Romann Cool Co	_	Can. General Electric Co	_	=	-	•	W. LINCK.	riyaro Electric Commission,	Huden Floring Commission	Atlantic & Pacific Co., N. track	Ault & Wihore Rove Ave		track	a a gerylce	track	Lanadowne Ave. Subway main	Dominion Coal & Wood Co	Beaver Coal Co	(Ferguson Coal Co.)	(Federal Coal Co.)	Melbourne Ltd.	* * * Middle	* * E. track	Stand. Sanitary Co., W. track	Willard Storage Battery Co			Location			
				ent					_	8	Teu.	THE TOTAL PROPERTY.	To the second se		_	_		n benta	<u>:</u>		Platform	:			Gate posts			Bhed		_		m canopy		Building		Plate pirder		Plate girder		2		:	1		A	y of platform	Fence				Obstruction	Stranctura or	-	
			South side	North side	Both sides	Both sides	South side		North side	South side	TACTUM MUC	No. ch side	No.	North aids	North side	South side		Both sides 1			South Broc	West side	West	South side	Both sides	East side	West side	East side	_	West and	117		North side	West side		Both sides		Both sides		East side	East side	West side	East side		East side	West side		_	_	-	Track	Side		
				•			15- 25-	表記の 1966年第二年 1	1 1 2 2								-	Bridge	crane							-			Bunding										-									2 pipe loaders			Overhead			

INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS OVER SPRING SWITCHES

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

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

All employees concerned will be governed ac-

clearance is restricted.

cordingly.

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.

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

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

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 Despatcher 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.

:	DR. K. E. DOWDChief Medical OfficerMontreal, Que. DR. A. J. GILCHRISTRegional Medical OfficerToronto, Ont.
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Canadian National Express Building, No. 1 Simcoe Street, Toronto, Ont., WAverley 7811, local 339. (Hours 9.00 a.m. to 5.00 p.m. Monday Friday; 9.00 a.m. to 12.30 p.m. Saturday.) ., Telephone

MEDICAL OFFICERS

....City of Toronto and Don; 331 Bay Street (ELgin 1919) Res.: 86 Wells Hill Ave. (LLoydbrook 1856).

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

Dr. H. A. Brown .Danforth and Don, 307 Main Street (GRover 1400). .North of St. Clair Ave.;
East of Avenue Road and Leaside,
711 Millwood Road (HYland 3090). Parkdale to Concord, 151 Marion Street (LAkeside 2902).

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

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

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.

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.

Ouestion: 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 secure with bandage. clean, dry dressing and

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.

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.

Answer: Splints and Bandages. Question: What apparatus is required for the treatment of fractures?

Question: What special feature is required in splints?

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

Answer: If face is pale—keep head low and turned to one side. If face is flush raise head slightly, turn to one side. In both conditions, loosen, clothing, procure 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 dressi and secure with bandage. Keep patient warm and procure medical assistance as so Question: What should be done for an unconscious person? Note: Procure services of doctor as soon as possible. Question: How shou Answer: Firmly but not so tight as to constrict circulation. ıld bandages be applied? If face is flushed,

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dressing as soon

MANIFEST TRAINS

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

MIMICO STATION TOR. TERMES !!!!!!!!!!! HAMILTON 11991 11111 SCARBORO JCT. TO DANFORTH DANFORTH TO DON RIVER OAKVILLE SUBDIVISION | OAKVILLE MINICO OSHAWA J. B. CURRAH, LOOK WEST LOOK LOOK 1111 19911 trongment. Superintendent, A. MAHON, DIAGRAM SUBDIVISION WEST IN CABLE Assistant Superintendent, TORONTO TORONTO MIMICO WEST END TO PORT CREDIT HAMILTON LITTE LITTLE OSHAWA SHOWING TITLE TOTAL BETWIELE LOOK WEST 7007 SUBDIVISION SUBDIVISION WEST J. C. PULFORD, LOCATION OF DESPATCHER'S FACE DIRECTION NAMED AND COUNT CROSS ARMS Passenger Trainmaster TORONTO DESPATCHER'S V. E. MORTON, C. R. PATTERSON, Master Mechanic, PARKDALE CABLE POLE TO WEST TORONTO STN. DON YARD TO WINCHESTER STITO TODMORDEN TO BR AMPTON, SUBDIVISION BRAMPTON SUBDIVISION NEWMARKET SU BALA LOCATED IN CABLE THROUGH THIS SECTION TRAIN PHONE WIRES ARE ALLANDALE DESPATCHER'S TORONTO TERMINALS AND TORONTO Road Foreman of Engines, TORONTO TITITI TITLE STRATFORD **LOOK** PANTER DELITION OF THE PROPERTY OF THE PARTER OF THE PARTE TORONTO SUBDIVISION WALLACE AVENUE PHONE WIRES ALLANDALE POLICE TOR TERMES NEWMARKET SUBDIVISION WEST TERMINALS E WEST TORONTO STATION TO E MALTON M.P. 14-4 TOR. TERMIS PRILLIE LILLE J. HARRISON, BALA PHONE WIRES MARKED Chief Traffic Supervisor, W. DEWAR, LOOK WEST LILLI LILLOS STRATFORD Transporter LOOK NORTH Night Chief Traffic Supervisor TORONTO SUBDIVISION DIVISION THUS TORONTO : : :: :: :: l ALLANDALE OF LILLI LILLI

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SPEED SCHEDULE