

**SAFETY FIRST**

**CANADIAN NATIONAL RAILWAYS**

**CENTRAL REGION**

**SOUTHWESTERN-ONTARIO DISTRICT  
TORONTO TERMINALS**

**TIME 14 TABLE**

**Taking Effect at 12.01 A.M., Sunday, Sept. 27th, 1925**

**GOVERNED BY EASTERN STANDARD TIME**

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

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

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

**DESTROY ALL FORMER TIME TABLES**

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

**A. E. WARREN,**  
GENERAL MANAGER,  
TORONTO

**C. R. MOORE,**  
GENERAL SUPERINTENDENT TRANSPORTATION,  
TORONTO

**R. H. FISH,**  
GENERAL SUPERINTENDENT,  
TORONTO

**W. S. WILSON,**  
SUPERINTENDENT TRANSPORTATION,  
TORONTO

# TORONTO TERMINALS

DANFORTH AND UNION STATION

## WESTBOUND TRAINS

### FIRST CLASS

Effective September 27th, 1925		Telephone and Office																					
STATIONS				19	21	7	4	17	91	31	316	393	29	98	211	27	885	15	34	5	109	95	9
Miles from Toronto				Belleville Div.	Belleville Div.	Belleville Div.	Capreol Div.	Belleville Div.	Belleville Div.	Ottawa Div.	Capreol Div.	Belleville Div.	Belleville Div.	Belleville Div.	Ottawa Div.	Belleville Div.	Belleville Div.	Belleville Div.	Capreol Div.	Belleville Div.	Belleville Div.	Belleville Div.	Belleville Div.
5.44	DANFORTH	D	N	Daily 8.5.38AM	Daily 8.6.18AM	Daily 8.6.33AM	Daily	Daily 7.10AM	Ex. Sunday 8.9.40AM	Mo. We. Fri. .....	Ex. Sunday .....	Ex. Sunday 8.11.10AM	Ex. Sunday 8.11.28AM	Ex. Sunday 8.11.50AM	.....	Ex. Sun. 8.3.23PM	Ex. Sunday 8.4.42PM	Ex. Sunday 8.5.19PM	.....	Ex. Sunday 8.8.09PM	Sun. only 8.8.18PM	Ex. Sunday 8.8.55PM	Ex. Sunday 8.9.45PM
2.39	FAIRBANK	D	N	5.47	6.27	8.6.42	.....	7.17	8.9.48	.....	.....	8.11.20	8.11.36	8.11.59	.....	8.3.32	8.4.52	5.27	.....	8.17	8.8.27	8.9.04	8.9.54
5.60	STODOLSKY	D	N	.....	.....	.....	6.59AM	.....	.....	10.15AM	11.07AM	.....	.....	.....	12.07PM	.....	.....	.....	6.22PM	.....	.....	.....	.....
1.80	ROSEMOUNT			.....	.....	.....	7.02	.....	.....	10.19	11.10	.....	.....	.....	12.10	.....	.....	.....	6.25	.....	.....	.....	.....
2.74	GERRARD STREET SWITCHE			.....	.....	.....	7.04	.....	.....	10.22	11.13	.....	.....	.....	12.13	.....	.....	.....	6.28	.....	.....	.....	.....
2.15	QUEEN STREET C.P.R. DEPOT			.....	.....	.....	7.07	.....	.....	10.26	11.17	.....	.....	.....	12.20	.....	.....	.....	6.32	.....	.....	.....	.....
1.70	DON	D	N	5.49	6.29	6.44	7.09	7.19	9.51	10.28	11.19	11.24	11.39	12.02PM	12.32	3.34	5.00	5.29	6.34	8.19	8.29	9.07	9.58
1.14	C.P.R. CROSSING	D	N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0	TORONTO UNION STATION	D	N	6.00AM Daily	6.40AM Daily	6.55AM Daily	7.20AM Daily	7.30AM Daily	10.02AM Ex. Sun.	10.40AM Mo. We. Fri.	11.30AM Ex. Sunday	11.35AM Ex. Sunday	11.50AM Ex. Sunday	12.15PM Ex. Sunday	12.35PM Tue. Thru. Sat.	3.45PM Ex. Sun.	5.15PM Ex. Sunday	5.40PM Daily	6.45PM Tue. Thru. Sat.	8.30PM Ex. Sunday	8.40PM Sun. only	9.20PM Ex. Sunday	10.10PM Ex. Sunday

## UNION STATION AND CANPA, UNION STATION AND WEST TORONTO AND UNION STATION AND FAIRBANK

### WESTBOUND TRAINS

#### FIRST CLASS

Effective September 27th, 1925		Telephone and Office		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		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Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		Stratford Div.		London Div.		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## EASTBOUND TRAINS

### FIRST CLASS

Time Table No. 14 Effective September 27th, 1925		Telephone and Office		606	10	46	712	76	782	608	14	26	106	782	28	184	94	42	762	80	30	78	772	6
8.30	FAIRBANK	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	DAVENPORT	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	WEST TORONTO	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	CANPA	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	MILTON YARD OFFICE	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	MILTON (Passenger Sta)	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	SUNNYVALE	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	EXHIBITION GROUNDS	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	CABRIE	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	BATHURST ST	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37
8.30	TORONTO UNION STATION	D	N	6.06	7.10	7.15	7.25	7.56	8.00	8.10	8.16	8.30	8.31	9.21	9.52	11.02	11.09	11.18	11.21	11.35	12.40	12.47	1.06	1.37

TRAINS MOVING BETWEEN FAIRBANK AND PARKDALE WILL BE GOVERNED BY TIME-TABLE AND RULES OF THE TORONTO TERMINALS, BUT THROUGH TRAINS NOT PROVIDED FOR IN THE TIME-TABLE MUST BE ARRANGED THROUGH TRAIN DISPATCHER AT ALLANDALE STATION. WHEN PASSENGER TRAINS MEET AT ROSEDALE WESTBOUND TRAIN WILL HEAD IN ON SIDING IN FRONT OF OLD STATION, UNLESS OTHERWISE INSTRUCTED.

It will not be necessary for No. 76 (London Div.) to obtain terminal clearance card at Union Station, Toronto. It will obtain same at Milton.

There will be no operator on duty at Toronto Union Station between 12.00 midnight and 6.00 a.m.

No. 11 will stop at Milton Yard Office to let off employees.

No. 88 will stop at Milton on Saturdays.

[illegible]

Time Table No. 14		Telegraph and Telephone Offices		Miles from Toronto	
Effective September 27th, 1925					
STATIONS		189		79	
0.88	TORONTO UNION STAL	D	N	W C	
0.88	BATHURST ST.				
0.45	CABIN B.				
1.33	EXHIBITION GROUNDS				
2.42	SUNNYSIDE				
3.34	MIMICO (Passenger Station)	D	N	W C	
6.60	MIMICO YARD OFFICE	D	N	W C	
7.19	CANPA.	D	N		
8.30	PARKDALE	D	N		
2.28	WEST TORONTO	D	N		
4.85	DAVENPORT	D	N		
1.60	FAIRBANK	D	N		
6.30					
189	189	79	609	103	15
189	79	609	103	15	87
189	79	609	103	15	89
189	79	609	103	15	39
189	79	609	103	15	783
189	79	609	103	15	821
189	79	609	103	15	47
189	79	609	103	15	619
189	79	609	103	15	781
189	79	609	103	15	9

Time Table No. 14		Telegraph and Telephone Office		FIRST CLASS																	
STATIONS				118	84	792	92	610	12	36	44	18	24	812	842	20	38	832	108	16	620
				London Div.	Stratford Div.	Can. Pac.	London Div.	Stratford Div.	London Div.	Stratford Div.	Albion Div.	London Div.	Stratford Div.	Can. Pac.	Can. Pac.	London Div.	Stratford Div.	Can. Pac.	London Div.	London Div.	London Div.
6.30	FAIRBANK	D		Sun. only	Ex. Sunday																
4.60	DAVENPORT	D			84.33PM			8 6.40PM		87.13PM	87.43		8 8.03PM				89.18PM				
4.85	WEST TORONTO	D	N					8 6.48		87.20	87.43		8 8.15			9.15PM	89.27	9.18PM	9.53PM	10.08PM	10.55PM
2.28	BARRETT	D	N		84.43																
8.30	CANADA	D	N	4.00PM		5.11PM	6.05PM		6.43PM			7.53PM		8.06PM	9.06PM						
7.19	MIMICO YARD OFFICE	D	N																		
6.60	MIMICO (Passenger Station)	D	N																		
3.34	SUNNYVALE			84.08		8 5.20	8 6.14		8 6.57			8 8.02		8 8.15	8 9.15	8 9.24	8 9.28	8 9.28	8 10.02	8 10.16	8 11.03
2.42	EXHIBITION GROUNDS																				
1.33	CABIN																				
0.88	BATHURST STREET			4.16	4.50	5.29	6.22	6.55	7.05	7.25	7.52	8.10	8.22	8.24	9.24	9.32	9.34	9.37	10.10	10.24	11.12
0.00	TORONTO UNION STATION	A	D	4.20PM	4.55PM	5.33PM	6.25PM	7.00PM	7.10PM	7.30PM	7.55PM	8.15PM	8.25PM	8.27PM	9.27PM	9.37PM	9.38PM	9.40PM	10.15PM	10.30PM	11.15PM
				Sun. only.	Ex. Sunday	Daily	Daily	Ex. Sat. Sun.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday only	Daily	Ex. Sunday	Daily	Ex. Sunday	Daily	Daily	Daily	Ex. Sunday
				118	84	792	92	610	12	36	44	18	24	812	842	20	38	832	108	16	620





## INSTRUCTIONS GOVERNING TRAIN MOVEMENTS THROUGH TORONTO TERMINALS

### GENERAL SPEED RESTRICTIONS

Through Crossovers, or End of Double Track.....	Miles per hour
Engines without engine or pony truck, also Super Santa Fe Engines.....	15
" " " " " " on turnouts, switches, etc.....	8
Engines running tender first (except specially constructed suburban type engines).	20
Over highway crossings protected by Electric bells when operating against current of traffic (Bells do not signal the approach of trains running against the current of traffic).....	10
Trains handling dead engines.....	25
Trains operating snow plows on double track when meeting or passing other trains	15
Trains handling steam wrecking cranes.....	30
Trains handling steam shovels.....	20

The figures in this Time Table are not to excuse or authorize the non-observance of Statutory or other By-laws, as to speed at special places.

**Conductors and Engineers, especially those in passenger service, are cautioned not to run their trains at an excessive rate of speed, particularly on descending grades, around sharp curves, or through junction stations and large yards; safety to passengers and property is of the greatest consideration.**

**No passenger train must exceed schedule speed at any point in Toronto Terminals, and must also observe other speed restrict ons at specified points.**

### SPECIAL SPEED RESTRICTIONS

Entering Union Station (approach Union Station with caution).....	Miles per hour
Over Spadina Avenue (first public crossing East of Bathurst Street).....	4
Sunnyside—On tracks 1 and 2 at passenger platform.....	6
Cabin "A" and Bathurst St.—Passing through Junction switches.....	6
Union Station and Cherry St.—(First Street West of Don).....	6
Over Bay and Yonge Sts.—Between 7.00 a.m. and midnight May 1st to Oct. 15th of each year (Order B.R.C. 5656).....	4
Riverdale— Within 400 feet of, or passing over Street Railway Crossing at Queen St. (First Street West of station).....	6
Over Pape Avenue (Second Crossing East of station).....	10
Parkdale— Over King St. Subway (just East of station), and Queen St. Subway (just West of station), 34% to 65% engines.....	15
91% engines.....	6
Davenport—Within 400 feet of, or passing over Street Railway Crossing at Davenport Road (First Street South of station).....	15
Fairbank and Davenport—Freight Trains.....	15
Davenport and Bathurst St.—Freight Trains.....	10
Don and Rosedale.....	20
Rosedale and Todmorden—Freight Trains.....	10

#### 1. DESIGNATION AND USE OF MAIN TRACKS.

**Single Track:**  
Between Parkdale and Fairbank.  
" " " " " " Don and Todmorden.

**Double Track:**  
Between St. Clair Ave., West Toronto and Bathurst St.  
" " " " " " Danforth and Toronto Union Station.  
" " " " " " Bathurst Street and Cabin "E".  
" " " " " " Church Street at Mimico and Canpa.

**Four Tracks:**  
Between Toronto Union Station and Bathurst Street.

Tracks are numbered from the south:—

No. 4, No. 3, No. 2, No. 1.

Tracks will be used as follows:—

No. 4, Eastbound Freight. No. 2, Eastbound Passenger.

No. 3, Westbound Freight. No. 1, Westbound Passenger.

Between Cabin "E" and Mimico Tracks are numbered from the south:—

No. 4, No. 2, No. 1, No. 3.

Tracks will be used as follows:—

No. 4, Eastbound Freight. No. 1, Westbound Passenger.

No. 2, Eastbound Passenger.

The normal position of switch, No. 4 track Cabin "E", will be for track leading to Bathurst Street yard. The normal position of switch for No. 3 track will be for No. 1 track. Switchtenders day and night on duty at Cabin "E" and Mimico (Passenger Station).

Tracks of the Brampton and Oakville Subdivisions also Canadian Pacific Ry. tracks connect with Union Station tracks at Bathurst Street.

The single track between Parkdale and Fairbank will be operated under rules governing single track, under supervision of Train Dispatcher at Allandale.

The single track between Todmorden and Don will be operated under rules governing single track, under supervision of Traffic Supervisor at Toronto.

The double track between Danforth and Toronto Union Station, the four tracks between Toronto Union Station and Bathurst, the double track between Bathurst Street and West Toronto, Bathurst Street Jct. and Cabin "E", the four tracks between Cabin "E" and Mimico, and the double track between Mimico and Canpa will be operated under the rules governing movement of trains by fixed signals, supervised by the Traffic Supervisor at Toronto. Signals are located as follows:—Towers at Berkeley Street, Cabin "B" at foot of Simcoe Street, Cabin "C" at the foot of Spadina Ave., Cabin "D" just west of Bathurst Street, and Train Order Signals at Danforth, Don, Parkdale, West Toronto, Mimico and Canpa.

When train order signal at West Toronto, Parkdale, Danforth, Don, Mimico, Canpa, and signals in connection with the various interlocking plants in Toronto terminals are in clear position engines with or without cars may move without train orders between the East switch at Danforth and Canpa, also between Bathurst St. and West Toronto.

#### 2. AUTOMATIC BLOCK SIGNALS CANPA AND CABIN "E"

These signals give their indications by day as well as by night, by colored lights which show only on the approach of a train. In every case the signals are located immediately adjacent to and at the right hand side of the track on which they govern movements. Red light indicates STOP and proceed with caution to the next signal, expecting to find the track occupied, an open switch, a broken rail or a car fouling the main track. Yellow light indicates Proceed with Caution to the next signal, expecting to find that signal indicating "STOP".

Green light indicates "PROCEED". Trainmen and others whose duties require them to handle switches, will, before using switch PRESS button located below Switch Indicator box, if block is clear, red disc will disappear, otherwise will remain in stop position.

All trains will be governed by Automatic Block Signal Rules commencing on page 109, Book of Operating Rules.

The first Westbound signals Nos. 21F and 21P are located on the Dufferin Street overhead Bridge at the Exhibition Grounds, the last Westbound signal on track No. 3 is located just East of Mimico, and blocks to Church Street Subway—this signal only operates in two positions, namely Red for STOP and Yellow for CAUTION. The last Westbound signal No. 77P on track No. 1 is located about one-half mile East of the home

signal at Canpa and blocks to, and acts as a distant signal for that home signal. The first Eastbound signal on No. 2 track, No. 76P, is located just opposite Signal No. 77P, the first Eastbound signal No. 56P on No. 4 track is located about half a mile East of Mimico Station. The last Eastbound signals on both Nos. 2 and 4 tracks, are located on the second overhead bridge (Dowling Avenue) East of Sunnyside, and these signals block to a point just West of the crossovers near Cabin "E", and operate in two positions, namely, Red for STOP and Yellow for CAUTION.

#### CANPA INTERLOCKING PLANT

Eastbound trains on No. 2 and No. 4 tracks will be governed by the home signals on the Bracket mast located on the south side of No. 4 track 300 feet west of Canpa tower. Eastbound movements on No. 2 track will be governed by the signals on the north doll post. Top arm is a 3 position semi-automatic signal and governs movement towards Mimico and blocks to, and acts as distant signal to automatic signal 76 P. Middle arm governs movement C.P.R. track to Islington and blocks to the end of double track. Eastbound movements on No. 4 track will be governed by the signals on the south doll post. Top arm is a two position semi-automatic signal and governs movements towards Mimico and blocks to the street crossing east of Canpa tower. Middle arm governs movement to C.P.R. track to Islington and blocks to the end of double track.

Westbound trains from Mimico will be governed by 3 arm home signal 100 feet east of Canpa tower. Top arm is a 3 position semi-automatic signal and blocks to, and acts as distant signal to automatic signal No. 89. Middle arm is fixed in stop position

Westbound trains from C.P.R. will be governed by 2 arm home signal 640 feet from Canpa tower. Top arm is a 3 position semi-automatic signal and blocks to, and acts as distant signal to automatic signal No. 89. Bottom arms of all the above signals are "calling on arms" and govern movements at slow speed to any route which may or may not be occupied.

Trains moving against current of traffic on main tracks will be governed by dwarf signals standing to right of track governed in the direction of train movement.

#### Eastbound

3. The operator at West Toronto will not permit an engine with or without cars to leave his station until the preceding train has passed Parkdale and the operator at Parkdale will not allow an engine with or without cars to leave his station until the preceding train has passed Cabin "D".

Owing to heavy grade also slow speed required by rule and law it will not be necessary to block Eastbound trains, except passenger trains, between Don and Danforth except in foggy or stormy weather.

#### Westbound

4. The Operator at Danforth will not allow any westbound train to leave his station until the preceding train has passed Don Telegraph Office, and the operator at Don Telegraph Office will not permit any westbound freight train to pass his office unless it is definitely known that the train may reach the Union Station without delaying westbound passenger trains.

There are no distant signals in connection with interlocking plants at Berkeley St. also with Cabins "A", "C", and "E",—there is a distant signal located at west end of paint shop and operated in connection with Cabin "D".

5. SUPERIOR CLASS trains will take precedence of trains of INFERIOR CLASS. No INFERIOR CLASS train must be started from any station, siding or junction, within ten minutes of a SUPERIOR CLASS train being due to leave. If, however, a SUPERIOR CLASS train which is due to leave is late, an INFERIOR CLASS train may be dispatched ahead, provided there be sufficient margin of time for its reaching the next station and get clear, according to rule of the SUPERIOR CLASS train.

6. Signalmen and switchtenders will be held personally responsible for seeing that all the Main Line Tracks are kept clear for all Trains on their Time Table, including fast through freight trains.

7. Conductors of all Allandale Division trains must stop and register at Parkdale, and Conductors of all Stratford Division trains must stop and register at West Toronto.

8. Berkeley Street Diamond Crossing.—There are three tracks of the Canadian National crossed by one track of the Canadian Pacific, and there is a signal governing each track both East and West.

For trains going East the signals are at Berkeley Street, four in a row, the Northernly one for the switching track, the next for the West Main Line, the third for the East Main Line, and the fourth for the C.P.R. The second is only for use in case of a train switching on the West Main Line and having to cross the Diamond from the West. For trains going West the signals for Canadian National trains are at Parliament Street, three in a row, the Northernly one for the switching track, the second for the West Main Line, and the Southernly one for the East Main Line. The C.P.R. signal is East of Mill Street. The Southernly signal is only for use in case of a train switching on the East Main Line and having to cross the Diamond from the East.

9. There is a Standard order board at Don Yard Office which must be observed by all trains going in either direction and must not be passed if set at Danger.

# INSTRUCTIONS GOVERNING TRAIN MOVEMENTS THROUGH TORONTO TERMINALS—Continued

## Rules for the Operating of the Interlocking Signals

10. **Signal Arms.**—All signal arms controlling freight trains only are designated by a ring. The backs of signal arms do not in any way control the movements of trains.
11. **Starting Signals.**—Starting signals are placed at the end of each platform at both ends of the Union Station, for the guidance of all passenger trains leaving. When at danger the signals must not be passed, and engines must be kept well back clear of the signal posts. When lowered, they will indicate that the switches are set for the track for that particular train to proceed. Each starting signal is furnished with a switching disc, placed at the side of the post about 10 feet from the ground. This disc is to be used for switching purposes only, and must not be taken as a starting signal for a train. All switching engines must wait for the disc to be given them before moving.
12. **Positions of Signals.**—All signals will have one of two positions: First. A red arm extended horizontally by day and a red light by night will indicate danger. Second. A red arm extended at an angle of 60 degrees from the horizontal line by day or a white light by night will indicate safety or "go ahead."
13. **Stopping on Switches.**—Enginemen must not under any circumstances stop foul of, or use sand on, the switches or detector bars.
14. **Cabin "D"** contains the levers working the switches and signals in connection with the junction of the Brampton and Oakville Subdivisions and Canadian Pacific Railway at the west end, and the freight and passenger main lines at the east end.
15. **Eastbound Canadian Pacific Trains.**—The home signal is placed south of the C.P.R. track just west of the junction switch. The distant signal overhangs the C.P.R. track, and is just east of Strachan Ave.
16. **Eastbound Canadian National Trains.**—The home signal for the protection of the C.P.R. junction against Canadian National Eastbound Main Line trains is placed between the Canadian National and C.P.R. tracks just west of the junction switch. The distant signal overhangs the Canadian National Eastbound Main Track, and is just east of Strachan Ave.
17. **Ground Discs** at Bathurst Street are for switching purposes and the government of trains entering or leaving Yard.
18. **Eastbound Trains from 16th District.**—The home signal for the protection of the Diamond at Bathurst Street is placed just west of Cabin "D" north of the westbound main line.
19. A distant semaphore located at West End of Canadian National paint shop or 840 feet west of Spadina Avenue, north of main tracks and operated from Cabin "D" governs the movement of trains using westbound passenger tracks. Westbound home signals for passenger trains is located north of westbound main line and east of Bathurst Street Bridge.
20. C.P.R. Trains Westbound will be governed by lower arm of two armed Bracket Signals West of Cabin "D," standing South of Eastbound Track. The upper arm of this signal will govern Canadian National Trains. This signal operates in three positions, viz: horizontal or 45 degrees above horizontal or 90 degrees above horizontal.
21. Switch leading from eastbound passenger track to eastbound freight track, Bathurst Street junction, is located directly below west side of Bathurst Street Bridge. Main line switches at Bathurst Street are operated by switch tenders on ground. Trains must approach and pass through junction switches prepared to act on signal given by switch tender on duty.
22. Cabin "C" contains the levers working the switches and signals in connection with the C.P.R. junction and diamond at that point.
23. **Eastbound Freight Trains.**—The home signal which controls all traffic on the East freight main line is located on south side of south service track just west of Spadina Avenue. The ground disc for each of the three junction switches will indicate how they are set.
24. **Westbound Freight Trains.**—The home signal is just east of the C.P.R. diamond between the East freight main line and the C.P.R. track.
25. **Service Track.**—Derailed have been inserted in the C.P.R. leads with ground discs attached. When at danger, anything passing will be derailed. A disc on south side of home semaphore protects westbound trains on service track.
26. Cabin "B" contains the levers working the switches and signals controlling the western entrance to and exit from the Union Station. The six signals on a level on the John Street Bridge refer to the six platform tracks in the train sheds, and are numbered from the north accordingly. When the switches are set for any train entering the Union Station, the signal on the Bridge will indicate the track into which the train is going.

27. The seventh or lowest arm on the Bridge is the freight home semaphore—as indicated by the ring—for the protection of the crossover switches against eastbound traffic on the East freight main line.

28. The home semaphore placed 150 feet west of the south train shed, is for the protection of crossover switches against westbound freight trains.

**Cabin "A"**—"Movement of eastbound and westbound trains at this point will be governed by signals given by switchtenders on ground in charge of switches. Eastbound trains must not pull foul or parallel tracks or crossover unless proceed signal has been received from switchtender, and westbound trains must not pass service track switch just east of Bay Street unless proceed signal has been received. Semaphore signals, between Canadian National and C.P.R. tracks, about fifty yards east of Bay Street, on overhead rider between Cabin "A" and Bay Street and between westbound freight main line and No. 6 passenger track just east of train shed, are inoperative."

29. **Eastbound Freight Trains.**—The home semaphore, placed between the East freight main line and No. 6 platform track, just east of the new train shed, is for the protection of the junction against eastbound freight trains.

30. **Eastbound Canadian National and C.P.R. Trains.**—The two upper blades and light at the north end of the rider west of Bay Street refer to the C.P.R. junction switch. The north or highest blade refers to Canadian National track and lower to C.P.R. track; when the Canadian National arm is lowered or white light exhibited, it is an indication that the switches are set for the Canadian National tracks, and when the C.P.R. arm is lowered or white light exhibited, it is an indication that they are set for the C.P.R. tracks.

31. **Eastbound Trains** must approach the Semaphore at Parliament Street, Trinity Street Signal Box, and the one 75 yards east of Cherry Street, also the one at Eastern Ave. and Riverdale, with caution.

32. The double-armed home semaphore between the Round House and Passenger Yard lead west of Cabin "B" is for the protection of the main line. The upper arm and light refers to switch engines, and the lower arm and light refers to light engines. In order that the signalman in Cabin "B" may know what switches are required, an electric bell has been placed in the cabin, and is worked by a button on the semaphore post, and the following code of signals will be used:

**Switch Engines.**—1 Ring, then ring to indicate to which platform you are going.

**Light Engines for Westbound Passenger Trains.**—Ring the number of the platform from which your train starts.

**Light Engines for Eastbound Passenger Trains.**—7 Rings.

The semaphore post must not be passed until all-right signal is given. A detail has been inserted in this lead.

33. Switching on the main lines is strictly prohibited.

34. Trains using eastbound passenger track between Mimico and Strachan Avenue will, when making stop for C.P.R. Diamond at Strachan Avenue, stop clear of Crossover leading from eastbound freight track to eastbound passenger track.

Nothing in the foregoing is to be construed as relieving trainmen of the duty of promptly protecting trains as required by rules.

## RAILROAD CROSSINGS, JUNCTIONS AND DRAW BRIDGES

**Riverdale (Queen Street)**.....Toronto Street Railway (Electric) crossing governed by semaphores on Canadian National tracks interlocked with crossing gates; Details on Street Railway only.

**Don**.....Junction with Don Belt Line.

**Don Belt Line (0.25 miles north of Don Telegraph Office)**.....Canadian Pacific Railway crossing: Interlocked.

**Donmorden**.....Junction with Orono and Muskoka Subdivisions.

**Toronto (Berkeley Street)**.....Canadian Pacific Railway crossing, governed by semaphores interlocked; No details.

**Toronto (Bay Street)**.....Junction with Canadian Pacific Railway.

**Toronto (Front Street)**.....Toronto Street Railway (Electric) crossing on siding to King Edward Yard, governed by semaphores interlocked with crossing gates; Details on Street Railway only.

**Toronto (Spadina Avenue)**.....Canadian Pacific Railway crossing; Semaphores interlocked; No details.

**Toronto (Bathurst Street)**.....Toronto Street Railway (Electric) crossing on siding to Petrie Machine Shop; No semaphores or details. Trainmen must flag over this crossing.

**Bathurst Street**.....Canadian Pacific Railway crossing and junction with 16th district; Semaphores interlocked; No details.

## Bathurst Street.....Continued

(Tecumseh Street), Canadian Pacific Ry., crossing to their new freight sheds on Government House property, interlocked. Signals are of upper quadrant type. Following rules will govern operation of interlocking plant: Home Signals standing on right hand side of track 645 feet west of Tecumseh Street Tower. The Upper Arm governs trains to Bathurst Street junction, and Lower Arm governs trains to Government House property.

Distant Signal standing 1,300 ft. West of Home Signal on right hand side of track, outside of South Siding, governs eastbound trains approaching this Home Signal.

Canadian National Eastbound trains approaching this interlocker will be governed by one Arm straight post Home Signal, standing on right hand side of track 250 ft. West of Diamond in Eastbound track. Distant Signal standing on right hand side of track 1,200 ft. West of this Signal governs Eastbound Trains approaching this Home Signal.

When at 45 degrees at night, a yellow light will be displayed and will indicate proceed prepared to stop at next signal.

C.P.R. Trains Westbound will also be governed by one arm straight post signal, standing on right hand side of track, just east of New Tower.

Canadian National Trains Westbound will be governed by one arm Bracket Signal standing South of Main Eastbound Track.

C.P.R. Trains from Government House Property will be governed by one arm straight post signal standing on right hand side of track, 200 ft. East of East Diamond. This signal operates in two positions, horizontal or 45 degrees above horizontal.

On Canadian National Tracks Dwarf Signals standing on right hand side of track governed, control trains approaching Diamond in Canadian National Work Track, also movement against current of traffic on Westbound Canadian National Tracks.

Dwarf Signal standing between C.P.R. Main Tracks West of West Crossover Switch governs C.P.R. Trains moving to Government House Property from Westbound C.P.R. Track.

Dwarf Signal standing between Canadian National Work Tracks on West side of Diamond governs trains moving East on Work Tracks or through Crossover.

Dwarf Signal standing between East on Work Tracks on East side of Diamond governs trains moving West of Work Tracks or through Crossover.

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 all right Signal has been given by the Signalman on duty. Interlocking Rules govern the operation of trains at this Interlocker.

**Canpa**.....Crossing and Junction with Canadian Pacific Railway Interlocked.

**Fairbank**.....Junction with Allandale Division.

**West Toronto (0.18 miles east)**, Canadian Pacific Railway crossing: Interlocked.

**West Toronto (Keble Street) Street Railway (Electric)** crosses Canadian National track leading to Union Stock Yards, interlocked, semaphores and details on Canadian National tracks, details on Street Railway tracks, normal position of details and semaphores will permit the passage of street railway cars.

Canadian National train employees will operate levers in connection with details and semaphores when necessary to cross Street Railway track.

**Bathurst Street**.....Crossing with Brampton Subdivision and junction with Canadian Pacific Railway; Semaphores interlocked; No details.

**Bathurst St. (Strachan Ave.)**.....Canadian Pacific Railway crossing: Not interlocked. Movement of all trains at this point will be governed by Switch tenders on ground in charge of switches.

**Danforth (Danforth Avenue)**.....Street Railway (Electric) crosses Canadian National track leading to York Knitting Mills Company. Semaphores on Canadian National tracks, details on Street Railway tracks, normal position of details and semaphores will permit the passage of Street Railway cars. Canadian National train employees will operate levers in connection with details and semaphores when necessary to cross Street Railway track and all train movements over Danforth Avenue at this point must be made under protection of a flagman.

**Davenport**.....Toronto Suburban Railway (Electric) crossing, governed by semaphores located 300 ft. north and south on Canadian National tracks, interlocked; details on Electric Ry. only. Signalmen will be on duty continuously.

**Davenport (0.32 miles south)**...Canadian Pacific Railway crossing; Not interlocked.

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# ORDERS FROM THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL, BOARD OF RAILWAY COMMISSIONERS FOR CANADA, EXTRACTS FROM THE RAILWAY ACT, SOME MUNICIPAL BY-LAWS AND INSTRUCTIONS AFFECTING TRAIN AND STATION SERVICE

**Order 16.** Every electric bell upon the line of any railway company subject to the legislative authority of the Parliament of Canada, installed for the purpose of protection, shall be inspected every morning by the sectionman in whose division or section such bell is, or other employee of the railway company specifically charged with such duty by the company, and tested by placing a wire across the rail, upon each side of the crossing, or by establishing electrical connection by any other device or method which will indicate whether or not the bell is in good working order. If the bell fails to ring or rings continuously, a flagman shall be placed at such crossing at once whose duty it shall be to protect the station until such bell is repaired. Notice of such non-repair shall be given at once to the station agent nearest to such bell, whose duty it shall be to report the matter at once to the department having charge of the operation and repair of such bells.

That failure to comply with the provisions of this Order shall subject the defaulter to a fine of \$50; payment of which may be ordered by the Board upon proof of the offence.

**Order 20.** Every Railway company is forbidden to handle freight cars in through main line passenger trains, unless such freight cars are equipped with air brakes, steel tired wheels, and special trucks designed for use in through passenger train service. Provided, however, that every such company shall be at liberty to use such freight cars in its through passenger service when its baggage cars or freight cars, especially equipped as aforesaid, become disabled or unfit for use while in transit, and such cars only are available to receive the baggage or freight, as the case may be, to avoid unnecessary delay in forwarding the same. In this event, the cars must not be loaded beyond their marked capacity, and the speed of train must not exceed thirty-five miles an hour. Penalty, fine of fifty dollars for every such offence.

**Order 35.** Every Railway company is directed to keep all its passenger stations, waiting rooms and closets clean and well ventilated; to keep the said closets and those portions of its passenger stations, where germs of disease are liable to exist, properly disinfected, and to get reports at least monthly from its employees charged with the care of passenger stations on the cleanliness, ventilation and disinfection of its said stations, waiting rooms and closets. To keep all its cars in which passengers may travel, including the closets and smoking apartments of such cars, clean, ventilated, and in cold weather properly heated, to have at least one employee on every passenger train whose duty it shall be to see that every such car in the train is kept clean, ventilated, and when necessary, properly heated.

To adopt a by-law (if no such by-law has already been adopted) under Section 307 of the Railway Act, prohibiting spitting in passenger stations, waiting rooms, closets, or other premises of the Company and in or upon the platforms of cars in which passengers may travel, except in receptacles suitable for the purpose, and providing a penalty for breach thereof; and to post up and maintain in a conspicuous place in its passenger stations, and in such places in its cars, in which passengers may travel where smoking is permitted, a notice of such by-law and the penalty for breach thereof. Such notices in the Province of Quebec to be printed in French and English. To provide and maintain cuspidors in such places in its passenger stations and in its cars in which passengers may travel where smoking is permitted; and to have such cuspidors emptied and washed clean whenever necessary, but at least once in every 48 hours. To fumigate promptly and thoroughly all cars known or suspected to have carried, and all stations known or suspected to have contained, any passengers or passenger suffering from any infectious disease.

To fumigate thoroughly all sleeping cars which are regularly in service at least once every thirty days.

And it is further ordered that every such Railway company be liable to a penalty in a sum not exceeding fifty dollars (\$50.00) for every failure to comply with any of the provisions of this Order and that every Railway employee whose duty it is to carry out any of the provisions of this Order, be liable to a penalty of not less than two dollars (\$2.00) nor more than fifteen dollars (\$15.00) for every failure to do so. Conductors will be held responsible for seeing that the train porters or brakemen keep clean, well ventilated and during cold weather, properly heated, the interior of cars in their charge. Agents will be held responsible for seeing that passenger stations, waiting rooms, and closets are kept clean, well ventilated, and properly disinfected.

**Order No. 63.** 1. That every railway company subject to the legislative authority of the Parliament of Canada, operating by steam power any railway or railways, any part or parts of which is or are constructed of, or upon, wooden trestles, the whole of which cannot be seen from an approaching train for a distance of at least one thousand feet, do, during the months of May, June, July, August, September and October of each year, provide, place and keep a watchman, track walker, fire alarm signals, ballast flooring, zinc covering over caps and intersections or approved fire-proof paint, as hereinafter directed, for the purpose of protecting the said trestles from fire; each such company having the option of adopting any of the said foregoing methods of protection.

2. That every such company shall cause to be placed and maintained at every trestle less than thirty feet in length, one barrel of a capacity of at least forty-five gallons, and on trestles of over thirty feet in length a like barrel upon or near each end, with intermediate barrels of the like capacity not more than one hundred and fifty feet apart. Provided, however, that pile trestles over streams or other bodies of water need not be furnished with intermediate barrels.

3. That every such company shall cause the said barrels to be kept filled with water.

4. That every such company shall cause all brush and dead grass to be removed from beneath and around every such trestle, and shall cause its right of way crossed by such trestle to be kept free from combustible matter.

5. That, on or in the neighborhood of timber lands, or in localities distant from settlement every such company shall cause to be provided pails for use at all trestles, and all watchmen and track-walkers shall carry such pails while upon duty at trestles.

6. That where the protection provided is by watchman or track-walker, all trestles on main lines shall be inspected at least twice each twenty-four hours, at intervals of not less than eight hours, and once every twenty-four hours on branch lines.

7. That in the event of any such barrel or pail not being in good and efficient condition for holding water, every such watchman or track-walker shall forthwith repair or replace the same, or if it cannot be done by him, he shall forthwith report such condition to his superior officer. Every such watchman or track-walker shall see that water barrels are at all times kept filled to within ten inches of the top, or forthwith report same to his superior officer. Every such watchman or track-walker, whenever any such trestle is injured by fire, shall, as soon as possible thereafter, report the same to his superior officer.

8. That the fire alarm signals be equal, in the opinion of an Engineer of the Board, to the Montauk Thermosist.

9. That if fire-proof paint is used, one coat thereof, at least equal to the Clapp Fire-proof Paint, be applied at least every five years.

10. That the ballast flooring be of gravel and be at least equal to the standard of the flooring adopted by the Great Northern Railway Company, plans of which are on file with the Board under file No. 4866, case 1860. This flooring consists in a complete coating of gravel from beneath the head of the rail to the ties, and extends laterally from outside guardrail to outside guardrail.

11. That if zinc or galvanized iron is used, the caps, stringers, and the outside of the batter posts of every such trestle, and, if the company desires, the ties, be covered with a zinc or galvanized iron covering.

12. That every such watchman or track-walker failing or neglecting to make inspection in accordance with the foregoing regulations, or failing or neglecting to make any of the reports herein required of him, or otherwise defaulting in any of the duties imposed upon him by this Order, shall be subject to a penalty of fifteen dollars for each such failure or neglect.

13. That every such railway company shall cause every such watchman or track-walker to be furnished with a copy of this Order.

## Orders Nos. 188 and 248. Maintenance of Way Flagging Rules for Impassable Track.—

1. Before undertaking any work which will render the main track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the Company, shall protect the same as follows:

2. (a) On double track: (b) on three or more tracks: (c) in mountain territory, and (d) on all lines with frequent or fast train service:—

Send out a flagman in each direction with stop signals, at least—

1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the Engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines:—

(a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the Engineer of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows: (b) By day place a red flag and, in addition, by night a red light, on the same side of the track, as the Engineer of an approaching train, so that it will be clearly in his view, at least 3,600 feet from the defective or working point if there is no down grade towards the obstruction.

5,400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to ensure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the Engineer of an approaching train, 300 feet in advance of the red signal.

(d) Between sunset and sunrise, and during stormy, foggy or smoky weather conditions, flagmen must be placed instead of the outer signals referred to in clause (b).

4. Trains stopped by flagman, as per Rule 2 and Rule 3 (d), shall be governed by his instructions and proceed to the working point or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge.

5. Trains stopped by red signal, as per Rule 3 (b), shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

6. In the event of train order protection being provided, the defective or working point must be marked by signals placed in both directions as follows:—

Yellow flags by day, and in addition yellow lights by night, 3,600 feet from the defective or working point; red flags by day, and in addition, red lights by night 600 feet from the defective or working point on the same side of the track as the Engineer of an approaching train, except on double track where trains run to the left, in which case signals shall be placed to the left hand side as seen by an Engineer of an approaching train, and there is a clear view of at least 1,200 feet.

7. When weather or other conditions obscure day signals, night signals must be used in addition.

8. "Frequent service" shall mean nine or more trains a day, and "fast train service" shall mean a service at a speed of thirty-five miles or more an hour.

9. That a signal of a serviceable type, consisting of a bunting flag 22 x 28 inches, five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signals directed to be provided under Rules 3 (b) and 6 (Yellow Signal) of this Order and Rule 35 (Yellow Signal) of the Uniform Code of Operating Rules.

10. Flagmen must each be equipped for daytime with a red flag and four torpedoes, and for nighttime, and when the weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fuses, and a supply of matches.

Maintenance of way Employees will provide manual flagging protection on all districts.

## Order No. 236—

1. Whereas subsection 3 of Section 264 of the Railway Act provides that—  
There shall also be such a number of cars in every train equipped with power of train brakes that the engineer of the locomotive drawing such train can control its speed, or bring the train to a stop in the quickest and best manner possible, without requiring brakeman to use the common hand brake for the purpose.  
Therefore, at least eighty-five per cent. (85%) of the number of cars in every train shall be equipped as above required.

2. When more than one engine is attached to a train the engineer of the leading engine shall operate the brakes.

In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the Engineer's valve of the engine remaining with the train.

3. No light engine, nor two or more light engines coupled, when the movement is either on a single track or against the current of traffic on a double track, shall be run a greater distance than twenty-five miles in any one direction without a Conductor appointed for service as such and possessed of the qualifications set out in Paragraph (b) of Section 5 of this Order.

4. No Railway Company shall permit any employee to engage in the operation of trains, or handle train orders, without first requiring such employee to pass an examination on train rules and undergo a satisfactory eye and ear test by competent examiner.

5. (a) Locomotive engineers must be at least twenty-one years of age, undergo a satisfactory eye and ear test by a competent examiner, and pass an examination on train rules and regulations and the proper care and operation of locomotives and air brakes. (b) Conductors must be at least twenty-one years of age, undergo a satisfactory eye and ear test, and pass an examination on train rules and regulations and the operation of air brakes.

(c) Telegraph or telephone operators engaging in the operation of trains or handling train orders must be at least eighteen years of age; write a legible hand; and pass an examination on train rules and regulations. Telegraph operators must be able to send and receive messages at the rate of not less than twenty words a minute.

(d) Train dispatchers must be at least twenty-one years of age, be familiar with the line over which they have charge and pass an examination on train rules and regulations. (e) Railway companies shall (within ninety days from the date of this order) file with the Board a copy of each examination paper for the examinations herein required to be passed by the employees of such railway company.

6. All railway companies shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders Association, governing the loading of lumber, logs and stone upon open cars, and the loading and carrying of structural material, plates, rails and girders; and no material of any kind shall be carried on the roofs of cars. (a) All open drains crossing tracks in railway yards shall be safely covered for at least five feet from the gauge side of each rail, except in time of flood, when temporary open drains may be provided if necessary.

(b) No semaphore, signals, poles, high or intermediate switchstands, or piles of material, erected or placed in future, shall be nearer than six feet from the gauge side of the nearest rail.

(c) No structure, except mail cranes, which shall be erected and maintained as directed by Order of the Board No. 5647, dated November 20th, 1908, over four feet high shall hereafter be placed within six feet from the gauge side of the nearest rail without first obtaining the approval of the Board.

(d) Water stand-pipes shall not be nearer than two feet and six inches from the widest engine cab, and the spout of the stand-pipe shall, when, not in use, be fastened parallel with main track, and enginemen are required to see that this is done after using any such pipe. Penalty \$50.00.

**Order No. 237.** Where two main tracks parallel each other and are less than twenty feet from centre to centre, whether such tracks are for double or single track operations, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track.

## Order No. 235—Strike out the first paragraph of Double Track Rule 35, and substitute:

"D 35. A yellow flag or yellow light placed beside the track on the same side as engineer of the approaching train, or where the practice is for trains to run to the left, a yellow flag or yellow light placed on the left side of the track, as well as on the same side (between tracks) as the engineer of an approaching train, so that the engineer of the approaching train, shall have a clear view of said signal for a distance of at least 1200 feet, indicates that the track 3600 feet distant is in condition for a speed of but six miles per hour, unless otherwise instructed, and the speed of the train will be controlled accordingly."

ORDERS FROM THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL, BOARD OF RAILWAY COMMISSIONERS FOR CANADA, EXTRACTS FROM THE RAILWAY ACT, SOME MUNICIPAL BY-LAWS AND INSTRUCTIONS AFFECTING TRAIN AND STATION SERVICE—Continued.

A green flag or a green light placed beside the track on the same side as the engineer of an approaching train, or on the left side of the track if so operated, at a point beyond the slow track, indicates that full speed may be renewed."

Order No. 256—Amend Rule No. 102 —

"(1) When cars are pushed by an engine (except when shifting and making up trains in yards where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise) a flagman must take a conspicuous position on the front of the leading car."

(2) Whenever in any city, town or village, cars not headed by an engine are passing over or along a highway which is not adequately protected by gates, or otherwise, at rail level, a man must take a conspicuous position on the foremost car to warn persons on the highway.

Order No. 258—(As amended by Order 347).

"That all railway companies within the legislative authority of the Parliament of Canada, operating by steam be, and they are hereby directed to display blue flag by day and blue light by night required by Rule 26 of the General Train and Interlocking rules, at a height of five feet above the rail level, on a steel frame secured to the rail. "Day signals may be of rigid material 22" x 28" in size, with rounded corners painted royal blue, with a border of white on both sides one and one-half inches in width, set at right angles to the track. That all switches leading to repair tracks of every such railway be locked with special locks, and keys carried by the foremen in charge of the repair work, or 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."

Order No. 263. Rules and Regulations Governing the Handling of Guard Rails, Vestibule Doors, and Platforms on Passenger Cars.

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

Through and local (except suburban) trains, single track.—All doors and platforms except those on rear of last car are to be kept closed when running.

Suburban trains, double track, right hand operation.—Doors and platforms on right hand side of train may be kept open and when open are to be securely fastened. Those on left hand side must be kept closed except when necessary to open them to receive or discharge passengers.

Suburban trains, single track.—All doors and platforms may be kept open, and when open are to be securely fastened.

Movable Guard Rails.—When there are movable guard rails on non-vestibule or open vestibule cars, guard rails must be kept closed, except that when trains are standing they are to be opened only on the side at which passengers are to be received or discharged.

Vestibule Cars.—When rear car is observation car side gates and platforms must be kept closed when running

Tail Gates, chain or bar.—Tail gate, chain or bar at rear of last car in train must invariably be kept closed.

"Suburban trains," as used in this Order, means and applies only to, trains within communication limits when carrying communication traffic.

Order No. 262. In all cases of derailment or accidents to passenger cars lighted with Flash Gas or Commercial Acetylene, the supply of gas must be shut off, if possible, by closing the stud valves in storage tanks underneath the body of the car. Arrangements must be made to place a key securely in the gauge box underneath the car where it will readily be accessible. Instructions must be issued to train and wrecking crews to govern this matter so that there will be no misunderstanding in case of accident.

Order No. 336. Paragraphs 6 and 9 of Rule No. 99, Book of Operating Rules and General Regulations, effective June 18th, 1911, are changed to read as follows:—

The clearance at the following structures is less than six feet from the nearest rail and no employee must ride on the side of cars next thereto while passing same.

Danforth.....	Milnes Coal Co.
Don.....	Wm. Davies Co.
".....	Sheet Metal Products Co.
".....	Consumers Gas Co.
".....	Erie Realty Co.
".....	Dunlop Tire Co.
Davenport.....	Architectural Bronze & Iron Co.
Toronto.....	Milnes Coal Co.
".....	Smyth and Ryan Co.

"If recalled before another train arrives, he must, in addition to the two torpedoes, leave a fuse burning red at the point he returns from, and while returning to his train, when snow plows or flaggers may be running, curvature, weather, or other conditions governing, a fuse burning red must be placed at such points or times as the flagman may find necessary to insure full protection, to maintain the proper interval between trains, a fuse burning red must be left by the protected train, at the point from which it moves."

"Flagmen must each be equipped for day time with a red flag 22" x 28", on a staff, at least six torpedoes and five red fuses; and for night time, and when weather or other conditions obscure day signals, a red light, a white light with a supply of matches, at least six torpedoes and five red fuses."

WORKING INSTRUCTIONS IN CONNECTION WITH ORDER NO. 362 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED APRIL 19, 1922.

To all Conductors, Enginemen, Trainmen and other Employees concerned

Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens lands adjacent to the right-of-way, shall report same by wire to the Superintendent, giving exact location by mileage, and also to the Agent or person in charge at the next or nearest point where there is telegraph or telephone communication.

Enginemen, on discovering or receiving notice of a fire, shall notify the first section-men met of such fire by three short blasts of the whistle, repeated twice, thus: 000-000-000.

No employee shall damage or cause injury to any of the fire protective appliances on any engine. The back dampers of engines shall not be opened while running ahead, nor the front dampers while running tender first, except when there is snow on the ground and it is necessary to take such action in order to have engine steam properly.

Fire, live coals, or hot ashes shall not be deposited on the tracks or right-of-way (except in pits provided for the purpose) unless extinguished immediately thereafter. On no account shall ash pans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot boxes shall be covered with earth or otherwise completely extinguished.

To all Agents, Despatchers and Operators.

All employees having received instructions to report fires occurring on or adjacent to the right-of-way, it shall be the duty of Agents, Despatchers and Operators, on receiving such report, to notify immediately the Section Foreman and the Local Fire Inspector of the Railway Commission, also the Superintendent and Supervisor of Track by wire, giving the exact location by mileage of the fire, its extent, and any other information which may be of value, particularly as to the number of men needed to fight it.

To Section Foremen, Extra Gang Foremen, Bridge Foremen, Telegraph or other Construction Gangs, and other Track Employees.

In all cases of fire discovered burning upon or near the right-of-way it shall be your duty to proceed immediately to such fire and extinguish it, remaining at the place of the fire as long as may be necessary to do so. It should be distinctly understood that this is a most important duty, and demands precedence over all other work in which track employees may be engaged at the time, except such as is immediately necessary to the safety of trains. In event the fire cannot be extinguished by individual efforts, additional help must be requested immediately by telegraph or telephone message to the Supervisor of Track or Superintendent. The section foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation to determine the origin of the fire and submit a full report to his Supervisor. A report must be submitted giving all details possible of every fire starting or burning three within hundred feet of the track, regardless of its size or the amount of damage done.

Employees shall at all times keep the right-of-way free from dead or dry grass, weeds and other combustible debris. Between April 1st and November 1st no ties, cuttings, debris or litter upon or near the right-of-way shall be burned, except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may at any time require that no such burning be done along specified portions of the line, except with the written permission or under the direction of the Chief Fire Inspector or other authorized officer of the Board.

To Superintendents, Supervisors of Track and other Officers concerned

If the fire is of such an extent that the section gang or other local force cannot control it unaided, the Superintendent, or in his absence his representative, must immediately arrange for the despatch of the Supervisor of Track or other competent officer, with the

necessary additional men (who can be drawn from those available in any Department), and all necessary fire fighting appliances, to the scene of the fire, and must so arrange the train service that they will get to the fire with the least possible delay in order that no time may be lost in getting it under control.

The officer in charge must also arrange to obtain promptly complete statements from all witnesses, so that origin of and responsibility for the fire may be accurately determined.

Where fires have been reported within three hours from the time of the passage of any engine, said engine must be examined upon arrival at its terminal and a signed record kept of its condition.

Penalty:—

General Order No. 362 the Board of Railway Commissioners provides as follows:—"If any employee or other person included in the said regulations, fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."

Order No. 369—Strike out the present Rule 33, and substitute:

"Watchmen stationed at public road crossings must, by day, display a metal disc (16 inches in diameter, white background, with the word 'Stop' in large black letters, and a black border); and, by night, a red light, to warn pedestrians and persons in vehicles that a train is approaching. Where gates are provided, a red light must be displayed by night. In both cases such light shall be hoisted so as to show along the highway only."

Order 4966 directs that all trains Westbound to or beyond the Union Station in the City of Toronto, Province of Ontario, are forbidden to cross Yonge Street, and are hereby required to stop on the East side of said street unless they have a clearance by the semaphore standing on the West side of the said Yonge Street and that no engines or cars except express cars containing fruit and the engines moving the same be shunted across or upon Yonge Street during the seasons of open lake navigation, between the hours of 1.00 p.m. and 2.00 o'clock p.m. That the Railway companies make this order known to the men in the cabs of the engines and Conductors of the trains of their respective companies by inserting the same in the time table rules governing Toronto terminals and that any engine driver or Conductor who shall be guilty of a breach of the foregoing order be liable to a penalty of \$20.00 for each offence.

Section 303.—The station agent or other person in charge must record with white chalk on blackboard provided for the purpose the probable time of arrival of passenger trains that stop at stations where notice is posted. Penalty \$5.00.

Section 304.—Every employee of any Company who directs or knowingly permits any freight, merchandise or lumber car to be placed in any passenger train in the rear of any passenger car in which any passenger is carried is guilty of an indictable offence.

Section 308.—Any engine approaching a highway crossing at rail level must sound whistle at least eighty rods before reaching such crossing. The bell shall be rung continuously from the time of the sounding of whistle until engine has crossed such highway except within the limit of cities or towns where municipal by-laws are in force prohibiting such sounding of whistles and ringing of bells. Penalty \$8.00 for each offence.

Section 309.—No train shall pass at a speed greater than ten miles an hour.

(a) In or through any thickly peopled portion of any city, town or village, unless the track is fenced or properly protected in the manner prescribed by this Act, or unless permission is given by some regulation or order of the Board; or, (b) Over any highway crossing at rail level in any thickly peopled portion of any city, town or village, unless such crossing is constructed and thereafter maintained and protected in accordance with the orders, regulations and directions specially issued by the Railway Committee of the Privy Council or of the Board, in force with respect to such crossing, or unless permission is given by some regulation or order of the Board. Penalty \$100.00.

Section 423.—Every Conductor, Engineer, Train Dispatcher, Telegraph Operator, Station Agent, Switchman, Signalman, Bridge Tender, or any other person who is intoxicated or under the influence of liquor while on duty in any employment having to do with the movement of trains upon any railway is guilty of any offence and shall be punished by a fine not exceeding \$400.00 or imprisonment not exceeding five years or both liquor to or with any servant or employee of any company while on duty is liable on summary conviction to a penalty not exceeding \$50.00 or to imprisonment with or without hard labour for a period not exceeding one month or both.

By-law passed November 3rd, 1884, provides that the use of steam whistles on locomotives except when necessary in case of fire, possible collision or other emergencies shall be discontinued within the City limits of Toronto.

Toronto.....	Hinde & Dauche Co.
".....	Massey Harris Co.
".....	Park Blackwell Co.
".....	Canadian Bag Co. Ltd.
West Toronto.....	Standard Fuel Co.
".....	Campbell Milling Co.
".....	Gurney Foundry Co.
".....	Gunn's Ltd.
Mimico.....	Milnes Coal Co.
".....	Ontario Sewer Pipe Co.
".....	Brown Brass Rolling Mills (two places).
".....	R. N. Boxer Co.



# TORONTO TERMINALS FAIR WEATHER EQUATED TONNAGE RATINGS

Car Factor	ENGINE CAPACITIES						Car Factor
	36% Switch	39% Switch	41% Consol	52% and 53% Mikado	55% Transfer	80-90% Sante Fe	
..	..	..	CAR LIMIT	..	..	..	..
10	2600	2850	3000	3800	4000	Car Limit	..
10	2300	2500	2600	3300	3500	..	..
5	1175	1275	1350	1650	..	..	..
5	1200	1300	1375	1750	..	..	..

## GENERAL INSTRUCTIONS

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

Example:—(1) 42 cars..... Total gross weight..... 2100 tons

Car factor... 10 x 42 cars..... 420

EQUATED TONS..... 2520

(2) 84 cars..... Total gross weight..... 1680 tons

Car factor... 10 x 84 cars..... 840

EQUATED TONS..... 2520

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade. The 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 cars.

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

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

## TONNAGE REDUCTIONS

### TEMPERATURES

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

## 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 Train Dispatcher and Yardmaster in such cases.

6. Passenger engine in freight service will be allowed a further reduction of one hundred (100 tons).

7. Unless special ratings are given, a reduction of 10% from the ratings shown in tables will be allowed for certain specified manifest freight trains. General Superintendent of the district will designate for which trains this allowance is to be made.

8. 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.

Example: To find the equated rating of a 35% engine:  
Published rating of 41% engine = 2500 tons  
Equated tonnage rating of 35% engine =  
2500 x 35 = 2317 Equated Tons.

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9. To determine proper tonnage for pusher, double header or helper engines, unless special rating is given, add to equated rating of the first engine 95% of the equated rating in effect for each class of helper.

10. In making up trains, weights must be obtained by taking tare from the car and contents from the waybill. When tare weights are not available, car weights may be taken as under:

Passenger cars with 4-wheeled trucks, 50 tons.	Hart cars.....	18 tons
Passenger cars with 6-wheeled trucks, 60 tons.	Stock cars.....	17 tons
Passenger refrigerator cars, 40 tons.	Wooden frame box cars.....	17 tons
Freight refrigerator cars, 27 tons.	Flat cars.....	14 tons
100,000 cap steel gons, 23 tons.	Caboose or vans.....	20 tons
Steel frame box cars, 20 tons.		

## ENGINE CAPACITIES

Car Factor	ENGINE CAPACITIES						Car Factor
	80-90% Sante Fe	55% Transfer	52% and 53% Mikado	41% Consol	39% Switch	36% Switch	
..	3100	1950	1850	1450	1375	1275	5
10	Car Limit	4500	4300	3400	3200	2950	10
10	..	..	CAR LIMIT	CAR LIMIT	..	..	..
5	..	..	CAR LIMIT	CAR LIMIT	..	..	..
5	..	..	CAR LIMIT	CAR LIMIT	..	..	..

## GENERAL INSTRUCTIONS—Continued

11. In computing tonnage, fully loaded cars of grain, coal, rails, ties, lumber, etc., for which scale weights are not available, will be considered as carrying car capacity plus 10%.

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

65% to 51% engines.....	175 tons	30% to 21% engines.....	100 tons
50% to 41% engines.....	150 tons	20% to 15% engines.....	75 tons
40% to 31% engines.....	125 tons	Below 15% engines.....	50 tons

Example: Established rating 3000 equated tons.

Car factor 10.	Gross weight.....	2070 tons
2—53% dead engines, gross weight.....		350 tons
Car factor 10 x 53.....		530

EQUATED TONNAGE..... 3000

13. 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.

14. When an engine is unable to handle the authorized rating, a joint message, signed by Conductor and Engineer, will be sent to the Asst. Sup't., advising the reduction made and giving the reason for same.

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

## Toronto Terminals Yard Limit Boards are located as follows:

6959 feet East of Passenger Depot.....	DANFORTH
9640 feet West of Passenger Depot.....	MIMICO
4006 feet West of Passenger Depot.....	WEST TORONTO
5265 feet North of Passenger Depot.....	PARKDALE

By night, or in foggy or stormy weather, proper lights must be displayed on all cars or engines obstructing main tracks within yard limits. (Rule No. 93 as amended by Order No. 159 B.R.C.)

### To Passenger Trainmen:—

Passenger trainmen on duty must not occupy a seat with passengers, neither must they at any time occupy a seat in the smoking compartment of any car. Conductors and trainmen, other than the baggage man, must not ride in the baggage car, except when their duties require them to do so.

## FOLLOWING IS SCHEDULE OF THROUGH MANIFEST TRAINS

No. 490. Sarnia 6.30 p.m., Mimico 3.30 a.m., Danforth 6.30 a.m.	No. 497. Sarnia 6.00 p.m.
No. 492. Sarnia 8.30 p.m., Mimico 5.00 a.m., Danforth 7.40 a.m.	No. 498. Toronto 8.15 p.m., Danforth 9.30 p.m.
No. 494. Mimico 11.00 a.m., Danforth 2.15 p.m.	No. 499. Montreal 1.00 a.m., Danforth 12.01 a.m.
No. 502. Sarnia 9.45 p.m., Mimico 7.45 a.m.	
No. 491. Danforth 1.45 a.m., Mimico 5.15 a.m., Sarnia 6.00 p.m.	
No. 483. Danforth 2.00 a.m., Mimico 5.00 a.m., Sarnia 30 p.m.	
No. 427-428. Fort Erie 8.30 p.m., Mimico 4.00 a.m.	
No. 417-476. Niagara Falls 9.00 p.m., Mimico 4.30 a.m.	
No. 496. Toronto 8.15 p.m., Danforth 9.30 p.m.	
No. 408. Danforth 12.30 a.m.	

SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

TO ALL EMPLOYEES

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

RESPONSIBILITY

2. The Engineer and Conductor are responsible for knowing that a proper Terminal Test of train brakes has been made before starting from terminal stations. Engineers must personally handle brake valve, when making all tests.

TERMINAL TEST

3. When an engine has been coupled to an outgoing train, Inspector will make a proper Terminal Test of train brakes and report condition of same to Engineer and Conductor, who must not leave without receiving this information.

RUNNING TEST

4. Engineers on passenger trains must make a Running Test when leaving a terminal or any point where consist of train has been changed (at a speed not less than 15 m.p.h. when practicable) by making a brake application sufficient to insure the proper control and safety of train.

ROAD TEST

5. When the brake pipe on any train has been uncoupled, brakes must be applied and released from Engineer's brake valve after re-coupling and before starting out. Trainmen must see that brakes behind point of separation operate properly.

DOUBLE HEADING, ASSISTING AND PUSHER SERVICE

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

EMERGENCY APPLICATION

7. Brakes must be applied in emergency only when necessary to avoid accident when brake valve handle must be placed in emergency position and left there until train stops.

OBSERVING AIR GAUGES

8. Air gauges on locomotives and caboose must be observed frequently to insure the maximum pressure being maintained at all times.

CUTTING OUT BRAKES

9. Brakes must not be cut out unnecessarily. The car immediately behind engine must always have its brake cut in and operative, and brakes must not be cut out on more than two consecutive cars on any train.

SETTING OUT CARS

10. When cars are set off at any point, auxiliary reservoirs must be bled and hand brakes applied.

STANDING ON GRADES

11. When necessary for a train to stand on a grade for over five (5) minutes, air brakes must be released and train held by hand brakes.

CALLING FOR BRAKES

12. A call for brakes from an engine when running must be promptly responded to by each Trainman opening a Conductor's valve, and then applying hand brakes. Conductor's valves must not be closed until train stops.

The Audible Signal (Calling for Brakes) is one short blast of engine whistle.

PERCENTAGE OF OPERATIVE BRAKES

13. Passenger trains must have 100% of brakes operative when leaving terminals, and must not be run with less than 85% at any time.

Mixed and freight trains must have at least 90% of brakes operative when leaving terminals, and must not be run with less than 85% at any time.

RETAINING VALVES

14. Retaining Valves must be used when descending grades of 1.5% and over with passenger trains, and on grades of 1% and over with mixed and freight trains as per instructions in Air Brake Instruction Book.

SUPER SANTA FE ENGINES, 4100 SERIES

Super Santa Fe engines of the 4100 series must not operate through switches of a shorter turnout than No. 9, and must not exceed a speed of fifteen (15) miles per hour at any point in Toronto Terminals.

They may operate on main tracks between Mimico and Danforth and may handle trains from Mimico to Cabin "E" to be set off on track known as "Hole", but engines must head into this track.

They must not pass over track known as "Wharf Lead", running from Cabin "E" to Bathurst Street, South of Eastbound main track.

They may handle a train Westbound from track known as "Western", Bathurst Street, but when this is done engine must come on train at Cabin "E".

They must not operate West of Bathurst Street on Brampton Sub-division tracks.

At Don they may operate on tracks known as Gooderham's Mill, Nos. 1 and 2 service tracks in North Yard, and No. 1 track, South Yard.

Following is list of sidings in Toronto Terminals over which only a standard switch engine can operate account excessive curvature. These tracks are not safe to be operated over with any engine that has a pony truck and only Standard switch engines must be used.

LOCATION:

EAST OF DON RIVER

NAME OF SIDING:

Danforth.....	City of Toronto Store Yard,
".....	Kilmer & Barber Siding,
".....	Warren Paving Co's Siding,
".....	Rastall Lumber Co's Siding,
".....	The two wye tracks back of Roundhouse.
Coxwell Avenue.....	Harris Coal Co. and Toronto Transportation Commission Siding,
".....	Simpson Coal Company,
".....	Holden Morgan Sidings,
Jones Avenue.....	Art Stone Company,
".....	Grasselli Chemical Company,
".....	Dominion Charcoal Co.

Carlaw Avenue, South Side, Main Track.. Carlaw Avenue Lead and all tracks leading off it except:

Carlaw Avenue, North Side, Main Track. W. H. Barnfield & Sons, Ltd.,  
International Varnish Co.

Jungle, between Don and Riverdale,

".....	Lever Bros.,
".....	East Gas House,
".....	Jacques Davy,
".....	Frankel Bros.,
".....	United Drug Co.,
".....	Riverdale Lumber Co.,
".....	Conboy Carriage Co.

DON YARD AND ESPLANADE

Don Belt Line.....	Laidlaw Lumber Co.,
".....	John Dicks or (McColl Bros.),
".....	John Taylor (New),
Don Yard.....	Toronto Iron Works,
".....	Harbor Tracks (Ashbridges Bay),
".....	National Iron Works,
Esplanade.....	*Toronto Railway Co. (McIntosh),
".....	Queen City Oil Co.,
".....	West Gas House.

BATHURST STREET

Bathurst St., South Side.....	Dominion Shipbuilding Co.,
".....	Canadian Packing Co.,
".....	Water Works,
".....	T. Eaton Co.,
".....	Pump House Siding,
".....	Hydro-Electric Siding leading off Exhibition Team Track,
".....	Rogers Coal Company,
".....	North Side.

Bathurst St., North Side..... \*National Casket Co.,

"..... Mowatt Avenue,  
Jefferson Ave.,  
Massey-Harris Co.,  
Old Central Prison Property (all tracks),  
John Inglis Co.,  
All tracks, Simcoe Street Shed.

Parkdale..... Outwood Coal Co.,

".....	Canadian Rumley Co.
Davenport.....	Fairbanks Morse Co.,
".....	Standard Sanitary Co.,
".....	Aluminum Works,
West Toronto.....	Harris Abattoir Co.,
".....	Gunn Limited,
".....	Swift Canadian Co.,
".....	Russell Motor Co. (Willys-Overland),
".....	Cambell Flour Mills,
Swansea.....	**Steel Co. of Canada,
".....	Dominion Sewer Pipe Co.

Mimico.....	Ontario Sewer Pipe Co.,
".....	Keith's Siding (Manufactures),
".....	Brown Brass & Copper Rolling Mills Co.,
".....	Goodyear Sidings,
".....	Dupont Fabrikoid,
".....	A. Scully, Limited,
".....	Connell Anthracite Mining Co.

Note:—No engines of any class may use tracks marked "\*\*". Engine must hold on to enough cars to do the work.

"\*\*"—Spur track at Steel Co. of Canada running off their long siding on North side of their plant, has an excessive curve and no engine must operate beyond frog in track just East of where old bridge was located. When necessary to switch on this spur see that engine holds on to sufficient cars to prevent it passing frog.

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

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

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

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

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

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

**SIMPLE RULES FOR FIRST AID TREATMENT OF INJURIES**

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

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

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

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

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

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

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

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

**Answer:** Splints and Bandages.

**Question:** What special feature is required in splints?

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

**LIST OF SURGEONS**

COL. J. ALEX. HUTCHISON, M.D. .... Chief Medical Officer .... Montreal, Que.  
DR. J. P. MITCHELL, ..... Assistant Chief Medical Officer .... Toronto, Ont.  
320 Bloor St. West (Trinity 8343)  
DR. P. G. BROWN, ..... Division Surgeon .... Toronto, Ont.  
District Surgeons  
Toronto and Parkdale—DR. R. C. GRIFFITH, 212 Jamieson Ave. (Parkdale 104)  
Parkdale to West Switch, Weston, to West Switch  
Burlington and to South Switch, Concord.  
City of Toronto and Don. . DR. P. G. BROWN, . . . Office: 17 Adelaide East (Main 0044)  
Residence: 654 Huron St. (Hillcrest 7061)  
Mimico, . . . . . DR. F. G. GODFREY, . . . . . Albert Ave. (Parkdale 628)  
DR. W. R. WALTERS, 2552 Danforth Ave. (Gladstone 14)  
Territory:—Bounded on the West by the Don River, on the north by the  
C.N.Ry. main line, on the East by East Switch Port Union  
and South Switch Unionville, and on the South by the lake.  
Leaside Shops, . . . . . DR. C. B. SHUTTLEWORTH, . . . . 478 Huron St. (Trinity 6194)

G. A. STOKES,  
Superintendent,  
TORONTO

R. WRIGHT,  
Passenger Train Master,  
TORONTO.



# SPEED SCHEDULE

Miles per Hour.			Time per Mile.		
4.00	15 min.	0 sec.	16.08	8 min.	82 sec.
5.00	12 "	0 "	17.06	8 "	61 "
6.00	10 "	0 "	17.14	8 "	60 "
7.00	8 "	34 "	17.22	8 "	20 "
8.00	7 "	30 "	17.31	8 "	28 "
9.00	6 "	40 "	17.39	8 "	27 "
10.00	5 "	0 "	17.48	8 "	26 "
11.00	5 "	27 "	17.56	8 "	26 "
12.00	5 "	0 "	17.65	8 "	24 "
13.00	4 "	36 "	17.73	8 "	23 "
14.00	4 "	17 "	17.82	8 "	22 "
15.00	4 "	0 "	17.91	8 "	21 "
16.00	3 "	59 "	18.00	8 "	20 "
17.00	3 "	58 "	18.09	8 "	19 "
18.00	3 "	57 "	18.18	8 "	18 "
19.00	3 "	56 "	18.27	8 "	17 "
20.00	3 "	55 "	18.37	8 "	16 "
21.00	3 "	54 "	18.46	8 "	15 "
22.00	3 "	53 "	18.56	8 "	14 "
23.00	3 "	52 "	18.65	8 "	13 "
24.00	3 "	51 "	18.75	8 "	12 "
25.00	3 "	50 "	18.85	8 "	11 "
26.00	3 "	49 "	18.95	8 "	10 "
27.00	3 "	48 "	19.05	8 "	9 "
28.00	3 "	47 "	19.15	8 "	8 "
29.00	3 "	46 "	19.25	8 "	7 "
30.00	3 "	45 "	19.35	8 "	6 "
31.00	3 "	44 "	19.46	8 "	5 "
32.00	3 "	43 "	19.57	8 "	4 "
33.00	3 "	42 "	19.67	8 "	3 "
34.00	3 "	41 "	19.78	8 "	2 "
35.00	3 "	40 "	19.89	8 "	1 "
36.00	3 "	39 "	20.00	8 "	0 "
37.00	3 "	38 "	20.11	2 "	59 "
38.00	3 "	37 "	20.22	2 "	58 "
39.00	3 "	36 "	20.34	2 "	57 "
40.00	3 "	35 "	20.45	2 "	56 "
41.00	3 "	34 "	20.57	2 "	55 "
42.00	3 "	33 "	20.69	2 "	54 "

Miles per Hour.			Time per Mile.		
20.81	2 min.	53 sec.	21.18	2 "	50 "
20.93	2 "	52 "	21.30	2 "	49 "
21.05	2 "	51 "	21.43	2 "	48 "
21.18	2 "	50 "	21.56	2 "	47 "
21.30	2 "	49 "	21.69	2 "	46 "
21.43	2 "	48 "	21.82	2 "	45 "
21.56	2 "	47 "	21.95	2 "	44 "
21.69	2 "	46 "	22.08	2 "	43 "
21.82	2 "	45 "	22.22	2 "	42 "
21.95	2 "	44 "	22.36	2 "	41 "
22.08	2 "	43 "	22.50	2 "	40 "
22.22	2 "	42 "	22.64	2 "	39 "
22.36	2 "	41 "	22.78	2 "	38 "
22.50	2 "	40 "	22.93	2 "	37 "
22.64	2 "	39 "	23.08	2 "	36 "
22.78	2 "	38 "	23.23	2 "	35 "
22.93	2 "	37 "	23.38	2 "	34 "
23.08	2 "	36 "	23.53	2 "	33 "
23.23	2 "	35 "	23.68	2 "	32 "
23.38	2 "	34 "	23.84	2 "	31 "
23.53	2 "	33 "	24.00	2 "	30 "
23.68	2 "	32 "	24.16	2 "	29 "
23.84	2 "	31 "	24.32	2 "	28 "
24.00	2 "	30 "	24.49	2 "	27 "
24.16	2 "	29 "	24.66	2 "	26 "
24.32	2 "	28 "	24.83	2 "	25 "
24.49	2 "	27 "	25.00	2 "	24 "
24.66	2 "	26 "	25.17	2 "	23 "
24.83	2 "	25 "	25.35	2 "	22 "
25.00	2 "	24 "	25.53	2 "	21 "
25.17	2 "	23 "	25.71	2 "	20 "
25.35	2 "	22 "	25.90	2 "	19 "
25.53	2 "	21 "	26.09	2 "	18 "
25.71	2 "	20 "	26.28	2 "	17 "
25.90	2 "	19 "	26.47	2 "	16 "

Miles per Hour.			Time per Mile.		
26.67	2 min.	10 sec.	27.27	2 "	12 "
26.87	2 "	14 "	27.48	2 "	11 "
27.07	2 "	18 "	27.69	2 "	10 "
27.27	2 "	12 "	27.91	2 "	9 "
27.48	2 "	11 "	28.12	2 "	8 "
27.69	2 "	10 "	28.35	2 "	7 "
27.91	2 "	9 "	28.57	2 "	6 "
28.12	2 "	8 "	28.80	2 "	5 "
28.35	2 "	7 "	29.03	2 "	4 "
28.57	2 "	6 "	29.27	2 "	3 "
28.80	2 "	5 "	29.51	2 "	2 "
29.03	2 "	4 "	29.75	2 "	1 "
29.27	2 "	3 "	30.00	2 "	0 "
29.51	2 "	2 "	30.25	1 "	59 "
29.75	2 "	1 "	30.51	1 "	58 "
30.00	2 "	0 "	30.77	1 "	57 "
30.25	1 "	56 "	31.03	1 "	56 "
30.51	1 "	55 "	31.30	1 "	54 "
30.77	1 "	54 "	31.58	1 "	53 "
31.03	1 "	53 "	32.14	1 "	52 "
31.30	1 "	52 "	32.43	1 "	51 "
31.58	1 "	51 "	32.73	1 "	50 "
32.14	1 "	50 "	33.03	1 "	49 "
32.43	1 "	49 "	33.33	1 "	48 "
32.73	1 "	48 "	33.64	1 "	47 "
33.03	1 "	47 "	33.96	1 "	46 "
33.33	1 "	46 "	34.29	1 "	45 "
33.64	1 "	45 "	34.62	1 "	44 "
33.96	1 "	44 "	34.95	1 "	43 "
34.29	1 "	43 "	35.29	1 "	42 "
34.62	1 "	42 "	35.64	1 "	41 "
34.95	1 "	41 "	36.00	1 "	40 "
35.29	1 "	40 "	36.36	1 "	39 "
35.64	1 "	39 "	36.73	1 "	38 "

Miles per Hour.			Time per Mile.		
37.11	1 min.	37 sec.	37.89	1 "	35 "
37.50	1 "	36 "	38.30	1 "	34 "
37.89	1 "	35 "	38.71	1 "	33 "
38.30	1 "	34 "	39.13	1 "	32 "
38.71	1 "	33 "	39.56	1 "	31 "
39.13	1 "	32 "	40.00	1 "	30 "
39.56	1 "	31 "	40.45	1 "	29 "
40.00	1 "	30 "	40.91	1 "	28 "
40.45	1 "	29 "	41.38	1 "	27 "
40.91	1 "	28 "	41.86	1 "	26 "
41.38	1 "	27 "	42.35	1 "	25 "
41.86	1 "	26 "	42.86	1 "	24 "
42.35	1 "	25 "	43.37	1 "	23 "
42.86	1 "	24 "	43.90	1 "	22 "
43.37	1 "	23 "	44.44	1 "	21 "
43.90	1 "	22 "	45.00	1 "	20 "
44.44	1 "	21 "	45.57	1 "	19 "
45.00	1 "	20 "	46.15	1 "	18 "
45.57	1 "	19 "	46.75	1 "	17 "
46.15	1 "	18 "	47.37	1 "	16 "
46.75	1 "	17 "	48.00	1 "	15 "
47.37	1 "	16 "	48.65	1 "	14 "
48.00	1 "	15 "	49.31	1 "	13 "
48.65	1 "	14 "	50.00	1 "	12 "
49.31	1 "	13 "	50.70	1 "	11 "
50.00	1 "	12 "	51.43	1 "	10 "
50.70	1 "	11 "	52.17	1 "	9 "
51.43	1 "	10 "	52.94	1 "	8 "
52.17	1 "	9 "	53.73	1 "	7 "
52.94	1 "	8 "	54.55	1 "	6 "
53.73	1 "	7 "	55.38	1 "	5 "
54.55	1 "	6 "	56.25	1 "	4 "
55.38	1 "	5 "	57.14	1 "	3 "
56.25	1 "	4 "	58.06	1 "	2 "
57.14	1 "	3 "	59.02	1 "	1 "
58.06	1 "	2 "	60.00	1 "	0 "