

WESTWARD TRAINS — FIRST CLASS

	919 Passenger	83 Passenger	917 Passenger	915 Passenger	73 Passenger	913 Passenger	911 Passenger	909 Passenger	637 Passenger	81 Passenger	907 Passenger	181 Passenger	955 Passenger	71 Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily Ex Saturday Sunday	Daily
.....	1443	1400	1343	1243	1235	1143	1043	0943	0930	0900	0843	0840	0823	0820
.....	1448	.....	1348	1248	.....	1148	1048	0948	.....	.....	0848	.....	.....	.....
.....	\$1457	.....	\$1357	\$1257	.....	\$1157	\$1057	\$0957	.....	.....	\$0857	.....	\$0837	.....
.....	\$1502	.....	\$1402	\$1302	.....	\$1202	\$1102	\$1002	.....	.....	\$0902	.....	.....	.....
.....	\$1507	.....	\$1407	\$1307	.....	\$1207	\$1107	\$1007	.....	.....	\$0907	.....	.....	.....
.....	\$1513	.....	\$1413	\$1313	.....	\$1213	\$1113	\$1013	.....	.....	\$0913	.....	.....	.....
.....
.....	\$1520	\$1427	\$1420	\$1320	\$1302	\$1220	\$1120	\$1020	\$0955	.....	\$0920	\$0905	.....	\$0847
.....
.....	.....	\$1439	.....	.....	.....	.....	.....	.....	\$1008	.....	.....	*0917	.....	\$0900
.....
.....	.....	1446	.....	.....	.....	1318	.....	.....	.....	.....	0939	.....	.....	0907
.....	.....	To Dundas Sub.	.....	.....	.....	To Dundas Sub.	.....	.....	.....	To Dundas Sub.	.....	0925	.....	To Dundas Sub.
.....	.....	.....	.....	.....	.....	.....	.....	.....	\$1020	.....	To CP Rail	.....	.....	.....
.....
	919	83	917	915	73	913	911	909	637	81	907	181	955	71
	922	—	920	918	—	916	914	912	—	—	910	—	—	—

EQUIPMENT RESTRICTIONS
 HAZARDous material not permitted
 MAXIMUM SPEED 10 miles per hour

WESTWARD TRAIN — FIRST CLASS

905 Passenger	949 Passenger	947 Equipment	903 Passenger	957 Equipment	901 Equipment	945 Equipment	943 Equipment	939 Passenger	Miles from Toronto	Switching Zones	OAKVILLE SUBDIVISION				
Daily Ex. Sunday	Daily Ex. Saturday Sunday	Daily Ex. Saturday Sunday	Daily Ex. Sunday	Daily Ex. Saturday Sunday	Daily Ex. Sunday	Daily Ex. Saturday Sunday	Daily Ex. Saturday Sunday	Daily			Office Signals	Siding Capacity in feet			
0743	0723	.....	0643	.....	.....	.....	.....	0043	0.0	.....	T.T.R. Co.	TORONTO .....C*KWX	UN	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	1.1	.....		BATHURST ST. *KXY Jct. with Weston Sub.	.....	.....
0748	.....	.....	0648	.....	.....	.....	.....	0048	1.8	.....	4 Tracks	CABIN E .....X	CE	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	2.0	.....		EXHIBITION	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	2.5	.....		DUFFERIN .....X	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	6.2	.....		MIMICO EAST .....X	.....	.....
S0757	S0737	.....	S0657	.....	.....	.....	.....	S0057	6.7	.....	3 Tracks	MIMICO .....*KXY	MC	.....
.....	0715	.....	0615	0600	0540	0535	.....	.....	8.4	.....		CANPA Jct. with CP Rail	.....	.....
S0802	S0742	.....	S0702	.....	.....	.....	.....	S0102	9.6	9.4	3 Tracks	LONG BRANCH	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	11.5	.....		PORT CREDIT EAST	.....	.....
S0807	S0747	.....	S0707	.....	.....	.....	.....	S0107	12.8	.....	2 Tracks	PORT CREDIT .....X	.....	.....
S0813	S0753	.....	S0713	.....	.....	.....	.....	S0113	16.7	16.6		CLARKSON .....Y	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	17.8	.....	2 Tracks	PARK ROYAL .....X	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	19.3	.....		9TH LINE .....X	.....	.....
S0820	S0800	0735	S0720	.....	0620	.....	0600	S0120	20.6	.....	3 Tracks	OAKVILLE YARD .....C*KX	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	21.4	.....		OAKVILLE	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	22.1	22.9	CTC	KERR ST. ....X	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	24.7	.....		OAKVILLE WEST	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	27.1	.....		BRONTE .....X	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....		BURLINGTON EAST	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	31.5	.....		BURLINGTON	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	32.0	.....		BURLINGTON WEST ..*BXY	SQ	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	33.3	.....		Jct. with Halton Sub.	.....	.....
.....	34.9		2 Tracks	ALDERSHOT EAST .....X
.....	.....	.....	.....	.....	.....	.....	.....	.....	36.9	35.9		ALDERSHOT .....X	.....	6920
.....	.....	.....	.....	.....	.....	.....	.....	.....	37.3	.....		BAYVIEW .....X	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	38.9	.....	Jct. with Dundas Sub.	.....	.....
.....	.....	.....	.....	0655	.....	0620	.....	.....	39.3	39.3	HAMILTON JCT. ....XY	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Jct. with CP Rail	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	HAMILTON YARD ...C*KX	SY	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	HAMILTON .....*RWX	S	.....	

CTC between Cabin E and Burlington East controlled by Train Dispatcher YO MacMillan Yard.
CTC between Burlington East and Hamilton Jct. controlled by Train Dispatcher YA MacMillan Yard
CTC between Hamilton Jct. and Hamilton controlled by Train Movement Director, Hamilton Yard.
Section 14 Form 835 not applicable.

905	949	947	903	957	901	945	943	939	RETURN WITHOUT CLEARANCE AS		
908	956	954	906	958	904	952	948	942			

WESTWARD TRAINS — FIRST CLASS

			937 Passenger	659 Passenger	645 Passenger	935 Passenger	933 Passenger	87 Passenger	931 Passenger	929 Passenger	79 Passenger	927 Passenger	973 Passenger	971 Passenger	925 Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday Sunday	Daily Ex. Saturday Sunday	Daily
			2343	2315	2305	2243	2143	2055	2043	1943	1935	1843	1823	1803	1743
			2348			2248	2148		2048	1948		1848			1748
			\$2357			\$2257	\$2157		\$2057	\$1957		\$1857	\$1837	\$1817	\$1757
			\$0002			\$2302	\$2202		\$2102	\$2002		\$1902	\$1842	\$1822	\$1802
			\$0007			\$2307	\$2207		\$2107	\$2007		\$1907	\$1847	\$1827	\$1807
			\$0013			\$2313	\$2213		\$2113	\$2013		\$1913	\$1853	\$1833	\$1813
			\$0020	\$2342		\$2320	\$2220		\$2120	\$2020	\$2002	\$1920	\$1900	\$1840	\$1820
														\$1845	
														\$1854	
				\$2354				\$2131			\$2015				
				0001				2138			2022				
				To Dundas Sub.				To Dundas Sub.			To Dundas Sub.				
					\$2347									\$1906	
			937	659	645	935	933	87	931	929	79	927	973	971	925
			940	—	—	938	936	—	934	932	—	930	962	974	928

WESTWARD TRAIN — FIRST CLASS

641 Passenger	969 Passenger	77 Passenger	963 Passenger	967 Passenger	923 Passenger	965 Passenger	921 Passenger	75 Passenger	Miles from Toronto	Switching Zones	OAKVILLE SUBDIVISION	Office Signals	Siding Capacity in feet
Daily	Daily Ex. Saturday Sunday	Daily	Daily Ex. Saturday Sunday	Daily Ex. Saturday Sunday	Daily	Daily Ex. Saturday Sunday	Daily	Daily Ex. Saturday			STATIONS		
1735	1723	1720	1719	1703	1643	1613	1543	1530	0.0	.....	TORONTO .....C*KWX	UN	.....
									1.1	↑ 1.1	BATHURST ST. ....*KXY		
									1.8		Jct. with Weston Sub. CABIN E. ....X	CE	
					1648		1548		2.0		EXHIBITION		
									2.5		DUFFERIN .....X		
									6.2		MIMICO EAST .....X		
	\$1737			\$1717	\$1657	\$1627	\$1557		6.7		MIMICO .....*KXY	MC	
									8.4		CANPA		
	\$1742			\$1722	\$1702	\$1632	\$1602		9.6	↓ 9.4	Jct. with CP Rail LONG BRANCH		
									11.5		PORT CREDIT EAST		
	\$1747			\$1727	\$1707	\$1637	\$1607		12.8		PORT CREDIT .....X		
	\$1753			\$1733	\$1713	\$1643	\$1613		16.7	↑ 16.6	CLARKSON .....Y		
									17.8		PARK ROYAL .....X		
									19.3		9TH LINE .....X		
									20.6		OAKVILLE YARD ...C*KX		
\$1800	\$1800	\$1748	\$1742	\$1740	\$1720	\$1650	\$1620	\$1557	21.4		OAKVILLE		
			\$1747						22.1	↓ 22.9	KERR ST. ....X		
									24.7		OAKVILLE WEST		
									27.1		BRONTE .....X		
									30.5		BURLINGTON EAST		
\$1813		\$1803	\$1756						31.5		BURLINGTON		
									32.0		BURLINGTON WEST ..*BXY	SQ	
									33.3		Jct. with Halton Sub. ALDERSHOT EAST		
									34.9		ALDERSHOT .....X		6920
		1810						1613	36.9	↑ 35.9	BAYVIEW .....X		
		To Dundas Sub.							37.3		Jct. with Dundas Sub. HAMILTON JCT. ....XY		
									38.9		Jct. with CP Rail HAMILTON YARD ...C*KX	SY	
\$1825			\$1810						39.3	↓ 39.3	HAMILTON .....*RWX	S	
											CTC between Cabin E and Burlington East controlled by Train Dispatcher YO MacMillan Yard. CTC between Burlington East and Hamilton Jct. controlled by Train Dispatcher YA MacMillan Yard CTC between Hamilton Jct. and Hamilton controlled by Train Movement Director, Hamilton Yard. Section 14 Form 835 not applicable.		
641	969	77	963	967	923	965	921	75					
—	978	—	968	976	926	972	924	—			RETURN WITHOUT CLEARANCE AS		

OAKVILLE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES

All movements must be authorized by clearance OK'd by Train Dispatcher YA or YO MacMillan Yard except movements between mileage 1.1 and mileage 9.4, between mileage 16.6 and mileage 22.9 and between mileage 35.9 and mileage 39.3

Clearance for trains operating beyond Copetown West must also be OK'd by Train Dispatcher K London.

TORONTO—GO trains may leave without obtaining clearance.

CANPA—GO trains originating must obtain clearance at Mimico.

MIMICO—Clearance for trains operating beyond Clarke on Kingston Sub. must also be OK'd by Train Dispatcher A Belleville.

Clearance for trains operating north of mileage 6 Bala Sub. must be OK'd by Train Dispatcher YB MacMillan Yard, and if operating north of Richmond Hill must also be OK'd by Train Dispatcher CB Capreol.

Crews handling Go trains from Richmond Hill on Bala Sub. must obtain clearance OK'd by Train Dispatcher YB MacMillan Yard.

GO trains originating to Weston and Halton Subdivisions must obtain clearance OK'd by Train Dispatchers YB, YO, and YX MacMillan Yard. GO trains originating to Kingston Subdivision must obtain clearance OK'd by Train Dispatcher YB or YQ MacMillan Yard.

1.2 TRAIN REGISTER MODIFICATIONS

TORONTO—*Register station for first class and passenger extra trains originating or terminating, except GO trains.

BATHURST STREET—*Standard clock and bulletins only located in Spadina Coach Yard Office and enginemens' booking-in room at Spadina motive power shop.

MIMICO—*Register station for GO trains originating or terminating.

MIMICO YARD OFFICE—Register station for trains originating or terminating. Trains arriving Mimico from Bala and Newmarket Subdivisions but terminating at MacMillan Yard need not register. Standard clock and bulletins.

OAKVILLE YARD OFFICE—*Standard clock and bulletins only.

BURLINGTON WEST—*Register station for trains originating or terminating.

HAMILTON YARD—*Register station for trains originating or terminating.

HAMILTON—*Register station for all trains except GO trains and except trains originating or terminating at Hamilton Yard. Trains may register by register ticket.

1.3 CTC SPECIAL FEATURES

Four main tracks between mileage 1.8 and mileage 6.1 are designated from the north No. 1, No. 2, No. 3 and No. 4.

Three main tracks between mileage 6.1 and mileage 13.2 are designated from the north No. 1, No. 2 and No. 3

Three main tracks between mileage 20.7 and mileage 21.7 are designated from the north No. 1, No. 2 and No. 3. Usable length of No. 3 track is 4,100 ft.

No train or engine shall clear the main track at the following switches:—

Mileage 8.8 off No. 3 track (Castrol Oil Canada Ltd.)

Mileage 10.3 off No. 3 track (Toronto Waste Paper Co.)

Mileage 21.6 off No. 1 track (Shed Track)

Mileage 22.3 off south track (Dominion Nickel and Alloy)

Mileage 22.4 off north track (Rheem Canada)

Mileage 23.9 off north track (General Electric)

Mileage 25.7 off south track (Kaiser Refractories)

Mileage 28.6 off south track (Plibrico Canada Ltd.)

Mileage 29.3 off south track (Apache Plastics and A. S. Nicholson and Sons Limited.)

Mileage 33.0 off north track (H.E.P.C.)

Mileage 35.0 off north track (Station Track)

The following signals are located to the left:—

Governing eastward movements on north track — 292N — 272N — 250N — 240N — 230N — 168N — 146N — 134N.

Governing westward movements on south track — 147S — 169S — 231S — 241S — 251S — 269S — 293S.

The signals at the locations listed below are equipped with a special switching feature. When both signals indicate "Proceed at restricted speed", forward or reverse movements may be made without taking the dual control switches off power.

OAKVILLE YARD—Signals 206D and 203.

HAMILTON YARD—Signals 128 and 130. Signals 138 and 142.

HAMILTON—Signals 436D and 431D.

1.4 SPECIAL INSTRUCTIONS APPLY

SYSTEM 1.3—between mileage 0.0 and mileage 37.6 inclusive.

SYSTEM 1.10 (c)—on two tracks between mileage 1.8 (Cabin E) and TTR Company limits, mileage 333.3 Kingston Sub. Yard limit sign located at Cabin E.

Item 2.6 paragraph 2 Form 696 applies over entire Sub.

HAMILTON—Except for the purpose to prevent accident, the sounding of engine whistle by any engine is prohibited between mileage 37.6 and mileage 39.3 inclusive. (B.T.C. 40101).

1.5 OTHER MODIFICATIONS

RULE 14(m) paragraph one—not applicable.

RULE 107—not applicable at Exhibition, Mimico, Long Branch, Port Credit, Clarkson, Oakville, Oakville West and Burlington.

RULES 294-300—as shown on pages 186 and 187 are in effect between and including westward signals 023T1, 023T2, 023T3, 023T4 and 023D at mileage 2.3 and eastward signals 304S, 304N and 304 at mileage 30.4.

2 GENERAL FOOTNOTES

2.1 **GO TRANSIT**—designated GO is operated by CN for the Government of Ontario. Trains 900 to 998 inclusive are in GO service. Instructions governing the operation of GO equipment are contained in CN Operating Manual for GO Transit Service. Employees operating in GO Transit service must be in possession of a manual.

2.2 MILEAGE 1.1 TO MILEAGE 1.8

Movements on eastward and westward main tracks will be made in either direction by fixed signal indication or, where there is no fixed signal, on hand signal given by Switchtender or Operator/Leverman on the ground. Eastward movements on westward track must stop at Stop sign located at mileage 1.4 and then proceed only on hand signal given by Switchtender.

Continued

OAKVILLE SUBDIVISION FOOTNOTES

2.3 **Cabin E mileage 1.8 Oakville Sub. to Scott Street mileage 333.3 Kingston Sub.**—two tracks known as the “High Line” entirely within yard limits. Automatic block signals govern movements with the current of traffic, Rules 505 to 518 apply. Movements against the current of traffic will be made only on authority of Train Dispatcher YQ MacMillan Yard. This authority may be issued directly to a member of the crew. This authority must be in writing and repeated before being acted on and Train Dispatcher must make the proper record immediately.

MAXIMUM SPEED 20 miles per hour.

Connection from CP Rail, is located on westward “High Line” track at mileage 0.5, Oakville Sub. 875 feet west of automatic block signal 05. Switch is equipped with a block indicator. CP Rail crews must obtain permission from Train Dispatcher YQ, MacMillan Yard before entering the westward “High Line” track at this location.

2.4 **MILEAGE 6.2—MIMICO EAST**—movements operating under Rule 264, power switches will be handled by Signal Maintainer. Crew must ensure that route is properly lined and obtain confirmation from Signal Maintainer that switches are properly secured.

2.5 **MIMICO**—eastward movements leaving Mimico Yard via INBOUND or OUTBOUND Tracks must contact Train Dispatcher YO MacMillan Yard prior to moving foul of the spring switch to main yard lead when Signal 064 indicates STOP and be governed by his instructions. Contact may be made by radio communication.

2.6 **MILEAGE 8.4—CANPA**—movements operating under Rule 264, power switches will be handled by Signal Maintainer. Crews must ensure that route is properly lined and obtain confirmation from Signal Maintainer that switches are properly secured.

2.7 **MILEAGE 20.3**—Sign located on steel pole north of north track for westward trains. This sign marks where front of car of rear portion of train is to be when cut is made to lift or set out. Position indicated will allow permissive signal to return to train.

2.8 **MILEAGE 20.9**—Sign located on steel pole north of north track for eastward trains. This sign marks where the front of car of rear portion of train is to be when cut is made to lift or set out. Position indicated will allow permissive signal to return to train.

2.9 **HAMILTON**—trains not entering station tracks will be governed by train order signals of color light, three indication type, located on piers of James St. Bridge opposite west end of station. Freight trains must not be operated over passenger tracks at Hamilton, except in emergency. (B.T.C. 44060).

Mileage 39.1 Oakville Sub. (Middle switches) to mileage 43.4 Grimsby Sub. is single track.

Trains from station tracks must not start without permission of Stationmaster.

Stuart Street Yard—warning bell on the controlling end of all movements must be sounded when moving or passing through.

3 INTERLOCKING

3.1 **Railway crossing at grade**
 CP Rail mileage 1.8 controlled.
 Operator Cabin E controls all movements.

In the event of signal failure, Rule 663 from Operator/Leverman and Rule 264 from Train Dispatcher, MacMillan Yard, must be obtained by westward movements using tracks No. 1, No. 2, No. 3 or No. 4 from Cabin E Interlocking. (B.T.C. 42757).

4 EQUIPMENT RESTRICTIONS

4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4.2 Six axle locomotives in the 2000, 2300 and 5000 series are not to be operated on industrial spurs and other tracks within this territory without permission from the Yardmaster or Trainmaster of the territory involved.

5 SPEEDS

5.1 **Westward Movements**
 (applicable on all main tracks except as otherwise specified).

Mileage	MILES PER HOUR	
	Passenger	**Railiner Freight
	Restricted Speed	
1.1 to 1.8 zone		
1.8 to 3.1 zone	70	60
*1.8 to 3.1 No. 1 track	40	40
3.1 to 36.8 zone	80	60
*3.1 to 6.1 No. 1 track	40	40
*9.3 to 9.8 No. 3 track	60	60
*13.0 to 13.2 No. 1 track	60	60
*20.7 to 21.7 No. 3 track	30	30
36.8 to 39.3 zone	30	30
*38.8 Trains handling loaded ore cars		25

*Not marked with speed restriction signs.
 **Restriction for two railiners (RDC) or similar cars coupled and running alone, as per item 6.1(E) form 696 not applicable.

5.2 **Eastward Movements**
 (applicable on all main tracks except as otherwise specified).

Mileage	MILES PER HOUR	
	Passenger	**Railiner Freight
	Restricted Speed	
39.3 to 36.8 zone	30	30
36.8 to 3.1 zone	80	60
*21.7 to 20.7 No. 3 track	30	30
*13.0 to 13.2 No. 1 track	60	60
*9.8 to 9.3 No. 3 track	60	60
*6.1 to 3.1 No. 1 track	40	40
3.1 to 1.8 zone	70	60
*3.1 to 1.8 No. 1 track	40	40
1.8 to 1.1 zone		Restricted Speed

*Not marked with speed restriction signs.
 **Restriction for two railiners (RDC) or similar cars coupled and running alone, as per item 6.1(E) form 696 not applicable.

5.3 CONDITIONAL SPEEDS

Mileage	Miles Per Hour
*10.6 (Haig Blvd.) until crossing occupied	15
*10.9 (Ogden Ave.) until crossing occupied	15
*11.0 (Alexandra Ave.) until crossing occupied	15
*11.5 (Cawthra Rd.) until crossing occupied	15
*12.0 (Revus Ave.) until crossing occupied	15
*13.1 (Stavebank Rd.) until crossing occupied	15
*16.1 (Clarkson Rd.) until crossing occupied	15
*19.3 (Ninth Line) until crossing occupied	15

Continued

OAKVILLE SUBDIVISION FOOTNOTES

*24.4 (Third Line)	until crossing occupied	15
*25.7 (County Rd. No. 2)	until crossing occupied	15
*27.0 (Burloak Rd.)	until crossing occupied	15
*28.2 (Appleby Line)	until crossing occupied	15
*33.3 (Kings Rd.)	until crossing occupied	15
Hamilton—over switches to and from station		10

*Applicable only to movements entering the main tracks between signals, or delayed in the block between signals.

6 CONDITIONAL AND OTHER STOPS

- 6.1 *No. 181 stop on flag at Burlington West to entrain passengers for beyond Hamilton.
- 6.2 *No. 184 stop on flag at Burlington West to entrain passengers to or beyond Sudbury and Peterboro, and will detrain passengers from beyond Hamilton.

7 PUBLIC CROSSINGS AT GRADE

- 7.1 **Mileage 10.6** (Haig Blvd.) automatically protected. Movements stopped on No. 3 track within 1000 feet either side of crossing must push Start button to lower gates and ensure gates are lowered before occupying crossing.
- 7.2 **Mileage 10.9** (Ogden Ave.) automatically protected. Movements stopped on No. 3 track within 1000 feet either side of crossing must push Start button to lower gates and ensure gates are lowered before occupying crossing.
- 7.3 **Mileage 11.0** (Alexandra Ave.) automatically protected. Movements stopped on No. 3 track within 1000 feet either side of crossing must push Start button to lower gates and ensure gates are lowered before occupying crossing.
- 7.4 **Mileage 11.5** (Cawthra Rd.) automatically protected. Movements stopped on No. 3 track within 1000 feet either side of crossing must push Start button to lower gates and ensure gates are lowered before occupying crossing.
- 7.5 **Mileage 13.1** (Stavebank Rd.) automatically protected. Westward movements complying with Rule 264 or 265 must be protected by a member of the crew.
- 7.6 **Mileage 16.1** (Clarkson Rd.) Item 1.21 Form 696 applies. Crossing circuit sign on south track is located 3970 feet west of crossing opposite Signal 168S. Eastward trains with 25 cars or less required to lift or set off at Clarkson must pull east of Clarkson Road and use service track to enter the yard. Eastward trains with more than 25 cars required to lift or set off at Clarkson must leave leading car of their train west of Signal 168S. When train has been recoupled, entire train must be west of Signal 168S in order to activate crossing protection.
- 7.7 **Mileage 17.9** (Winston Churchill Blvd.) automatically protected. Eastward movements complying with Rule 264 or 265 must be protected by a member of the crew.
- 7.8 **Mileage 19.2** (9th Line) Item 1.21 Form 696 applies.
- 7.9 **Mileage 20.6** (Eighth Line) Item 1.21 Form 696 applies. Westward trains complying with Rule 264 or 265 must operate pushbutton before proceeding onto crossing. Pushbuttons are marked North track and South track.
- 7.10 **Mileage 22.0** (Kerr St.) automatically protected. Westward movements complying with Rule 264 or 265 must be protected by a member of the crew.
- 7.11 **Mileage 24.4** (Third Line) Item 1.21 Form 696 applies. Movements on south track which have cut crossing must leave leading car within 300 feet of crossing. After recoupling movement over crossing must be protected by a member of the crew.

- 7.12 **Mileage 25.7** (County Road No. 2) Item 1.21 Form 696 applies. On south track a timing circuit extends from the crossing 600 feet west. Movements stopping in this area must leave leading car or engine within timing circuit.
- 7.13 **Mileage 25.9** (Private Crossing) unprotected. Fire route. Cars must not be left unattended on this crossing.
- 7.14 **Mileage 27.0** (Burloak Rd.) automatically protected. Westward movements complying with Rule 264 or 265 must be protected by a member of the crew.
- 7.15 **Mileage 33.3** (Kings Rd.) automatically protected. Eastward trains setting off or lifting at Aldershot must leave leading car at a point which will permit locomotive to be west of Signals 334-N or 334-S after lift or set off is completed. While signal indicates STOP the crossing gates raise to allow vehicular traffic to proceed. Brake test must be completed before requesting PROCEED signal from Train Dispatcher. Train Dispatcher will hold Signals 334-N and 334-S at STOP until request is received for signal.

8 HOT BOX AND DRAGGING EQUIPMENT DETECTORS

- 8.1 Located at mileage 27.7 (North and South track)

9 SPURS AND OTHER TRACKS

9.1 TORONTO

SPADINA AVE.—Intercom with Train Movement Director John St. located on post 150 ft. west of Stop sign, south side of outbound shop track.

Eastward movements from outbound shop track must stop at loudspeaker indicated by white light and announce unit number and train assignment for which ordered, and must not move foul of spring switch without authority from Train Movement Director John St. These movements must clear other movements to or from the loop track.

Eastward movements through Spadina car wash track must stop at Stop sign located north side of track and must not move foul of spring switch without authority from Train Movement Director John St. Telephone located on mast of Signal 514. These movements must clear other movements to or from the loop track.

Westward movements from loop track at Spadina Ave. must stop at Stop sign and must not proceed until permission received from Train Movement Director John St.

Westward movements from Spadina car wash track must stop at Stop sign and be governed by signal from Switchtender.

All movements over Spadina car wash track must be governed by signal on washer and must not exceed 1.5 miles per hour through washer.

Freight equipment must not be operated on Spadina car wash track.

BATHURST ST.—the short cross-over at west end of Bathurst St. yard must not be used except for movements of a light engine or engine and caboose.

YORK ST. (High Line) when placing cars on Heating Plant track the westerly car must be spotted on the hopper. No cars to be left east of the fouling point post.

COACH YARD—while switching passenger equipment cars must not be detached when they are in motion.

Continued

OAKVILLE SUBDIVISION FOOTNOTES

When moving passenger equipment between Toronto Union Station, the Wharfer Lead and the coach yard, the communicating signal system is to be coupled through the equipment, including the locomotive, when so equipped. When sight lines are obstructed, the communications signal system is to be used, but under such circumstances, radio may be used in lieu of communicating signal.

All movements requiring to use the loop track at Spadina Ave. mileage 0.69 Oakville Sub., must first obtain permission from Yardmaster, Coach Yard.

MAXIMUM SPEED 5 miles per hour.

9.2 MIMICO YARD

PUBLIC CROSSINGS AT GRADE

New Toronto St. } All movements must stop and be protected
Birmingham St. } by a member of the crew.

EQUIPMENT RESTRICTIONS

Movements on all Christie Brown & Co. tracks must not exceed 5 miles per hour. Engines must not operate inside building.

9.3 Willowbrook Shop Track Limits—warning bell on the controlling end of all movements must be rung when moving within or passing through.

9.4 ONTARIO H.E.P.C. LEAD

Mileage 10.6—Extends 93 car lengths south from No. 3 track switch points face east. Cars must not be stored on this track account excessive grade.

PUBLIC CROSSINGS AT GRADE

HIGHWAY No. 2. All movements must be protected by a member of the crew and movements must not be made over crossing between 0800 and 0900 and between 1600 and 1800 (B.T.C. 99340).

9.5 CANADIAN ADMIRAL

Mileage 11.6—Extends from a track south of No. 3 track switch points face east with capacity of 24 cars. Cars set off on this track must be left within one car length north of derail.

9.6 ST. LAWRENCE STARCH CO. LEAD

Mileage 12.7—Extends 120 car lengths south from a track south of yard track switch points face east. Switching St. Lawrence Starch Co. restricted to single unit operation when units exceed 1200 H.P.

PUBLIC CROSSINGS AT GRADE

HIGHWAY No. 2. All movements must be protected by a member of the crew (B.T.C. 27063).

9.7 TEXACO CO. LEAD

Mileage 13.7—Extends 20 car lengths south from a track south of south track switch points face west. Engines must not approach within 100 feet of loading rack when switching loading rack tracks.

PUBLIC CROSSINGS AT GRADE

HIGHWAY No. 2. All movements must be protected by a member of the crew (B.T.C. 27063).

9.8 GULF OIL

Mileage 16.1—Extends 328 car lengths southward from yard track south of south track switch points face east and west. Cars must not be left on east leg of wye, track OB40.

PUBLIC CROSSINGS AT GRADE

MILEAGE 1.8 (Orr Rd.). All movements must be protected by a member of the crew (B.T.C. 61756).

9.9 YARD LEAD

PUBLIC CROSSINGS AT GRADE

Mileage 16.1 (Clarkson Rd.) automatically protected. All movements must operate pushbutton located either side of crossing. Stop sign located each side of crossing.

9.10 CANADIAN SALT CO.

Mileage 17.5—Extends from a track south of south track, switch points face east, capacity 50 cars. Switching restricted to single unit operation when units exceed 1200 H.P.

9.11 ST. LAWRENCE CEMENT LEAD

Mileage 18.9—Extends from a track south of south track, switch points face west, capacity 232 cars.

PUBLIC CROSSINGS AT GRADE

WINSTON CHURCHILL BLVD. All movements must be protected by a member of the crew (B.T.C. 90280).

AVONHEAD ROAD—All movements on track A47 must be protected by a member of the crew.

Maximum speed—15 miles per hour (B.T.C. 25360).

9.12 SERVICE TRACK

PUBLIC CROSSINGS AT GRADE

Mileage 20.6 (Eighth Line) automatically protected. Timing circuits are located on south service track extending 300 feet east from crossing and on north service track 300 feet east and 600 feet west from crossing. Trains stopped on these circuits must operate pushbutton. Pushbuttons for north service track are located north of service track east and west of crossing and pushbutton for south service track is located south of service track. Boxes are marked "service track".

9.13 OAKVILLE YARD

North service track Oakville Yard must be left clear and not used for storing cars unless authorized by Train Dispatcher.

9.14 FORD MOTOR COMPANY

Electric lock derrails are in service on multi-level shipping facilities.

Gate 3 located on main lead Ford Motor Company protecting pedestrian and vehicular traffic against train movement are controlled by automatic signal type lights located on both sides of the crossing governing train operation.

When clear signal cannot be obtained permission must be received from Plant Protection Officer by a member of the crew to obtain proceed signal.

9.15 RHEEM CANADA

Mileage 22.4—Extends 2,030 feet northward off north track, switch points face west.

PUBLIC CROSSINGS AT GRADE

Wyecroft Road—Item 1.21. Form 696 applies on track A-84.

9.16 SERVICE TRACK

PUBLIC CROSSINGS AT GRADE

Mileage 24.4 (Third Line) automatically protected. Pushbuttons located each side of crossing.

9.17 PROCOR LEAD

Mileage 24.4—Extends 35 car lengths, south from a track south of south track, switch points face east and west.

Trains setting out, lifting or switching Procor tracks must be governed as follows:—

1. Lifts and set offs may be made from tracks OC 34, OC 35 or OC 36.
2. Procor derrails are located on tracks OC 35 and OC 36 approximately 1500 feet west of switch points.
3. Tracks other than OC 34, OC 35 and OC 36 are exclusive Procor tracks and are equipped with various derrails. Switching on these tracks must only be performed in the presence of Procor representative who will be responsible for operation of these derrails.

Continued

OAKVILLE SUBDIVISION FOOTNOTES

9.18 **BRONTE SERVICE TRACK**
Mileage 25.6—Extends from south track, switch points face east and west, capacity 17 cars. Also serves Newman Steel Company. Switching Newman Steel Company restricted to single unit operation when units exceed 1200 H.P. Cars must not be left on grade track OC 47. Only 2 cars may be left north of door.

9.19 **KAISER REFRACTORIES**
Mileage 25.7—Extends approximately 750 feet westward from south track. Eastward movements must stop at stop sign located 190 feet west of switch before proceeding.

9.20 **SHELL-BP SERVICE TRACK**
Mileage 25.9—Extends from the south track, switch points face east and west, capacity 71 cars.
 Signal governing movement into BP Refinery will normally be red for incoming movements. Train crew must stop at signal and use telephone to call local 285 for permission to enter and must proceed only on green signal.

Movement on BP Track OC 68 east of Refinery must be preceded by a member of the crew and must not exceed three miles per hour. Exercise extreme caution. Cars must not be left unattended outside the gates on BP lead.

9.21 **SHELL OIL TRACKS**
Mileage 26.6—Engines switching loading racks must not approach within 100 feet of loading rack.
 Cars must not be left unattended outside the gates on Shell lead. Surplus cars left inside the gates must be coupled together in the respective yard tracks with the south cars close to and clear of the loading racks.

9.22 **HENDERSHOT SERVICE TRACK**
Mileage 27.8—Extends from south track, switch points face east and west, capacity 60 cars.
PUBLIC CROSSINGS AT GRADE
Mileage 28.2 (Appleby Line) Item 1.21 Form 696 applies. Stop signs located 50 feet east and 60 feet west of crossing.

9.23 **CONNECTING TRACK**
Mileage 31.7—Extends from North Service Track Oakville Subdivision connecting to South Track Halton Subdivision at mileage 49.0. Due to curvature trains handling multi-level auto carriers must not use this track.

9.24 **BEACH**
Mileage 32.0—Extends 7.0 miles westward from south track.
SPECIAL INSTRUCTIONS APPLY—
SYSTEM 1.3 at mileage 7.6 (Station access road) (R-4891).
OTHER MODIFICATIONS
RULE 14(m) paragraph one—not applicable.

INTERLOCKING

Drawbridge.
 Burlington Canal . . . mileage 4.8 . . . controlled.
 Ontario Dept. of Public Works Operator controls all movements (B.T.C. 107563).

EQUIPMENT INSTRUCTIONS

Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

Six axle locomotives in the 2300 and 5000 series are not to be operated on industrial spurs and other tracks within this territory without permission from the Yardmaster or Trainmaster of the territory involved.

SPEEDS

Mileage	zone	Miles Per Hour All Trains
0.8 to 7.8	zone	35
1.9 to 6.1		15
*6.1 to 6.4		10
*6.4	Ontario St. until crossing occupied	10

*Not marked with speed restricting signs.

PUBLIC CROSSINGS AT GRADE

Mileage 6.2 (Highway No. 2) Item 1.21 Form 696 applies. Traffic signals are controlled by circuits 80 feet on either side of crossing. Stop sign located each side of crossing. White light located in northeast angle of crossing will flash when traffic signals are at STOP. Crews must observe that light is flashing before occupying crossing. If light not flashing movements must be protected by a member of the crew. When necessary to move highway traffic when circuits are occupied, emergency switch located at signal case is to be used.

Mileage 6.4 (Ontario St.) Item 1.21 Form 696 applies. Stop sign located each side of crossing.

Mileage 6.8 (Richmond St.) Item 1.21 Form 696 applies. Stop sign located each side of crossing.

Mileage 7.6 (Station Access Road.) Item 1.21 Form 696 applies. Stop sign located each side of crossing.

9.25 **WYE TRACK**

Mileage 37.3 (Hamilton Jct.) extends northward off north track connecting to south track Dundas Subdivision at mileage 0.4.
 C.T.C. controlled by Train Dispatcher YA MacMillan Yard.
 Maximum speed—15 miles per hour.

9.26 **SERVICE TRACK**

Extends between mileage 39.1 south track Oakville Sub. and mileage 43.4 north track Grimsby Sub.

9.27 **HAMILTON YARD**

Track No. A30—dimensional loads must be pulled from the east end of this track due to height restriction account overhead hydro wires.