

MICHIGAN CENTRAL RAILROAD

THE N. Y. C. R. R. CO., LESSEE

CANADA DIVISION

TIME TABLE No. 129

For the Information and Government of Employees

Effective 12.01 A.M.

Sunday, April 30th, 1933

EASTERN STANDARD TIME

Superseding Time Table No. 128
Dated September 25th, 1932

F. McELROY,
Superintendent

H. L. MARGETTS
General Superintendent

HENRY SHEARER,
Vice-President
and General Manager.

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COMPANY'S SURGEONS

MAIN LINE

DR. W. L. HARTMAN, Medical Director, Detroit, Mich.
Office, Room 313 M.C. Depot, Phone Lafayette 7000, Line 176.
Residence, Phone Arlington 2623.

DR. WALTER R. PARKER, Chief Oculist, Detroit, Mich.
Office, 1025 David Whitney Bldg., Phone Randolph 0439.
Residence, Phone Niagara 2266.

DR. G. B. LOWRIE, Asst. to Chief Surgeon, Detroit, Mich.
Office, 1405 Stroh Bldg., 28 Adams Ave., W., Phone Randolph 0722.
Residence, Phone Niagara 3946. Hours 2 to 4 p.m.

DR. GEO. P. MYERS, Local Surgeon, Detroit, Mich.
Office, 1752 David Whitney Bldg., phone Randolph 6519.
Residence, 18010 Greenlawn Ave., Phone University 2-5958.

DR. E. HOWARD HANNA, Local Surgeon, Detroit, Mich.
Office, 12th St. and West Grand Blvd., Phone Euclid 8300.

DR. C. L. FULLER, Local Surgeon, Windsor, Ont.
Office, 17 Wyandotte St., W., Phone 4-1891.
Residence, 605 Victoria Ave., Phone 3-4083.

DR. G. F. LEWIS, Local Surgeon, Windsor, Ont.
Office and Residence, 109 Park St., phone 3-5711.

DR. H. G. EMERSON, Local Surgeon, Comber, Ont.
Office and Residence, Main Street, Phone 46 Ring 2 or 3.

DR. T. H. McCOLL, Local Surgeon, Tilbury, Ont.
Office, Queen Street, Phone 31W.
Residence, Cathcart Street, Phone 31J.

DR. W. E. LAKE, Local Surgeon, Ridgetown, Ont.
Office and Residence, Main Street, Phone 61.

DR. D. F. WEBSTER, Local Surgeon, West Lorne, Ont.
Office and Residence, Graham Street, Phone 17.

DR. J. D. CURTIS, Local Surgeon, St. Thomas, Ont.
Office, 552 Talbot Street, Phone 1816.
Residence, 34 Southwick Street, Phone 1821.

DR. D. S. CARRIE, Local Surgeon, St. Thomas, Ont.
Office, 550 Talbot Street, Phone 62.
Residence, 52 Stanley St., phone 1303.

DR. S. McCALLUM, Local Surgeon, Niagara Falls, Ont.
Office and Residence, 461 Huron St., Phone 103.

DR. W. H. MARCY, Local Surgeon, Buffalo, N.Y.
Office and Residence, 32 W. Utica St., Phone Tupper 4269.

For the information of Enginemen and Trainmen, T. H. & B. and Canadian Pacific schedules are shown below.

T. H. & B. TRAINS

Welland	No. 76	Arrive	5.20 p.m.	No. 73	Leave	7.10 a.m.
Waterford	No. 1	"	12.50 p.m.	No. 2	"	12.55 p.m.

All trains daily except Sunday.

CANADIAN PACIFIC TRAINS

WEST BOUND				EAST BOUND			
37	21	635	19	20	38	22	
Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	
11.05	2.40	7.15	3.00	Arr	Detroit	Lv	2.15
				Arr	Windsor Dock	Lv	8.45
							4.40
10.55	2.30	7.05	2.50	Lv	Windsor	Arr	2.25
10.45	2.15	6.50	2.40	Arr	M.C.R.R.	Lv	8.55
							4.50
P.M.	P.M.	A.M.	A.M.				5.00
				A.M.	A.M.	P.M.	

All C.P.R. trains shown on the above schedule will operate through the tunnel and will be controlled by the M.C.R.R.

The new spur track located between west bound main track and east bound freight track east of train shed Windsor to be used for parking C.P.R. sleeper only.

C.P.R. engines will move to and from Windsor M.C.R.R. station via Essex terminal.

All engines must keep clear of these movements, towermen in Towers 1 and 2 will give special attention to these movements and will allow no yard movements to interfere with them.

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the rules for the Government of the Operating Department unless otherwise specified.

M. OTHER RAILROADS.

Between Buffalo, Black Rock, and Suspension Bridge, N.Y.; Michigan Central trains use New York Central tracks, and are subject to and will be governed by the Rules and Current Times-Table of that Railroad.

Between Black Rock and Fort Erie Michigan Central trains use Canadian National tracks and are subject to and will be governed by the International Bridge rules. Windsor: Canadian Pacific use Michigan Central tracks between C. P. R. Interchange Office and Windsor Dock.

Motor and steam engine crews, with or without cars, while coming from C. P. R. Interchange at Windsor, must protect against westbound C. P. R. trains.

St. Thomas: Canadian Pacific use Michigan Central track known as the Credit Main from connection near Park Ave., to the Passenger Station.

London & Port Stanley Electric cars arrive and depart from Michigan Central station, using the old north wye and the extension of that track.

Waterford: T. H. & B. passenger trains arrive and depart from Michigan Central Station using Nos. 1 and 2 north passing tracks.

Welland: T. H. and B. passenger trains 73 and 76 use Michigan Central tracks between Coyle Yard and Passenger Station.

3. STANDARD CLOCKS.

Detroit	Telegraph Office.
	Stationmaster's Office.
Windsor	Telegraph Office.
Windsor Yard	General Yardmaster's Office.
	Engine House.
Essex	Telegraph Office.
Comber	Telegraph Office.
Fargo	Telegraph Office.
St. Thomas	Telegraph Office.
	Engine House.
Waterford	Telegraph Office.
Welland	Telegraph Office.
Montrose	General Yardmaster's Office.
	Engine House.
Niagara Falls, Ont.	Telegraph Office.
	Engine House.
Suspension Bridge	General Yardmaster's Office.
	Passenger Station.
Victoria	General Yardmaster's Office.
	Engine House.
Fort Erie	Telegraph Office.
Amherstburg	Freight Office.

All trains are run on EASTERN STANDARD TIME, except Michigan Midland Branch trains run on CENTRAL STANDARD TIME.

4. TIME-TABLES.

Between Buffalo, Black Rock, and Suspension Bridge, N.Y.; New York Central Time-table governs.

Between Windsor passenger station and Detroit; Detroit Yard Time-table governs.

14. WHISTLE SIGNALS.

Sound	Indication
O—O	Relief engine required at Terminal. To be sounded passing first two open signal stations after defect develops and operators must immediately inform train dispatcher.

19. MARKERS.

Trains with rear car (or engine under conditions when display of markers is required) if not equipped to display markers, as per rule 19, will display red flag by day and red light by night on rear of train.

Rules 19 and D-19 in the Book of Rules for the Government of the Operating Department are amended to read as follows:

"19. The following signals will be displayed, one on each side of the rear of every train, as markers to indicate the rear of the train; by day, marker lamps not lighted; by night, green lights to the front and side, and red lights to the rear, except when the train is clear of the main track when green lights must be displayed to the front, side and rear."

"D-19. The following signals will be displayed, one on each side of the rear of every train, as markers to indicate rear of

train; by day, marker lamps not lighted; by night, to the front and side, green lights; by night, to the rear, if the train is running with the current traffic, red lights; if standing on passing track, clear of main track, green light; if running against the current of traffic, a green light on the inside and a red light on the opposite side. The lights displayed to the rear must be changed from green to red before a train fouls the main track when leaving a passing track, or returns to the main track with the current of traffic."

21. EXTRA TRAINS.

Extra trains will omit the display of white signals.

26a. PROTECTION OF BOARDING CARS

A yellow signal displayed at one or both ends of car indicates boarding car; a yellow disc displaying the words "Bunk Car" attached to a switch stand indicates boarding cars are on that track. Employee in charge of cars must display yellow disc on each switch leading to such track and yellow signals on one or both ends of car as conditions require, and the same employee is alone authorized to remove them, except that when cars are placed ahead of boarding cars or when cars so placed are removed, the conductor will be responsible for proper display of signals.

30. ENGINE BELL.

The bell must be rung on all engines while in motion on the Niagara River Bridge.

32. LOCOMOTIVE STEAM WHISTLE.

The whistle must not be sounded within the city limits of St. Thomas, except when necessary to prevent accident.

36. MAINTENANCE OF WAY FLAGGING.

The following is supplementary to Maintenance-of-Way flagging Rule No. 36, Rules for the Government of the Operating Department.

Trackmen and Bridgemen before undertaking any work that may render the track impassable or unsafe for trains at the usual rate of speed, will, when notice of such work has been given to trainmen by Bulletin Order, protect the defective or working point as follows:

"A flagman with yellow flag by day and yellow light by night and torpedoes, must be stationed 3,600 feet in each direction from the defective or working point, flagman first placing two torpedoes on the rail, not more than 200 nor less than 100 feet apart, on the same side of the track as the engineer of an approaching train, 300 feet in advance of the point he is stationed. Further protection to be given by a red flag by day and, in addition, a red light by night placed on the engineer's side of the track 600 feet in advance of the defective or working point.

When trains are flagged as herein prescribed, they must at once reduce speed and be prepared to stop before passing the red signal, unless a proceed hand signal is received from the foreman in charge with a green flag by day or a green light by night."

S-71. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC BY BLOCK SIGNAL INDICATIONS.

Main Line: Between Windsor, Niagara Falls, Ont., and Fort Erie.

Conductor of Pere Marquette eastward freight trains upon arrival at Montrose, must report to the General Yardmaster's office for instructions.

83. TRAIN REGISTER STATIONS.

**Windsor.....All eastward regular and extra passenger trains.

Windsor Yard.....All freight trains.

St. Thomas.....All St. Clair Branch Trains.

CN Tower.....All trains that originate and terminate at Welland will leave a register report with operator at CN Tower.

Suspension Bridge Days Yard.....All Eastward freight trains.

Suspension Bridge Lockport Street....All Westward freight trains.

Victoria.....All freight trains.

Niagara Falls, Ont...All Niagara Branch trains. All other regular and extra passenger trains by operator.

Fort Erie.....All Niagara Branch Trains.

Montrose Jct.....All Niagara Branch Trains.

Niagara-on-the-Lake.....All Niagara Branch Trains.

Continued on Page 2

TRAIN REGISTER STATIONS.

Continued from Page 1

St. Clair Jct.....	} All St. Clair Branch trains.	
Oil City.....		
Petrolia Jct.....		
Petrolia.....		
Courtright.....	} All Amherstburg Branch trains.	
Essex.....		
Amherstburg.....		
Comber.....		
Leamington.....	} All Leamington Branch trains.	
Leamington.....		
*Operators will register trains that are relieved of this duty.		
**Operator will register all westward trains.		

83. CLEARING OF TRAINS.

Single Track:
Trains must receive terminal clearance at initial station, except at the following stations:

St. Clair Jct.
Oil City.
Petrolia Jct.
Eddy's.
Courtright.
Leamington.
Niagara Jct.
Montrose Jct.
Niagara-on-the-Lake.

Terminal Clearance must be authorized by the train despatcher, except in case of wire failure, when they may be issued by operators, provided they have no incomplete train orders for trains to which issued. See rule 214.

Double Track:

Main line trains are authorized to proceed when cleared as follows:

Windsor.....	Eastward regular and extra passenger trains by terminal clearance.
Windsor Yard...	Eastward freight trains by "Proceed" indication given by Tower 4 home interlocking signal.
St. Clair Jct.....	Eastward St. Clair Branch trains verbally by despatcher.
St. Thomas.....	Eastward trains by a "Proceed" indication given by train order signal at Ball, or by Clearance Card Form "A" whenever the signal cannot be changed to "Proceed" indication, as prescribed by Time-table Rule 221a. Trains starting from yard tracks, in addition to the indication of the train order signal, must receive a "Proceed" hand signal from the operator before fouling main track.
Westward St. Clair Branch Trains, by terminal clearance.	
All other westward trains, by "Proceed" indication given by "BX" Tower home interlocking signal.	
Welland.....	Nos. 72, 74, 80 and 82 by Welland Draw-bridge Home Interlocking Signal located at east end of Coyle Yard.
No. 190 by CN Tower Home Interlocking Signal.	
Extra trains originating at Welland verbally by Train Despatcher.	
*Niagara Falls, Ont.....	Westward Main Line regular and extra passenger trains and regular Niagara Branch trains by terminal clearance.

Montrose.....	Westward freight trains verbally by despatcher.
Fort Erie.....	Westward regular and extra passenger trains by terminal clearance.
Victoria.....	Westward freight trains verbally by despatcher.

*Operators will deliver terminal clearance to the engineer of Nos. 15, 17, 39, 45, 47, 71 and 139 as these trains pass the office. In case of failure, the conductor will deliver the terminal clearance.

Trains turning at, or starting from intermediate stations, must obtain permission from the despatcher before proceeding.

When means of communication have failed, operators may clear trains by terminal clearance provided they have no incomplete train order for train to which issued, writing thereon the words "wire failure." Freight trains receiving terminal clearance marked "wire failure," must clear the time of first-class trains in the same direction at the time they are due to leave the next station in the rear where time is shown. Operators must not issue nor Conductors and Enginemen accept a clearance, either form "A" or "B", marked "wire failure" as authority for a train or engine to start a return movement from any intermediate station, except from its authorized turning point.

83. BULLETIN BOARD OR BOOKS.

Detroit.....	{ Conductors' Room. Brakemen's Room.
Windsor.....	Telegraph Office.
Windsor Yard.....	{ General Yardmaster's Office. Enginehouse
St. Thomas.....	{ Telegraph Office. Enginehouse.
Waterford.....	Telegraph Office.
Welland.....	Men's Waiting Room.
Montrose.....	{ General Yardmaster's Office Enginehouse. Switch shanty west end of yard.
Niagara Falls, Ont.....	Trainmen's Room
Victoria.....	{ General Yardmaster's Office. Enginehouse.
Fort Erie.....	Waiting Room.
Buffalo.....	Station Master's Office.
Suspension Bridge....	{ Passenger Station. General Yardmaster's Office. Engine House.
Hamilton.....	{ Register Room at James St. Enginehouse.
Leamington.....	Waiting Room.

Whenever bulletin orders are issued giving notice of defect-ive track, slow speed track, or the location of extra gangs and the nature of the work being done and kind of protection that is being given, they will be posted at all bulletin stations designated on the time table.

After such bulletin orders are posted and before starting their trip, engineers and conductors must provide themselves with a copy and have it with them while on duty during the entire period it remains in force, also acknowledge receipt thereof and promptly forward the receipt stub by train mail to Superintendent's office..

Copies of such bulletins will be obtainable at Stationmaster's office Detroit and Buffalo; telegraph office, Yardmaster's office and enginehouse at Windsor; crew despatcher's office and enginehouse at St. Thomas; yardmaster's office and enginehouse at Montrose; and telegraph offices at Niagara Falls, Ontario and Fort Erie; and general yardmaster's office and engine house, Suspension Bridge.

90. PASSING TRACKS.

Main Line:	Capacity based on 44-foot cars.
Attercliffe.....	{ North 84 South 52
Buxton.....	{ North 81 South 79
Canfield Jct.....	{ North 119 South 119
Dutton.....	North 78
Dufferin.....	North 60
Edward.....	{ North 64 South 60
Essex.....	{ North 152 South 126
Fargo.....	{ North 119 South 123
Hagersville.....	{ Old North 84 New North 119 South 112
Highgate.....	{ North 84 South 62
Iona.....	{ North 119 South 119
Kingsmill.....	South 24
LaSalette.....	{ North 126 South 125
Perry.....	{ North 125 South 125
Ridgetown.....	{ North 93 South 91
Ruscomb.....	{ North 75 South 64
Springfield.....	{ North 119 South 119
Stevensville.....	{ North 88 South 80
Taylor.....	{ North 52 South 70
Tilbury.....	{ North 125 South 125
Tillsonburg.....	{ North 125 South 125
Waterford.....	{ North 90 South 125
Welland.....	{ North 125 South 125
West Lorne.....	{ North 125 South 125
Windham.....	North 88

Niagara Branch:

Black Creek.....	West 6
Chippawa.....	West 9
Old Fort Erie.....	East 9
Niagara-on-the-Lake.....	East 14
Paradise Switch.....	East 30
Queenston.....	East 11
Stamford.....	West 93
St. David.....	West 6

St. Clair Branch:

Alvinston.....	North 36
Brigden.....	{ North 12 South 20
Courtright Jct.....	South 20
Eddy's.....	{ North 12 South 13
Glen Rae.....	North 8
Holmesdale.....	South 14
Inwood.....	South 16
Kimballs.....	South 4
Melbourne.....	South 31
Muncey.....	South 4
Oil City.....	South 13
Oil Springs.....	South 12
Petrolia.....	{ North 10 South 13
Petrolia Jct.....	South 24
Southwold.....	South 16
Walkers.....	South 12

Leamington Branch:

Blytheswood.....	West 6
Sea Cliff Park.....	East 20
Staples.....	{ West 17 East 8

Amherstburg Branch:

Edgars.....	{ North 8 South 8
Gordon.....	North 10
McGregor.....	South 25

Michigan Midland Branch:

Adair.....	South 1
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93. YARDS.

St. Thomas.....	} Limits defined by signs.
Welland.....	
Courtright.....	
Oil City.....	

Windsor yard extends from yard limit sign east of Tower 4, to Windsor Dock.

Montrose yard extends from east end of Niagara River Bridge to yard limit sign west of Fraser on main line, and from yard limit sign 1,000 feet south of Chippawa to Niagara-on-the-Lake on Niagara Branch.

Victoria yard extends from Fort Erie Station to yard limit sign 1,000 feet west of the west switch of the long siding west of Niagara Jct. on main line, and from yard limit sign north of ship yard to Old Fort Erie on Niagara Branch.

Comber yard extends from station to one mile south of south leg of wye on Leamington Branch.

Leamington yard extends from (1,000 feet) north of gravel pit switch to south end of track at Sea Cliff Park.

Gordon yard extends from Amherstburg to east end of curve east of Quarries.

93c. By night, or in foggy or stormy weather, a red light must be placed on cars or engines obstructing main tracks within yard limits. Rule 93c is modified accordingly.

98. APPROACHING STATIONS AND JUNCTIONS.

Trains must approach Welland, Waterford, Comber and Essex prepared to stop when T. H. & B. and M. C. Branch trains are due to arrive and depart from such stations.
Eastward St. Clair Branch trains must come to a stop and not enter Main Line tracks at St. Clair Jct. until after permission has been obtained from the Despatcher and it is known that signals in both directions protect the movement.
Northward Niagara Branch trains must come to a stop at Montrose Junction and southward Niagara Branch trains must come to a stop at Niagara Junction, and not enter Main Line tracks until after permission has been obtained from the Despatcher and it is known that signals in both directions protect the movement.

98. RAILROAD GRADE CROSSINGS, JUNCTIONS AND DRAWBRIDGES GOVERNED BY INTER-LOCKING SIGNALS.

Location	Railroad
Main Line :	
Windsor, Tower 1.....	{ East end of tunnel. East end of Dock Track. Station tracks west of station.
Windsor, Tower 2.....	{ East end of station tracks. West end of Elec. Rec. Yd.
Windsor, Tower 4.....	East Connection to Yards.
Pelton.....	P. M. Ry.
Fargo.....	P. M. Ry.
BX Tower (St. Thomas).....	{ L. & P. S. Ry. P. M. Ry. Connection.
Yarmouth.....	C. N. Ry.
LaSalette.....	C. N. Ry.
Hagersville.....	C. N. Ry.
Canfield Jct.....	C. N. Ry.
E. & O. Crossing.....	T. H. & B. Ry.
No leverman on duty on Sundays nor on week days between 5.45 p.m. and 8.45 a.m. and noon hour. During these hours, routes will be set for movements on the M. C. and signals will govern the same as at other times. If the signal indicates "Stop," the train, after coming to a full stop, and after it is known that the derails are in position for a movement, may proceed over the crossing on hand signal from trainman without a clearance card (Form D). Rule 663 is modified accordingly.	
Welland, Ship Canal.....	{ N. St. C. & T. Ry. T. H. & B. Ry. Jct. Drawbridge.
CN Tower (Welland).....	{ C. N. Ry. M. C. R. R. Jct.
Montrose, Welland River.....	Drawbridge.
Suspension Bridge, Twr. 65....	N. Y. C. R. R. Jct.

Main Line Yard Tracks, Spurs, etc.	
Windsor, Dock Track:	
College Ave	Hydro Elec. Ry. *Operated by M. C. trainmen.
E. T. Crossing	{ E. T. Ry. Postum Cereal Spur conn. Operated by E. T. trainmen.
Windsor, Postum Cereal Spur:	
Wellington Ave.	Hydro Elec. Ry. *Operated by M. C. trainmen.
Windsor, Tower 3.....	{ East end of Elec. Rec. Yd. West end of E. B. Class Yd.
Victoria Park:	
Am. Can. Co. Track.....	N. St. C. & T. Ry. *Operated by M. C. trainmen.

Amherstburg Branch:

P.M. Crossing..... P. M. Ry.
Operated automatically. If on approaching the home signal, the signal does not clear immediately, and no train on the P. M. track is approaching, the conductor must go to the crossing and obtain permission from the P. M. despatcher to cross. After such permission is obtained and after making sure that no train on the P. M. track is approaching, the conductor may clear the signal on the M. C. by operating the time release as follows :
Turn knob marked "M. C. R. R." to the right until pointer is at zero, hold in this position for two seconds

*After passing over crossing, route must be set for foreign road.

and release. Pointer will then return slowly to the normal position, after which M. C. R. R. signal should indicate — PROCEED WITH CAUTION.

If after operating the time release as above, the M. C. signal fails to operate, the conductor, after again making sure that no train on the P. M. track is approaching, and after making sure that the home signals on the P.M. are indicating "Stop," may give a hand signal from the crossing for the train to proceed over the crossing. Rule 663 is modified accordingly.

Quarries..... E. T. Ry.
Operated by E. T. trainmen.

Leamington Branch:

P. M. Crossing..... P. M. Ry.
Controlled from P.M. Station. If on approaching the home signal, the signal does not clear immediately, and no train on the P.M. track is approaching, the conductor must go to the crossing and obtain permission from the P.M. despatcher to cross. After such permission is obtained and after again making sure that no train on the P.M. track is approaching, and after making sure that the home signals on the P.M. are indicating "Stop," the conductor may give a hand signal from the crossing for the train to proceed over the crossing. Rule 663 is modified accordingly.

St. Clair Branch:

Air Line Crossing..... C. N. Ry.
*Operated by M. C. trainmen.

C. N. R. Crossing..... C. N. Ry.
*Operated by M. C. trainmen.

C. P. R. Crossing..... C. P. Ry.
Operated automatically. If on approaching the home signal, the signal does not clear immediately, and no train on the C. P. R. is approaching, the conductor must go to the crossing and observe the indicator lights marked "C. P. R. EAST" and "C. P. R. WEST."

Lights not lighted..... Indicate train is approaching.
Light lighted..... Indicate no train is approaching.

In either case, the conductor, after waiting a reasonable length of time and making sure that no train is approaching, may open the knife switch and give a hand signal to proceed over the crossing. Rule 663 is modified accordingly. After the train has passed over the crossing, the conductor must close the knife switch and lock the box.

Niagara Branch:

1,500 feet north of Hydro Power Canal..... C. N. Ry.

Chippawa, Welland River..... Drawbridge

98. RAILROAD GRADE CROSSINGS GOVERNED BY TWO-ARM SEMAPHORE AT CROSSING.

Location	Railroad
St. Clair Branch:	
Courtright Jct.....	P. M. Ry. Operated by P. M. Ry. Normal for M. C. R. R. Movements on M. C. R. R. governed by lower arm; on P. M. Ry. by upper arm.

Niagara Branch — South of Niagara Jct:

Niagara Jct. just south of Main Line..... C. N. Ry.
Movements on M. C. R. R. governed by lower arm; on C. N. Ry. by upper arm. Normal for C. N. Ry.

Old Fort Erie..... C. N. Ry.
Operated by C. N. Ry. Normal for C. N. Ry.
Movements on M. C. R. R. governed by lower arm; on C. N. Ry. by upper arm.

Niagara Branch and Lead from Main Line to West End of Yard:

Niagara Jct., just north of Main Line..... M. C. R. R.
Movements on Niagara Branch governed by upper arm; on yard lead by lower arm. Normal for yard lead.

98. RAILROAD GRADE CROSSING GOVERNED BY SEMAPHORES NOT INTERLOCKED.

Location	Railroad
Niagara Branch — North of Niagara Falls:	
C. N. R. Crossing.....	C. N. Ry. Operated by C. N. Ry. Normal for M. C. R. R. Two semaphores on each road, one on either side of crossing.

98. RAILROAD GRADE CROSSING GOVERNED BY HORIZONTAL REVOLVING SIGNAL AT CROSSING.

Location	Railroad
Main Line:	
St. Thomas Freight House Lead crossing Credit Main.....	M. C. R. R.
Arm at right angle to Credit Main indicates "Stop and Stay" to trains and engines on Credit Main and "Proceed over crossing" to trains and engines on freight house lead. Arm at right angle to freight house lead indicates "Stop and Stay" to trains and engines on freight house lead and "Proceed over crossing" to trains and engines on Credit Main. Normal for Credit Main.	

98. RAILROAD GRADE CROSSINGS NOT GOVERNED BY SIGNALS.

Niagara Branch:

Niagara Falls. Crossing with N. St. C. & T. Ry. at intersection of Queen and Erie Street.

St. Thomas Yard:

All trains and engines and L. & P. S. electric cars moving in either direction on Park track or extension track of north wye, must stop not less than 50 feet from the diamond where the tracks cross.

Amherstburg Branch:

Amherstburg Crossing with Hydro Electric Ry.
Trains need not stop before reaching crossing, but must approach crossing with care and at a speed not exceeding 6 miles per hour. Rule 98 is modified accordingly.

Amherstburg Crossing with Hydro Electric Ry. on Brewery spur. All trains and engines must stop before crossing and a member of crew must protect movement over crossing by flag.

104. NORMAL POSITION OF SPECIFIED SWITCHES.

St. Clair Jct.; St. Clair Branch switch set for north siding.
Oil City and Petrolia Jct.: Main track switches set for trains running between Courtright and St. Clair Jct.

*Fort Erie: Double track switch east of station set for westward track.

Niagara Jct. and Montrose Jct.: Junction switches set for main line.

*Operator will open switch for Nos. 8, 10, 40, 44, 58 and close it behind eastward passenger trains only.

109. TRACK PANS.

On double track, passenger trains must not scoop water from opposite pans at the same time. Eastward passenger trains to have preference.

Freight trains must hold back, when necessary, to let passenger trains clear the pan.

D-151. DOUBLE TRACK.

Between Windsor, Suspension Bridge and Fort Erie.

D-154. MOVEMENT AGAINST THE CURRENT OF TRAFFIC.

When a trains or engine is making a movement against the current of traffic on westward track from Welland Drawbridge to C. N. R. Crossing or to a point intermediate thereto, it must not pass signal of the semaphore type located alongside west-

ward track 500 feet east of the drawbridge when such signal is indicating "Stop" to westward trains without protection as prescribed by rule 99 against the normal movement of trains on that track. Signalman at Welland drawbridge must obtain permission from the train despatcher before permitting such movement.

When a train is moved against the current of the traffic by train-order to a designated point, if the crossover it will use to return to track with the current of traffic is located beyond the train-order signal, the movement from the train-order signal to such crossover, unless otherwise directed, must be protected as prescribed by Rule 99.

221. TRAIN ORDER SIGNALS.

Rule 221 will apply on Niagara, St. Clair, Leamington, Amherstburg and Michigan-Midland Branches.

Rule 221a will apply on Main Line between Windsor, Niagara Falls, Ont., and Fort Erie.

The normal indication of the train order signal, controlling movement of Eastward trains at Ball, will be "STOP" and trains moving in the direction specified, will be governed as follows:

When approaching Ball, the engineman, after he has seen the train order signal in its normal "STOP" position, will sound engine whistle signal (14j); if no orders are held for delivery to such train, or to another train moving in the same direction, the operator will then change the signal to indicate "Proceed" and it must be acknowledged by engine whistle signal (14g). When orders are held for delivery to a train or trains other than to the train to be cleared, or when "19" orders, train messages or clearance card only are to be delivered, the signal may be changed to "Caution" after the engine whistle signal (14j) has been given, but will not be acknowledged by engine whistle signal. When the signal has been changed to "Caution" or "Proceed" as herein prescribed, it must be returned to the normal "Stop" position as soon as a train has passed. While "Stop" or "Caution" is indicated, or if indicating "Caution" or "proceed" before engineman has seen signal in its normal "stop" position, and engine whistle signal (14j) sounded, trains must not proceed without a clearance card. Rule 221a in its application to Ball is modified accordingly.

374 TIME DAY TRAIN ORDER AND BLOCK STATIONS ARE OPEN.

(*Open Week-days only)

*Amherstburg	8:00 a.m. to 5:00 p.m.
*Brigden	8:00 a.m. to 5:00 p.m.
*Buxton	7:00 a.m. to 4:00 p.m.
*Chippawa	8:00 a.m. to 5:00 p.m.
*Comber	6:30 a.m. to 3:30 p.m.
*Dutton	7:00 a.m. to 4:00 p.m.
Essex	6:00 a.m. to 10:00 p.m.
*E. & O. Crossing	8:45 a.m. to 5:45 p.m.
*Fletcher	7:00 a.m. to 4:00 p.m.
*Highgate	7:40 a.m. to 4:40 p.m.
*Iona	7:00 a.m. to 4:00 p.m.
*Leamington	8:00 a.m. to 5:00 p.m.
Niagara Falls, Ont.	7:00 a.m. to 11:00 p.m.
*Oil Springs	8:00 a.m. to 5:00 p.m.
*Perry	7:00 a.m. to 4:00 p.m.
*Petrolia	8:00 a.m. to 5:00 p.m.
Ridgetown	8:00 a.m. to 5:00 p.m.
*Rodney	8:00 a.m. to 5:00 p.m.
*Ruscomb	6:30 a.m. to 3:30 p.m.
*Springfield	8:00 a.m. to 5:00 p.m.
*Stevensville	10:00 a.m. to 7:00 p.m.
*St. David	1:00 p.m. to 4:30 p.m.
Tilbury	6:30 a.m. to 10:30 p.m.
Tillsonburg	8:00 a.m. to 12:01 a.m.
Waterford.....	{ 8:00 a.m. to 4:00 p.m. 8:30 p.m. to 4:30 a.m.

401. COMMUNICATION OF SIGNAL ASPECTS.

Aspects of signals day and night will be communicated as follows: "red," "yellow" or "green." When other than the top arm, or top light, or an interlocking signal is "yellow" or "green," add "middle arm" or "middle light," or "bottom arm" or "bottom light," as the case may be.

502. AUTOMATIC BLOCK SIGNALS.

Main Line:
Between Windsor, Suspension Bridge and Fort Erie.
Certain automatic block signals located on ascending grades or immediate thereto carry the letter 'G' (yellow) attached to signal mast. When such signals are giving a permissive 'Stop and then Proceed' indication they may be passed without stopping by freight trains having tonnage in excess of engines' starting capacity by proceeding at speed not exceeding ten (10) miles per hour expecting to find the track occupied, a switch open, a car foul, a broken rail or other obstruction in the block. Other trains will be governed as prescribed by Rule 505.

504—Rule 504 page 139, and Signal Diagrams, Figures 15 to 24 incl. page 130, is changed to read as follows:

Approach indication—Proceed at a speed reduced to not exceeding one-half the maximum authorized at point involved (not exceeding thirty miles per hour) prepared to stop at the next signal.
Name—Approach Signal.

AUTOMATIC TRAIN STOP.

From	Via	To
Eastbound		
Signal No. 2232 located 7000 feet east of Windsor depot.	Fort Erie	Signal No. E164 located 1700 feet west of Fort Erie depot.
	Niagara Falls	Signal No. 4 located 900 feet west of Niagara Falls, Ont., station.
Westbound		
Signal No. E163 located 1700 feet west of Fort Erie depot.	Fort Erie	Signal No. 2243 located 1000 feet east of Windsor station.
Signal No. 1 located at east end of Niagara River Bridge.	Niagara Falls	

Engines equipped with automatic train stop in passenger and freight service operating in territory where automatic train stop device is installed, must have train stop device cut in and in working order. Enginemen and firemen must be qualified on Rules for Enginemen and Firemen for operation of Automatic Train stop.

In automatic train stop territory when train stop device on locomotive becomes inoperative after leaving terminal, enginemen must give extra precaution to the absence of signal indications.

505. St. Thomas: Eastward freight trains must not pass automatic block signal No. 1162 at Church Street while signal indicates stop.

701. AUTOMATIC STATION PROTECTION SIGNAL.

St. Thomas: Signal X32 located 2,500 feet east of Passenger Station, controls movement of westward trains on track known as the old Credit Main and used as main track by Canadian Pacific trains.

817. OBSERVANCE OF MOVING TRAINS.

(a) All employees who are in a position to do so must observe all moving trains for defects such as hot journals, connection dragging, loose and swinging car doors, brakes sticking, flat wheels or other unsafe conditions, and, if any indication of a condition endangering the train or other train is observed, they must immediately inform the crew of such train by the prescribed signal of conditions which might endanger the safe operation of trains.

(b) Code of signals to be used:
Hot Journals.
By day: Hold nose with finger and thumb of one hand and point down toward track with the other.
By night: Swing lamp in small vertical circle; lamp to be held by guard wires.

Connections dragging.
By day or night: Give "Stop" signal.
Car Door swinging or about to fall.
By day: Raise and lower right hand slowly full length of body.*
By night: same signal to be given by lamp.*
*In addition, give "Stop" signal.

Brake sticking.
By day: Shove hand in sliding movement out from body.*
By night: Same signal to be given with lamp.*
*In addition give "Stop" signal to freight trains.

Flat Wheels.
By day: Place palms of both hands together in horizontal position.
By night: Hold lamp in horizontal position at arms length.

All Clear.
By day or night: Give "Proceed" signal.

(c) The forward trainman of freight trains will ride on the engine except at such times as the rules require him to be elsewhere in the performance of other duties, and in addition to keeping a watchful lookout ahead for signal indications and obstructions on track, he must look back from each side of engine and observe the general condition of his train approaching stations and track pans and immediately after passing them, also on curves from the inside of curve and frequently at other points.

The rear trainman of freight trains from the cupola or rear platform of caboose, whichever place the best view can be obtained of his train when running, shall in like manner observe the general condition of his train.

When unsafe conditions are observed by either the forward or rear trainmen, they must take prompt measure for the safety of their train and other trains.

(d) The forward trainman of freight trains, from the seat box of engine through the front cab window, must observe the general condition of all trains passed on double track and when the rear car has passed engine he shall open side cab window and exchange signals with the rear trainman of such passing train and continue to keep him in view as far as possible in order to receive from him any signals which he may have to convey of unsafe conditions he has observed.

The rear trainman of all moving trains from the rear platform must exchange signals with the forward trainman of freight trains passing on double-track as soon as rear car has passed engine, then continue to observe the general condition of such passing train and if any unsafe condition is observed, he must convey such information to the forward and rear trainman by the prescribed signal.

(e) The rear trainman of all moving trains must station himself on the rear platform of the last car in train, or last car ahead of business, private or observation car, when passing stations, while within yard or station limits, and when passing any moving or standing train on main tracks or side tracks, and must observe the general condition of trains met or passed and exchange signals with trainmen of such trains; such observation to cover the entire train.

Trainmen of any standing train must place themselves in the best position on the ground and observe the running gear on each side of passing passenger trains in either direction, and when other duties do not interfere, the same observation must be made of passing freight trains and exchange signals with trainmen of all such passing trains.

(f) The rear trainmen of freight trains after meeting or passing trains and exchanging signals, must observe each side of their train, and, before entering caboose, if no apparent defects are observed give "Proceed" signal.

The rear trainman of passenger trains, as far as it is practicable to do so, must observe each side of their train approaching and immediately after passing track pans, and frequently at other points.

(g) The rear trainman of all trains and the forward trainman of freight trains, in addition to exchanging signals with trainmen of trains met or passed, must exchange signals with employees at stations, towers, drawbridges and track pans, also with trackmen, bridgemen and signal maintainers.

(h) The forward trainman of freight trains, and enginemen and firemen when practicable, must be on the lookout for signals from the rear of their train after meeting or passing trains, also when approaching and passing stations, towers, drawbridges, track pans, trackmen, bridgemen, signal maintainers, crossing watchmen, and frequently at other points.

(i) Conductors and enginemen will see that trainmen properly perform the duties prescribed herein.

(j) Operators and towermen must observe the general condition of all passing trains and exchange signals with rear trainman; those not employed in towers will make such observation from the station platform, and those employed in towers will make such observations as is possible from the tower.

(k) Trackmen, bridgemen, pumpers at track pans, signal maintainers, crossing watchmen and other employees must observe the general condition of all passing trains and, except crossing watchmen, exchange signals with the rear trainman.

(l) When any indication of a condition endangering the train or other trains is observed by any employee, "Stop" signal must be given. When there are no apparent defects, employees, except crossing watchmen, must give "Proceed" signal.

1111. LEAVING CARS ON SIDINGS.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

1145. SCALE TEST CARS.

Scale Test Cars will be handled only in slow or local freight trains and must be placed next ahead of caboose.

1226. DIMMING HEADLIGHTS.

Additional to rule:
(f) When closing up close behind trains ahead.
(g) During fog in day time, headlights must be kept lighted when running.

1401. SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to the entire train.

	Main Line	Branch Lines
Passenger, Mail, Express.....	70	30
Passenger, Mail, Express, when double heading	65	30
Passenger, Mail, Express, with freight equipped cars.....	40	30
Freight trains.....	40	30
Engines other than suburban tank engines equipped with pilot running backward....	20	15
All engines running backward handling passenger or mixed trains on branches.....		15
Engines running backward by night over public crossings.....	15	15
Switch engines.....	20	20

Leamington Branch, all classes of engines....	25
Track pans (Summer Apr. 1-Oct. 31)	50
Track pans (Winter Nov. 1-Mar. 31)	40
St. Clair Branch	25

Railroad grade crossing interlocked.....	{ Passenger 35 Freight 20
Drawbridges.....	{ Passenger 25 Freight 15

When taking a diverging route from one track to another..	10
Trains with dead engines not having all side or main rods connected	20
Trains handling cranes, clam-shells and steam shovels moving on own wheels	30
Engines, Class H-7.....	40
Engines, Class H-7 and J1B, when on 80 lb. rail.....	25
Engines, Class H-7 and J1B, on passing tracks and sidings..	10

Freight engines (Class G and H) must not be used in passenger train service, except on mixed trains or in case of emergency, and when so used the speed must be restricted as follows:

Class G.....	45
Class H.....	40
T. H. & B. Engines 201 and 202, on Main Line.....	35

Motors:

Motors operating under their own power or being towed:
M-1 to M-7 inclusive, M-10, M-101 and M-205—55 miles per hour.
All other motors—60 miles per hour.

Main Line:

Windsor: Between London St. Bridge and Windsor Dock Station 6
Trains and engines using industrial track over Wellington Avenue must flag movements over this public crossing.

Windsor Yard: Trains and engines using track from a point about one hundred (100) feet east of C.P.R. Interchange Office at Windsor, where we connect with the Essex Terminal Railway, will not exceed a speed of fifteen (15) miles per hour, from that point to Windsor Tunnel Station expecting to find yard crews working on the main track.

Tower 4: Westward movement through crossover switches.. 6
Essex: Curve west.....55

St. Thomas: Between Moore St. and second overhead bridge east30

Between Moore and Church Street.....10
Tillsonburg: Over all public crossings on down-town track.. 6

Waterford: Eastward trains from passenger station over track pan.....40

Townsend Centre to gravel pit, Waterford: Westward trains on curves.....50

Dufferin to Grand River: Eastward trains on curves.....55
Welland: On curve east of Canadian National Crossing.....40

Montrose Yard.....30
Victoria Park to Niagara Falls, Ont., over all street crossings

Niagara Falls, Ont., where track is not fenced in.....10

Victoria Yard: Westward trains.....30
Victoria Yard: Eastward trains.....30

Niagara Branch:

Engines, Class G6 and K80 between Niagara Jct. and Montrose Jct.....20

Niagara-on-the-Lake and Niagara Falls, Ont.: Where track is not fenced in.....10

Over Welland Avenue, also the intersection at Bridge St. and Victoria Avenue.....10

Between Niagara Jct and Old Fort Erie.....10

St. Clair Branch:

Petrolia: Over Queen Street.....10

Courtright: Over River Road.....10

Melbourne: Over No. 2 Provincial Highway..... 4

1402. ENGINE AND CAR RESTRICTIONS.

Niagara River Bridge:

Trains will not exceed a speed of 8 miles per hour from or to bridge.
Not more than one train moving in same direction will be permitted on the bridge at one time.
Movements against the current of traffic on the bridge, in addition to fixed signals, must be protected by a flagman sent across bridge in advance of the train.
An eastward movement on the westward track, must not be made until the leverman in Tower 65 has been notified to protect the movement.

International Bridge:

Two or more engines, coupled, are not permitted to run over bridge.

All Main Line Bridges:

200,000 lbs. gross cars must be separated by at least three cars weighing not more than 160,000 lbs. gross.
Pere Marquette engines as comparing in weight with Michigan Central engines as indicated below, will be governed accordingly in the observance of restrictions shown herein.
Class C Nos. 601-625, same as M.C. G-6 engine.
Class C-1 Nos. 351-365, same as M.C. G-80 engine.
Class C-2 Nos. 298-313, same as M.C. G-80 engine.
Class P-2 Nos. 701-710, same as M.C. K-80 engine.

1405. SPECIAL USE OF TRACKS.

Tillsonburg:

No. 2 south Siding will be used jointly by Michigan Central and Canadian National for switching freight house and delivering cars to Canadian Pacific.

1410. LOCATION OF DESPATCHERS AND BLOCK TELEPHONES.

Main Line:

Windsor Yard..... In booths at east end of Eastbound Classification Yard.
Pelton..... In interlocking tower.
Maidstone..... In station.
Essex tank..... In box, west end of pump house.
Essex..... In booth at east end of south passing track.
Tilbury..... In booth at east end of south passing track.
Charing Cross..... In freight house.
Fargo..... In booth at east end of south passing track.
Ridgetown..... In heater house.
Muirkirk..... In waiting room.
Taylor..... In freight house.
Iona..... In station.
Shedden..... In booth west end north passing track.
St. Clair Jct..... In freight house.
St. Clair Jct..... In office.
St. Thomas..... In crew despatcher's office.
St. Thomas..... In switch shanty, Ross St.
Kingsmill..... In freight house.
Aylmer..... In freight house.
Springfield..... In booth at west end of north passing track.
Springfield..... In freight house.
Tillsonburg..... In booth at east end of south passing track.
Tillsonburg..... In smoking room in station.
Cornell..... In pump house.
Cornell..... In booth.

Hawtrey..... In booth.
LaSalette..... In booth north side east end south passing track.
Waterford..... In booth west of T. H. & B. wye.
Waterford..... In booth west end north passing track.
Waterford..... In box on pole north side west of crossover.
Waterford..... In pump house.
Townsend..... In freight house.
Hagersville..... In booth east end south passing track.
Hagersville..... In booth west end new north passing track.
Dufferin..... In freight house.
Lythmore..... In station.
Edward..... In station.
Canfield Jct..... In booth at west end of north passing track.
Canfield Jct..... In booth at east end of south passing track.
Attercliffe..... In freight house.
E. & O. Crossing..... East side of tower, north side of door.
Montague..... In freight house.
Perry..... In booth at east end of south passing track.
Forks Creek..... In pump house.
Welland..... In shanty west of new south passing track and in east and west towers.
Welland..... In station.
Montrose..... In yard office and in switch shanty at west end of yard.
Victoria Park..... In box at east end of station.
Brookfield..... In booth south side track.
Niagara Jct..... Opposite tower in booth.
Niagara Jct..... West end of yard in booth.
Niagara Jct..... Yardmaster's office.
Victoria..... In old yard office and in car inspector's shanty in west bound yard.
International bridge.. In telegraph office, west end of bridge.
Buffalo..... Stationmaster's office.
At all D* and DN* stations on Main Line, despatchers telephones are located in the freight house for trainmen's use when operators are not on duty.

Niagara Branch:

Chippawa..... On east side of station.
Montrose Jct..... In station.
Stamford..... In box on pole.
Niagara-on-the-Lake.. In freight office.

Conductor or engineman must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstanding.

SWITCHING REGULATIONS

1. TRANSFER RUNS.

Conductors of Transfer Runs are not to ride in the way cars of their trains, but place the most competent helper on rear end as a flagman. Conductors will ride head end of trains in all cases. This to reduce avoidable delays which are occurring continually.

2. SHOVING INTO TRACKS AND DOUBLING OVER.

A man must always be on top of the leading car when shoving into tracks. When doubling over or putting cars into track which appears to be full, conductor will require a man to go to the rear of tracks and get on top of cars to pass signals before cars are moved.

3. BUMPING POSTS.

When shoving in on tracks where there are bumping posts, conductor will arrange for a man on the leading car and is also required to know the condition of any cars that may be on a track which is protected with a bumping post. The practice of conductors coupling onto cars on a track protected by a post and shoving to the end feeling for post with the crew in the vicinity of the engine, is not permissible.

4. SWITCHING INDUSTRIAL, TEAM AND OTHER TRACKS.

When switching industrial, team, freight-house, company repair tracks or yards and company material tracks, the conductor or one of his brakeman must see that cars being loaded unloaded or repaired, are not moved until all persons in or under or about such cars have been notified and all obstructions under or about the cars, and attachments, such as pipe connections to tank cars, are removed. When such cars are moved they must be returned to their original location. Rules 1150 and 1289 are modified accordingly.

5. SHOVING DOWN GRADE.

Before coupling onto cars on a track which is down grade, conductor will have sufficient brakes set to prevent cars running away when couplings are being made or in the event of a break-in-two. When grades are severe and engine has hold of cars, conductor will couple up sufficient air to control the cars.

6. PROTECTING TRAIN.

Conductor will see to it that rear end of train is always protected while standing on a main track and also afford the same protection to his train while switching into a side track from a main track.

7. SIGNALS.

Conductor will be held responsible for having his crew at all times in position where signals can be passed to the engine crew, and engine crew will not proceed when they cannot see a signal from any member of the crew.

8. SWITCHES.

Crossover and main line switches will be left set for the clear position—as indicated by the banner or light on the switch. When a crew is through switching on a lead, they will leave switches set for the ladder track.

9. SWITCHTENDERS.

Where switchtenders are located, movements will be governed entirely by their signals.

10. UNFINISHED AND IMPROPER LOADING OF CARS.

When switching at industries or company material tracks, crews will examine the loading of open cars and if found to be loaded heavily on one side, end or overloaded, cars must not be moved.

11. INTERLOCKING CROSSINGS.

On arrival at interlocking plant, if route is not set, conductor or a member of the crew will go to an annunciator box or telephone, where same are provided, or in the absence of an annunciator box or telephone, will proceed immediately to the tower and inform the leverman the move they wish to make.

12. SWITCHING OVER HIGHWAY CROSSINGS.

When necessary to switch over highway crossings, a member of the crew will be stationed on the crossing to afford protection to pedestrians and vehicles.

13. FOULING CROSSINGS.

When leaving cars in the vicinity of a street or highway crossing, no part of car must stand beyond the building line of street and not then when it is possible to place car a greater distance from the street or highway.

T. L. COUGHLIN, Train Master,
St. Thomas.

H. M. SENFF, Supervisor Passenger Service.
Detroit.

14. HUMP SWITCHING.

It is the duty of a rider to know by testing his brake that it is sufficient to hold the cut of cars of which he is in charge before the separation is made; and, in this connection, it is the duty of the conductor in charge to see that sufficient riders are put on a cut to insure its safe handling. It is the duty of a rider to leave knuckles open when he leaves the cut and when this is done, to return without delay to the summit of the hump. When going into a clear track, rider will see that sufficient brakes are set to prevent cars moving out foul at the opposite end when subsequent cars are put on track.

15. LEAVING CARS.

When cars are left on tracks where there is a grade, sufficient brakes must be set, and, in addition, blocking must be used to insure cars will not run out of tracks.

16. CORNERING CARS.

In no case is it permissible to shove a car into clear on a track by a car going on an adjoining track and by doing so corner the cars, both of which are intended to go into different tracks. When cars are not into clear and parallel with other tracks, the man handling the switches must know beyond all doubt that cars he is placing on track will clear cars on adjoining track.

17. RUNNING SWITCHES.

When running switch is made, at least one member of the crew must be on top of car at the brakes to insure the safety of such moves.

18. ROUGH SWITCHING.

Kicking of cars into tracks with such violence as to cause damage to cars or their contents is strictly forbidden. This also applies to hump riders.

19. HANDLING PASSENGER EQUIPMENT.

Great care must be exercised in coupling onto or switching with passenger equipment—especially so when same is occupied. This class of equipment can be handled without disturbing passengers or doing damage to cars when proper judgment and care is exercised by conductor and engineer.

20. SWITCHING IN INDUSTRIES.

If switchmen are instructed to do work in tracks with which they are not entirely familiar, they must acquaint themselves with characteristics of lay out before attempting to do the work.

21. REPORTING ACCIDENTS.

A preliminary report of all derailments and accidents must be telephoned to Superintendent's office at once, giving full information as to location, cause, delay and extent of damages, so far as it is possible to do so. Statements of all accidents must be promptly made out giving particulars of accidents in detail, stating where employees were at the time of accident and what they were doing and forward to Superintendent's office.

22. WEIGHING CARS.

In weighing cars, the scales must first be balanced. Cars must be uncoupled and separated at each end and under no circumstances must engine be run onto or over the live rail on scales.

W. H. McNABB, Chief Train Despatcher, St. Thomas.

P. J. McNABB
GEO. ROURKE
W. E. WEBSTER
W. A. JOHNSTON
E. A. CONNOY
W. J. SECKER
E. E. BRIDGE
S. T. JAMES
A. E. ALLEN
R. W. WALTHERS
R. R. SUTTON

Despatchers.

BUFFALO TO ST. THOMAS

Continued on Page 11

Miles from Buffalo via Fort Erie	STATIONS	WESTWARD—FIRST CLASS										
		17	47	71	5*	15	75	139	45	79	83	39
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	LEAVE											
0.00	Buffalo.....	2.30	3.52	4.32	5.46	8.01	8.16	.....	1.31	1.51	5.51	9.46
2.98	Terrace.....				s 5.56	s 8.12	s 8.27	.....	s 1.42	s 2.01	s 6.01	s 9.57
7.05	Black Rock.....	s 2.51	s 4.13	s 4.53	s 6.10	s 8.23	s 8.35	.....	s 1.53	s 2.11	s 6.11	s 10.08
	Niagara Falls, N. Y.											
	Suspension Bridge.....							10.00				
	Niagara Falls (ONT.) DN*							10.07				
	Victoria Park..... T							10.13				
	Falls View.....							10.15				
	Montrose Jct..... T							10.16				
	Montrose..... T							10.18				
7.92	Fort Erie..... DN	2.57	4.19	s 5.01	s 6.25	8.30	s 8.45	.....	s 2.01	s 2.20	s 6.19	10.16
9.07	Victoria..... T	3.00	4.21	5.04	6.30	8.32	8.48	.....	2.04	2.23	6.22	10.20
9.96	Niagara Jct..... T	3.02	4.22	5.06	6.33	8.33	8.50	.....	2.06	2.25	6.24	10.22
15.07	Stevensville..... D*	3.07	4.27	5.12	s 6.42	8.38	* 8.56	.....	2.12	f 2.31	f 6.32	10.27
24.76	C N Tower..... DN											
25.23	Welland..... T	3.18	4.37	s 5.35	s 7.00	* 8.48	s 9.15	10.28	s 2.29	s 2.50	s 6.55	s 10.38
34.56	Perry..... D*	3.27	4.47	A. M.	f 7.12	8.57	A. M.	10.37	2.41	P. M.	P. M.	10.48
41.55	E. & O. Crossing..... D*	3.34	4.54		7.21	9.04		10.44	2.49			10.55
50.08	Canfield Jct..... DN	3.43	5.03		f 7.35	9.13		10.53	3.01			11.04
54.90	Edward..... T	3.48	5.08		f 7.40			10.58	3.08			11.09
66.48	Hagersville..... DN	4.00	5.20		s 7.59	9.29		11.10	s 3.25			11.21
74.30	Villa Nova..... T		5.28		f 8.11			11.17	3.36			11.29
79.23	Waterford..... DN*	4.13	5.33		s 8.30	9.42		11.22	s 3.49			11.34
85.80	Windham..... T		5.40		s 8.40			11.29	3.58			11.41
89.92	La Salette..... DN	4.24	5.45		s 8.46	9.53		11.33	4.03			11.46
101.66	Tillsonburg..... DN*	4.36	5.57		s 9.01	10.05		11.45	s 4.19			11.59
107.50	Brownsville..... T				s 9.12				4.28			
112.93	Springfield..... D*	4.47	6.09		s 9.22	10.16		11.56	* 4.35			12.11
115.40	Aylmer..... T				s 9.27				* 4.39			
118.16	Kingsmill..... T				s 9.33				4.44			
122.45	Yarmouth..... DN	4.56	6.19		9.40	10.25		12.05	4.51			12.21
125.30	Ball..... DN	5.00	6.23		9.46	10.28		12.08	4.56			12.24
126.12	St. Thomas..... DN	s 5.03	s 6.25		s 9.50	s 10.30		s 12.10	s 4.58			s 12.26
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.
		17	47	71	5*	15	75	139	45	79	83	39

Time shown at Buffalo, Terrace, Black Rock and Niagara Falls, N.Y., is for information only.

- No. 5. Stops on signal at Lythmore, Dufferin, Townsend, Townsend Centre, Hawtrey and make regular stops at Attercliffe and Cayuga to receive and discharge passengers and handle mail.
- No. 15. Stops on signal at Welland to discharge passengers from points east of Buffalo and receive passengers for points west of Welland where train is scheduled to stop.
- No. 45. Stops on signal at Springfield and Aylmer to discharge passengers and to receive passengers for St. Thomas and west.
- No. 139. Will not carry passengers east of St. Thomas.
- No. 75. Stop on signal at Stevensville to pick up passengers for Toronto.

Continued from Page 10

BUFFALO TO ST. THOMAS

Miles from Buffalo via Niagara Falls	STATIONS	WESTWARD—FIRST CLASS							SECOND CLASS			
									49			
									Daily Except Sunday			
									A. M.			
	LEAVE											
0.00	Buffalo.....											
2.98	Terrace.....											
6.87	Black Rock.....											
25.08	Niagara Falls, N. Y.											
26.89	Suspension Bridge.....											
27.52	Niagara Falls (ONT.) DN*											
28.72	Victoria Park..... T											
29.83	Falls View.....											
30.12	Montrose Jct..... T											
31.17	Montrose..... T											
	Fort Erie..... DN								A. M.			
	Victoria..... T								9.05			
	Niagara Jct..... T								s 9.10			
	Stevensville..... D*								A. M.			
40.81	C N Tower..... DN											
41.28	Welland..... T											
50.61	Perry..... D*											
57.60	E. & O. Crossing..... D*											
66.13	Canfield Jct..... DN											
70.95	Edward..... T											
82.53	Hagersville..... DN											
90.35	Villa Nova..... T											
95.28	Waterford..... DN*											
101.85	Windham..... T											
105.97	La Salette..... DN											
117.71	Tillsonburg..... DN*											
123.55	Brownsville..... T											
128.98	Springfield..... D*											
131.47	Aylmer..... T											
134.21	Kingsmill..... T											
138.50	Yarmouth..... DN											
141.35	Ball..... DN											
142.17	St. Thomas..... DN											
	ARRIVE									A. M.		
										49		

Time shown at Buffalo, Terrace, Black Rock and Niagara Falls, N.Y., is for information only.

ST. THOMAS TO DETROIT

Continued on Page 13

Miles from Buffalo via Fort Erie	STATIONS	WESTWARD—FIRST CLASS											
		39	17	47	15	139	45	5					
		Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily Except Sunday					
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.					
126.12	St. Thomas.....DN	12.30	5.10	6.30	10 33	12.20	5.03	5.05					
126.31	B X Tower.....DN												
130.35	St. Clair Jct.....T	12.40	5.20	6.39		12.29	5.13	5.15					
135.18	Shedden.....T							s 5.21					
139.11	Iona.....D*	12.49	5.30	6.48		12.38	5.23	s 5.26					
145.05	Dutton.....D*							s 5.35					
151.58	West Lorne.....DN	1.01	5.43	7.01	10.58	12.51	5.36	s 5.45					
155.99	Rodney.....D*							s 5.52					
159.46	Taylor.....T						5.44	f 5.57					
161.95	Muirkirk.....T							s 6.03					
164.11	Highgate.....D*						5.49	s 6.07					
169.75	Ridgetown.....D*	1.19	6.03	7.19	11.16	f 1.10	* 5.55	s 6.17					
175.62	Mull.....T							s 6.27					
180.62	Fargo.....DN	1.30	6.15	7.30	11.27	1.21	6.06	s 6.35					
182.85	Charing Cross.....T							s 6.40					
189.27	Buxton.....D*	1.39	6.25	7.39		1.30	6.15	f 6.48					
193.30	Fletcher.....D*							s 6.56					
200.42	Tilbury.....DN*	1.50	6.37	7.50	11.46	1.41	* 6.28	s 7.08					
206.83	Comber.....D*	1.57	6.44	7.57		1.47	* 6.36	s 7.18					
211.83	Ruscomb.....D*	2.02	6.49	8.02		1.52	6.42	s 7.26					
215.76	Woodslee.....T	2.06	6.53	8.06		1.56	6.47	f 7.32					
221.30	Essex.....DN*	2.12	6.59	8.12	12.06	2.02	6.53	s 7.40					
225.83	Maidstone.....T			8.17		2.07	6.58	f 7.47					
230.14	Pelton.....T	2.21	7.09	8.22	12.15	2.12	7.03	7.53					
232.82	Tower 4.....DN	2.25	7.13	8.25	12.18	2.15	7.07	7.57					
235.71	Windsor.....DN	s 2.30	s 7.18	s 8.30	s 12.23	s 2.20	s 7.12	s 8.07					
238.49	Detroit.....DN	2.45	7.35	8.45	12.40	2.35	7.30	8.30					
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.					
		39	17	47	15	139	45	5					

No. 45. Stops on signal at Ridgetown Sundays, to discharge passengers from St. Thomas and east thereof and receive passengers for Windsor and west thereof; on signal at Tilbury and Comber Sundays, to receive passengers for Windsor and west thereof.

No. 139. Will carry passengers between St. Thomas, Ridgetown, Windsor and Detroit.

Continued from Page 12

ST. THOMAS TO DETROIT

Miles from Buffalo via Niagara Falls	STATIONS	WESTWARD—FIRST CLASS								SECOND CLASS			
										11	101		
										MIXED	MIXED		
										Daily Except Sunday	Mon. Wed. Fri.		
	LEAVE									A. M.	A. M.		
142.17	St. Thomas.....DN									6.40	8.00		
142.36	B X Tower.....DN												
146.40	St. Clair Jct.....T									6.50	s 8.15		
151.23	Shedden.....T									s 7.02	A. M.		
155.16	Iona.....D*									s 7.11			
161.10	Dutton.....D*									s 7.25			
167.63	West Lorne.....DN									s 7.45			
172.04	Rodney.....D*									s 8.08			
175.51	Taylor.....T									f 8.16			
178.00	Muirkirk.....T									s 8.24			
180.16	Highgate.....D*									s 8.35			
185.80	Ridgetown.....D*									s 8.52			
191.67	Mull.....T									s 9.05			
196.67	Fargo.....DN									s 9.20			
198.90	Charing Cross.....T									s 9.28			
205.32	Buxton.....D*									s 9.40			
209.35	Fletcher.....D*									s 9.50			
216.47	Tilbury.....DN*									s 10.05			
222.88	Comber.....D*									s 10.20			
227.88	Ruscomb.....D*									s 10.30			
231.81	Woodslee.....T									s 10.38			
237.35	Essex.....DN*									s 10.55			
241.88	Maidstone.....T									s 11.08			
246.19	Pelton.....T									11.15			
248.87	Tower 4.....DN									11.21			
251.76	Windsor.....DN									s 11.30			
254.54	Detroit.....DN									11.50			
	ARRIVE									A. M.	A. M.		
										11	101		

No. 11. Will carry passengers.

DETROIT TO ST. THOMAS

Continued on Page 15

Miles from Detroit	STATIONS	EASTWARD—FIRST CLASS									
		58	40	2	56	44	8	10			
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			
0.00	Detroit.....DN	2.00	3.58	5.50	8.35	4.28	6.30	8.30			
2.78	Windsor.....DN	s 2.15	s 4.13	s 6.05	s 8.50	s 4.43	s 6.45	s 8.45			
5.67	Tower 4.....DN	2.19	4.17	6.09	8.54	4.47	6.49	8.49			
8.35	Pelton.....T	2.22	4.20	6.12	8.57	4.50	6.52	8.53			
12.66	Maidstone.....T			f 6.17				8.59			
17.19	Essex.....DN*	2.31	4.29	s 6.23	9.06	4.59	7.01	f 9.05			
22.73	Woodslee.....T	* 2.37		f 6.31				9.10			
26.66	Ruscomb.....D*	2.41	4.38	s 6.38	9.15	5.09	7.10	9.14			
31.66	Comber.....D*			s 6.46				* 9.19			
38.07	Tilbury.....DN*	2.52	4.49	s 6.56	9.26	5.20	7.21	* 9.26			
45.19	Fletcher.....D*			s 7.07	9.33	5.27					
49.22	Buxton.....D*	3.03	5.00	f 7.13	9.37	5.31	7.32	9.37			
55.64	Charing Cross.....T			s 7.24							
57.87	Fargo.....DN	3.12	5.09	s 7.28	9.46	5.40	7.40	9.47			
62.87	Mull.....T			s 7.36	9.51	5.45		9.52			
68.74	Ridgetown.....D*	3.23	5.20	s 7.46	f 9.57	5.51	7.51	f 9.59			
74.38	Highgate.....D*			s 7.56							
76.54	Muirkirk.....T			s 8.00							
79.03	Taylor.....T			f 8.05	10.08	6.02		10.14			
82.50	Rodney.....D*			s 8.10							
86.91	West Lorne.....DN	3.41	5.38	s 8.19	10.16	6.10	8.09	10.24			
93.44	Dutton.....D*			s 8.32							
99.38	Iona.....D*			s 8.43				10.37			
103.31	Shedden.....T			s 8.51							
108.14	St. Clair Jct.....T	4.02	5.59	9.01	10.36	6.31	8.30	10.47			
112.18	B X Tower.....DN										
112.37	St. Thomas.....DN	s 4.11	s 6.08	s 9.15	s 10.45	s 6.40	s 8.40	s 10.57			
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			
		58	40	2	56	44	8	10			

The passing point for trains 12, 44 and 8 will be arranged by the train despatcher.

No. 10. Stop at Comber and Tilbury to discharge passengers from Windsor and points west thereof.

No. 58. Stop on signal at Woodslee to discharge passengers from Windsor and points west thereof.

Continued from Page 14

DETROIT TO ST. THOMAS

Miles from Detroit	STATIONS	EASTWARD—FIRST CLASS								SECOND CLASS	
										12	102
										MIXED	MIXED
										Daily Except Sunday	Tues. Thurs. Sat.
	LEAVE									P. M.	P. M.
0.00	Detroit.....DN									3.30	
2.78	Windsor.....DN									s 3.45	
5.67	Tower 4.....DN									4.03	
8.35	Pelton.....T									4.09	
12.66	Maidstone.....T									s 4.16	
17.19	Essex.....DN*									s 4.26	
22.73	Woodslee.....T									s 4.34	
26.66	Ruscomb.....D*									s 4.41	
31.66	Comber.....D*									s 4.50	
38.07	Tilbury.....DN*									s 5.30	
45.19	Fletcher.....D*									s 5.43	
49.22	Buxton.....D*									s 5.52	
55.64	Charing Cross.....T									s 6.04	
57.87	Fargo.....DN									s 6.41	
62.87	Mull.....T									s 6.51	
68.74	Ridgetown.....D*									s 7.08	
74.38	Highgate.....D*									s 7.20	
76.54	Muirkirk.....T									s 7.28	
79.03	Taylor.....T									f 7.35	
82.50	Rodney.....D*									s 7.42	
86.91	West Lorne.....DN									s 7.53	
93.44	Dutton.....D*									s 8.10	
99.38	Iona.....D*									s 8.22	
103.31	Shedden.....T									s 8.30	P. M.
108.14	St. Clair Jct.....T									8.40	s 2.15
112.18	B X Tower.....DN										
112.37	St. Thomas.....DN									s 9.00	s 2.30
	ARRIVE									P. M.	P. M.
										12	106

The passing point for trains 12, 44 and 8 will be arranged by the train despatcher.

No. 12 will carry passengers.

ST. THOMAS TO BUFFALO

Continued on Page 17

Miles from Detroit via Fort Erie	STATIONS	EASTWARD—FIRST CLASS										
		58	40	190*	72	56*	74	2*	80	44	82	8
		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
112.37	St. Thomas.....DN	4.17	6.15			10.45		2.30		6.43		8.47
113.19	Ball.....DN	4.19	6.17			10.47		2.32		6.45		8.49
116.04	Yarmouth.....DN	4.23	6.20			10.50		2.35		6.49		8.53
120.33	Kingsmill.....T							s 2.40				
123.09	Aylmer.....T							s 2.45				
125.56	Springfield.....D*	4.33	6.29			10.59		s 2.49		6.59		9.03
130.99	Brownsville.....T							s 2.58				
136.83	Tillsonburg.....DN*	4.45	6.40			f 11.10		s 3.08		7.10		9.15
148.57	La Salette.....DN	4.57	6.52			11.22		s 3.24		7.22		9.27
152.69	Windham.....T							s 3.32				
159.26	Waterford.....DN*	s 5.09	7.03			*11.33		s 3.50		7.34		9.38
164.19	Villa Nova.....T					11.39		s 3.58		7.39		9.43
172.01	Hagersville.....DN	5.23	7.15			11.47		s 4.15		7.47		9.51
183.59	Edward.....T	5.36				11.59		f 4.34		7.59		10.03
188.41	Canfield Jct.....DN	5.41	7.31			12.04		f 4.41		8.04		10.08
196.94	E. & O. Crossing.....D*	5.51	7.40			12.13		4.53		8.13		10.17
203.93	Perry.....D*	5.59	7.47	A. M.	A. M.	12.20	P. M.	s 5.05	P. M.	8.20	P. M.	10.24
213.26	Welland.....T	s 6.12	* 8.00	8.05	s 10.30	s 12.31	s 3.15	s 5.25	s 7.10	* 8.30	s 10.05	10.34
213.73	C N Tower.....DN											
223.42	Stevensville.....D*	6.24	8.10		*10.42		f 3.26	s 5.41	7.21	8.42	*10.16	10.45
228.53	Niagara Jct.....T	6.30	8.15		10.48		3.32	5.48	7.27	8.47	10.22	10.51
229.42	Victoria.....T	6.33	8.17		10.50		3.34	5.50	7.29	8.49	10.24	10.54
230.57	Fort Erie.....DN	s 6.38	8.20		s 10.54		s 3.38	s 5.55	s 7.33	s 8.54	s 10.28	10.59
	Montrose.....T			8.17		12.46						
	Montrose Jct.....T			8.19		12.48						
	Falls View.....			8.20		s 12.49						
	Victoria Park.....T			8.22		12.56						
	Niagara Falls, (ONT.) DN*		s 8.28			s 1.01						
	Suspension Bridge.....			s 8.35		s 1.08						
	Niagara Falls, N. Y.....			8.45		s 1.27						
231.44	Black Rock.....	s 6.44	s 8.27		s 11.00		s 3.44	s 6.03	s 7.39	s 9.01	s 10.34	s 11.07
235.51	Terrace.....	s 7.07	s 8.42		s 11.20	s 2.09	s 4.02	s 6.26	s 8.09	s 9.16	s 10.54	s 11.21
238.49	Buffalo.....	7.20	8.55		11.31	2.22	4.15	6.40	8.20	9.30	11.05	11.35
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		58	40	190*	72	56*	74	2*	80	44	82	8

Time shown at Niagara Falls, N.Y., Black Rock, Terrace and Buffalo is for information only.

No. 2. Stop on signal at Hawtrey, Townsend Centre, Townsend, Dufferin, Lythmore and make regular stop at Cayuga and Attercliffe to receive and discharge passengers and handle mail.

No. 40. Stop at Welland to set off Chicago-Niagara Falls sleeper.

No. 44. Stop on signal at Welland to discharge passengers.

No. 56. Stop on signal at Waterford to discharge passengers for T.H. & B. At Black Rock reduce speed to 5 miles per hour to deliver way-bill mail.

No. 72. Stop on signal at Stevensville to receive and discharge passengers and to exchange mail.

No. 82. Stop on signal at Stevensville Sundays to discharge passengers from Hamilton and Toronto.

No. 190. Stop on signal at Fraser to receive and discharge passengers.

Continued on Page 16

ST. THOMAS TO BUFFALO

Miles from Detroit via Niagara Falls	STATIONS	EASTWARD—FIRST CLASS											SECOND CLASS
		10											46
		Daily											Daily Except Sunday
		P. M.											A. M.
	LEAVE	P. M.											A. M.
112.37	St. Thomas.....DN	11.05											
113.19	Ball.....DN	11.07											
116.04	Yarmouth.....DN	11.10											
120.33	Kingsmill.....T	11.16											
123.09	Aylmer.....T	*11.21											
125.56	Springfield.....D*	*11.26											
130.99	Brownsville.....T	*11.34											
136.83	Tillsonburg.....DN*	*11.44											
148.57	La Salette.....DN	12.00											
152.69	Windham.....T												
159.26	Waterford.....DN*	*12.13											
164.19	Villa Nova.....T	12.19											
172.01	Hagersville.....DN	f 12.28											
183.59	Edward.....T	12.41											
188.41	Canfield Jct.....DN	12.47											
196.94	E. & O. Crossing.....D*	12.57											
203.93	Perry.....D*	1.06											
213.26	Welland.....T	s 1.17											
213.73	C N Tower.....DN												
	Stevensville.....D*	1.29											A. M.
	Niagara Jct.....T	1.34											s 9.55
	Victoria.....T	1.36											10.00
	Fort Erie.....DN	s 1.40											A. M.
223.37	Montrose.....T												
224.42	Montrose Jct.....T												
224.71	Falls View.....												
225.82	Victoria Park.....T												
227.02	Niagara Falls (ONT.) DN*												
227.65	Suspension Bridge.....												
229.46	Niagara Falls, N. Y.....												
247.67	Black Rock.....	s 1.48											
251.56	Terrace.....												
254.54	Buffalo.....	2.30											
	ARRIVE	A. M.											A. M.
		10											46

Time shown at Niagara Falls, N.Y., Black Rock, Terrace and Buffalo is for information only.

No. 10 Stop on signal at Tillsonburg to discharge passengers and to receive passengers for Fort Erie and east thereof; on Signal at Aylmer, Springfield and Brownsville to discharge passengers from St. Thomas and west thereof and at Waterford to discharge passengers from St. Thomas and west thereof and to receive passengers for Buffalo and beyond.

ST. CLAIR BRANCH

Miles from St. Thomas	WESTWARD—SECOND CLASS				STATIONS	EASTWARD—SECOND CLASS				Miles from Petrolia
	107	105	103	101		102	104	106	108	
	MIXED	MIXED	MIXED	MIXED		MIXED	MIXED	MIXED	MIXED	
	Tues. Thurs. Sat.	Mon. Wed. Fri.	Tues. Thurs. Sat.	Mon. Wed. Fri.		Tues. Thurs. Sat.	Mon. Wed. Fri.	Tues. Thurs. Sat.	Mon. Wed. Fri.	
	A. M.	A. M.	A. M.	A. M.	LEAVE ARRIVE	P. M.	A. M.	A. M.	P. M.	
0.00				8.00	St. Thomas.....DN	2.30				
4.23				s 8.15	St. Clair Jct.....T	s 2.15				
5.40				f 8.19	Air Line Crossing.....	f 2.02				
9.35				f 8.29	Southwold.....	f 1.51				
13.54				f 8.40	Muncey.....	f 1.40				
19.27				s 8.54	Melbourne.....	s 1.30				
22.29				f 9.01	C.N.R. Crossing.....	f 1.15				
24.50				9.07	C.P.R. Crossing.....	1.07				
25.75				f 9.11	Appin Road.....	f 12.55				
29.89				f 9.21	Walkers.....	f 12.45				
35.28				s 9.45	Alvinston.....	s 12.30				
40.99				s 10.15	Inwood.....D*	s 12.04				
42.30				f 10.20	Weidman.....	f 11.54				
43.80				f 10.25	Glen Rae.....	f 11.50				
44.98	A. M.	A. M.	A. M.	f 10.30	Holmesdale.....	f 11.46	A. M.	A. M.	P. M.	
.....	11.14	11.11			Eddy's.....		11.05	11.08		12.04
.....	s 11.22	s 11.19			Oil Springs.....D*	s 10.55	s 11.00			9.25
48.19	11.30	s 11.27		s 10.40	Oil City.....	s 11.35	10.45	s 10.50		6.86
50.17		s 11.32	8.46	s 1.38	Petrolia Jct.....	s 8.44		s 10.43	f 1.33	4.88
.....		f 11.37	f 8.51		Corey.....			f 10.38	f 1.28	3.52
.....		11.47	9.01		Petrolia.....D*			10.30	1.20	0.00
56.56				s 2.06	Brigden.....D*	s 8.27				
59.81				f 2.20	Kimballs.....	f 8.18				
65.82				2.34	Courtright Jct.....	8.02				
66.38				2.40	Courtright.....	8.00				
	A. M.	A. M.	A. M.	P. M.	ARRIVE LEAVE	A. M.	A. M.	A. M.	P. M.	
	107	105	103	101		102	104	106	108	

On single track eastward trains are superior to westward trains of the same class unless otherwise specified.

No. 106 will wait at Petrolia for No. 103.

No. 108 will wait at Petrolia for No. 105.

Nos. 101 and 102 do not operate between Oil City and Petrolia Jct.

Nos. 101, 102, 103, 104, 105, 106, 107 and 108 will carry passengers.

LEAMINGTON BRANCH

Miles from Comber	SOUTHWARD—Second Class			STATIONS	NORTHWARD—Second Class			Miles from Sea Cliff Park
			161		160			
			MIXED		MIXED			
			Daily Except Sunday		Daily Except Sunday			
			A. M.	LEAVE ARRIVE	A. M.			
0.00			11.00	Comber.....D*	9.08			15.91
3.31			f 11.10	Roslyn.....	9.01			12.60
5.40			s 11.18	Staples.....	s 8.55			10.51
7.10			f 11.25	Oakland.....	f 8.49			8.81
8.79			s 11.34	Blytheswood.....	s 8.44			7.12
10.57			f 11.41	Wigle.....	f 8.37			5.34
12.29			11.47	Gravel Pit Switch.....	8.34			3.62
13.44			11.52	P.M. Crossing.....	8.31			2.47
13.79			12.01	Leamington.....D*	8.30			2.12
15.91				Sea Cliff Park.....				0.00
			P. M.	ARRIVE LEAV	A. M.			
			161		160			

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.

Nos. 160 and 161 will carry passengers.

AMHERSTBURG BRANCH

Miles from Essex	WESTWARD—Second Class			STATIONS	EASTWARD—Second Class			Miles from Amherstburg
			111		110			
			MIXED		MIXED			
			Daily Except Sunday		Daily Except Sunday			
			A. M.	LEAVE ARRIVE	P. M.			
0.00			10.00	Essex.....DN*	1.20			16.88
4.78			s 10.10	Edgars.....	s 1.10			12.10
7.23			s 10.22	P.M. Crossing.....	s 1.02			9.65
7.92			s 10.25	McGregor.....	s 12.58			8.96
11.54			f 10.33	Auld.....	f 12.49			5.34
12.67			f 10.37	Southwick.....	f 12.45			4.21
14.17			f 10.41	Quarries.....	s 12.40			2.71
15.73			s 10.45	Gordon.....	s 12.35			1.15
16.88			10.55	Amherstburg.....D*	12.30			0.00
			A. M.	ARRIVE LEAVE	P. M.			
			111		110			

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

No. 110 waits at Amherstburg for No. 111.

Nos 110 and 111 will carry passengers.

NIAGARA BRANCH

Miles from Fort Erie	NORTHWARD—Second Class			STATIONS	SOUTHWARD—Second Class			Miles from Niagara-on-the-Lake
			49		46			
			Daily Except Sunday		Daily Except Sunday			
			A. M.		A. M.			
0.00				Fort Erie.....DN				29.55
1.15				Victoria.....T				28.40
2.04			9.10	Niagara Jct.....T	9.55			27.51
				3.91				
			s 9.30	Old Fort Erie.....	9.35			
			A. M.		A. M.			
6.77				Black Creek.....				22.78
12.56				Chippawa.....D*				16.99
14.29				Montrose Jct.....T				15.27
14.57				Falls View.....				14.98
15.67				Victoria Park.....T				13.88
16.87				Niagara Falls, Ont.....DN*				12.68
17.52				N. St. C. & T. Jct.....				12.03
18.21				C.N.R. Crossing.....				11.34
19.52				Stamford.....T				10.03
21.53				St. David.....D*				8.02
23.30				Queenston.....				6.25
29.55				Niagara-on-the-Lake.....T				0.00
			A. M.	ARRIVE	LEAVE	A. M.		
			49			46		

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified. Between Fort Erie and Niagara Jct. and between Montrose Jct. and Niagara Falls, Ont., Niagara Branch will be governed by schedules shown on Main Line Time-Table. No. 46 waits at Old Fort Erie for No. 49.

SPEED SCHEDULE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.80	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.81	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 1 "	14.94
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	14.88
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	4 " 3 "	14.82
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	4 " 4 "	14.76
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	4 " 5 "	14.70
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	4 " 6 "	14.64
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	4 " 7 "	14.58
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	4 " 8 "	14.52
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	4 " 9 "	14.46
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	4 " 10 "	14.40
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27	4 " 11 "	14.34

MICHIGAN CENTRAL RAILROAD
CANADA DIVISION

