THERE IS ALWAYS TIME FOR COURTESY

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MICHIGAN CENTRAL RAILROAD

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

CANADA DIVISION

TIME TABLE

No. 157

FOR EMPLOYES ONLY

Effective 12.01 a.m.

Sunday, April 24th, 1949

EASTERN STANDARD TIME

E. H. O'KEEFE,
Superintendent

SUTHERLAND PRESS, LIMITED, ST. THOMAS, ONT.

COMPANY SURGEONS

DETROIT: D. W. Myers, Medical Director and Chief Surgeon, 329 Terminal Bldg.
Phones: Office, TAshmoo 5-7000, Extension 205; Residence, TUxedo 2-8580.

C. H. O'Donnell, Ass't. Medical Director, 323 Terminal Bldg.
Phones: Office, TAshmoo 5-7000, Extension 205, Residence, DEarborn 7232.

Albert W. Nickels, Surgeon, 323 Terminal Bldg.
Phones: Office, TAshmoo 5-7000, Extension 205; Residence, Valley 2-1758.

E. H. Hanna, 5057 Woodward Ave.
Phones: Office, TEmple 1-6164; Residence, Farmington 0566-R-4.

WINDSOR: C. L. Fuller, Office, 89 Wyandotte Street, W.; Residence, 803 Victoria Avenue.
Phones: Office, 4-1891; Residence, 3-4083.

G. F. Lewis, Office, 137 Park Street, W.; Residence, 1201 Pelissier Street.
Phones: Office and Residence, 3-5711.

COMBER: H. G. Emerson, Main Street.
Phones: Office and Residence, 46 Ring 2 or 3.

WEST LORNE: D. F. Webster, Graham Road.
Phones: Office and Residence, 17.

ST. THOMAS: J. D. Curtis, Office, 548 Talbot Street, Residence, 34 Southwick Street.
Phones: Office, 103; Residence, 1821.

D. S. Carrie, Office, 6 Hincks Street; Residence, 52 Stanley Street.
Phones: Office, 62; Residence, 1303.

J. F. Curtis, Office, 548 Talbot St.; Residence, 25 Farley Place.
Phones: Office, 1816; Residence, 643.

HAGERSVILLE: W. C. Powell, Office and Residence, King St.
Phones: Office and Residence, 64.

WELLAND: H. D. Cowper, Office, 195 East Main Street; Residence, 173 West Main Street.
Phones: Office, 4541; Residence, 5123.

NIAGARA FALLS, Ont.: J. H. Davidson, 1234 Victoria Avenue.
Phones: Office and Residence, 175.

FORT ERIE: T. W. O'Mulvenny, 37 Niagara Boulevard.
Phones: Office and Residence, 448.

BUFFALO: A. J. Charters, Office, 540 Walden Avenue; Residence, 251 Bernhardt Dr., Snyder, N.Y.
Phones: Office, TAylor 1993; Res., UNiversity 2263.

W. H. Marcy, Office and Residence, 32 West Utica Street.
Phones: Office and Residence, GRant 4269.

G. H. Marcy, Office and Residence, 32 West Utica Street.
Phones: Office and Residence, GRant 4269.

S. Militello, Office, 1003 Genesee Street; Residence, 47 Manchester Place.
Phones: Office, TAylor 2826; Residence, GRant 8661.

COMPANY OCULISTS

DETROIT: Cecil W. Lepard, 1025 David Whitney Bldg.
Phones: Office, RAndolph 0489; Res., NIagara 2145.

BUFFALO: E. B. Hague, Office and Residence, 454 Franklin Street.
Phones: Office and Residence, GRant 0633.

C. A. Mietus, Office and Residence, 930 Fillmore Ave.
Phones: Office and Residence, HUmbolt 2579.

For the Information of Enginemen and Trainmen

Daily A.M.	*Daily* A.M.	*Daily* P.M.	*Daily* P.M.	**CANADA COACH LINES**	*Daily* A.M.	*Daily* P.M.	*Daily* P.M.	*Daily* P.M.
Lv. 7.45	.....	1.45	4.00	**Niagara Falls, N.Y.** Ar.	11.45	1.10	3.50	9.35
7.50	.....	1.50	4.05	**Suspension Bridge, N.Y.**	11.40	1.05	3.45	9.30
8.05	11.25	2.05	4.20	**Niagara Falls, Ont.**	11.25	12.50	3.30	9.15
8.10	11.30	2.10	4.25	**Victoria Park**	11.20	12.45	3.25	9.10
Ar. 8.45	12.05	2.45	5.00	**Welland** Lv.	10.45	12.10	2.50	8.40
A.M.	P.M.	P.M.	P.M.		A.M.	P.M.	P.M.	P.M.

T. H. & B. TRAINS

Welland—
No. 73 Daily except Sunday . Leave 6.55 A.M.
No. 76 " " " Arrive 5.10 P.M.

Waterford—
No. 145 Daily except Sunday Arrive 9.40 A.M.
No. 144 " " " Leave 11.30 A.M.

L. & P. S. RAILWAY — M. C. R. R. STATION

St. Thomas
No. 28—Southbound, Daily... 1.47 A.M.
No. 6— " " ... 8.40 A.M.
No. 8— " " ... 9.58 A.M.
No. 18— " " ... 6.05 P.M.
No. 24— " " ...10.10 P.M.

St. Thomas
No. 29—Northbound, Daily... 1.50 A.M.
No. 7— " " ... 9.00 A.M.
No. 9— " " ...11.05 A.M.
No. 19— " " ... 6.10 P.M.

St. Thomas
No. 21—Northbound, Daily... 8.20 P.M.
No. 25— " " ...10.16 P.M.

SPECIAL INSTRUCTIONS

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

SAFETY OF EMPLOYEES.

Employees must not get on or off moving cars or Engines, except as their duties require.

Whether on or off duty, they must not walk on or cross tracks at other than places provided, except when required by their duties.

M. JOINT TRACK.

Between St. Thomas and Suspension Bridge, N.Y., Chesapeake and Ohio trains use Michigan Central Tracks.

Between Buffalo, Black Rock, and Suspension Bridge, N.Y.; Michigan Central trains use New York Central tracks.

Between Black Rock and Fort Erie Michigan Central trains use Canadian National tracks.

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

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.

Windsor: Canadian Pacific use Michigan Central tracks between C. P. R. Interchange Office and Detroit.

1. STANDARD TIME. (Revised).

All trains are run on EASTERN STANDARD TIME.

2.-3. STANDARD TIME.

2. Watches that have been examined and certified to by a designated Inspector, must be used by Trainmasters, Road foremen of Locomotives, Locomotive Foremen, Supervisor of Tracks and their assistants, Bridge and Building Masters, Train and Yard Conductors, Engineers, Motormen, Firemen, Brakemen, Train Baggagemen, Yardmasters and others who may be designated. The certificate in prescribed form must be renewed and filed with the Superintendent during the month of April of each year.

3. (Par. 2) Each employee whose watch is subject to inspection must report to an Inspector between the 15th and 25th of each month, and oftener when convenient, in order that the condition of his watch may be noted and a record of its performance made on the "Employees' Certificate," and Company's record book by Inspector. Employees must have certificate on hand at all times and present it for inspection when called for by any officer.

Rule No. 2 and Rule No. 3, paragraph 2, pages 12 and 13, "Rules for the Government of the Operating Department" in Canada, are revised accordingly.

4. DETROIT-WINDSOR YARD TIME TABLE governs the movement of trains and engines between Detroit and Tower 4 and within the limits of Detroit and Windsor yards.

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

Speed of Westward C. P. R. passenger trains crossing over to Eastward main track at Windsor must not exceed speed of 10 miles per hour.

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, levermen will give special attention to these movements and will allow no yard movement to interfere with them.

6. SIGNS.

B Stop on signal to discharge passengers from Welland and West.
C Stop on signal to receive passengers for Buffalo and East.
D Stop on signal to discharge passengers and to receive passengers for Buffalo and East.
E Stop on signal to discharge passengers from east of St. Thomas.
H Stop on signal to receive passengers for Hamilton and Toronto.
J Stop to discharge passengers.
K Stop on signal to discharge passengers from Windsor and west and receive passengers for Buffalo and east.
M Stop on signal to discharge passengers from Windsor and west.
N Stop on signal to discharge passengers from Buffalo and beyond and receive passengers for Hamilton and Toronto.
P Stop on signal to discharge passengers from St. Thomas and west.
Q Stop on signal to discharge passengers from St. Thomas and west and to receive passengers for Buffalo and east.
R Reduce speed to 10 miles per hour to deliver Post Office Mail.
U Stop on signal to discharge passengers and pick up customs and immigration officers.
V Stop on signal to discharge passengers from Windsor and west, and receive passengers for St. Thomas and beyond.
Y Stop for customs and immigration inspection.

14. ENGINE WHISTLE SIGNALS.

Sound	*Indication*
Succession of Short Sounds (Stock Alarm Signal).	Relief engine required. To be sounded passing first two open stations after defect develops and operator or signalman must immediately inform the train despatcher.
— — O —	Approaching public road crossings at grade and at whistle posts. Whistle signals for crossing should be spaced so last blast of whistle will not be completed before reaching the crossing. Rule 31 Signal 14 (1) pages 19 and 67. Rules for the Government of the Operating Department (Canada Division) is changed accordingly.

17. HEADLIGHTS.

17. The headlight will be displayed to the front of every train by night. It must be concealed or extinguished when a train turns out to meet another and has stopped clear of main track, or is standing to meet a train at end of two or more tracks or a junction.

Headlights on freight and passenger Diesels will be kept burning during daylight hours. This does not apply to Diesel engines in switch and transfer service.

Headlights must be dimmed:
(a) Passing through yards where yard engines are employed.
(b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
(c) Approaching manual block and train order signals, junctions, terminals, meeting points or while standing on main track at meeting points.
(d) On two or more tracks when approaching trains in opposite directions.
(e) When closing up behind trains.
(f) Except that the full power of the headlight must be used approaching all public road crossings at grade, and until such crossings are reached, regardless of their location. When an engine is running backward a white light must be displayed by night on the rear of the tender.
(g) During fog in day time, headlights must be kept lighted when running.

1. Locomotives used in road service, between sunset and sunrise will be equipped with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 800 feet or more ahead of the locomotive. Such headlight must be maintained in good condition.

2. That every locomotive used in road service which is regularly required to run backward for any portion of its trip, except to pick up a detached portion of its train, or in making terminal movements, shall have on the rear a headlight which will meet the requirements of this order.

3. That nothing in these regulations shall prevent the use of a device whereby the light may be diminished in yards, at stations, and on two or more tracks when approaching trains moving in opposite direction, to an extent that will enable a person or persons operating the locomotive to see a dark

object the size of a man for a distance of 300 feet or more ahead of the locomotive, under normal weather conditions.

4. (a) That nothing in these regulations shall prevent the use of temporary devices being used to substitute the regular headlight when necessary to move a train from the point at which the headlight equipment has broken down or failed, providing the train moves at a speed not exceeding ten miles an hour over any public highway crossing not specially protected by watchman, gates, or automatic signal, until the first station with passing tracks or siding as shown in the timetable is reached, where an examination must be made and, if possible, the headlight put in good working condition.

(b) That in case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates, or automatic signal at a speed not exceeding twenty miles an hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying a proper light.

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

(d) That repairs to the equipment must be effected at the first repair point or the engine replaced. (First repair point is such a place at which the Company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment).

(e) That spare bulbs and other necessary parts must be supplied at the initial terminal and carried on each locomotive, and that a list of such parts be furnished for the information of the engineer, whose duty it shall be to check over to see that such supplies are furnished before starting out on his trip from such terminal.

5. That each locomotive used in yard service between sunset and sunrise shall have two lights, one located on the front of the locomotive and one on the rear, each of which shall enable a person with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of at least 300 feet in front of such light, and such lights must be maintained in good condition.

Rules 17 and 1226 are modified accordingly.

19. MARKERS.

Trains or engine 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 of traffic, red lights; if standing on passing track, clear of main track, green lights; 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.

27. USE OF SIGNALS.

Rules for the Government of the Operating Department (Canada Division) is changed to read as follows:

"A fixed signal imperfectly displayed, or the absence of a fixed signal, at a place where one is usually shown, must be regarded as the most restrictive indication which can be given by that signal for the train or engine affected, except that when the day indication is unmistakable it will govern. Imperfectly displayed signals must be reported to the Superintendent."

S-71, S-83 TO S-87. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-71 and S-83 to S-87, inclusive, govern on two or more tracks with the current of traffic between Windsor, Suspension Bridge and Fort Erie.

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 and enginemen 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 at least one mile 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."

Parts 1 and 5 of Rule 36 of "Rules for the Government of the Operating Department in Canada" are amended as follows:

Part 1.

(a) On double track.
(b) On three or more tracks.
(c) In mountain territory.
(d) On all lines with frequent or fast train service.

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

One Mile in day time, if there is no down grade toward the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

One Mile at other times and places if there is no down grade toward the obstruction within one mile.

6,200 feet if there is a down grade toward the obstruction within one mile.

Part 5. In the event of train order protection being provided the defective or working point must be marked by signals placed in both directions as follows:

Yellow flags by day and in addition yellow lights by night at least one mile from the defective or working point; red flags by day and in addition red lights by night 600 feet from the defective or working point on the same side of the track as the engineer of an approaching train, except on double tracks, where trains run to the left, in which case, signals shall be placed to the left hand side as seen by an engineer of an approaching train and there is a clear view of at least 1,500 feet.

83. TRAIN REGISTER STATIONS.

On single track Conductors will sign their name on train register opposite the register of the last train to arrive.

83. CLEARANCE 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.
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.

D-83. 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 at Tower 4 home interlocking signal.
St. Clair Jct.	Eastward St. Clair Branch trains verbally by train despatcher.
St. Thomas	Eastward trains on main track by train order signal at Ball; normal position STOP "Train orders." Trains approaching on yard tracks, in addition to the train order signal indication and the indication of the Dwarf signal, must receive a hand signal from the operator switchtender before passing Dwarf signal. All westward trains by "Proceed" indication at BX. home interlocking signal. St. Clair Branch trains in addition must have Terminal Clearance.
Welland	All regular and extra eastward passenger trains from the T. H. & B. by home interlocking signal at Welland Drawbridge. All other trains originating at Welland verbally by the train despatcher.
Montrose	Westward freight trains verbally by train despatcher.
Niagara Falls, Ont.	Westward passenger extras originating at Niagara Falls, Ont., or on Niagara Branch by terminal clearance.
Suspension Bridge	Westward regular trains and passenger extras by proceed signal indication at Signal Station 65.
Fort Erie	Westward regular and extra passenger trains by Terminal Clearance, to be delivered by the operator to the engineer as the train passes the office. In case of failure the Conductor will deliver the Terminal Clearance.
Victoria	Westward freight trains verbally by train despatcher.

Trains turning at or starting from intermediate stations, must obtain permission from the train 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.

Conductor of Chesapeake & Ohio eastward freight trains upon arrival at Montrose must report to the General Yardmaster's office for instructions.

83. BULLETIN BOARDS OR BOOKS.

Whenever bulletin orders are issued giving notice of defective 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.

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.

93. YARDS.

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 west of Niagara Jct. on main line, and from C. N. R. Switch to Old Fort Erie.

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

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

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. RAILROAD CROSSINGS AT GRADE, JUNCTIONS, AND DRAWBRIDGES:

Main Line:

Location	Railroad	Signals
Windsor Station	M. C. R. R.	Interlocking.
Windsor Yard:		
Dock Track	E. T. Ry.	Interlocking.
Signals normal against E. T. Ry. Operated by E. T. Trainmen.		
Tower No. 3	M. C. R. R. / C. P. R.	Interlocking.
" No. 4	M. C. R. R.	Interlocking.
Pelton	C. & O. Ry.	Interlocking.
Fargo	C. & O. Ry.	Interlocking.
BX	L. & P. S. Ry., C. & O. Ry.	Interlocking.
St. Thomas Yard — Frt. House Lead	Credit Main	Target.
Banner right angle to Credit Main — proceed to trains on freight house lead. Banner right angle to Freight House Lead — NORMAL. Proceed to trains on Credit Main.		
St. Thomas Yard — Park Track	L. & P. S. Ry.	None.
All trains and engines must stop 50 feet from crossing.— Rule 98 modified accordingly.		
Yarmouth	C. N. Ry.	Interlocking.
Hagersville	C. N. Ry.	Interlocking.
Canfield Jct.	C. N. Ry.	Interlocking.
*E. & O.	T. H. & B. Ry.	Interlocking.
Welland Drawbridge (See General Order 105)	Welland Canal / T. H. & B. Ry. / N. St. C. & T. Ry.	Interlocking.
Welland Yard—Dain Spur	C. N. Ry.	None
All trains and engines must stop 50 feet from crossing.— Rule 98 modified accordingly.		
WX (See General Order 105)	C. N. Ry.	Interlocking.
Ft. Erie	C. N. Ry.	Interlocking

Location	Railroad	Signals
Amherstburg Branch:		
*§McGregor	C. & O. Ry.	Automatic Interlocking.
*Quarries	E. T. Ry.	Interlocking.
Signalling normal against E. T. Ry. Operated by E. T. Ry. Trainmen.		
Leamington Branch:		
*§Leamington	C. & O. Ry.	Interlocking
Signals are operated from C. & O. Station.		
St. Clair Branch:		
***St. Clair Jct.	Junction of St. Clair Branch and West Canada Division.	
‡*†Air Line Crossing	C. N. Ry.	Interlocking.
‡*†C. N. Ry. Crossing	C. N. Ry.	Interlocking.
*§C. P. Ry. Crossing	C. P. Ry.	Automatic Interlocking.
†**Courtright Jct.	C. & O. Ry.	Two-Arm Signal. Lower arm governs movements on M.C.
Niagara Branch:		
1,500 feet north of Hydro Power Canal	C. N. Ry.	Interlocking.
**Niagara Falls, Ont., north of Cyanamide Plant	C. N. Ry.	Two-Arm Signal. Top Arm governs movements on M.C.
Operated by C. N. Ry.		
All trains and engines must stop before crossing.		
Chippawa Drawbridge	Welland River	None.
All trains and engines must stop before crossing bridge, in accordance with Rule 98.		

When the normal indication of signalling is specified it must be restored to that position when movement of train or engine over crossing is completed.

‡ Before changing the route for M. C. R. trains to pass, the M. C. R. trainmen must first change both home interlocking signals on the Canadian National Railways tracks to indicate STOP, then wait for the mechanical time lock to operate before continuing to change the route for a Michigan Central train to pass over the crossing.
After the movement on the Michigan Central track has been completed, the route must then be changed and the signals cleared for a movement over the crossing on the Canadian National tracks.

† Signalling normal against M. C. R. R., operated by M. C. R. R. trainmen.

§ Trainmen will be governed by instructions at the crossing in case of failure of interlocking signals.

* A home interlocking signal indicating "Stop" may be passed only on hand signal from trainmen on the crossing, who must before giving such hand signal determine:
(a) That route is properly set.
(b) That home interlocking signal on the road to be crossed indicates "Stop."
(c) That no train on the track to be crossed is approaching.
Rule 663 modified accordingly.

** The indication of a signal must not be changed when a train or engine for which the signal is clear is approaching. If necessary to change the indication after the train for which the signal is clear has stopped, an understanding must be had with the engineman or trainman of such train to properly protect the movements over the crossing.

** Signboards reading "STOP" are located 500 feet each side of crossing. Trains and engines must stop at the "STOP" signal and not proceed until 3 mins. after the proper signal is displayed. (Rule 98 is modified accordingly).

*** Eastward St. Clair Branch trains must stop at "STOP" sign 200 feet west of fouling point and not enter Main Line tracks at St. Clair Jct. until after permission has been obtained from the train despatcher.

102. PUBLIC GRADE CROSSINGS.

When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates, or otherwise) a man must take a position on the leading car for the purpose of giving signals necessary to such movement.

Whenever in any city, town or village, cars not headed by an engine, or its tender, are passing over or along a highway at rail level, which is not adequately protected by gates or otherwise, a man must be stationed on the leading car to warn persons standing on, or crossing, or about to cross, the track.

Rule 102, paragraphs 1 and 2, Page 39, and Rule 102, paragraph 1, Page 87, and paragraph 2, Page 88, "Rules for the government of the Operating Department" in Canada are modified accordingly.

When a train, or any part of a train, is standing where it will obstruct the view of highway traffic at crossings not protected by a watchman or by gates, a member of the crew must protect traffic over the crossing against the movement of trains and engines on adjacent tracks, selecting the most important crossings when they cannot protect all crossings.

When a train moves over a public crossing at grade and back-up movement over such crossing is to be made, the crossing must be protected by a member of the crew, unless protected by a watchman or by gates.

Trainmen must flag trains or engines over the following crossings:

Windsor.....Wellington Avenue for movements on the industrial track.

Leamington.....First Concession Road crossing at Onionville—1½ miles south of Leamington. Trains must stop before crossing the road.

Manual Control of Highway Crossings Signals.

When switching or when trains or cars are left standing on the approach track circuits of highway crossing signals, a member of the crew must operate control switches in accordance with instructions posted at the crossing or at control switches, to avoid unnecessary operation of signals.

When signals are operated manually and movement over crossing is not to be made immediately, the signals must be stopped.

To START signals turn switch key towards START position.

To STOP signals turn switch key toward STOP position.

Crossings equipped with highway crossing signals operated automatically and in addition manually from control switches:

Comber.....Main St., Wig-Wag Signals & Bells.
Rodney.....Main St., Wig-Wag Signals & Bells.
West Lorne.....Graham St., Wig Wag Signals & Bells.
Dutton.....Main St., Wig-Wag Signals and Bells.
Victoria Park....Clifton Hill, Flashing Light Signals and Bell.
Niagara Falls....Queen St., Wig-Wag Signals.
Stevensville.....Victoria Road, Flashing Light Signals and Bells.
†*Essex.....Talbot St., Flashing Light Signals, Gates and Bells.
Tilbury.....Queen St., Flashing Light Signals, Gates and Bells.
† Welland.....Plymouth Road, Wig-Wags, Gates and Bells.
Welland.....Broadway Angle Road Crossing, approximately one-half mile west of Welland Draw Bridge, Wig-Wag Signals and Bells for movements on New South and New North passing tracks.

*Special arrangement for movements on Westward main track east of crossing at Essex. Westward trains stopping on track section from a point 200 feet west of stand pipe to signal 2101—gates will raise and flashlights stop after train has occupied this track section 1½ minutes, and will operate again when head end of train passes signal 2101. When Westward train occupies the track section between Town Line Road and a point 200 feet west of stand pipe, gates will raise and flashlights stop after train has occupied this track section for 20 seconds, and will again operate when head end of train passes a point 200 feet west of stand pipe. Westward trains passing Town Line Road—2400 feet east of Talbot St. at a speed below 40 M.P.H. must not exceed 40 M.P.H. until head end of train passes Talbot St. Westward trains stopping at Essex Depot, must not exceed a speed of six (6) miles an hour, until their train has crossed Main Street, Essex.

† The operation of signals for movements on other than main tracks or passing tracks. Track circuit extends the width of street only and the signals automatically start when movement is made onto track circuit, then stop when track circuit is clear. All trains or engines must stop before reaching the crossing and the signals operated manually by a member of the crew operating the control switch.

104. SWITCHES.

Main track switches must be securely closed and locked when not in use.

Switches must not be lined for a diverging movement until the diverging train has been definitely identified and is complying with the speed restriction of not exceeding 10 miles per hour, as provided in the rule.

Rule No. 104 in the Book of Rules for the government of the operating department in Canada is modified accordingly.

Oil City and Petrolia Jct.: Main track switches set for trains running between Courtright and St. Clair Jct.

Electrically Locked Bolt Locking Switches.

Windsor Yard: Main track crossover switches at Yard Office.

To Unlock Switches. Unlock switch lock on lever stand, lift latch handle and move lever to electric lock stop, which will change signals to indicate STOP, Rule 291. Figure 191X.

Electric lock will not release until a 2 minute and 30 seconds automatic timing device has worked and indication light on lever lock lights up. The movement of lever can then be completed.

To Lock Switches. Restore switches to normal position, then move the lever to normal position and lock the handle with switch lock.

Be governed by instructions posted on post at lever stand.

SPRING SWITCHES.

Two spring switches are in operation at middle yard, St. Thomas.

The switch for the in-going track to south side of Coal Dock will be set at all times for this movement.

The switch for the out-going track from north side of Coal Dock will be set for the straight or No. 7 track at all times.

Engines making movements through the points of these switches and then desiring to make a reverse movement back over the switch must wait until switch returns to normal position and proper indication of the color light switch indicator is displayed.

Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined.

The color light switch indicators display the following indications:

Green: Switch lined for straight track.
Yellow: Switch lined diverging route.
Red: Switch points in open position. Before proceeding over switch, enginemen and trainmen must know that switch is properly lined.

Switch must be operated manually for all switching movements.

109. TRACK PANS.

Rule No. 109 in the Book of Rules for the Government of the Operating Department in Canada is cancelled and the following rule substituted:

"No. 109. Enginemen must exercise extreme care where making stops for water and fuel. Except when scooping water at track pans, engines handling freight trains must be detached for this purpose, unless stops at required points can be made without risk of damaging equipment."

D-151. DOUBLE TRACK.

Between Windsor, Suspension Bridge and Fort Erie.

D-153.

Trains must approach Welland and Waterford prepared to stop when T. H. & B. trains are due to arrive and depart from such stations.

D-154. MOVEMENT AGAINST THE CURRENT OF TRAFFIC.

For eastward moves against the current of traffic on the westward main track between Welland Drawbridge and WX, permission must be obtained from the train despatcher by the Signalman at Welland Drawbridge. For such moves, enginemen must be governed by the indications of interlocking signals and the automatic reverse-move signal located 500 feet east of the drawbridge and on the left of, and adjacent to, the track governed. When the automatic reverse-move signal is indicating "Stop," engineman must not proceed without protection as prescribed by Rule 99.

When a train is moved against the current of 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:

Indication of train order signals apply to all tracks.

A train having passed a train order signal indicating STOP (train orders) must not accept a PROCEED (no train order) indication of such signal.

Rule 221 will apply on St. Clair, Leamington and Amherstburg Branches.

Rule 221-a will apply on Main Line Windsor to Niagara Falls and Fort Erie.

294. TAKE SIDING SIGNALS.

When the indication "Freight Trains Take Siding" is displayed at Tilbury, eastward freight trains will proceed on the main track, scoop water, and then back in at the east end of the south passing track; be governed also by the indication of the signal on the mast on which the take siding indication unit is located.

301. MANUAL BLOCK SYSTEM.

Manual Block System is in use
St. Clair Branch
Leamington Branch
Amherstburg Branch

Rules 317 and 331 for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317 and 331 for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

374. Block Stations.

Block Stations are open as specified in list of signal stations and telephones.

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.

403. SWITCH TARGETS.

Lights on switches are not in use on Amherstburg, Leamington and St. Clair Branches or on Niagara Branch between Montrose Jct. and Chippawa and north of Cyanamide Plant to Niagara-on-Lake except all switches leading to and from Main Line tracks.

502. AUTOMATIC BLOCK SYSTEM.

Automatic block signal rules apply as follows:

Main Line: Between Windsor, Suspension Bridge and Fort Erie.

Manual Block System Rules will govern movements against the current of traffic.

Rules 317 (Paragraphs 1 and 2) and 331 for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317 (Paragraphs 3 and 4) and 331 for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Automatic block signals are also in use as follows:

St. Thomas: Westward signal No. X-32, 2,500 ft. east of station on old Credit Main and used as main track by C.P.R. trains, governs to the freight house lead crossing, just east of St. Thomas passenger station. Rule 291 governs.

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

Hagersville: Trains receiving indications as prescribed by Rule 292 at the eastward interlocking signal located 7,500 feet west of Hagersville must obtain permission from the signalman at Hagersville before proceeding. After permission has been received or in case of failure of means of communication, trains may proceed at restricted speed to the next signal.

513. At main track switches in Automatic Block System territory trainmen will operate the switch and wait three minutes at the switch before making engine or train movement, unless it is known that the movement of an approaching train will not be effected.

520. Engines with less than 32 feet wheel base must not be operated in automatic block signal territory except when coupled to other engines or cars.

817. OBSERVANCE OF MOVING TRAINS.

(a) All employes 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 arm's 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 time 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 employes 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.

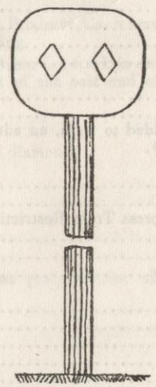
(j) Operators and towermen must observe the general condition of all passing trains and exchange signals with rear trainman; those not employed in towers will make such observation from the station platform, and those employed in towers will make such observations as is possible from the tower.

(k) Trackmen, bridgemen, pumpers at track pans, signal maintainers, crossing watchmen and other employes 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 employe, "Stop" signal must be given. When there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

819. STANDARD RESTRICTED CLEARANCE.

Standard Restricted Clearance signs, as shown at right approved by the Board of Transport Commissioners, will be erected where the clearance is less than standard.



These signs are painted yellow on both sides with no lettering and are approximately 8 inches by 10 inches, and erected on a post.

Employees are warned of close clearances at locations where these signs are now or may in future be erected.

979. MAKE-UP OF PASSENGER TRAINS.

Passenger equipment must be of steel construction, except that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled; also such steel underframe passenger cars as are used under special arrangements.

Trains containing more than 5 cars 60 feet or over in length will be limited to 30 cars. Trains containing not more than 5 cars 60 feet or over in length will be limited to 40 cars.

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. MAKE UP OF FREIGHT TRAINS.

Scale Test Cars will be handled only in slow or local freight trains not to exceed 25 miles an hour and must be placed next ahead of caboose.

Jordan spreaders must not be hauled backward when being moved in freight trains.

When handled in revenue freight trains boarding cars must be placed next ahead of caboose; wooden underframe flat cars, cars in "X" series (except ballast cars and steel underframe cars), scale test cars, cranes, hoists, steam shovels and similar equipment, on their own wheels, with the booms lowered and secured, and when practicable with heavy end forward, must be placed on rear of trains ahead of caboose and boarding cars.

1157. PASSING OVER TOPS OF CONTAINERS.

Until further notice, trainmen in performance of their duties are not required to pass over the tops of containers.

1214. AIR BRAKES.

Applying air brakes from the rear of freight trains by trainmen in the manner prescribed by rules 1584 and 1585 must be confined to preventing accidents and damage to tracks.

1328. HAND BRAKES.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

LIGHT WEIGHT PASSENGER CARS EQUIPPED WITH ROLLER BEARINGS.

When light weight passenger cars equipped with roller bearings are uncoupled from an engine, enough hand brakes must be set to prevent cars from moving. When switching, the air brakes on such equipment must be used. Each hand brake operates the brake on one side of a truck only, and the brakes on both ends and both sides of car must be observed to know that they are operative.

SPEED RESTRICTIONS

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

GENERAL Unless Otherwise Restricted	Main Line	St. Clair Br.	Leamington Br.	Amherstburg Br.	Niagara Br.
Passenger, Mail and Express trains	..	25	25	25	20
With not more than 20% Baggage, Mail or Express cars:					
18 cars or less	80				
19 to 25 cars, inclusive	70				
With 20% to 50% Baggage, Mail or Express cars:					
16 cars or less	80				
17 to 20 cars	75				
21 to 25 cars inclusive	65				
With more than 50% Baggage, Mail or Express cars:					
13 cars or less	80				
14 to 16 cars	75				
17 to 20 cars	70				
21 to 35 cars, inclusive	65				
Passenger, Mail and Express trains with freight equipped cars	50	25	25	25	20
Freight Trains:					
Under 4300 tons	50				
4300 to 6700 tons	45	25	25	25	20
Over 6700 tons	40				
Engines, light or with caboose and work trains	40	25	25	25	20
*Passenger, Mail and Express trains Pelton, Fargo, Yarmouth, Hagersville and E. & O. interlockers	60				
*Passenger, Mail and Express Trains Canfield Jct. interlocker	50				
*Freight and mixed trains Pelton Fargo, Yarmouth, Hagersville and E. & O. interlockers	45				

	Main Line	St. Clair Br.	Leamington Br.	Amherstburg Br.	Niagara Br.
*Other railroad grade crossings, interlocked	35	25	25	25	20
Draw Bridges { Passenger	25				
Draw Bridges { Other trains	15				
Engines running backward	25	15	15	15	15
Engines running backward by night over public crossings	15	15	15	15	15
Switch Engines	20	20	20	20	20
Trains with dead engines not having all side or main rods	20	20	20	20	20
**Revenue freight trains with cranes moving on own wheels	25	25	25	25	20
Work trains with cranes moving on their own wheels	30	25	25	25	20
Work trains with locomotive cranes X-19535 and X-19536	30	25	25	25	20
Switches and cross-overs, not interlocked, when diverging	10	10	10	10	10
Circus trains with freight equipped cars	30	25	25	25	20
Troop trains with freight cars	50	25	25	25	20
Trains handling scale test cars, spreaders and levelers	25	25	25	25	20
Engines:					
Class H	50				
Class J when handling freight trains	55				
(51 cars is minimum for 2500 ton trains, for every 46.6 tons added to train, an additional car must be added. 3200 ton trains must not have less than 66 cars).					
Class L					
On freight and work trains	50				
On passenger, mail and express trains	60				
When converted for passenger service: Passenger, Mail and Express Train Restrictions govern.					
Classes J, H and L on passing tracks	10				
Class G	50	25	25	25	20
Rail Detector Cars, under own power or on rear of passenger train	40				
Motors operating under their own power or being towed:					
M-404	50	35			
M-10 and M-201	55	35			
All other motors (except Diesel switch engines)	60	35			
Diesel switch engines, all classes except DEs-1 light or in train	40	25	25	25	20
DEs-1 under own power	25	25	25	25	20
When towed with pinion gear removed	40				
Diesel engines DEs-10 and 12 when handling first class trains, unless otherwise restricted	60				
Diesel engines, when handling freight trains	55				
(51 cars is minimum for 2500 ton train, for every 46.6 tons added to train, an additional car must be added. 3200 ton trains must have not less than 66 cars).					
When train-stop device becomes inoperative after leaving terminal, or when forestalling whistle fails to sound while forestalling:					
Passenger and Express trains	35				
Other trains	20				
Passenger trains when scooping water at a time when a train is moving over adjoining track pan in opposite direction	60				

(This regulation will not apply if engine tender is equipped with overflow control.)

* Paragraphs 3 and 4 of rule 98, Book of rules for the Government of the Operating Department, are modified accordingly.

** Booms on cranes should be in trailing position.

Local

Main Line:

(Restrictions apply to trains in both directions unless otherwise designated. Where they exceed general restrictions, the general restrictions govern).

PASSENGER:

Essex: Curve....60
St. Thomas: Between passenger station and Second over head bridge, east....60
St. Thomas: Over street crossings between Kettle Creek Bridge and passenger station....25
Waterford: Curves between West switch and Townsend Centre....60
Curve east of Dufferin to Grand River Bridge....65
Welland: On curve east of WX. Mile Post N.F. 13½....20
Fraser to Montrose Jct....60
Montrose Jct. to Victoria Park....30
Victoria Park to Niagara Falls, Ont....10

FREIGHT:

St. Thomas: Over street crossings between Kettle Creek Bridge and passenger station....25
Welland: On curve east of WX, mile post N. F. 13½....20
T. H. & B. Engines 201 and 202....35
Montrose Jct. to Victoria Park....30
Victoria Park to Niagara Falls, Ont....10

Niagara Branch:

Niagara Falls, Ont. (Erie Ave.) to Stamford (Portage Road Crossing)....10
C. N. R. Switch to Old Ft. Erie....10

St. Clair Branch:

Airline Crossing: Over No. 3 Highway....10
Airline Crossing: Stop Clear of No. 3 Highway while trainmen are adjusting signals.
Petrolia: Over Queen Street....10
Courtright: Over River Road....10
Melbourne: Over No. 2 Provincial Highway....4
Motors: On reverse curve between Petrolia and Corey....25
Motors: On short curve south of Oil Springs....20

ENGINE AND CAR RESTRICTIONS.

Diesel electric locomotives may be operated through water, not exceeding depth of three (3) inches above top of rail, proceeding at slow speed and with caution.

S-1a and S-1b Class engines cannot operate double head over Grand River Bridge eastward track.

"J" and "L" Class engines are restricted from going on tracks shown below:

Essex:
Pure Food Corporation track.

Comber:
"Wye, H-7 and K-3 type engines also, are restricted from using the wye."

Tilbury:
Canadian Top and Body Spur Plant No. 2 on north side.
Canning Factory and Canadian Top and Body Spur Plant No. 1 on south side.

West Lorne:
No. 1 track of Erie Flooring and Wood Products Co. where it goes around the corner of the building.
Also No. 2 Erie Flooring and Wood Products Co. track is out of service beyond one car length east of the east end of the building that this track serves.

St. Thomas:
West end of Freight House track east of diamond.

Springfield:
Milk Factory Spur.

Waterford:
Sand and Gravel Company tracks.
T. H. & B. Wye is restricted to 15 miles per hour for all engine and train movements.

Hagersville:
C. N. R. Wye beyond King St.
All three Quarry tracks.

St. Clair Branch Bridges:
Loaded cars weighing more than 160,000 lbs. gross must not be handled.

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:
No engine will stand under the cabin on Harbor Drawbridge at any time.
J-Class engines must not be coupled together when passing over Harbor Drawbridge, Black Rock, or International Bridge. When dead engines are handled in a train at least five (5) cars must be placed between each engine.
L-4a and L-4b, S-1a and S-1b engines are not permitted to run over bridge. J-1 and J-3 engines equipped with PT-3 or PT-4 tenders are not permitted to run over bridge.

Pere Marquette and Chesapeake and Ohio Engines:
Pere Marquette and C. & O. engines as comparing in weight with N. Y. C. engines as indicated below, will be governed accordingly in the observance of restrictions shown herein.

P.M. Class C, Nos. 601-625,
C. & O. Class G-2, Nos. 750-744, same as N.Y.C. G-6.
P.M. Class C-1, Nos. 351-365, same as N.Y.C. G-80.
P.M. Class C-2, Nos. 298-313, same as N.Y.C. G-80.
P.M. Class P2, Nos. 701-710, same as N.Y.C. K-80.
P.M. Class S.C., Nos. 901-925, same as N.Y.C. G-6.
C. & O. Class G-1, Nos. 725-749, same as N.Y.C. G-6.
P.M. Class M.K.-1, Nos. 1011-1040, same as N.Y.C. L-2.
C. & O. Class K-8, Nos. 2350-2379, same as N.Y.C. L-2.

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.

AUTOMATIC TRAIN STOP.

Rules for Enginemen and Firemen for the Operation of Intermittent Inductive Automatic Train Stop, effective October 1, 1935, govern.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Road engines and motors operated between Windsor and Niagara Falls, between Welland and Fort Erie, must be equipped with automatic train stop device in working order and cut in, except:

a—When used as pusher or second engine.

b—By specific authority of Superintendent.

c—When train stop device becomes inoperative after leaving terminal, passenger, mail and express trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station, and relief engine, if available, must be obtained at first engine terminal. Train may proceed at normal speed when authorized by train order. Train Despatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph c until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

RAIL DETECTOR CARS.

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Despatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Despatchers will arrange for clear block between open signal stations both in advance and in rear of train.

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 brakemen 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. INTERLOCKED RAILWAY 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 interlocking station 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. These instructions include the movements of the engine over the crossing either before, during or after the switching movements take place.

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.

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 the 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 when 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 damages 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.

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.

GENERAL ORDER No. 35—Dated May 13th, 1932.

Effective at once and superseding all previous instructions inconsistent therewith, passenger brakemen and baggagemen must not enter occupied observation, private or official cars when handled on rear of train except on business or in cases of emergency, or when weather conditions require it for the purpose of blowing out steam condensation.

When entering observation, private or official cars on business or emergency purposes, they must perform such service and leave car promptly as possible, and in all cases remove their cap while in this class of equipment. They must not be seated or ride in these cars.

Exception: The rear brakeman may ride in Pullman observation cars between (10) ten P.M. and (7) seven A.M. provided all passengers have retired or vacated, and none come into cars between the hours specified.

GENERAL ORDER No. 75—Dated Dec. 29th, 1934.

Dead locomotives in Company's service handled in freight trains will be placed next to the operating locomotive, and the head brakeman in all cases will ride the dead locomotive, unless excused from doing so by the superintendent.

GENERAL ORDER No. 88—Dated June 22nd, 1935.

Where persons have been killed on railroad property or bodies found on right-of-way, employees should be governed by the following:

"A dead body should not ordinarily be moved from the place where found, unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay, the body may first be removed to a position where trains can conveniently pass, after noting its condition and position for the Coroner's information. This is particularly important where death appears to be due to foul play. In all cases, an employee must be left with the body until the arrival of the Coroner."

GENERAL ORDER No. 105—Dated Dec. 31, 1936..

Effective January 5, 1937, all employees will be governed by the following instructions when handling trains on the westward or eastward main tracks at Welland, Ontario.

"When there are trains occupying the westbound main track at Welland, between the diamond and Main Street crossing, no following westbound trains shall be given the call-on signal at the diamond, and signals must be kept in normal position until the train has come to a stop.

When there are trains occupying the eastbound main track at Welland, between the interlocker at the Welland Canal and the interlocker crossing the Canadian National and Michigan Central tracks east of Welland, no following eastbound trains shall be given the call-on signal at the Drawbridge, and signals must be kept in normal position until the train has come to a stop.

In applying Rule 99 between interlocker at Welland Canal on the west and crossing of the Canadian National Railway of the Michigan Central main tracks on the east, it will be understood that flagman when necessary will go back to point of divergence of tracks and remain flagging at that point until recalled or relieved."

E. H. O'KEEFE, Superintendent

J. W. McGOWEAN
P. W. HANKINSON
W. J. SMITH
} Train Masters.

E. E. BRIDGE, Chief Train Despatcher.

R. R. SUTTON
H. S. McDOUGALL
} Night Chief Train Despatchers.

A. E. ALLEN
R. W. WALTHERS
W. R. A. SINCLAIR
A. C. MOORE
H. D. WHITWAM
T. C. WALDIE
H. J. BAKER
W. B. KENT
F. L. HENRY
} Train Despatchers.

H. M. SENFF, Superintendent Passenger Transportation
Detroit, Mich.

BUFFALO TO DETROIT—MAIN LINE AND FORT ERIE DIVISION

WESTWARD FIRST CLASS

Miles from Buffalo via Fort Erie	STATIONS	19 C. P.	17*	33	635 C. P.	47	371	365*	335	375	139*
		Daily	Daily	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily	Daily except Monday
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
N.Y.C. 0.00	*Buffalo*	.....	*2.01*	*2.36*	.....	*2.50*	*5.01*	*5.35*	*8.01*	*8.21*	.....
N.Y.C. 2.98	*Terrace*	.....	.....	.....	.....	.....	.....	*s 5.45*	.....	*s 8.31*	.....
N.Y.C. 7.05	*Black Rock*	.....	*s 2.22*	*s 2.57*	.....	*s 3.11*	*s 5.22*	*s 5.59*	*s 8.22*	*s 8.44*	.....
N.Y.C.	*Niagara Falls, N. Y.*	.....	.....	.....	.....	.....	.....	.....	.....	.....	A. M.
N.Y.C.	*Suspension Bridge*	.....	.....	.....	.....	.....	.....	.....	.....	.....	*9.35*
E.C.D.	Niagara Falls, Ont.	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.42
E.C.D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E.C.D.	Montrose	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.52
FT.E.D. 7.92	Fort Erie	.....	2.30	s 3.07	.....	3.21	s 5.33	s 6.15	s 8.32	s 9.06	.....
FT.E.D. 9.07	Victoria	.....	2.32	3.09	.....	3.23	5.35	6.19	8.34	9.08	.....
FT.E.D. 15.07	Stevensville	.....	.....	.....	.....	.....	.....	s 6.29	.....	N 9.15	.....
EAST CANADA DIVISION 24.76	WX.	.....	2.48	3.25	.....	3.40	5.58	6.43	8.49	9.28	10.01
EAST CANADA DIVISION 25.23	Welland	.....	.....	.....	.....	.....	s 6.00	s 6.45	.....	s 9.30	.....
EAST CANADA DIVISION 25.23	Welland	.....	.....	.....	.....	.....	6.01	6.53	s 8.53	9.35	.....
EAST CANADA DIVISION 34.56	Perry	.....	2.58	3.35	.....	3.50	A. M	f 7.05	9.03	A. M.	10.11
EAST CANADA DIVISION 41.55	E. & O.	.....	.....	.....	.....	.....	.....	7.14	9.10	.....	10.18
EAST CANADA DIVISION 50.08	Canfield Jct.	.....	3.13	3.50	.....	4.06	.....	f 7.28	9.18	.....	10.26
EAST CANADA DIVISION 54.90	Edward	.....	.....	.....	.....	.....	.....	f 7.33	.....	.....	.....
EAST CANADA DIVISION 66.48	Hagersville	.....	3.28	4.06	.....	4.23	.....	s 7.56	9.33	.....	10.41
EAST CANADA DIVISION 79.23	Waterford	.....	3.40	4.18	.....	4.36	.....	s 8.27	f 9.45	.....	10.53
EAST CANADA DIVISION 89.92	La Salette	.....	3.50	4.28	.....	4.47	.....	s 8.43	9.55	.....	11.03
EAST CANADA DIVISION 101.66	Tillsonburg	.....	4.01	4.39	.....	4.59	.....	s 9.01	10.06	.....	11.14
EAST CANADA DIVISION 112.93	Springfield	.....	4.11	4.49	.....	5.11	.....	s 9.19	10.16	.....	11.24
EAST CANADA DIVISION 122.45	Yarmouth	.....	4.20	4.58	.....	5.21	.....	9.37	10.25	.....	11.33
EAST CANADA DIVISION 125.30	Ball	.....	4.23	5.01	.....	5.24	.....	9.43	10.28	.....	11.36
EAST CANADA DIVISION 126.12	St. Thomas	.....	s 4.25	s 5.03	.....	s 5.26	.....	s 9.50	s10.30	.....	s11.38
WEST CANADA DIVISION 126.12	St. Thomas	.....	4.30	5.08	.....	5.31	.....	5.05	10.35	.....	11.41
WEST CANADA DIVISION 126.31	BX.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WEST CANADA DIVISION 130.35	St. Clair Jct.	.....	4.37	5.19	.....	5.42	.....	5.15	10.44	.....	11.49
WEST CANADA DIVISION 139.11	Iona	.....	4.45	5.28	.....	5.52	.....	s 5.26	10.53	.....	11.57
WEST CANADA DIVISION 145.05	Dutton	.....	.....	.....	.....	.....	.....	s 5.35	.....	.....	.....
WEST CANADA DIVISION 151.58	West Lorne	.....	4.56	5.40	.....	6.06	.....	s 5.45	11.05	.....	12.08
WEST CANADA DIVISION 155.99	Rodney	.....	.....	.....	.....	.....	.....	s 5.52	.....	.....	.....
WEST CANADA DIVISION 164.11	Highgate	.....	.....	.....	.....	.....	.....	s 6.07	.....	.....	.....
WEST CANADA DIVISION 169.75	Ridgetown	.....	.....	.....	.....	.....	.....	s 6.17	.....	.....	.....
WEST CANADA DIVISION 180.62	Fargo	.....	5.22	6.08	.....	6.39	.....	s 6.35	11.33	.....	12.33
WEST CANADA DIVISION 193.30	Fletcher	.....	.....	.....	.....	.....	.....	s 6.56	.....	.....	.....
WEST CANADA DIVISION 200.42	Tilbury	.....	5.40	6.27	.....	7.02	.....	s 7.08	11.52	.....	12.50
WEST CANADA DIVISION 206.83	Comber	.....	.....	.....	.....	.....	.....	s 7.18	.....	.....	.....
WEST CANADA DIVISION 211.83	Ruscomb	.....	.....	.....	.....	.....	.....	s 7.26	.....	.....	.....
WEST CANADA DIVISION 221.30	Essex	.....	5.59	6.47	.....	7.26	.....	s 7.40	12.12	.....	1.08
WEST CANADA DIVISION 230.14	Pelton	.....	6.07	6.57	.....	7.36	.....	7.53	12.22	.....	1.17
WEST CANADA DIVISION 232.82	Tower 4	A. M.	6.10	7.00	A. M.	7.39	.....	7.57	12.25	.....	1.20
DETROIT DIV. 235.71	Windsor	s 2.40	.....	.....	s 7.20	.....	.....	.....	.....	.....	.....
DETROIT DIV. 235.71	Windsor	2.50	s 6.15	s 7.05	7.35	s 7.44	.....	s 8.07	s12.30	.....	s 1.25
DETROIT DIV. *238.49*	*Detroit*	*3.00*	*6.30*	*7.20*	*7.45*	*8.00*	.....	*8.30*	*12.45*	.....	*1.43*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.

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

No. 17. Will not receive passengers at St. Thomas.

No. 365. Stop on signal at Lythmore, Hawtrey, Buxton, Woodslee and Maidstone and make regular stop at Cayuga, Aylmer, Shedden, Muirkirk, Mull and Charing Cross to receive and discharge passengers, mail and express, at Windham, Brownsville and Kingsmill to exchange Post Office mail, and will stop at Dufferin and Taylor during the months the schools are open.

No. 139. Will not carry passengers and will operate as passenger extra Suspension Bridge to Windsor.

BUFFALO TO DETROIT—MAIN LINE AND FORT ERIE DIVISION

WESTWARD FIRST CLASS / WESTWARD SECOND CLASS

Miles from Buffalo via Fort Erie	STATIONS	21 C. P.	379	X3*	51*	383	37 C. P.	39	361* MIXED	101 MIXED
		Daily	Daily	Daily Except Sun. and Mon.	Daily	Daily	Daily	Daily	Daily Except Sunday	Monday Wednesday Friday
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
N.Y.C. 0.00	*Buffalo*	.....	*2.11*	*4.00*	*4.18*	*4.31*	.....	*9.56*	.....	.....
N.Y.C. 2.98	*Terrace*	.....	*s 2.21*	.....	*s 4.28*	*s 4.41*	.....	.....	.....	.....
N.Y.C. 7.05	*Black Rock*	.....	*s 2.34*	*Y 4.25*	*s 4.42*	*s 4.55*	.....	*s10.17*	.....	.....
N.Y.C.	*Niagara Falls, N. Y.*	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.C.	*Suspension Bridge*	.....	.....	.....	.....	.....	.....	.....	.....	.....
E.C.D.	Niagara Falls, Ont.	.....	.....	.....	.....	.....	.....	.....	.....	.....
E.C.D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E.C.D.	Montrose	.....	.....	.....	.....	.....	.....	.....	.....	.....
FT.E.D. 7.92	Fort Erie	.....	s 2.47	Y 4.40	s 4.54	s 5.10	.....	10.25	.....	.....
FT.E.D. 9.07	Victoria	.....	2.49	4.43	4.57	5.13	.....	10.28	.....	.....
FT.E.D. 15.07	Stevensville	.....	.....	.....	.....	H 5.22	.....	.....	.....	.....
EAST CANADA DIVISION 24.76	WX.	.....	3.08	5.04	5.14	5.35	.....	10.44	.....	.....
EAST CANADA DIVISION 25.23	Welland	.....	s 3.10	.....	.....	s 5.40	.....	.....	.....	.....
EAST CANADA DIVISION 25.23	Welland	.....	3.15	.....	s 5.16	5.45	.....	.....	.....	.....
EAST CANADA DIVISION 34.56	Perry	.....	P. M.	5.16	5.28	P. M.	.....	10.54	.....	.....
EAST CANADA DIVISION 41.55	E. & O.	.....	.....	.....	5.35	.....	.....	.....	.....	.....
EAST CANADA DIVISION 50.08	Canfield Jct.	.....	.....	5.33	5.43	.....	.....	11.09	.....	.....
EAST CANADA DIVISION 54.90	Edward	.....	.....	.....	.....	.....	.....	.....	.....	.....
EAST CANADA DIVISION 66.48	Hagersville	.....	.....	5.51	5.59	.....	.....	11.25	.....	.....
EAST CANADA DIVISION 79.23	Waterford	.....	.....	6.05	f 6.12	.....	.....	11.37	.....	.....
EAST CANADA DIVISION 89.92	La Salette	.....	.....	6.17	6.26	.....	.....	11.47	.....	.....
EAST CANADA DIVISION 101.66	Tillsonburg	.....	.....	6.30	f 6.38	.....	.....	11.58	.....	.....
EAST CANADA DIVISION 112.93	Springfield	.....	.....	6.43	6.50	.....	.....	12.08	.....	.....
EAST CANADA DIVISION 122.45	Yarmouth	.....	.....	6.54	7.00	.....	.....	12.18	.....	.....
EAST CANADA DIVISION 125.30	Ball	.....	.....	6.58	7.03	.....	.....	12.21	.....	.....
EAST CANADA DIVISION 126.12	St. Thomas	.....	.....	s 7.00	s 7.05	.....	.....	s12.23	A. M.	A. M.
WEST CANADA DIVISION 126.12	St. Thomas	.....	.....	7.05	7.10	.....	.....	12.28	7.00	8.30
WEST CANADA DIVISION 126.31	BX.	.....	.....	.....	.....	.....	.....	.....	.....	.....
WEST CANADA DIVISION 130.35	St. Clair Jct.	.....	.....	7.16	7.18	.....	.....	12.38	7.10	s 8.45
WEST CANADA DIVISION 139.11	Iona	.....	.....	7.26	7.27	.....	.....	12.46	s 7.31	A. M.
WEST CANADA DIVISION 145.05	Dutton	.....	.....	.....	.....	.....	.....	.....	s 7.45	.....
WEST CANADA DIVISION 151.58	West Lorne	.....	.....	7.40	7.39	.....	.....	12.58	s 8.06	.....
WEST CANADA DIVISION 155.99	Rodney	.....	.....	.....	.....	.....	.....	.....	s 8.30	.....
WEST CANADA DIVISION 164.11	Highgate	.....	.....	.....	.....	.....	.....	.....	s 8.58	.....
WEST CANADA DIVISION 169.75	Ridgetown	.....	.....	.....	E 7.56	.....	.....	.....	s 9.16	.....
WEST CANADA DIVISION 180.62	Fargo	.....	.....	8.11	8.06	.....	.....	1.26	s 9.50	.....
WEST CANADA DIVISION 193.30	Fletcher	.....	.....	.....	.....	.....	.....	.....	s10.21	.....
WEST CANADA DIVISION 200.42	Tilbury	.....	.....	8.32	8.24	.....	.....	1.45	s10.45	.....
WEST CANADA DIVISION 206.83	Comber	.....	.....	.....	.....	.....	.....	.....	s11.00	.....
WEST CANADA DIVISION 211.83	Ruscomb	.....	.....	.....	.....	.....	.....	.....	s11.10	.....
WEST CANADA DIVISION 221.30	Essex	.....	.....	8.54	8.43	.....	.....	2.05	s11.45	.....
WEST CANADA DIVISION 230.14	Pelton	.....	.....	9.04	8.52	.....	.....	2.15	12.02	.....
WEST CANADA DIVISION 232.82	Tower 4	P. M.	.....	9.07	8.55	.....	P. M.	2.19	12.07	.....
DETROIT DIV. 235.71	Windsor	s 1.55	.....	.....	.....	.....	s11.05	.....	.....	.....
DETROIT DIV. 235.71	Windsor	2.05	.....	s 9.12	s 9.00	.....	11.15	s 2.24	12.15	.....
DETROIT DIV. *238.49*	*Detroit*	*2.15*	.....	*9.30*	*9.15*	.....	*11.25*	*2.40*	P. M.	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.

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

X3. Will not carry passengers and will operate as passenger extra Fort Erie to Windsor.

No. 51. Stop on signal at Ridgetown Sunday only to receive passengers for Windsor and points beyond.

No. 361. Will carry passengers, and make regular stops at Shedden, Muirkirk, Mull, Charing Cross, Buxton, Woodslee and Maidstone.

The point for No. 51 to pass X3 will be arranged by Train Despatcher.

DETROIT TO BUFFALO—MAIN LINE AND FORT ERIE DIVISION

	Miles from Detroit via Fort Erie	STATIONS	EASTWARD FIRST CLASS									
			358	20 C. P.	372	366*	50	X350*	38 C. P.	374	380	22 C. P.
			Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
		LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
DETROIT DIV.	0.00	*Detroit*	*3.10*	*3.15*	.....	*5.25*	*8.20*	*8.40*	*9.00*	.....	.....	*4.15*
	2.78	Windsor	.....	s 3.25	.....	.....	.....	.....	s 9.10	.....	.....	s 4.25
	2.78	Windsor	s 3.26	*3.35*	.....	s 5.40	s 8.37	s 9.00	9.20	.....	.....	4.40
	5.67	Tower 4	3.31	A. M.	.....	5.45	8.42	9.05	A. M.	.....	.....	P. M.
	8.35	Pelton	3.34	.....	.....	5.48	8.45	9.08	.....	.....	.....	.....
	17.19	Essex	3.44	.....	.....	s 5.59	8.55	9.18	.....	.....	.....	.....
	26.66	Ruscomb	.....	.....	.....	s 6.13	.....	.....	.....	.....	.....	.....
	31.66	Comber	.....	.....	.....	s 6.21	.....	.....	.....	.....	.....	.....
WEST CANADA DIVISION	38.07	Tilbury	4.02	.....	.....	s 6.31	9.13	9.36	.....	.....	.....	.....
	45.19	Fletcher	.....	.....	.....	s 6.42	.....	.....	.....	.....	.....	.....
	57.87	Fargo	4.19	.....	.....	s 7.03	9.30	9.53	.....	.....	.....	.....
	68.74	Ridgetown	.....	.....	.....	s 7.21	c 9.39	.....	.....	.....	.....	.....
	74.38	Highgate	.....	.....	.....	s 7.31	.....	.....	.....	.....	.....	.....
	82.50	Rodney	.....	.....	.....	s 7.45	.....	.....	.....	.....	.....	.....
	86.91	West Lorne	4.45	.....	.....	s 7.54	9.56	10.18	.....	.....	.....	.....
	93.44	Dutton	.....	.....	.....	s 8.07	.....	.....	.....	.....	.....	.....
	99.38	Iona	4.56	.....	.....	s 8.18	10.07	10.29	.....	.....	.....	.....
	108.14	St. Clair Jct.	5.04	.....	.....	8.36	10.15	10.37	.....	.....	.....	.....
	112.18	BX.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	112.37	St.Thomas	s 5.12	.....	.....	s 8.50	s10.23	s10.46	.....	.....	.....	.....
	112.37	St.Thomas	5.17	.....	.....	2.30	10.27	10.51	.....	.....	.....	.....
	113.19	Ball	5.20	.....	.....	2.32	10.30	10.54	.....	.....	.....	.....
	116.04	Yarmouth	5.23	.....	.....	2.35	10.33	10.58	.....	.....	.....	.....
	125.56	Springfield	5.32	.....	.....	s 2.49	10.42	11.07	.....	.....	.....	.....
	136.83	Tillsonburg	5.42	.....	.....	s 3.08	10.52	11.17	.....	.....	.....	.....
	148.57	La Salette	5.52	.....	.....	s 3.24	11.02	11.27	.....	.....	.....	.....
	159.26	Waterford	f 6.06	.....	.....	s 3.50	d11.12	11.36	.....	.....	.....	.....
EAST CANADA DIVISION	172.01	Hagersville	6.19	.....	.....	s 4.15	11.25	11.48	.....	.....	.....	.....
	183.59	Edward	.....	.....	.....	f 4.34	.....	.....	.....	.....	.....	.....
	188.41	Canfield Jct.	6.35	.....	.....	f 4.41	11.40	12 04	.....	.....	.....	.....
	196.94	E. & O.	6.43	.....	.....	4.53	11.48	.....	.....	.....	.....	.....
	203.93	Perry	6.50	.....	A. M.	s 5.05	.....	.....	.....	P. M.	P. M.	.....
	213.26	Welland	.....	.....	s 10.40	s 5.24	.....	.....	.....	s 2.20	s 8.10	.....
	213.26	Welland	s 7.01	.....	10.45	5.25	s12.05	.....	.....	2.25	8.15	.....
	213.73	WX.	7.03	.....	10.47	5.27	12.07	12.29	.....	2.27	8.17	.....
FT E.D.	223.42	Stevensville	.....	.....	R 10.57	s 5.41	.....	.....	.....	f 2.37	.....	.....
	229.42	Victoria	.....	.....	11.04	5.50	12.23	12.45	.....	2.44	8.32	.....
	230.57	Fort Erie	.....	.....	s 11.12	s 5.55	s12.30	Y12 52	.....	s 2.52	s 8.37	.....
E.C.D.	.....	Montrose	7.13	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	Niagara Falls, Ont.	s 7.26	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.C.	.....	*Suspension Bridge*	s 7.35 / 7.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	*Niagara Falls, N. Y.*	s 7.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	*North Tonawanda*	B 8.14	.....	.....	.....	.....	.....	.....	.....	.....	.....
	231.44	*Black Rock*	8.25	.....	s 11.30	s 6.15	s12.49	Y 1.05	.....	s 3.10	s 8.50	.....
	235.51	*Terrace*	B 8.36	.....	s 11.43	s 6.27	s 1.02	.....	.....	s 3.23	J 9.03	.....
	238.49	*Buffalo*	8.50	.....	11.55	6.40	1.15	1.40	.....	3.35	9.15	.....
		ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.

Time shown at Detroit, Suspension Bridge, Niagara Falls, N.Y., North Tonawanda, Black Rock, Terrace and Buffalo is for information only.

No. 366. Stop on signal at Maidstone, Woodslee, Buxton, Hawtrey, Lythmore and make regular stop at Charing Cross, Mull, Muirkirk, Shedden, Aylmer and Cayuga to receive and discharge passengers and Post Office mail, at Kingsmill, Brownsville and Windham to exchange Post Office mail, and will stop at Taylor and Dufferin during the months the schools are open.

X350. Will not carry passengers and will operate as passenger extra Windsor to Fort Erie.

DETROIT TO BUFFALO—MAIN LINE AND FORT ERIE DIVISION

	Miles from Detroit via Fort Erie	STATIONS	EASTWARD FIRST CLASS					EASTWARD SECOND CLASS	
			44*	48*	382	8*	364*	102 MIXED	362* MIXED
			Daily	Daily except Saturday	Daily	Daily	Daily	Tuesday Thursday Saturday	Daily except Sunday
		LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DETROIT DIV.	0.00	*Detroit*	*5.00*	*7.00*	.....	*8.30*	*8.45*	.....	.....
	2.78	Windsor	.....	.....	.....	.....	.....	.....	.....
	2.78	Windsor	s 5.15	s 7.15	.....	s 8.45	s 9.00	.....	4.30
	5.67	Tower 4	5.20	7.20	.....	8.50	9.05	.....	4.37
	8.35	Pelton	5.23	7.23	.....	8.53	9.08	.....	4.41
	17.19	Essex	5.32	7.32	.....	9.02	f 9.17	.....	s 5.05
	26.66	Ruscomb	.....	.....	.....	.....	.....	.....	s 5.20
	31.66	Comber	.....	.....	.....	.....	M9.30	.....	s 5.40
WEST CANADA DIVISION	38.07	Tilbury	5.49	7.49	.....	9.19	v9.38	.....	s 6.35
	45.19	Fletcher	.....	.....	.....	.....	.....	.....	s 6.47
	57.87	Fargo	6.06	8.06	.....	9.36	9.58	.....	s 7.25
	68.74	Ridgetown	.....	.....	.....	.....	f10.09	.....	s 7.50
	74.38	Highgate	.....	.....	.....	.....	.....	.....	s 8.03
	82.50	Rodney	.....	.....	.....	.....	K10.25	.....	s 8.30
	86.91	West Lorne	6.30	8.30	.....	10.00	K10.32	.....	s 8.45
	93.44	Dutton	.....	.....	.....	.....	K10.41	.....	s 9.15
	99.38	Iona	6.41	8.41	.....	10.11	10.48	P. M.	s 9.45
	108.14	St. Clair Jct.	6.48	8.48	.....	10.18	10.58	4.50	10.10
	112.18	BX.	.....	.....	.....	.....	.....	.....	.....
	112.37	St. Thomas	s 6.56	s 8.56	.....	s10.27	s11.08	s 5.15	s10.45
	112.37	St.Thomas	7.01	8.59	.....	10.31	11.13	P. M.	P. M.
	113.19	Ball	7.03	9.01	.....	10.34	11.16	.....	.....
	116.04	Yarmouth	7.06	9.04	.....	10.38	11.20	.....	.....
	125.56	Springfield	7.15	9.13	.....	10.48	P11.32	.....	.....
	136.83	Tillsonburg	7.25	9.23	.....	10.58	f11.45	.....	.....
	148.57	La Salette	7.35	9.33	.....	11.08	11.58	.....	.....
	159.26	Waterford	7.44	9.43	.....	11.18	Q12.10	.....	.....
EAST CANADA DIVISION	172.01	Hagersville	7.56	9.54	.....	11.30	f12.24	.....	.....
	183.59	Edward	.....	.....	.....	.....	.....	.....	.....
	188.41	Canfield Jct.	8.11	10.10	.....	11.45	12.41	.....	.....
	196.94	E. & O.	.....	10.18	.....	11.52	.....	.....	.....
	203.93	Perry	.....	.....	P. M.	.....	12.57	.....	.....
	213.26	Welland	.....	.....	s10.37	.....	.....	.....	.....
	213.26	Welland	U 8.34	.....	10.40	.....	s 1.06	.....	.....
	213.73	WX.	8.36	10.33	10.42	12.06	1.13	.....	.....
FT E.D.	223.42	Stevensville	.....	.....	.....	.....	.....	.....	.....
	229.42	Victoria	8.52	10.46	10.57	12.19	1.33	.....	.....
	230.57	Fort Erie	s 9.00	10.49	s11.03	12.28	s 1.45	.....	.....
E.C.D.	.....	Montrose	.....	.....	.....	.....	.....	.....	.....
	.....	Niagara Falls, Ont.	.....	.....	.....	.....	.....	.....	.....
N.Y.C.	.....	*Suspension Bridge*	.....	.....	.....	.....	.....	.....	.....
	.....	*Niagara Falls, N. Y.*	.....	.....	.....	.....	.....	.....	.....
	.....	*North Tonawanda*	.....	.....	.....	.....	.....	.....	.....
	231.44	*Black Rock*	s 9.20	Y11.03	s11.20	s12.48	s 2.08	.....	.....
	235.51	*Terrace*	J 9.33	.....	s11.34	.....	.....	.....	.....
	238.49	*Buffalo*	9.45	11.25	11.45	1.10	2.30	.....	.....
		ARRIVE	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.

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

No. 364. Stop on signal at Aylmer to discharge passengers from St. Thomas and west.

No. 362. Will carry passengers, will make regular stop at Maidstone, Woodslee, Buxton, Charing Cross, Mull, Muirkirk and Shedden.

The point for No. 44 to pass No. 362 will be arranged by Train Despatcher.

The point for Nos. 48 and 8 to pass No. 362 will be arranged by Train Despatcher.

ST. CLAIR BRANCH

Miles from St. Thomas	WESTWARD—SECOND CLASS 107 Tues. Thurs. Sat. P. M.	105* Mon. Wed. Fri. P. M.	103* Tues. Thurs. Sat. A. M.	101 Mon. Wed. Fri. A. M.	STATIONS LEAVE / ARRIVE	EASTWARD—SECOND CLASS 102 Tues. Thurs. Sat. P. M.	104 Mon. Wed. Fri. A. M.	106* Tues. Thurs. Sat. P. M.	108* Mon. Wed. Fri. P. M.	Miles from Petrolia
0.00	.....	.....	.....	*8.30*	*St. Thomas*	5.15	.....	.....	.....	.....
4.23	.....	.....	.....	8.45	St. Clair Jct.	4.50	.....	.....	.....	.....
5.40	.....	.....	.....	f 8.59	Air Line Crossing	f 4.38	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.54	.....	.....	.....	f 9.22	Muncey	f 4.11	.....	.....	.....	.....
19.27	.....	.....	.....	s 9.39	Melbourne	s 3.55	.....	.....	.....	.....
22.29	.....	.....	.....	f 9.55	C.N.R. Crossing	f 3.39	.....	.....	.....	.....
24.50	.....	.....	.....	10.01	C.P.R. Crossing	3.27	.....	.....	.....	.....
25.75	.....	.....	.....	f 10.07	Appin Road	f 3.21	.....	.....	.....	.....
29.89	.....	.....	.....	f 10.15	Walkers	f 3.11	.....	.....	.....	.....
35.28	.....	.....	.....	s 10.43	Alvinston	s 2.55	.....	.....	.....	.....
40.99	.....	.....	.....	s 11.05	Inwood	s 2.35	.....	.....	.....	.....
42.30	.....	.....	.....	f 11.09	Weidman	f 1.58	.....	.....	.....	.....
43.80	.....	.....	.....	f 11.13	Glen Rae	f 1.51	.....	.....	.....	.....
44.98	P. M.	P. M.	A. M.	f 11.17	Holmesdale	f 1.45	A. M.	P. M.	P. M.	.....
.....	1.01	12.03	.....	.....	Eddy's	.....	11.53	12.56	.....	12.04
.....	s 1.16	s 12.12	.....	.....	Oil Springs	.....	s 11.41	s 12.49	.....	9.25
48.19	1.31	s 12.22	.....	s 11.24	Oil City	1.36	11.29	s 12.38	.....	6.86
	P. M.						A. M.			
50.17	.....	f 12.27	10.10	2.54	Petrolia Jct.	s 10.08	.....	s 12.33	2.49	4.88
.....	.....	12.32	f 10.20	.....	Corey	.....	.....	f 12.29	f 2.44	3.52
.....	.....	12.59	10.31	.....	Petrolia	.....	.....	12.20	103 2.30 105	0.00
56.56	.....	P. M.	A. M.	s 3.25	Brigden	s 9.54	.....	P. M.	P. M.	.....
59.81	.....	.....	.....	f 3.40	Kimballs	f 9.45	.....	.....	.....	.....
65.82	.....	.....	.....	3.55	Courtright Jct.	9.32	.....	.....	.....	.....
66.38	.....	.....	.....	4.15	Courtright	9.30	.....	.....	.....	.....
.....	P. M.	P. M.	A. M.	P. M.	ARRIVE / LEAVE	A. M.	A. M.	P. M.	P. M.	.....

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.

All second class trains will carry passengers.

LEAMINGTON BRANCH

Miles from Comber	SOUTHWARD *C.L. 1 FREIGHT Daily Except Sunday P.M. LEAVE / ARRIVE	STATIONS	NORTHWARD *L.C. 2 FREIGHT Daily Except Sunday A.M.	Miles from Leamington
0.00	12.30	Comber	10.30	13.79
3.31	.....	Rosslyn	.....	10.48
5.40	.....	Staples	.....	8.39
7.10	.....	Oakland	.....	6.69
8.79	.....	Blytheswood	.....	5.00
10.57	.....	Wigle	.....	3.22
12.29	.....	Gravel Pit Switch	.....	1.50
13.44	.....	C. & O. Crossing	.....	0.35
13.79	1.30	Leamington	9.30	0.00
	P.M.	ARRIVE / LEAVE	A.M.	

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

CL1 and LC2 for information only — Not conferring Time Table superiority.

AMHERSTBURG BRANCH

Miles from Essex	WESTWARD *X.A. 1 FREIGHT Daily Except Sunday P.M. LEAVE / ARRIVE	STATIONS	EASTWARD *A.X. 2 FREIGHT Daily Except Sunday P.M.	Miles from Amherstburg
0.00	1.00	Essex	4.00	16.88
7.23	.....	C. & O. Crossing	.....	9.65
7.92	.....	McGregor	.....	8.96
14.17	.....	Quarries	.....	2.71
15.73	.....	Gordon	.....	1.15
16.88	2.00	Amherstburg	3.00	0.00
	P.M.	ARRIVE / LEAVE	P.M.	

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

XA1 and AX2 for information only — Not conferring Time Table superiority.

NIAGARA BRANCH

Miles from Chippawa	NORTHWARD LEAVE / ARRIVE	STATIONS	SOUTHWARD	Miles from Niagara-on-the-Lake
0.00	.....	Chippawa	.....	16.99
1.73	.....	Montrose Jct.	.....	15.27
3.11	.....	Victoria Park	.....	13.88
4.31	.....	Niagara Falls, Ont.	.....	12.68
4.96	.....	N. St. C. & T. Jct.	.....	12.03
5.65	.....	C.N.R. Crossing	.....	11.34
6.96	.....	Stamford	.....	10.03
8.97	.....	St. David	.....	8.02
10.74	.....	Queenston	.....	6.25
16.99	.....	Niagara-on-the-Lake	.....	0.00
	ARRIVE / LEAVE			

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

Between Montrose Jct. and Niagara Falls, Ont., Niagara Branch will be governed by schedules shown on Main Line Time Table.

SUSPENSION BRIDGE AND VICTORIA TO WINDSOR YARD

WESTWARD—FREIGHT TRAINS

Miles from Suspension Bridge	STATIONS	M.C. 1	M.C. 3	S.D. 1	B.D. 1	S.D. 3	B.D. 3
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
.....	Suspension Bridge	2.15	3.45	12.01	.....	8.45	.....
.....	S.S. 65	2.25	3.55	12.11	P.M.	8.55	P.M.
.....	Victoria	.....	.....	.....	12.30	.....	10.30
.....	St. Thomas	6.30	8.15	4.30	6.00	1.00	2.00
223.41	Windsor Yard	9.45	1.30	9.00	11.00	4.30	5.30
	ARRIVE	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.

For information only—not conferring time table superiority.

WINDSOR YARD TO VICTORIA AND SUSPENSION BRIDGE

EASTWARD—FREIGHT TRAINS

Miles from Windsor Yard	STATIONS	W.B. 2	Adv. J.S. 2	J.S. 2	W.B. 4	1st C.D. 4	2nd C.D. 4	W. D. 4	D.N. 4
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	Windsor Yard	4.00	3.40	9.30	5.30	7.30	9.30	10.30	11.00
.....	St. Thomas	9.00	6.40	12.40	10.00	10.15	12.25	2.00	2.30
223.75	Victoria	2.30	.....	.....	4.00	.....	.....	.....	.....
.....	S.S. 65	P.M.	1.30	4.20	A.M.	1.30	4.00	6.20	6.50
223.41	Suspension Bridge	.....	1.40	4.30	.....	1.40	4.10	6.30	7.00
	ARRIVE	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.

For information only—not conferring time table superiority.

VICTORIA AND MONTROSE TO WINDSOR YARD

WESTWARD—FREIGHT TRAINS—LOCALS

	STATIONS	MT1	MX1	TW1	VT1
		FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily	Daily Except Sunday	Daily Except Sunday	Daily
	LEAVE	A.M.	A.M.	P.M.	P.M.
.....	Victoria	.....	.....	.....	9.00
.....	Montrose	12.01	10.15	.....	.....
.....	Welland	12.40	.....	.....	9.45
.....	St. Thomas	A.M.	6.15	P.M.	P.M.
.....	Essex	.....	P.M.	5.45	.....
.....	Windsor Yard	.....	.....	6.30	.....
	ARRIVE	A.M.	P.M.	P.M.	P.M.

For information only—not conferring time table superiority.

WINDSOR YARD TO MONTROSE AND VICTORIA

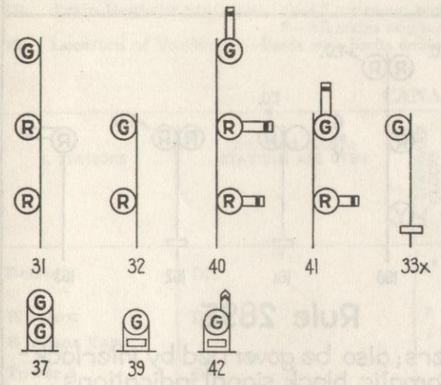
EASTWARD—FREIGHT TRAINS—LOCALS

Miles from Windsor Yard	STATIONS	WV2	TM2	XM2	TV2	*WT2
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.
.....	Windsor Yard	.....	.....	.....	.....	11.00
11.52	Essex	.....	.....	A.M.	.....	11.45
106.70	St. Thomas	A.M.	A.M.	8.30	A.M.	A.M.
207.59	Welland	12.30	8.15	.....	9.15	.....
217.23	Montrose	.....	9.00	4.30	.....	.....
223.75	Victoria	1.30	.....	.....	10.00	.....
	ARRIVE	A.M.	A.M.	P.M.	A.M.	A.M.

*WT2 makes side trip to Comber and Tilbury when necessary.
For information only—not conferring time table superiority.

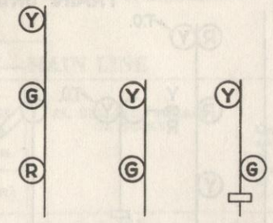
SIGNAL ASPECTS, INDICATIONS AND RULES

INTERLOCKING AND AUTOMATIC BLOCK SIGNALS

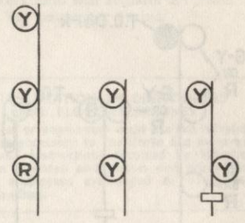


Rule 281
Proceed

Rule 288
Proceed preparing to stop at next signal; slow speed within interlocking limits.

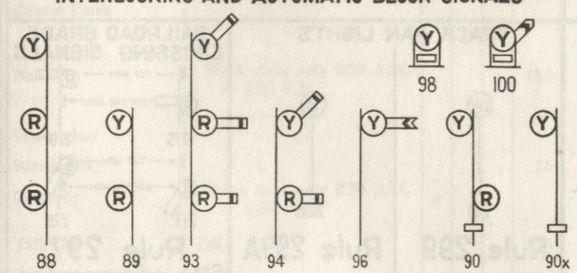


Rule 282
Proceed approaching next signal at medium speed.



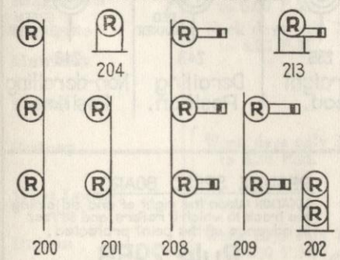
Rule 282A
Proceed preparing to stop at second signal.

INTERLOCKING AND AUTOMATIC BLOCK SIGNALS



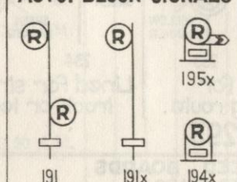
Rule 285
Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.

INTERLOCKING SIGNALS



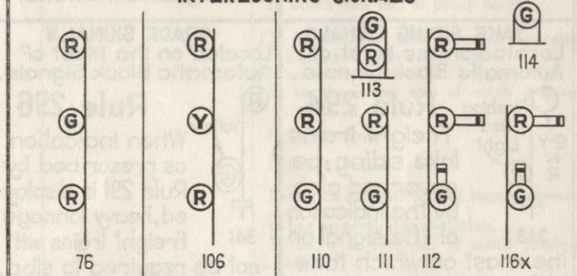
Rule 292
Stop.

AUTO. BLOCK SIGNALS



Rule 291
Stop, then proceed at restricted speed.

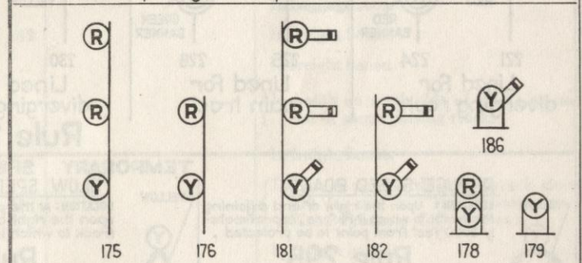
INTERLOCKING SIGNALS



Rule 283
Proceed; medium speed within interlocking limits.

Rule 286
Proceed at medium speed preparing to stop at next signal.

Rule 287
Proceed; slow speed within interlocking limits.



Rule 290
Proceed at restricted speed.

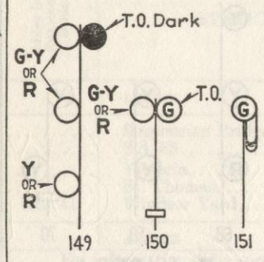
LIMITED SPEED – A SPEED NOT EXCEEDING FORTY-FIVE MILES PER HOUR.
MEDIUM SPEED – A SPEED NOT EXCEEDING THIRTY MILES PER HOUR.
SLOW SPEED – A SPEED NOT EXCEEDING FIFTEEN MILES PER HOUR.
RESTRICTED SPEED – A SPEED NOT EXCEEDING THAT WHICH WILL ENABLE A TRAIN TO STOP SHORT OF TRAIN AHEAD, OBSTRUCTION, OR SWITCH NOT PROPERLY LINED, LOOK OUT FOR BROKEN RAIL, AND NOT EXCEEDING SLOW SPEED.

NOTE: SPEED RESTRICTIONS APPLY TO THE ENTIRE TRAIN.

NOTE: Automatic block signals are designated by a horizontal number plate, ⊕ or ⊖, on the signal mast.

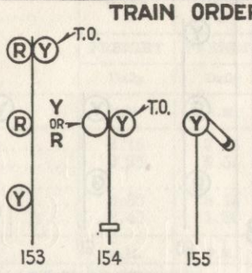
SIGNAL ASPECTS, INDICATIONS AND RULES

TRAIN ORDER SIGNALS



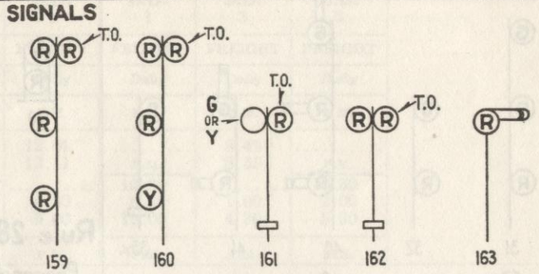
Rule 289C

No train orders; be governed by interlocking or automatic block signal indications.



Rule 289D

Reduce speed; preparing to get clearance Form 'A', Form 'C', Form 19 train orders, or messages, and be governed by interlocking or automatic block signal indications.



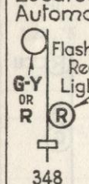
Rule 289E

Train orders; also be governed by interlocking or automatic block signal indications.

INSTRUCTIONS: Indications of signals, figures 160 and 161, are to be given only after clearance Form 'A' and train orders have been delivered and trains released in accordance with rules 221 and 221A.

TAKE SIDING SIGNALS

Located on the Mast of Automatic Block Signals.



Rule 294

Freight trains take siding; be governed also by the indication of the signal on the mast on which take siding indication unit is located.

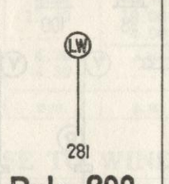
GRADE SIGNALS

Located on the Mast of Automatic Block Signals.

Rule 296

When indication as prescribed by Rule 291 is displayed, heavy tonnage freight trains will not be required to stop, but may proceed at restricted speed.

TRACK PAN LIGHTS



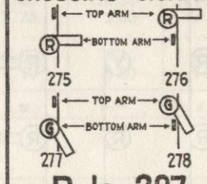
Rule 299

Scoop may be lowered at this point.

Rule 299A

Scoop must be raised at this point.

RAILROAD GRADE CROSSING SIGNALS

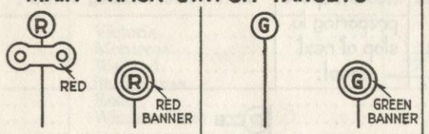


Rule 297

Stop; or proceed as prescribed by time-table.

NOTE: Signal may be a target, gate, ball or other type.

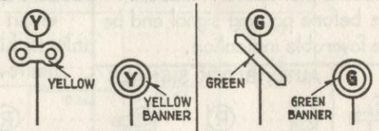
MAIN TRACK SWITCH TARGETS



Lined for diverging route.

Lined for main track.

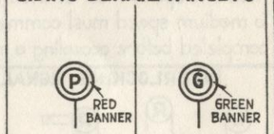
SIDING AND YARD SWITCH TARGETS



Lined for diverging route.

Lined for straight track or lead.

SIDING DERAIL TARGETS



Derailing Position.

Non-derailing Position.

Rule 293

TEMPORARY SPEED BOARDS

REDUCE SPEED BOARD

LOCATION: Upon the right of and adjoining the track to which it refers, approximately 5000 feet from point to be protected.

Rule 295

Approach slow speed board at not exceeding speed shown on reduce speed board.

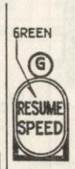
SLOW SPEED BOARD

LOCATION: At the point to be protected, upon the right of and adjoining the track to which it refers.

Rule 295A

Speed between slow speed board and resume speed board must not exceed speed shown on reduce speed board.

RESUME SPEED BOARD



LOCATION: Upon the right of and adjoining the track to which it refers, and 50 feet in advance of the point protected.

Rule 295B

Resume speed after rear of train has passed this board.

NOTE: Flags of prescribed color may be substituted for the boards when necessary. When yellow flags are substituted, or the reduce speed board does not designate the speed limit, speed must be reduced, on double track, to 10 miles per hour; and, on single track, to 6 miles per hour.
Lights of the prescribed color must be used by night in addition to the boards or flags.
Where reduced speed is required, the point may be marked as prescribed by the rule, and in addition, trains must be notified by train order or bulletin order and the rate of speed permissible over the defective track specified.
Rule No. 35, Rules for the Government of the Operating Department, is modified accordingly.

CEH

Reference Marks for Following Form.

3A. Standard Clocks: x—In Telegraph Office. *—Other than Telegraph Office.
5. Stations.
83. Train Register Stations: x—All trains not required to stop to be registered by operator. *—All trains originating and terminating by conductor or engineman.
93. Location of Yards: x—Yards with limits defined by signs.

Operator Windsor will register all westward passenger trains.
Operators Niagara Falls, Ont., and Fort Erie will register all Main Line passenger trains.

CANADA DIVISION—MAIN LINE

5. STATIONS	374. TIME SIGNAL STATIONS ARE OPEN	3A. STANDARD CLOCKS	83. TRAIN REG. STATIONS	93. YARDS	90. SIDINGS Capacity Based on 44-Foot Cars		83. BULLETIN BOARDS OR BOOKS	1410. LOCATION OF DESPATCHERS' AND BLOCK TELEPHONES 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.
					North	South		
Detroit	DN	x*	*				Conductors' Room. Brakemen's Room. Telegraph Office.	Stationmaster's office.
Windsor	DN	x	*				Telegraph Office.	
Windsor Yard		*	*	x			General Yardmaster's Off. Engine House.	In booths at east end of Eastbound Classification Yard.
Tower 4	DN						East Bound Telephone Shanty.	
Pelton								In Interlocking Tower.
Maidstone								In booth south side of track opposite station.
Essex Tank								In booth west end of pump house.
Essex	Week days only 8.00 A.M. to 5.00 P.M.				152	126		In booth north side of track opposite Eastward train order signal. In station on west wall of baggage room. In booth at east end of south passing track.
Woodslee								In freight house.
Ruscomb					75			In freight house.
Comber	Week days only 8.30 A.M. to 5.30 P.M.	x						In station on south wall of baggage room.
Tilbury	DN				125	125		In box on north side of station. In booth at east end of south passing track.
Fletcher	Week days only 7.00 A.M. to 4.00 P.M.							In freight house.
Buxton						79		In waiting room.
Charing Cross								In booth north side of track opposite east crossover switch.
Fargo	DN				119	123		In booth at east end of south passing track.
Mull								In freight house.
Ridgetown	Week days only 8.00 A.M. to 5.00 P.M.				65			In baggage room.
Highgate	Week days only 7.25 A.M. to 4.25 P.M.				84	62		In freight house.
Muirkirk								In freight house.
Taylor						70		In booth on north side of tracks at east end of south passing track.
Rodney	Week days only 7.30 A.M. to 4.30 P.M.							In freight house.
West Lorne	DN				125	125		In box on pole north side of track about 200 ft. east of "Erie Flooring and Wood Products Co." spur switch.
Dutton	Week days only 7.30 A.M. to 4.30 P.M.							In freight house.
Iona					119	119		In booth at west end of north passing track and in waiting room.
Shedden								In freight house.
St. Clair Jct.								In small building 100 ft. east of switch leading to St. Clair Branch.
BX	DN							
St. Thomas	DN	x*		x			Telegraph Office. Engine House. Engineers Room.	In switch shanty, Ross Street. In crew dispatcher's office.
Ball	DN							

CANADA DIVISION—MAIN LINE—Continued

5. STATIONS	374. TIME SIGNAL STATIONS ARE OPEN	3A. STANDARD CLOCKS	83. TRAIN REG. STATIONS	93. YARDS	90. SIDINGS Capacity Based on 44-Foot Cars North	90. SIDINGS Capacity Based on 44-Foot Cars South	83. BULLETIN BOARDS OR BOOKS	1410. LOCATION OF DESPATCHERS' AND BLOCK TELEPHONES 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.
Yarmouth	DN							
Kingsmill								In box on pole north side track, 200 ft. west of road crossing.
Aylmer								In station baggage room.
Springfield	Week days only 8.00 A.M. to 5.00 p.m.				119	119		In booth at west end of north passing track. In freight house.
Brownsville								In booth north side of track, 460 ft. east of public road crossing.
Tillsonburg	DN				125	125		In pump house. In booth at east end of south passing track.
Cornell								In section tool house.
Hawtrey								In booth.
LaSalette					126	125		In waiting room. In booth north side of track east end south passing track.
Windham								In booth north side of track opposite west crossover switch.
Waterford	DN	x			77	125	Telegraph Office.	In booth west end north passing track. In booth west of T. H. & B. wye. In box on pole north side of track 100 ft. west of coal dock. In pump house. In box on east end of section tool house east of Waterford track pan.
Villa Nova								In booth north side of track just west of road crossing.
Townsend (air port switch)								In booth north side of track at air port switch.
Hagersville	DN				ON 84 NN115	112		In booth at west end of new north passing track. In booth, north side of track, opposite signal 564. In booth north side track opposite scales. In box on pole north side of tracks just east of switch leading to Canada Crushed Stone Co.'s Quarry. In booth east end south passing track.
Dufferin								In box on east end of section house north side of track.
Lythmore								In box on pole north side of track.
Grand River Bridge								In box on pole north side of track. 500 ft. east of Grand River Bridge.
Edward					73			In station.
Canfield Jct.	DN				119	119		In booth at west end of north passing track. In booth at east end of south passing track.
Attercliffe								In booth north side of track opposite spur track.
E. & O.	Week days only 11.00 A.M. to 8.00 P.M.							East side of tower, north side of door.
Montague								In booth north side of track.
Perry					125	125		In freight house. In booth at east end of south passing track.
Forks Creek								In pump house.
Welland Draw	DN							
Welland		x		x	125	125	In Yard Office.	In shanty west end of new north passing track. In Yard Office.
WX.	DN							

5. STATIONS	374. TIME SIGNAL STATIONS ARE OPEN	3A. STANDARD CLOCKS	83. TRAIN REG. STATIONS	93. YARDS	90. SIDINGS Capacity Based on 44-Foot Cars North	90. SIDINGS Capacity Based on 44-Foot Cars South	83. BULLETIN BOARDS OR BOOKS	1410. LOCATION OF DESPATCHERS' AND BLOCK TELEPHONES 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.
Montrose		*		x			General Yardmaster's Off. Engine House.	In yard office and in switch shanty at west end of yard.
Montrose Jct.								In pole box opposite crossover switches.
Victoria Park								Inside waiting room on south wall.
Niagara Falls, Ont.	Daily 7.00 A.M. to 4.00 P.M.							In box north side of station.
Suspension Bridge		*	*				Passenger Station. Yardmaster's Off., Lockport St. Engine House.	Yardmaster's office, Lockport St.

3A* Detroit: Stationmaster's Office.
Windsor Yard: General Yardmaster's Office and Engine House.
St. Thomas: Engine House.
Montrose: General Yardmaster's Office and Engine House.
Suspension Bridge: Passenger Station, General Yardmaster's Office and Engine House.
Victoria: General Yardmaster's Office and Engine House.

FORT ERIE BRANCH

Brookfield								In booth south side of track.
Stevensville								East wall in waiting room.
Niagara Jct.								In booth, and at west end of yard in booth.
Victoria		*	*	x			General Yardmaster's Off. Engine House.	In yard office.
Fort Erie	DN	x	*x				Waiting Room.	
International Bdge.								In telegraph office, west end of bridge.
Black Rock								
Terrace								
Buffalo							Stationmaster's Office.	Stationmaster's office.

ST. CLAIR BRANCH

St. Thomas	DN	x*	*	x			Telegraph Office. Engine House. Engineers' Room.	In Crew Dispatcher's office. In switch shanty, Ross Street.
BX.	DN		*					
St. Clair Jct.								In small building 100 ft. east of switch leading to St. Clair Branch.
Air Line Crossing								
Muncey						2		
Melbourne						29		
C. N. R. Crossing								
C. P. R. Crossing								
Appin Road								
Walkers						2		
Alvinston	Week days only 8.00 A.M. to 5.00 P.M.				36			
Inwood						14		
Weidman						13		
Glen Rae					8			
Holmsdale						12		
Eddy's						8		
Oil Springs	Week days only 8.00 A.M. to 5.00 P.M.				7	13		
Oil City			*	x		25		
Petrolia Jct.			*			24		
Corey								
Petrolia	Week days only 8.00 A.M. to 5.00 P.M.		*		8	11		
Brigden	Week days only 9.00 A.M. to 6.00 P.M.				8	20		
Kimballs						3		
Courtright Jct.						19		
Courtright			*	x				

AMHERSTBURG BRANCH

5. STATIONS	374. TIME SIGNAL STATIONS ARE OPEN	3A. STANDARD CLOCKS	83. TRAIN REG. STATIONS	93. YARDS	90. SIDINGS Capacity Based on 44-Foot Cars		83. BULLETIN BOARDS OR BOOKS	1410. LOCATION OF DESPATCHERS' AND BLOCK TELEPHONES 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.
					North	South		
Essex Edgars P. M. Crossing McGregor Auld Quarries Gordon	Week days only 8.00 A.M. to 5.00 P.M.		*			14 9		In station on west wall of baggage room.
Amherstburg	Week days only 9.00 A.M. to 6.00 P.M.		*	x	7			

LEAMINGTON BRANCH

Comber	Week days only 8.30 A.M. to 5.30 P.M.	x	*					In station on south wall of baggage room.
Staples						5		
Blytheswood						4		
Gravel Pit Switch					20			
P. M. Crossing Leamington	Week days only 8.00 A.M. to 5.00 P.M.		*	x			Waiting Room.	

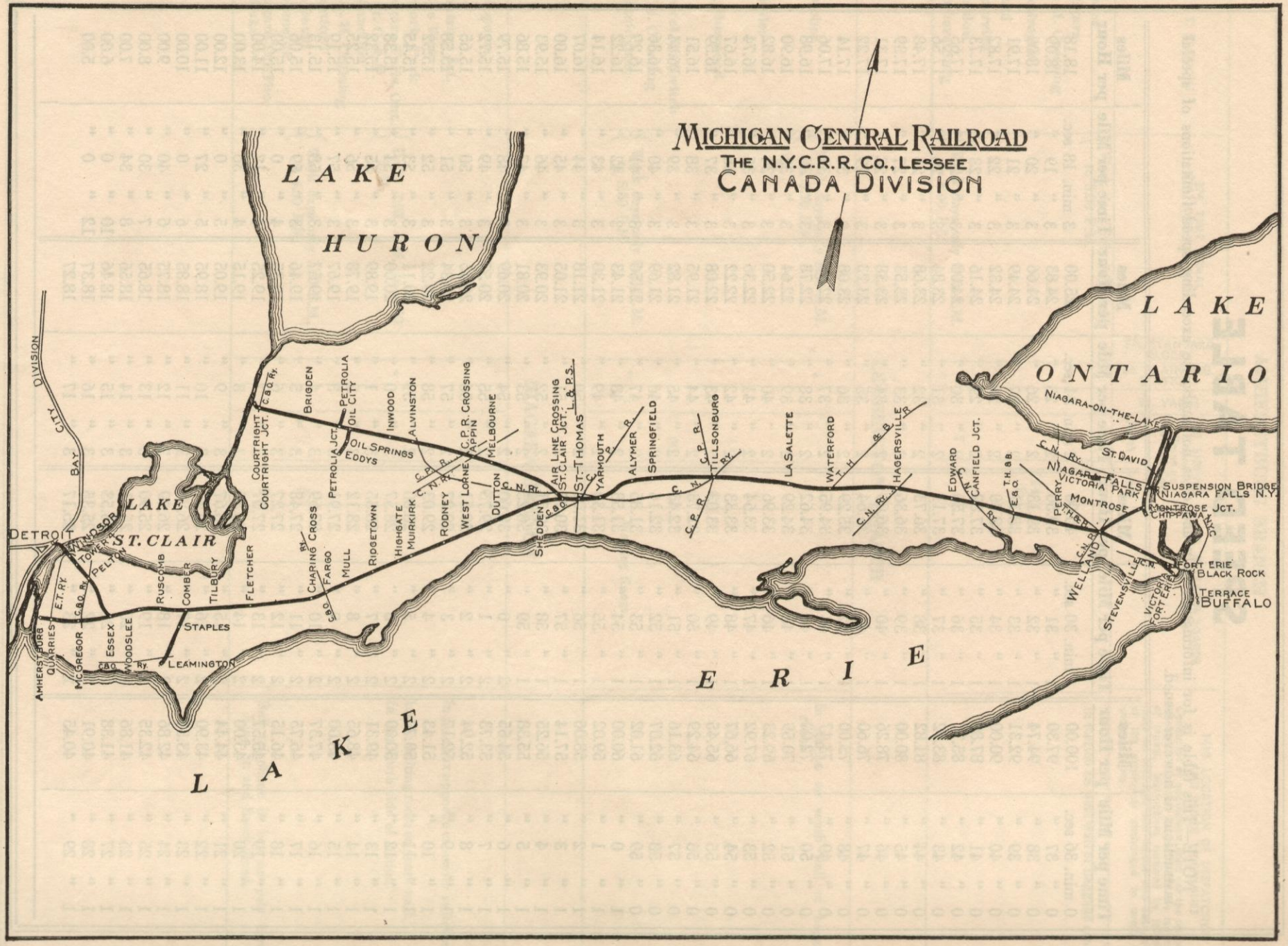
NIAGARA BRANCH

Chippawa						9		
Montrose Jct.								In pole box opposite crossover switches.
Falls View								
Victoria Park								Inside waiting room on south wall.
Niagara Falls, Ont.	Daily 7.00 A.M. to 4.00 P.M.		*					In box north side of station.
N. St. C. & T. Junction								
C. N. R. Crossing								
Stamford								
St. David	Week days only 1.00 P.M. to 4.30 P.M.					5		
Queenston								
Niagara-On-The-Lake				x		6		Bell telephone in box on pole corner King St. and Brock Road.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

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 "	97.30	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 "	92.31	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 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		


MICHIGAN CENTRAL RAILROAD
THE N.Y.C.R.R. CO., LESSEE
CANADA DIVISION
LAKE HURON
LAKE ONTARIO
LAKE ST. CLAIR
LAKE ERIE
BAY CITY DIVISION
DETROIT
WINDSOR
TOWER
PELTON
AMHERSTBURG
QUARRIES
McGREGOR
ESSEX
WOODSLEE
RUSCOMB
COMBER
TILBURY
FLETCHER
STAPLES
LEAMINGTON
COURTRIGHT
COURTRIGHT JCT.
BRIGDEN
PETROLIA
OIL CITY
PETROLIA JCT.
OIL SPRINGS
EDDYS
INWOOD
ALVINSTON
CHARING CROSS
FARGO
MULL
RIDGETOWN
HIGHGATE
MUIRKIRK
RODNEY
WEST LORNE
C.P.R. CROSSING
APPIN
MELBOURNE
DUTTON
SHEDDEN
AIR LINE CROSSING
ST. CLAIR JCT.
ST. THOMAS
YARMOUTH
ALYMER
SPRINGFIELD
TILLSONBURG
LA SALETTE
WATERFORD
HAGERSVILLE
EDWARD
CANFIELD JCT.
PERRY
WELLAND
STEVENSVILLE
VICTORIA
FORT ERIE
BLACK ROCK
TERRACE
BUFFALO
FORT ERIE
NIAGARA-ON-THE-LAKE
ST. DAVID
NIAGARA FALLS
VICTORIA PARK
MONTROSE
MONTROSE JCT.
CHIPPAWA
SUSPENSION BRIDGE
NIAGARA FALLS N.Y.
C.N. RY.
C.P.R.
C.B.O. RY.
E.T. RY.
T.H. & B.
E.&O.
L. & P.S.