THERE IS ALWAYS TIME FOR COURTESY

CONTENTS

	PAGE
Attention Train and Engine Crews	1
Special Instructions	2-13
Buffalo to Detroit	14-15
Detroit to Buffalo	16-17
St. Clair, Leamington, Amherstburg and Niagara Subdivisions	18
Special Rules	19-22
Station, Office Calls, Office Hours	23-24

Make SAFETY Your POLICY

The New York Central Railroad Company

CANADA DIVISION

TIME TABLE No. 3

FOR EMPLOYES ONLY

EFFECTIVE
2.00 A.M. Eastern Standard Time

SUNDAY, APRIL 27, 1958

H. M. BABCOCK,
Transportation Superintendent.

SUTHERLAND PRESS, LIMITED, ST. THOMAS, ONT.

COMPANY SURGEONS

DETROIT: R. A. Johnson, Medical Director, 329 Terminal Bldg.
Phones: Office, TAshmoo 5-7000, Extension 205, Residence, WA. 1-2435.

Albert W. Nickels, Asst. Medical Director, 323 Terminal Bldg.
Phones: Office, TAshmoo 5-7000, Extension 205; Residence, TU. 5-5554.

George E. Dimond, 323 Terminal Bldg.
Phones: Office TAshmoo 5-7000, Extension 205, Residence LUzon 1-5722.

E. H. Hanna, 726 Maccabees Bldg.
Phones: Office TEmple 1-6164; Residence, Farmington 0634 R 4.

William F. Veling, Surgeon, 323 Terminal Building.
Phones: Office, TAshmoo 5-7000, Extension 205 and 206, Residence UNiversity 4-8085.

WINDSOR: H. Bruce Hough, Office, 1011 Ouellette Ave., Residence, 1043 Victoria Ave.
Phones: Office, CL. 2-1192; Residence, CL. 2-2989.

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.

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: Walter W. Snelling, 196 East Main St.
Phones: Office, REgent 4-4412, Residence, REgent 4-3888.

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

FORT ERIE: T. W. O'Mulvenny, 649 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.

Chas. J. Tanner, Office and Residence, 2705 S. Park Ave.
Phones: Office and Residence, WO. 3689.

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.

R. S. Fletcher, Office, 32 West Utica Street; Residence, 345 Woodbridge Street.
Phones: Office, GRant 4269; Residence, VI. 1583.

COMPANY OCULISTS

DETROIT: Cecil W. Lepard, 1025 David Whitney Bldg.
Phones: Office, WOodward 2-0489; Res., TUxedo 5-2042.

BUFFALO: E. B. Hague, Office and Residence, 1109 Delaware Ave.
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

CANADA COACH LINES

	Daily	*Daily*			*Daily Except Saturday*	*Saturday Only*
	A.M.	P.M.			P.M.	P.M.
Lv.		4.20	**Niagara Falls, N.Y.**	Ar.	9.20	11.30
		4.25	**Suspension Bridge, N.Y.**		9.15	11.25
		4.40	**Niagara Falls, Ont.**		9.00	11.10
		4.45	**Victoria Park**		8.55	11.05
Ar.		5.20	**Welland**	Lv.	8.20	10.30
	A.M.	P.M.			P.M.	P.M.

ATTENTION

TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passengers travelling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employees — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. New York Central enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

SPECIAL INSTRUCTIONS

Rules referred to by numbers are additions to the Uniform Code of Operating Rules unless otherwise specified.

GENERAL RULES

Employees whose duties or employment are affected by Dominion, Provincial or Municipal laws, or the regulations of the Bureau of Explosives, must familiarize themselves with all requirements and conform to them.

Every employe, while on duty connected with the trains on any division of the road, is under the authority and must conform to the orders of the Transportation Superintendent of that Division. Train employees are subject to the rules of the Division or Railroad on which they are running.

Whenever the passenger service becomes disarranged, ticket agents or station masters will inform the public by announcement to passengers and by posting on train bulletin boards, the probable length of time of the interruption. Conductors of delayed trains, after consulting with train dispatcher, will inform passengers the cause, in brief, and probable duration; also of other available means, if any, of reaching their destinations earlier in case they desire.

A. The title Transportation Superintendent will be used instead of Superintendent.

Rules of the Uniform Code of Operating Rules dated January 27th, 1952, modified accordingly.

JOINT TRACK.

Between Windsor and Pelton; between St. Thomas, Suspension Bridge, N.Y., and Fort Erie, Ontario, Chesapeake and Ohio Trains use N.Y.C. tracks.

Between Buffalo, Black Rock, and Suspension Bridge, N.Y., Canada Division trains use Buffalo Division tracks.

Between Black Rock and Fort Erie N.Y.C. trains use Canadian National tracks.

Waterford: T. H. & B. trains use Nos. 1 and 2 north sidings.

Tillsonburg: No. 2 south Siding will be used jointly by N.Y.C. and Canadian National trains.

St. Thomas: Canadian Pacific use N.Y.C. track known as the Credit main from connection near Park Ave., to the Passenger Station.

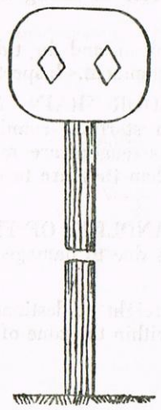
Windsor: Canadian Pacific use N.Y.C. tracks between C.P.R. Interchange Office and Detroit.

M. SAFETY.

Employees must provide themselves with the book of safety Rules and be governed by the rules contained therein.

M-1. 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.

1. EASTERN STANDARD TIME will be transmitted at 12 o'clock noon each day.

STANDARD CLOCKS.

Detroit	Stationmaster's office. Telegraph office.
Windsor	Telegraph office.
Windsor Yard	General Yardmaster's office. Engine House.
Comber	Telegraph office.
St. Thomas	Telegraph office. Engineers' Room (Depot)
Waterford	Telegraph office.
Welland	Yard office.
Montrose	General Yardmaster's office. Engine House.
Suspension Bridge	Passenger station. Yardmaster's office, Lockport St. Engine house.
Victoria	General Yardmaster's office. Engine House.
Ft. Erie	Telegraph office.
Buffalo	Station Master's Office.

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

6. FLAG STOP.

f. flag stop to receive or discharge revenue traffic.

11a — A lighted fusee displayed from the side of an engine cab, day or night, indicates stop, to trains on opposite main track.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(p) Succession of Short Sounds.	Also, relief engine required; to be sounded passing first two open stations after defect develops and Operator or Signalman must immediately inform the Train Dispatcher.
(s) — — — — — — — — —	"Distress Signal" call for assistance. Sectionmen and other employees hearing this signal must go at once to the train making the call.

17. HEADLIGHTS.

Headlights on freight and passenger locomotives will be kept burning during day and night hours.

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 a car indicates boarding car; a yellow disc displaying the words "Bunk Cars" 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 other equipment is placed ahead of boarding cars, or when equipment so placed is removed, the conductor will be responsible for proper display of signals and must notify occupants before cars are moved.

When boarding cars are placed on any track, the switches must, if practicable, be lined and locked for a track other than the track on which boarding cars are standing.

31. FOURTH PARAGRAPH.

Signal 14(L) must be sounded at least 80 rods (¼ mile) from every public crossing at grade (except within the limits of such towns or cities as may be prescribed in special instructions) and at Whistle posts; to be prolonged or repeated according to speed of the train until crossing is reached.

PROTECTION OF IMPASSABLE OR SLOW TRACK.

Rules 41 and 44 are effective only on the Amherstburg, Leamington, St. Clair and Niagara Subdivisions.

In compliance with Rule 43, in addition a yellow flag, and at night a yellow light will be placed at point to be protected.

83. TRAIN REGISTER STATIONS.

Detroit.

Windsor: Operator Windsor will register all passenger trains and all Chesapeake and Ohio main line trains.

Windsor Yard.

Suspension Bridge.

Victoria.

Ft. Erie: Operator will register all passenger trains.

St. Clair Subdivision:

St. Thomas.
St. Clair Jct.
Oil City
Petrolia Jct.
Petrolia.
Courtright.

Amherstburg Subdivision:

Essex.
Amherstburg.

Leamington Subdivision:

Comber.
Leamington.

Conductor or engineman will register trains originating or terminating at 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.
Eddys
Courtright.
Niagara-on-the-Lake.

Terminal clearance must be authorized by the train dispatcher, except in case of failure of communication, when they may be issued by operators, provided they have no incomplete train orders for trains to which issued.

Double Track:

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

Windsor	Eastward regular and extra passenger trains also eastward main line Chesapeake and Ohio trains by terminal clearance delivered by operator as train passes office. In case of failure the Conductor will deliver the terminal clearance.
Windsor Yard	Eastward freight trains by "Proceed" indication at Tower 4 home interlocking signal.
Pelton	Westward Chesapeake and Ohio trains by "Proceed" indication of dwarf interlocking signal.
St. Clair Jct	Eastward St. Clair Subdivision trains verbally by train dispatcher.
St. Thomas	Eastward trains on main track by train order signal at Ball; normal position STOP—For orders. Eastward 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 Subdivision 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 dispatcher.
Montrose	Westward freight trains verbally by train dispatcher.
Niagara Falls, Ont.	Westward passenger extras originating at Niagara Falls, Ont., or on Niagara Subdivision, verbally by the train dispatcher.
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 dispatcher.

Trains turning at or starting from intermediate stations, must obtain permission from the train dispatcher 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 "communication has failed." Freight trains receiving terminal clearance marked "communication has failed," 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 "communication has failed" 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.

BULLETIN STATIONS.

Detroit	Conductor's Room. Engineers' Room. Brakeman's Room. Telegraph Office.
Windsor	Telegraph Office.
Windsor Yard	General Yardmaster's Office. Engine House. Eastbound Telephone Shanty.
St. Thomas	Telegraph Office. Engineers' Room (Depot)
Waterford	Telegraph Office.
Welland	Yard Office.
Montrose	General Yardmaster's Office. Engine House.
Suspension Bridge	Passenger Station. Yardmaster's Office, Lockport St. Engine House.
Victoria	General Yardmaster's Office. Engine House.
Buffalo	Crew Dispatcher's office.
Leamington	Waiting Room.

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.

Enginemen 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 Transportation Superintendent's office.

91. SECOND PARAGRAPH.

"Unless otherwise provided, between a train carrying passengers or operating a snowplow, and a following train — Absolute Block."

NOTE: Definition of Absolute Block — A block which may be occupied by but one train at a time.

93. YARDS.

Main Line:

Windsor Yard.
St. Thomas.
Welland.
*Montrose.
**Victoria.

St. Clair Subdivision:

Courtright.
***Oil Springs.

Amherstburg Subdivision:

Amherstburg.

Leamington Subdivision:

Leamington.

*Montrose yard extends from east end of Niagara River Bridge to yard limit sign Mile Post N.F. 6.06 — 2 miles west of Montrose yard office — on main line, and from yard limit sign 1,000 feet south of Chippawa to Niagara-on-the-Lake on Niagara Subdivision.

**Victoria yard extends from Fort Erie Station to yard limit sign Mile Post F.E. 3.66 — 2½ miles west of Victoria yard office — on main line, and from C.N.R. Switch to Old Fort Erie.

***Oil Springs Yard extends on main line between Oil Springs and Eddys.

93a. This rule is not effective on the New York Central R. R.

98. RAILROAD CROSSINGS AT GRADE, JUNCTIONS, AND DRAWBRIDGES:

Location	Railroad	Signals
Main Line:		
Windsor Station	N. Y. C.	Interlocking.
Windsor Yard — Dock Track	E. T. Ry.	Interlocking.
Signals normal against E. T. Ry. Operated by E. T. Trainmen.		
Windsor Yard — Tower 3	N. Y. C. / C. P. R.	Interlocking.
Windsor Yard — Tower 4	N. Y. C.	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	Crossing 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.		
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	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		
WX	C. N. Ry.	Interlocking.
Ft. Erie	C. N. Ry.	Interlocking.
Amherstburg Subdivision:		
‡McGregor	C. & O. Ry.	Interlocking.
Controlled by C. & O. Dispatcher, St. Thomas.		
Quarries	E. T. Ry.	Interlocking.
Signalling normal against E.T.Ry. Operated by E.T.Ry. Trainmen.		
Leamington Subdivision:		
‡Leamington	C. & O. Ry.	Interlocking.
Controlled by C. & O. Dispatcher, St. Thomas.		
St. Clair Subdivision:		
***St. Clair Jct.	Junction of St. Clair Subdivision 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 N.Y.C.

Location	Railroad	Signals
Niagara Subdivision:		
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 N.Y.C.
Operated by C. N. Ry. All trains and engines must stop before crossing.		
Chippawa Drawbridge	Welland River	None.

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.

‡ When necessary to pass a home signal indicating Stop at interlocked railway crossings at McGregor and Leamington be governed by the following instructions. Receive Caution card Form 118 from C. & O. dispatcher, these forms in phone booth at crossing. Move the engine or leading car fifty (50) feet beyond home signal but not foul of crossing. Wait five (5) minutes, then place lighted fusee on Chesapeake and Ohio main track each side of crossing and proceed at restricted speed through the interlocking.

† Signaling Normal against N.Y.C., operated by N.Y.C. Trainmen.

Signals to be operated in accordance with instruction posted in interlocking station or at crossing.

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

** 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.

***Eastward St. Clair Subdivision 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 dispatcher.

102.

The Engineman will at once display a lighted fusee from the side of the cab next to the opposite main track, and if it cannot be immediately ascertained that the other main track is not obstructed, a Flagman must at once go forward to stop trains running in the opposite direction. The Fireman will perform this service when necessary. As soon as it is known that the other track is not obstructed the Flagman will be recalled. Enginemen will see that a Flagman goes forward promptly under the above circumstances and will also immediately ascertain whether the other track is obstructed.

103. PUBLIC CROSSINGS AT GRADE.

When an Engine consisting of more than two units is required to make back-up movements over or along a public road at grade, the provisions of rule 103 must be applied.

At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on main tracks, movements over such crossings on other than main tracks must not, unless otherwise provided, exceed 10 miles per hour from 100 feet distant until the engine or leading car has passed over the crossing.

For main track movements against the current of traffic the following speed restrictions apply at public crossings at grade until the engine or leading car has passed over it.

St. Thomas:

Church St. mileage N.F. 116.15 westward main track 10 miles per hour.

Metcalf St. mileage N.F. 115.85 eastward main track 10 miles per hour.

Elgin St. mileage N.F. 115.75 westward main track 10 miles per hour.

Southwick St. mileage N.F. 115.59 eastward main track 10 miles per hour.

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 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.

Trainmen must flag trains or engines over the following crossings, and must stop before crossing:

Windsor — Wellington Avenue for movements on the industrial track.

Leamington — First Concession Road crossing 1½ miles south of Leamington.

Welland — Ontario Road over Carbide Lead, C.N.R. Lead and C.N.R. Interchange Lead.

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.

On sidings, Cars or Engines must not be left standing in the track sections between the insulated joints, which will be painted yellow.

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:

Essex — Naylor's Road, Mileage NF 209.34, Wig-Wags and Bells for movements on north and south sidings.

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.

Fargo — Communication Road Wig-Wags and Bells for movement on North and South Sidings.

† Hagersville — Main St., Flashing Light Signals, Gates and Bells.

† Welland.....Plymouth Road, Flashing Light Signals, Gates and Bells.

†**Welland.....King St., Flashing Light Signals, 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 sidings.

*Special arrangement for movements on Westward Main Track east of crossing at Essex. Westward trains stopping on track section between a point 1,000 feet west of Town Line Road and Signal 2101 — gates will raise and flashing lights 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 1,000 feet west gates will raise and flashing lights stop after train has occupied this track section for 20 seconds and will again operate when head end of train passes a point 1,000 feet west of Town Line Road. Westward trains passing Town Line Road 2,400 feet east of Talbot Street at a speed below 40 miles per hour must not exceed 40 miles per hour until head end of train passes Talbot St. Westward trains stopping at Essex Depot must not exceed a speed of six (6) miles per hour until the head end of their train has crossed Main Street, Essex.

**Special circuits, governing operation of highway crossing protection at Queen Street, Tilbury.

Eastward trains stopping on track section between automatic block signal No. 1894 located approximately 700 feet west of Queen Street and a point 2,700 feet west of signal No. 1894 will cause crossing gates to raise and flashing-light signals to stop after train has occupied that track section two (2) minutes.

Flashing-light signals and gates will resume operation when train proceeds eastward and passes signal No. 1894, train not to exceed 20 miles per hour until head-end of train passes Queen Street. Eastward trains passing through track section lying west of Signal No. 1894 at a speed less than 15 miles per hour must not exceed 20 miles per hour between signal No. 1894 and Queen Street until head-end of train passes the crossing.

† Eastward trains or engines stopping between King Street and Plymouth Road Crossing, Welland, must not exceed ten (10) miles per hour before crossing Plymouth Road.

†The operation of signals for movements on other than main tracks or main sidings. 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.

†**For movements on eastward and westward main tracks and south siding.

Trains stopping before crossing King St. must not stop closer than fifty (50) feet from crossing. After two (2) minutes, gates will raise and flashing lights will stop.

Gates and flashing light signals will resume operation when trains occupy King Street track section which extends fifty (50) feet on each side of crossing. Trains must move slowly toward crossing to allow gates to lower; and must not enter street until gates are down.

For movements on north runaround track.

Gates and signals are also controlled by track circuit extending through street only.

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 located at the crossing.

104. SWITCHES.

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

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

Electrically Locked Switches.

Ball: Main track crossover switches and yard switch. Be governed by instructions posted in switch shanty.

Windsor Yard: Main track crossover switches at Yard Office. Be governed by instructions posted on post at lever stand.

104a. SPRING SWITCH.

One spring switch is in operation in St. Thomas yard, at the east turnout of Track No. 41 (new fueling track) which leads off Track No. 7 opposite oil house.

The above spring switch will be set for the straight or Track No. 7 at all times.

Engines making movements through the points of this switch and then desiring to make reverse movement back over the switch must wait until the 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 for 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.

105. SIDINGS

Capacity based on 44 foot cars.	North	South
Essex	152	126
Ruscomb	22	
Tilbury	45	125
Fargo	119	123
Highgate		62
West Lorne	45	125
Iona	119	
Springfield		119
Tillsonburg	125	20
LaSalette		126
Waterford	125	125
Hagersville—Old	84	112
New	115	
Canfield Jct	119	119
Perry	125	
Welland	125	125
St. Clair Subdivision:		
Muncey		2
Melbourne		29
Alvinston	14	
Inwood		14
Holmesdale		12
Oil Springs	7	13
Oil City		25
Petrolia Jct		24

Petrolia	8	11
Brigden	8	20
Kimballs		3
Courtright Jct		19
Amherstburg Subdivision:		
McGregor	7	14
Gordon		9
Leamington Subdivision:		
Staples		6
Blytheswood		7
Niagara Subdivision:		
Chippawa		9
St. David		5
Niagara-on-the-Lake		6

107. Trains must approach Welland prepared to stop when T. H. & B. trains are due to arrive and depart.

111. The following Code of Signals will be used in the application of Uniform Code of operating Rule 111:

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.*

*In addition, give "Stop" signal.

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 with lamp.*

*In addition, give "Stop" signal.

Brakes sticking.

By day: Shove hand in sliding movement out from body.*

By night: Same signal to be given with lamp.*

*In addition, give "Stop" signal to freight trains.

Flat Wheels.

By day. Place palms of both hands together in horizontal position.

By night: Hold lamp in horizontal position at arms length.

Headlight not burning.

By day: Point to your eyes in full view of Engineman or Fireman.

All clear.

By day or night: "Proceed" signal.

All signals must be acknowledged.

151. DOUBLE TRACK.

Between Windsor, Suspension Bridge and Fort Erie.

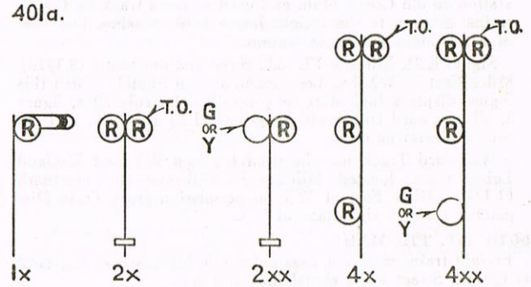
FIXED SIGNAL DEFINITIONS:

SPEED, RESTRICTED—Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail, not exceeding SLOW SPEED.

MOVEMENT OF TRAINS OR ENGINES IN THE SAME DIRECTION BY SIGNAL INDICATION.

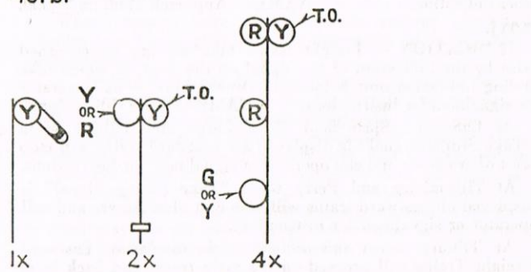
Rules 251 to 258 inclusive, govern on two or more tracks with the current of traffic between Windsor, Suspension Bridge and Fort Erie.

401a.



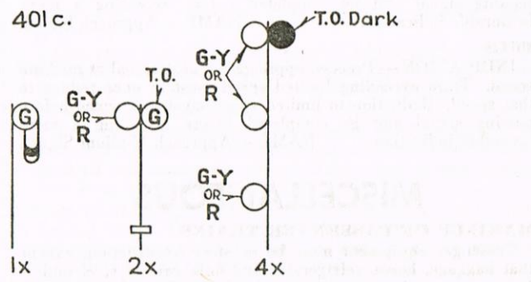
INDICATION — Stop — for orders; also be governed by interlocking or automatic block signal indications.
Instructions: Indications of signals, figures 2xx and 4xx, are to be given only after clearance Form A and train orders have been delivered and trains released in accordance with Rule 221.
NAME — Stop Signal.

401b.



INDICATION — Caution — for 19Y orders; reduce speed, preparing to get clearance Form A, Form 19Y train orders, or messages, and be governed by interlocking or automatic block signal indications.
NAME — Caution Signal.

401c.



INDICATION — No orders; be governed by interlocking or automatic block signal indications.
NAME — Clear Train Order Signal.

501. AUTOMATIC BLOCK SIGNAL SYSTEM RULES.

Automatic block signal system rules apply as follows:

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

Automatic block signals are also in use as follows:

St. Thomas: Westward signal No. X-32, 2500 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.

Signal E 31, Mileage FE 13.8, three and one-tenth (3 1/10) Miles East of WX has been made a Stop Signal. When this Signal displays indication as prescribed by rule 501a, figure 3, all westward trains will be governed by rule 509, uniform code of operating rules.

Westward Track may be used between WX and Welland Tubes plant, located Mileage FE 15.8 one and one-tenth (1 1/10) Miles East of WX on permission from Train Dispatcher through signalman at WX.

501b. ST. THOMAS:

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

501f.

INDICATION — 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. NAME — Approach Signal.

501h.

INDICATION — Proceed approaching next signal at medium speed. Train exceeding limited speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal and be completed before accepting a more favorable indication. NAME — Approach Medium Signal.

501j.

INDICATION — Freight trains take siding; be governed also by the indication of the signal on the mast on which take siding indication unit is located. Other trains — call operator or signalman for instructions. NAME — Take siding signal.

At LaSalette, Springfield, West Lorne and Tilbury when "Take Siding Signal" is displayed all westward trains will stop west of crossover and call operator or signal-man for instructions.

At Tillsonburg and Perry when "Take Siding Signal" is displayed all eastward trains will stop east of crossover and call operator or signalman for instructions.

At Tilbury, when this indication is displayed, Eastward Freight Trains will proceed on the main track, and back in at the east end of the south siding.

510. In addition Form No. S.C. 1 should be used for this purpose.

601. h

INDICATION — 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 favourable indication. NAME — Approach Signal.

601m.

INDICATION — Proceed approaching next signal at medium speed. Train exceeding limited speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal and be completed before accepting a more favorable indication. NAME — Approach Medium Signal.

MISCELLANEOUS

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.

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.

MAKE-UP OF FREIGHT TRAINS.

Trains containing cars equipped with "K" type brake equipment limited to 50 cars.

Defective Cars carded "rear end only" must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yards.

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.

Snow Plows and Jordan Spreaders must not be hauled backward when being moved in freight trains.

Boarding Cars Etc., when handled in revenue freight trains, must be placed next ahead of caboose; wooden underframe flat cars, cars in "X" series (except ballast cars and steel underframe 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.

Lumber loaded on open top cars should be placed in train near the head end, but not less than 3 cars from locomotive, or on rear of train, but not less than 3 cars ahead of caboose where practicable, or handled in solid trains, or such other precautions taken as might be required by local conditions.

Every care possible should be used in switching such car loads of lumber in yards; it should be understood that such loads should not be humped.

Definite information should be furnished to enginemen whenever trains include lumber shipments on open top cars, with instructions to give such trains careful handling and particularly avoid heavy slack action when starting or stopping.

Loaded flat cars must be separated from occupied caboose by a solid end car.

The doors of empty cars in trains must be closed and secured. The doors of loaded cars must be closed, secured and sealed except when left open for proper ventilation.

PASSING OVER TOPS OF CONTAINER CARS.

Trainmen in performance of their duties are not required to pass over the tops of container cars.

HAND BRAKE TEST.

A running test of hand brakes must be made on a Rail Diesel Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC car in No. 1 position (rail motor car in OFF position) 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, car must proceed at restricted speed to the nearest point at which repairs can be made.

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the route has been completed.

MOVEMENT OF DEAD ENGINE IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal govern.

AIR BRAKES.

Passenger Equipment Cars handled in Passenger, Mail, Express and Dead Head Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment Cars are handled in freight trains, the total of all cars in train shall not exceed 100 cars. All Passenger Equipment Cars shall be handled at head end of train, with not to exceed 20 such cars in one train.

NOTE: Passenger Equipment Cars having Type AB-1-B brakes may be handled without restriction in freight trains.

Passenger brake equipment handled in Passenger, Mail, Express and Dead Head Equipment trains of over 30 cars shall be conditioned for DIRECT RELEASE on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for DIRECT RELEASE and water raising system air supply must be cut out.

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

DIESEL EQUIPMENT:

A. Engines.

Leaving unattended outside of Engine House territory (Oil Engine Running).

1. Remove reverser handle.
2. Make full service reduction, close doubleheading cock. (No. 6 B.L. Eqp. place 3 way cock in position "dead").
3. Place automatic and independent brake valve handles in "running" position.
4. Isolate engines, if so equipped.
5. Apply hand brakes on all units.
6. Block wheels if necessary.
7. If oil engine is shut down — pull main battery switch.
8. Enginemen taking charge of engines outside of Engine House territory, must expect to find them as listed above.

B. Air Brakes.

Diesel road engines must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train.

Engines operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

Rotair Valve operating "A" unit set in "Pass" position.

Controlled Emergency Cock "B" unit set in "Pass" position.

Rotair Valve trailing "A" unit set in "Pass Lap" position.

C. Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 and kept in that position until all locomotive units have passed over the crossing.

LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employes will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked, if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Transportation Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

COOLING COMPOUND.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

FATALITIES.

Where persons have been killed on railway 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."

RAIL DETECTOR CARS AND CLEARANCE CAR X-8016.

Cars Operating Under Own Power.

Cars must be brought to full stop before movement is made on to turn tables.

Trains or Engines must not be permitted to follow such cars into block between open signal stations in automatic block signal system territory or between controlled signals in traffic control system territory.

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.

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

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

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

When Towing Cars in Train.

During freezing weather if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with anti-freeze solution, must be drained.

Rail detector cars other than NYC must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains, (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material."

AUTOMATIC TRAIN STOP.

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

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

a—When used as a pusher or second engine.

b—By specific authority of Transportation Superintendent.

c—When automatic train stop device becomes inoperative after leaving terminal, train must be operated at a speed not to exceed 30 miles per hour. Engineman must notify Transportation Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When authorized by train order Form 19Y, train may proceed at normal speed on signal indication but not exceeding 79 miles per hour (except in Traffic Control System territory train may proceed at normal speed on signal indication, but not exceeding 79 miles per hour between specified points, on verbal instructions from train dispatcher or signalman at control station). Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order, (except in Traffic Control System territory train dispatcher or signalman at control station will arrange for clear block in advance of such train between controlled signals).

d—Engines not equipped with automatic train stop device, operating in switching, yard, puller and transfer service may be operated on main track within territories specified by the Transportation Superintendent at a speed that will permit stopping short of another train or obstruction but not exceeding 20 miles per hour.

e—Engines not equipped with automatic train stop device operating in puller and transfer service may be operated on main track within territories specified by the Transportation Superintendent at a speed not exceeding 30 miles per hour when authorized by train order Form 19Y. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When acknowledging whistle fails to sound while acknowledging a signal indication, enginemen will reduce speed of train to and operate at speed specified in paragraph c (not to exceed 30 miles per hour) until he has occasion to again acknowledge a signal indication as prescribed by rules and the acknowledging whistle sounds: normal speed may then be resumed. Failure of acknowledging whistle to sound must be reported to the Division Superintendent on Form SC-1.

SWITCHING REGULATIONS

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.

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 track and get on top of cars to pass signals before cars are moved.

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.

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.

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.

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.

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.

Whenever lumber, logs, telegraph poles and other freight of like nature are loaded into cars, or transferred from one car to another by employes of this railroad, the station agent, or foreman in charge of the transfer gang, must examine all stakes, wires or cross-pieces and know that they are of sufficient strength, and properly placed, before the car is forwarded. It is the duty of all train men to examine such stakes, wires and cross-pieces before moving the cars, whether the same have been loaded by the shipper or by the railroad, and should it appear that such stakes, wires or cross-pieces are insufficient, or not in good order, they are instructed to decline to move the cars until the proper safeguards for securing the freight shall have been furnished.

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.

YARD AND HUMP RULES

All engines and trains when moving on a yard track, must proceed with caution and not foul a lead or adjoining track, before it is seen or known that the switches are properly set and that such movement is protected, not only as to movements of other engines, trains and cars but that track is clear of all obstructions.

All engines and trains, must approach points where switch tenders are on duty under control, and must not pass over the switches until they are given proper proceed signal by the switch tender in charge and it is seen that the track is clear.

All engines and trains must come to a stop before moving onto or foul of a main track from a yard track and the switchman or trainman must know that the main track is clear of approaching trains before changing the switch, or giving proceed signal.

Where switch tenders are on duty, movement will be made only on their signals.

Yard engines, on arrival at interlockings, if route is not set, the conductor or a member of his crew will go to an enunciator box or telephone, where same are provided, or in the absence thereof, will immediately go to the tower and inform the leverman of the move they wish to make.

When cars are switched onto a track where trackmen are working they must be warned.

SPEED RESTRICTIONS

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

GENERAL

(Unless otherwise restricted)

Engines:

Nos. 509, 510 with traction motor pin engaged	25
Nos. 509, 510 with traction motor pin removed	45
Nos. 567 to 957	45
Nos. 1000 to 8357, light or with cabooses, limited to maximum track speed but not to exceed	60
Nos. 8400 to 9820, light or with cabooses, limited to maximum track speed but not to exceed	45
Nos. 1000 to 5104 6600 to 6903 running backward	30
Nos. 1000 to 5104 6600 to 6903 running backward by night over public crossings	15

Nos. 1000 to 3372	65	Nos. 6000 to 6001	65	Nos. 8250	65
3700 to 3701	65	6002	70	8255 to 8265	65
3702 to 3709	70	6003	65	8268 to 8269	65
3800 to 3803	65	6004	70	8271	65
3804 to 3821	70	6005 to 6006	65	8275 to 8276	65
5000 to 5005	75	6007	70	8278 to 8285	65
5006 to 5017	65	6008 to 6010	65	8287 to 8289	65
5100 to 5101	75	6012 to 6022	65	8291 to 8292	65
5102 to 5104	65	6025 to 6026	65	8295 to 8305	65
5600 to 5609	65	6028 to 6038	65	8307 to 8309	65
5610 to 5611	70	6041 to 6075	65	8311 to 8316	65
5612 to 5623	65	6200 to 6236	60	8318 to 8333	65
5624 to 5625	70	6600 to 6903	70	8335 to 8337	65
5626 to 5708	65	7000 to 7012	70	8338	75
5713 to 5737	65	7100 to 7118	65	8340 to 8342	75
5808 to 5827	65	8000 to 8008	65	8344 to 8348	75
5900 to 5903	70	8100 to 8113	60	8351 to 8352	75
5904 to 5927	65	8201 to 8220	65	8353 to 8357	65
5949 to 5998	65	8222 to 8224	65	8400 to 9820	45
5999	70	8227 to 8248	65		

T. H. & B. Road Switch Engines 401 to 403	75
T. H. & B. Road Switch Engines 71 to 77	55
Trains and Engines operating against the current of traffic in Automatic Train Stop territory where wayside equipment for Automatic Train Stop device is not provided for reverse movements, limited to maximum track speed but not exceeding	79
Engines not equipped with automatic train stop device or running backward where wayside equipment is not provided on both sides of track, if an emergency requires such operation in Automatic Train Stop territory	30
Diesel engines operating through water Note:—Diesel engines must not be operated through water more than 3 inches above top of rail.	3
Clearance car X-8016, under own power or being towed	55
Rail detector cars, under own power or being towed	40
Trains handling cars equipped with K type brakes	40
Snow plows and flangers	35
Circus trains with freight equipped cars	30
Freight trains with pusher engines	30
Trains with snow loader and snow melter units not in service (Loader and melter units to be coupled and moved in train with loader unit trailing).	30
Trains with loaded ore cars less than 25 feet in length	30
Work trains with cranes moving on own wheels	30
Revenue trains with cranes moving on own wheels	25
Trains with scale test cars or Jordan Spreader	25
Trains with dead engines not having all side or main rods	20
At night over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use	15
Switches and crossovers not interlocked, when diverging	15

DIVISION (Unless Otherwise Restricted)	Main Line	Fort Erie Subdivision	St. Clair Subdivision	Leamington Subdivision	Amherstburg Subdivision	Niagara Subdivision
Passenger, Mail, Express or Dead Head Equipment Trains	80	80	25	25	25	20
Passenger, Mail, Express or Dead Head Equipment Trains with freight equipment cars	60	60	25	25	25	20
Freight and Work Trains	60	55	25	25	25	20
*Passenger, Mail, Express or Dead Head Equipment Trains Pelton, Fargo, Yarmouth, Hagersville and E. & O. interlocking	60					
*Passenger, Mail, Express or Dead Head Equipment Trains Canfield Jct., interlocking	50					
*Freight and mixed trains Pelton, Fargo, Yarmouth, Hagersville and E. & O. interlocking	45					
Other railroad grade crossings interlocked	35	35	25	25	25	20
Draw Bridges { Passenger	25					
Draw Bridges { Other Trains	15					
Work trains with locomotive cranes X-19534	30	30	25	25	25	20
Switches and cross-overs, not interlocked, when diverging	15	15	10	10	10	10

*Authorized by Board of Transport Commissioners.

SPEED RESTRICTIONS LOCAL

Main Line: Restrictions apply to trains in both directions unless otherwise designated.

PASSENGER AND FREIGHT	Psgr.	Frt.
Between Windsor and Pelton		55
Essex: Curve	60	
St. Thomas: Between Kettle Creek Bridge and passenger station	25	25
St. Thomas: Between passenger station and second overhead bridge east	60	
St. Thomas: Between Ball and Yarmouth		55
Waterford: Curves between West switch and Mile Post N.F. 65.70, 2½ miles east of Waterford	60	
Waterford: T. H. & B. Wye	15	15
Curve east of Dufferin to Grand River Bridge	65	
Curve east of WX, Mile Post N.F. 13.5	20	20
East end of curve east of WX, Mile Post N.F. 13.3 to Montrose Jct.	60	
Montrose Jct. to Victoria Park	30	30
Victoria Park to Niagara Falls, Ont.	10	10
Niagara River Bridge, from or to bridge	8	8
International Bridges between Fort Erie and Black Rock	10	10
Between Black Rock and Tower F	8	8

Niagara Subdivision:

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

St. Clair Subdivision:

Airline Crossing: Approaching within 500 feet of home signal 15
Airline Crossing: Over No. 3 Highway 10
Airline Crossing: Stop clear of No. 3 Highway while trainmen are adjusting signals.

Melbourne: Over No. 2 Provincial Highway 4
Petrolia: Over Queen Street 10
Courtright: Over River Road 10

Engines double head, will not exceed a speed of 10 miles per hour over the following bridges:

Thames River Bridge, 0.08 miles east of Muncey.
Sydenham River Bridge, 0.41 miles east of Alvinston.
Bear Creek Bridge, 0.76 miles east of Brigden.
Bear Creek Bridge, 1.25 miles south of Petrolia.

Leamington Subdivision:

Leamington C. & O. Crossing when approaching crossing and within five hundred (500) feet of governing home signal .. 10

Amherstburg Subdivision:

McGregor C. & O. Crossing when passing governing approach signals 20

ENGINE AND CAR RESTRICTIONS.

Chesapeake and Ohio Engines:

C. & O. engines will be governed by the same restrictions as comparable N. Y. C. engines as follows:

C. & O. engines Class G.P.-7, Nos. 5700 to 5797 and G.P.-9, Nos. 5901 to 6197, same as N. Y. C. engines Nos. 1000 to 8357.

Engines with less than 28 feet wheel base must not be operated in automatic block signal territory except when coupled to other engines or cars.

Engines and cars must not be operated as shown below:

Note: On industrial sidings with sharp curvature and not shown below, care must be used in operating.

Cars weighing more than 220,000 lbs., without permission from the Transportation Superintendent.

MAIN LINE

Niagara River Bridge at Niagara Falls:

Not more than one train moving in the same direction will be permitted on this bridge at one time.

Movement against the current of traffic on this bridge, in addition to fixed signals, must be protected by a flagman sent across bridge in advance of train.

An eastward movement on the westward track, must not be made until the signalman in Tower 65 has been notified to protect the movement.

West Lorne:

Erie Flooring & Wood Products Co.—Track No. 1, around corner of building—Engines 526 to 566, 1000 to 8411, 8700 to 9137, 9311 to 9328, 9628 to 9646.

Springfield:

Milk Factory Spur—Engines 526 to 566, 1000 to 8411, 8700 to 9137, 9311 to 9328, 9628 to 9646.

Hagersville:

C.N.R. Dundas lead west of King St.—All engines.

SUBDIVISIONS

Leamington Subdivision:

Engines Nos. 1000 to 1123, 1604 to 1623, 2404 to 2413, 3300 to 5104.

Engines Nos. 5600 to 6075, 8100 to 8357 unless single unit only.

St. Clair Subdivision:

Engines Nos. 3504 to 3507, 3602, 3603, 4000 to 5005, 5100, 5101, 7112 to 7114, 7300, 7301.

Old Fort Erie Subdivision:

Engines Nos. 526 to 566, 650 to 704, 1000 to 5817, 5900 to 6028, 6041 to 9820.

International Bridge at Fort Erie:

No engine will stand under the cabin on Harbor Drawbridge at any time.

When dead engines are handled in a train at least five (5) cars must be placed between each engine.

DIVISION SUPERINTENDENT

J. J. Danhof, Jr., St. Thomas.

TRANSPORTATION SUPERINTENDENT

H. M. Babcock, St. Thomas.

TRAINMASTERS

R. A. Drake, Windsor.
C. A. Dunning, Fort Erie.
E. L. Claypole, St. Thomas.

ROAD FOREMAN

R. B. Olsen, St. Thomas.

DIVISION ENGINEER

J. Stang, St. Thomas.

ASSISTANT DIVISION ENGINEER

Wm. Patterson, St. Thomas.

MASTER MECHANIC

T. W. Cottrell, St. Thomas.

CHIEF TRAIN DISPATCHER

R. R. Sutton, St. Thomas.

ASSISTANT CHIEF TRAIN DISPATCHERS

H. S. McDougall, H. J. Baker, F. L. Henry } St. Thomas.

TRAIN DISPATCHERS

A. E. Allen, R. W. Walthers, W. R. A. Sinclair, A. C. Moore, H. D. Whitwam, W. B. Kent, T. J. Hoy, A. W. Peterson, W. J. Gowling, R. M. Scott, E. N. Murphy } St. Thomas.

BUFFALO TO DETROIT – MAIN LINE AND FORT ERIE SUBDIVISION

WESTWARD FIRST CLASS

Miles from Buffalo via Fort Erie	STATIONS	19	17*	47*	371	373	13*	377*	21	359
		C.P.	The Wolverine	The Detroiter	T.H. & B.	T.H. & B.	Railway Express	T.H. & B.	C.P.	C.P.
		Daily	Daily	Daily except Sunday	Daily except Sunday	Sunday Only	Daily except Monday	Daily	Daily	Daily except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
0.00	*Buffalo*	.....	*2.41*	*3.16*	*4.26*	*5.26*	*8.25*	*11.56*	.....	.....
2.54	*Exchange St.*	.....	.....	.....	.....	.....	.....	*s12.04*	.....	.....
7.05	*Black Rock*	.....	*s 2.59*	*s 3.34*	*s 4.44*	*s 5.44*	*s 8.44*	*s12.16*	.....	.....
.....	*Niagara Falls, N.Y.*	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	*Suspension Bridge*	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Niagara Falls, Ont.	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Montrose	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.92	Fort Erie	.....	YY 3.08	YY 3.43	s 4.55	s 5.55	YY 9.00	s12.30	.....	.....
9.07	Victoria	.....	3.10	3.45	4.57	5.57	9.02	12.32	.....	.....
15.07	Stevensville	.....	.....	.....	.....	.....	.....	NN12.40	.....	.....
24.76	WX.	.....	3.24	3.59	5.28	6.28	9.22	12.58	.....	.....
25.23	Welland	.....	.....	.....	s 5.30	s 6.30	.....	s 1.00	.....	.....
25.23	Welland	.....	RR 3.25	.....	5.35	6.35	.....	1.05	.....	.....
34.56	Perry	.....	3.34	4.09	A. M.	A. M.	9.32	P. M.	.....	.....
41.55	E. & O.	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.08	Canfield Jct.	.....	3.49	4.23	.....	.....	9.47	.....	.....	.....
54.90	Edward	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.48	Hagersville	.....	4.05	4.38	.....	.....	10.02	.....	.....	.....
79.23	Waterford	.....	4.18	4.51	.....	.....	10.14	.....	.....	.....
89.92	La Salette	.....	4.29	5.02	.....	.....	10.24	.....	.....	.....
101.66	Tillsonburg	.....	4.40	5.14	.....	.....	10.35	.....	.....	.....
112.93	Springfield	.....	4.51	5.25	.....	.....	10.45	.....	.....	.....
122.45	Yarmouth	.....	5.00	5.35	.....	.....	10.54	.....	.....	.....
125.30	Ball	.....	5.03	5.38	.....	.....	10.57	.....	.....	.....
126.12	St. Thomas	.....	s 5.05	s 5.40	.....	.....	s11.00	.....	.....	.....
126.12	St. Thomas	.....	5.10	5.45	.....	.....	11.05	.....	.....	.....
126.31	BX.	.....	.....	.....	.....	.....	.....	.....	.....	.....
130.35	St. Clair Jct.	.....	5.18	5.53	.....	.....	11.13	.....	.....	.....
139.11	Iona	.....	5.27	6.01	.....	.....	11.21	.....	.....	.....
145.05	Dutton	.....	.....	.....	.....	.....	.....	.....	.....	.....
151.58	West Lorne	.....	5.39	6.12	.....	.....	11.32	.....	.....	.....
155.99	Rodney	.....	.....	.....	.....	.....	.....	.....	.....	.....
164.11	Highgate	.....	.....	.....	.....	.....	.....	.....	.....	.....
169.74	Ridgetown	.....	.....	.....	.....	.....	.....	.....	.....	.....
180.62	Fargo	.....	6.06	6.37	.....	.....	11.58	.....	.....	.....
200.42	Tilbury	.....	6.24	6.55	.....	.....	12.18	.....	.....	.....
206.83	Comber	.....	.....	.....	.....	.....	.....	.....	.....	.....
221.30	Essex	.....	6.43	7.14	.....	.....	12.39	.....	.....	.....
230.14	Pelton	.....	6.51	7.22	.....	.....	12.48	.....	.....	.....
232.82	Tower 4	A. M.	6.54	7.25	.....	.....	12.51	.....	P. M.	P. M.
235.71	Windsor	s 3.00	s 7.00	s 7.31	.....	.....	s12.58	.....	s 1.55	s 8.00
235.71	Windsor	3.10	.....	.....	.....	.....	.....	.....	2.05	8.10
238.49	*Detroit*	*3.20*	*7.15*	*7.45*	.....	.....	*1.15*	.....	*2.15*	*8.20*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

Time shown at Buffalo, Exchange St., Black Rock and Detroit is for information only.

No. 13. Will not operate May 31st, June 1st, July 5th, July 6th, September 2nd, 1958, will not carry passengers and will operate as passenger extra from Buffalo to Detroit.

No. 47. Will not operate May 31st, July 5th, September 1st, 1958.

NN Stop on signal to discharge revenue passengers from Buffalo and beyond and receive revenue passengers for Hamilton and Toronto.

RR Stop on signal to receive revenue passengers for St. Thomas and beyond.

YY Stop for customs and immigration inspection.

BUFFALO TO DETROIT – MAIN LINE AND FORT ERIE SUBDIVISION

WESTWARD FIRST CLASS

Miles from Buffalo via Fort Erie	STATIONS	351*	379*	37	39*	
		Empire State Express	T.H. & B.	C.P.	North Shore Limited	
		Daily	Daily	Daily	Daily	
	LEAVE	P. M.	P. M.	P. M.	P. M.	
0.00	*Buffalo*	*4.36*	*4.41*	.....	*9.41*	.....
2.54	*Exchange St.*	*s 4.44*	*s 4.49*	.....	.....	.....
7.05	*Black Rock*	*s 4.57*	*s 5.01*	.....	*s 9.59*	.....
.....	*Niagara Falls, N.Y.*	.....	.....	.....	.....	.....
.....	*Suspension Bridge*	.....	.....	.....	.....	.....
.....	Niagara Falls, Ont.	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	Montrose	.....	.....	.....	.....	.....
7.92	Fort Erie	s 5.09	s 5.27	.....	YY10.09	.....
9.07	Victoria	5.11	5.29	.....	10.11	.....
15.07	Stevensville	.....	HH 5.37	.....	.....	.....
24.76	WX.	5.28	5.52	.....	10.29	.....
25.23	Welland	.....	s 5.55	.....	.....	.....
25.23	Welland	s 5.33	6.05	.....	s 10.30	.....
34.56	Perry	5.45	P. M.	.....	.....	.....
41.55	E. & O.	5.52	.....	.....	.....	.....
50.08	Canfield Jct.	6.00	.....	.....	10.58	.....
54.90	Edward	.....	.....	.....	.....	.....
66.48	Hagersville	6.15	.....	.....	11.15	.....
79.23	Waterford	f 6.28	.....	.....	11.28	.....
89.92	La Salette	6.42	.....	.....	11.40	.....
101.66	Tillsonburg	f 6.54	.....	.....	11.52	.....
112.93	Springfield	7.06	.....	.....	12.05	.....
122.45	Yarmouth	7.15	.....	.....	12.15	.....
125.30	Ball	7.18	.....	.....	12.18	.....
126.12	St. Thomas	s 7.20	.....	.....	s12.20	.....
126.12	St. Thomas	7.25	.....	.....	12.25	.....
126.31	BX.	.....	.....	.....	.....	.....
130.35	St. Clair Jct.	7.32	.....	.....	12.34	.....
139.11	Iona	7.40	.....	.....	12.43	.....
145.05	Dutton	.....	.....	.....	.....	.....
151.58	West Lorne	7.51	.....	.....	12.56	.....
155.99	Rodney	.....	.....	.....	.....	.....
164.11	Highgate	.....	.....	.....	.....	.....
169.74	Ridgetown	EE 8.09	.....	.....	.....	.....
180.62	Fargo	8.20	.....	.....	1.26	.....
200.42	Tilbury	8.38	.....	.....	1.46	.....
206.83	Comber	.....	.....	.....	.....	.....
221.30	Essex	8.56	.....	.....	2.07	.....
230.14	Pelton	9.05	.....	.....	2.16	.....
232.82	Tower 4	9.08	.....	P. M.	2.19	.....
235.71	Windsor	s 9.15	.....	s10.55	s 2.26	.....
235.71	Windsor	.....	.....	11.05	.....	.....
238.49	*Detroit*	*9.35*	.....	*11.15*	*2.45*	.....
	ARRIVE	P. M.	P. M.	P. M.	A. M.	

Time shown at Buffalo, Exchange St., Black Rock and Detroit is for information only.

EE Stop on signal to discharge revenue passengers from east of St. Thomas and receive revenue passengers for Windsor and west.

f Stop on signal to receive or discharge revenue passengers.

HH Stop on signal to receive revenue passengers for Hamilton and Toronto.

YY Stop for customs and immigration inspection.

DETROIT TO BUFFALO – MAIN LINE AND FORT ERIE SUBDIVISION

EASTWARD FIRST CLASS

Miles from Detroit via Fort Erie	STATIONS	20	358*	360	372*	350*	38	22	374*
		C.P.	Canadian Niagara	C.P.	T.H. & B.	Empire State Express	C.P.	C.P.	T.H. & B.
		Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
0.00	*Detroit*	*2.45*	*3.05*	*5.00*	.....	*8.05*	*9.00*	*4.25*	.....
2.78	Windsor	s 2.55	.....	s 5.10	.....	.....	s 9.10	s 4.35	.....
2.78	Windsor	3.05	s 3.15	5.15	.....	s 8.15	9.20	4.50	.....
5.67	Tower 4	A. M.	3.20	A. M.	.....	8.20	A. M.	P. M.	.....
8.35	Pelton	.....	3.23	.....	.....	8.23	.....	.....	.....
17.19	Essex	.....	3.32	.....	.....	8.32	.....	.....	.....
31.66	Comber	.....	.....	.....	.....	.....	.....	.....	.....
38.07	Tilbury	.....	3.50	.....	.....	8.50	.....	.....	.....
57.87	Fargo	.....	4.07	.....	.....	9.07	.....	.....	.....
68.74	Ridgetown	.....	.....	.....	.....	cc 9.16	.....	.....	.....
74.38	Highgate	.....	.....	.....	.....	.....	.....	.....	.....
82.50	Rodney	.....	.....	.....	.....	.....	.....	.....	.....
86.91	West Lorne	.....	4.33	.....	.....	9.33	.....	.....	.....
93.44	Dutton	.....	.....	.....	.....	.....	.....	.....	.....
99.38	Iona	.....	4.44	.....	.....	9.44	.....	.....	.....
108.14	St. Clair Jct.	.....	4.52	.....	.....	9.52	.....	.....	.....
112.18	BX.	.....	.....	.....	.....	.....	.....	.....	.....
112.37	St. Thomas	.....	s 5.00	.....	.....	s 10.00	.....	.....	.....
112.37	St. Thomas	.....	5.05	.....	.....	10.05	.....	.....	.....
113.19	Ball	.....	5.08	.....	.....	10.08	.....	.....	.....
116.04	Yarmouth	.....	5.11	.....	.....	10.11	.....	.....	.....
125.56	Springfield	.....	5.20	.....	.....	10.20	.....	.....	.....
136.83	Tillsonburg	.....	5.30	.....	.....	10.30	.....	.....	.....
148.57	La Salette	.....	5.40	.....	.....	10.40	.....	.....	.....
159.26	Waterford	.....	f 5.50	.....	.....	DD 10.50	.....	.....	.....
172.01	Hagersville	.....	6.03	.....	.....	11.03	.....	.....	.....
183.59	Edward	.....	.....	.....	.....	.....	.....	.....	.....
188.41	Canfield Jct.	.....	6.18	.....	.....	11.18	.....	.....	.....
196.94	E. & O.	.....	.....	.....	.....	11.26	.....	.....	.....
203.93	Perry	.....	.....	.....	A. M.	.....	.....	.....	P. M.
213.26	Welland	.....	.....	.....	s 10.20	.....	.....	.....	s 7.55
213.26	Welland	.....	s 6.42	.....	10.30	s11.43	.....	.....	8.00
213.73	WX.	.....	6.48	.....	10.32	11.45	.....	.....	8.02
223.42	Stevensville	.....	.....	.....	s 10.45	.....	.....	.....	.....
229.42	Victoria	.....	.....	.....	10.54	12.01	.....	.....	8.20
230.57	Fort Erie	.....	.....	.....	s 11.04	s 12.09	.....	.....	s 8.27
.....	Montrose	.....	6.59	.....	.....	.....	.....	.....	.....
.....	Niagara Falls, Ont.	.....	s 7.13	.....	.....	.....	.....	.....	.....
.....	*Suspension Bridge*	.....	s *7.23* / *7.33*	.....	.....	.....	.....	.....	.....
.....	*Niagara Falls, N.Y.*	.....	s *7.43*	.....	.....	.....	.....	.....	.....
.....	*North Tonawanda*	.....	BB *8.06*	.....	.....	.....	.....	.....	.....
231.44	*Black Rock*	.....	*8.16*	.....	JY *11.28*	*s12.24*	.....	.....	JY *8.48*
235.95	*Exchange St.*	.....	BB *8.37*	.....	JJ *11.42*	JJ *12.42*	.....	.....	JJ *9.02*
238.49	*Buffalo*	.....	*8.45*	.....	*11.50*	*12.50*	.....	.....	*9.10*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.

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

JY Stop for Customs and Immigration Inspection and discharge revenue passengers.

BB Stop on signal to discharge revenue passengers from Welland and West.

CC Stop on signal to receive revenue passengers for Buffalo and East.

DD Stop on signal to discharge revenue passengers and receive revenue passengers for Buffalo and East.

f Stop on signal to receive or discharge revenue passengers.

JJ Stop on signal to discharge revenue passengers.

DETROIT TO BUFFALO – MAIN LINE AND FORT ERIE SUBDIVISION

EASTWARD FIRST CLASS

Miles from Detroit via Fort Erie	STATIONS	44*	376*	8*	352*		
		New York Special	T.H. & B.	The Wolverine-Detroiter			
		Daily Except Saturday	Daily	Daily	Daily except Sunday		
	LEAVE	P. M.	P. M.	P. M.	P. M.		
0.00	*Detroit*	*4.45*	.....	*7.00*	*9.00*	.....	.....
2.78	Windsor	.....	.....	.....	.....	.....	.....
2.78	Windsor	s 4.55	.....	s 7.10	s 9.15	.....	.....
5.67	Tower 4	5.00	.....	7.15	9.20	.....	.....
8.35	Pelton	5.03	.....	7.18	9.23	.....	.....
17.19	Essex	5.12	.....	7.26	f 9.32	.....	.....
31.66	Comber	.....	.....	.....	MM 9.45	.....	.....
38.07	Tilbury	5.29	.....	7.43	VV 9.52	.....	.....
57.87	Fargo	5.46	.....	7.59	10.11	.....	.....
68.74	Ridgetown	.....	.....	.....	f 10.20	.....	.....
74.38	Highgate	.....	.....	.....	.....	.....	.....
82.50	Rodney	.....	.....	.....	KK 10.36	.....	.....
86.91	West Lorne	6.10	.....	8.22	KK 10.42	.....	.....
93.44	Dutton	.....	.....	.....	KK 10.51	.....	.....
99.38	Iona	6.20	.....	8.32	10.59	.....	.....
108.14	St. Clair Jct.	6.27	.....	8.39	11.06	.....	.....
112.18	BX.	.....	.....	.....	.....	.....	.....
112.37	St. Thomas	s 6.35	.....	s 8.47	s 11.15	.....	.....
112.37	St. Thomas	6.40	.....	8.52	11.20	.....	.....
113.19	Ball	6.43	.....	8.54	11.23	.....	.....
116.04	Yarmouth	6.46	.....	8.57	11.26	.....	.....
125.56	Springfield	6.55	.....	9.06	JJ 11.37	.....	.....
136.83	Tillsonburg	7.05	.....	9.16	f 11.50	.....	.....
148.57	La Salette	7.15	.....	9.26	12.03	.....	.....
159.26	Waterford	7.25	.....	9.36	QQ 12.15	.....	.....
172.01	Hagersville	7.36	.....	9.47	f 12.29	.....	.....
183.59	Edward	.....	.....	.....	.....	.....	.....
188.41	Canfield Jct.	7.51	.....	10.02	12.46	.....	.....
196.94	E. & O.	.....	.....	.....	.....	.....	.....
203.93	Perry	.....	P. M.	.....	1.02	.....	.....
213.26	Welland	.....	s 9.40	.....	.....	.....	.....
213.26	Welland	JJ 8.14	9.45	JJ 10.24	s 1.12	.....	.....
213.73	WX.	8.19	9.47	10.26	1.18	.....	.....
223.42	Stevensville	.....	.....	.....	.....	.....	.....
229.42	Victoria	8.34	10.02	10.40	1.38	.....	.....
230.57	Fort Erie	s 8.42	s10.07	JY 10.46	s 1.45	.....	.....
.....	Montrose	.....	.....	.....	.....	.....	.....
.....	Niagara Falls, Ont.	.....	.....	.....	.....	.....	.....
.....	*Suspension Bridge*	.....	.....	.....	.....	.....	.....
.....	*Niagara Falls, N.Y.*	.....	.....	.....	.....	.....	.....
.....	*North Tonawanda*	.....	.....	.....	.....	.....	.....
231.44	*Black Rock*	*s 9.03*	JY *10.28*	JY *11.05*	*s 2.10*	.....	.....
235.95	*Exchange St.*	JJ *9.17*	JJ *10.42*	.....	.....	.....	.....
238.49	*Buffalo*	*9.25*	*10.50*	*11.25*	*2.30*	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	A. M.		

Time shown at Detroit, Black Rock, Exchange St., and Buffalo is for information only.

f Stop on signal to receive or discharge revenue passengers.

JJ Stop on signal to discharge revenue passengers.

KK Stop on signal to discharge revenue passengers from Windsor and west and receive revenue passengers for Buffalo and east.

MM Stop on signal to discharge revenue passengers from Windsor and west.

QQ Stop on signal to discharge revenue passengers from St. Thomas and west and receive revenue passengers for Buffalo and east

VV Stop on signal to discharge revenue passengers from Windsor and west, and receive revenue passengers for St. Thomas and East.

JY Stop for Customs and Immigration Inspection and discharge revenue passengers.

ST. CLAIR SUBDIVISION

Miles from St. Thomas	Westward	STATIONS	Eastward	Miles from Petrolia
0.00	....	*St. Thomas*	....	....
4.23	....	St. Clair Jct.	....	....
5.40	....	Air Line Crossing	....	....
13.54	....	Muncey	....	....
19.27	....	Melbourne	....	....
22.29	....	C.N.R. Crossing	....	....
24.50	....	C.P.R. Crossing	....	....
35.28	....	Alvinston	....	....
40.99	....	Inwood	....	....
44.98	....	Holmesdale	....	....
....	....	Eddys	....	12.04
....	....	Oil Springs	....	9.25
48.19	....	Oil City	....	6.86
50.17	....	Petrolia Jct.	....	4.88
....	....	Petrolia	....	0.00
56.56	....	Brigden	....	....
59.81	....	Kimballs	....	....
65.82	....	Courtright Jct.	....	....
66.38	....	Courtright	....	....

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

LEAMINGTON SUBDIVISION

Miles from Comber	Southward	STATIONS	Northward	Miles from Leamington
0.00	....	Comber	....	13.79
5.40	....	Staples	....	8.39
8.79	....	Blytheswood	....	5.00
13.44	....	C. & O. Crossing	....	0.35
13.79	....	Leamington	....	0.00

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

AMHERSTBURG SUBDIVISION

Miles from Essex	Westward	STATIONS	Eastward	Amherstburg Miles from
0.00	....	Essex	....	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	....	Amherstburg	....	0.00

NIAGARA SUBDIVISION

Miles from Chippawa	NORTHWARD			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

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 Subdivision will be governed by schedules shown on Main Line Time Table.

SPECIAL RULES

Numbers shown below are for identification purposes only and do not refer to the Uniform Code of Operating Rules.

1. Employes will not be permitted to engage in other business without permission of the Transportation Superintendent.

2. Employes must not absent themselves from duty nor provide a substitute without proper authority.

3. Time must not be shown on time slip, time book or payroll, except for work actually performed by the person named.

4. The assignment or attaching of an employe's wages by garnishee process or proceedings in aid of execution will be considered sufficient cause for dismissal.

5. All articles furnished for use of employes must be returned to the proper official when leaving the service. The right is reserved to withhold from wages due the value of such articles lost or not surrendered.

6. A person dismissed from the service must not be re-employed without the consent of the head of the department or of the official who dismissed him.

7. Minors must not be employed except as permitted by law, and then only after written consent of their parents or guardians has been obtained.

Persons who cannot write and read writing with ease must not be employed in station, signal, train or yard service.

Persons deficient in vision, color perception or hearing must not be employed in any branch of the service involving the use of signals, or movement of engines or trains.

Persons who cannot produce satisfactory evidence as to previous record, character and ability must not be given employment.

9. When persons who appear to be intoxicated, idiotic or insane are seen in the vicinity of stations or tracks, they should be carefully guarded from accident and as soon as possible put in charge of the local, village or city authorities.

10. Any change on a way-bill or running slip must be in ink or indelible pencil and show authority, station, date and name of person making the change.

11. Employes are not permitted to do work for themselves during their prescribed hours on duty, without permission from proper authority.

12. When the operation of derrick car, rail loader, steam shovel, ditcher and similar equipment, will obstruct the main track other than the one it occupies, it must be protected by flagman in both directions.

13. Employes are prohibited from throwing garbage, bottles, ashes or refuse of any kind from a train while in motion. Conductors must see that porters of Pullman and Business Cars understand this.

14. Trainmen and enginemen are prohibited from delaying trains by leaving them for meals or other purposes not in line with their duties, without obtaining permission from proper authority.

15. While within yard limits, employes of all trains and engines must obey the orders of the general yard master or yard masters.

16. An employe served with a subpoena to report to any court or officer must at once notify his superior official and communicate with or report in person to the railroad attorney and act under his direction.

17. Whenever a subpoena, replevin, attachment or other legal process is served upon any agent or official of the railroad, he must note thereon the date, hour and by whom served, immediately send notice to the consignor of the property involved, forward the original papers by registered railroad mail to the General Attorney and inform the Transportation Superintendent by wire. If freight is seized by process of law, charges collectable must be demanded and receipt taken for property before delivery is made to any officer of the law.

18. Whenever it shall come to the knowledge of any official or employe that any work or improvement is proposed by any county, township, municipal or other authority, which in any way affects the railroad's interest, information upon the subject, together with notice, if any, must at once be sent to the Transportation Superintendent.

19. Whenever any notice is served upon any official or employe, or it shall come to his knowledge that any tax or assessment has been or is to be made against the railroad or any of its property, he must at once send full information in reference to same to the Transportation Superintendent, and such other official as required.

20. The business affairs of the railroad must not be divulged except to proper officials.

PERSONAL INJURIES

21. Injuries to persons or damage to property must be promptly reported by wire to the proper official on Form GCA 1 and confirmed in writing on Form GCA 2 and the names and addresses of as many witnesses as possible must be obtained. When passenger trains are involved in an accident which may cause or result in personal injuries, conductors must obtain the information called for in blanks provided for canvassing.

22. In case of serious injury when services of a company surgeon cannot be secured at once, the nearest surgeon should be called to take charge until the arrival of the company surgeon, and the Transportation Superintendent and Chief Claim Agent so advised by wire.

23. When necessary, injured persons may be placed in sleeping cars, or bedding and linen may be taken from sleeping cars for use of injured persons.

24. Injured employes, when not taken to a hospital will, when able, go to the company surgeon's office for treatment if they desire his services. After being discharged from a hospital, employes will not return to be treated for the same injury (except for dressings) without the authority of the company surgeon.

25. When trespassers are injured they shall be sent to their homes, if at place of accident, or placed in charge of the local village or city authorities. When necessary, company surgeon may be called for first attention.

26. When passengers, employes or other persons are injured on or about cars or engines, or while working with or about machinery or tools, the equipment, machinery or tools must be immediately inspected by the persons in charge and regular inspectors, if available, to ascertain condition. In cases of serious injury to employes between cars there shall be, in addition to the inspection required by the foregoing, an immediate coupling and uncoupling test and the crew handling the cars in making the test shall use and examine the couplers, levers, etc., and be prepared to give statement showing their condition. Report should be made to Chief Claim Agent by first train mail. A special inspection must be made by two inspectors at the first division terminal, unless otherwise directed. Inspectors must keep suitable record of such special inspection, which shall include the name of the injured person, date, place of accident, the manner of its occurence, and the result in detail of the inspection of the equipment.

27. When injury is caused by the breaking of machinery, tools or any appliance, the broken parts must be so marked as to be readily identified, and promptly turned over to the Transportation Superintendent, or head of the department in which the accident occurred, for future reference.

28. Employes who witness or have any knowledge of an accident, or of the facts involved, must not give information concerning it or talk about the occurence to the injured person, lawyers, or to any other person or persons, unless legally required so to do, except only to company officials and claim agents. Information given to this company's representatives shall be as complete as possible and all facts must be stated whether favorable or unfavorable to any one.

This rule shall not prohibit the furnishing of information to a person in interest as to the facts incident to the injury or death of any employe; provided, however, that information contained in the files of the Company, or other privileged or confidential reports, must not be divulged.

TRAIN MASTERS.

29. They will have charge of the movement of traffic and exercise general supervision over all employes in train, yard and station service.

CHIEF TRAIN DISPATCHERS.

30. Chief train dispatchers must see that only one person issues train orders over the same territory at the same time, and that train orders are issued in accordance with prescribed forms.

TRAIN DISPATCHERS.

31. Train dispatchers report to and receive instructions from the chief train dispatcher.

32. They will issue orders governing the movements of trains, in accordance with the rules; record the movement of all trains and important incidents affecting the movement of traffic.

33. When any unusual weather conditions are reported which might interfere with the safe operation of trains, they must ascertain if section men are on duty, and, if not, arrange to have them called to patrol their sections.

YARD MASTERS.

34. Yard masters report to and receive instructions from the Transportation Superintendent or such official as he may designate.

35. They will have charge of their yards, direct the movement of trains and engines therein, and respect the instructions of the station agent relative to the business of the station.

36. They must not permit a train to leave the yard with any member of the crew unfit for the proper discharge of duty.

37. They must see that trains are properly made up and ready to leave as directed; that each train has the prescribed number of employes, and that proper slips or way bills are furnished.

38. They must be familiar with instructions relative to refrigeration, ventilation and protection of perishable freight, and unless otherwise provided, see that a complete record of seals on all doors and hatches is promptly taken upon arrival of cars in yard. If a loaded car is found not properly sealed, contents should be promptly examined and car sealed, making prompt report to the Transportation Superintendent.

39. They must take an inventory of all cars in yards as often as necessary to insure prompt movement; keep a record of all trains, note all irregularities, and make report to proper official. At interchange points they must take record of seals on cars received from and delivered to connecting lines.

STATION AGENTS.

40. Station agents report to and receive their instructions from the Trainmaster. They will comply with instructions issued by the Passenger, Freight, Accounting and Treasury Departments.

41. They will have charge of the railroad's business, property and station employes at their respective stations, and see that order is preserved.

42. The station must be open at the prescribed time before the departure of passenger trains that are scheduled to stop and at such other times as may be prescribed.

43. They must, as far as practicable, know that switches are in normal position, cars on side tracks within station limits are secured, and if any condition exists which may endanger traffic, take prompt action to insure safety.

44. They must not permit lumber or other material to be placed within 8 feet of nearest track rail.

45. They must see that time-tables, passenger and freight tariffs and all notices issued by proper officials for the information of the public are neatly posted in conspicuous places in the station; other advertising matter must not be posted on railroad property except when properly authorized and then only at places designated for the purpose.

46. They must, unless otherwise provided, designate the places where vehicles, drivers and hotel porters may remain on railroad property.

47. They must furnish freight conductors on arrival a list of switching to be done and report failure to properly perform the work.

48. They must keep seals under lock when not in use and allow only responsible employes to use them, and require proper seal record to be maintained.

49. They must see that all old cards, except home route, A.A.R. defect or bad order cards are removed before cars are forwarded. Cars bearing bad order cards must not be loaded.

50. They must not furnish employes to check or assist in handling carload freight, except when authorized by tariff.

51. They will be responsible for complying with the Government regulations for handling post office mail. When mail from a moving train is thrown off at other than designated place report must be made to the Transportation Superintendent. Mail pouches must not be left unprotected. They must notify the postmaster of all time-table changes, and advise the Transportation Superintendent of all changes in postoffice locations.

STATION BAGGAGE AGENTS

52. Station baggage agents report to and receive their orders from the station master, or agent, and will comply with instructions issued by the General Baggage Agent.

53. They will have charge of the baggage room and persons employed therein.

54. They must see that no unauthorized person has access to the baggage room.

55. They will be responsible for baggage and mail while in their charge and for the security and proper use of baggage checks.

TELEGRAPH AND TELEPHONE OPERATORS AND SIGNALMEN.

(Except Switchboard Operators)

56. Telegraph and telephone operators and signalmen, unless otherwise instructed, will report to and receive instructions from the chief train dispatcher and will comply with the instructions of the Superintendent Communications, station master and station agent.

57. Day telegraph and telephone operators and signalmen are managers of their respective offices unless otherwise directed.

58. They must be constantly on duty during the prescribed hours and at day and night offices must not leave the office until relieved. They must report by wire if not relieved at the prescribed time.

59. Offices must not be closed until permission has been obtained from the train dispatcher. Before leaving, a card must be placed in the window, which can be read from the outside, showing where the telegraph or telephone operator or signalman may be found.

60. They must report the weather as required, and in case of sudden change, heavy storm, or fog, promptly advise the train dispatcher.

61. They must not permit unauthorized persons in the office. Students may be allowed when authorized by the Transportation Superintendent.

62. They must consider the telegraph and telephone a confidential service and treat the contents of messages accordingly.

63. They must, in handling messages, be guided by rules governing the filing, transmitting and receiving of messages by telegraph and telephone and such special instructions as may be issued by the Superintendent Communications.

64. They shall accept for transmission by railroad wire service only the following messages:

(a) Messages between officials or employes of the railroad pertaining to railroad business.

(b) Messages between officials or employes of the railroad and officials and employes of direct connecting railroads pertaining to business of this railroad.

65. At offices where commercial telegraph business is handled, managers and operators will be held accountable for the proper handling and reporting of same in conformity with the requirements of the telegraph department.

66. They must, on closing office, cut out all telegraph instruments and arrange block wires as prescribed.

67. They must not contend for circuit, nor use improper language.

CONDUCTORS.

68. Conductors report to and receive instructions from the train master and at stations and yards will obey the orders of the agent, station master and yard master. They will comply with instructions of the several officials of the railroad relative to the business of their respective departments.

69. The general direction and government of a train is vested in the conductor, and all persons employed on the train must obey his instructions. Any misconduct or neglect of duty of men employed thereon must be reported.

70. They must see that the men employed on the train are familiar with their duties, and not entrust the duties of a flagman to a person not entirely familiar with them, except in emergency, in which case full instructions in such duties must be given.

71. They must see that their trains are provided with proper tools and sufficient supplies of all kinds, know that the cars in their trains have been inspected, that the brakes are in proper working order and that the prescribed signals are displayed.

72. They must not start the train from an inspecting station until the inspectors have given notice that their work is finished.

73. They must see that sufficient hand brakes are set on cars left on sidings or other tracks and, when necessary, the wheels blocked.

74. They must make memorandum of any occurrence connected with the trip that is important to remember, with date and a brief outline of the circumstances.

75. They must, at the end of each trip, make required reports.

PASSENGER CONDUCTORS.

76. Passenger conductors must, when examining tickets, inform passengers destined to stations on subdivisions or connecting lines at what station they will change cars and of the probable location and leaving time of the train to which they will change.

77. When through error of any employe a passenger is carried beyond the station to which the transportation reads, the passenger should be returned free to destination by the first available passenger train upon the written request of the conductor of train which carried such passenger past the proper destination.

78. No persons, except those specified in the instructions governing free travel, will be allowed to ride on any train without proper ticket, pass or fare.

79. When a passenger refuses to produce proper transportation, apparently having a valid reason for the refusal, the conductor must ascertain the name and address of the passenger and report the facts to the Auditor of Passenger Accounts. In case the refusal to pay fare is evidently an attempt to evade fare the conductor must wire ahead for an officer of the law, and, in the presence of the officer, make demand for the fare. If the passenger still refuses to pay he must be turned over to the officer for arrest for evading fare. No person shall be removed from a train between stations for any cause. When necessary for any reason to eject a passenger from the train, it must be at an open passenger station where the train stops.

80. They must protect passengers from rudeness, threatened violence, abusive or obscene language. Any passenger acting in disorderly manner, or who annoys other passengers, may be removed from the train at the next open passenger station, where the train stops, whether provided with ticket or not. They must exercise reasonable discretion in the performance of this duty.

81. They must, when necessary to eject a person from the train, ascertain name and address of such person and names and addresses of a number of passengers who witness the occurrence, and make report to proper official.

82. They must see that revenue passengers are seated in preference to employes. When there is not sufficient seating room in coaches to accommodate all passengers, and there are Pullman cars in the train in which there is vacant space, such space may be used by conductors to locate passengers who cannot be accommodated in the coaches, furnishing Pullman conductor a report showing the number of passengers so located and the stations to and from which they travel. This must not be done when passengers in sleeping cars have retired, or to such an extent as to discommode Pullman car passengers.

83. All articles left by passengers must be marked to indicate on what date and train they were found and by whom, and left with the station master or designated person on arrival at division terminal.

84. They must give particular attention to the comfort of passengers, reporting to the Transportation Superintendent any cars found to be defective, unclean, or not properly supplied.

85. In case of accident, should the emergency require, they will command the services of engines and employes of other trains when it will not interfere with the necessary protection of such train.

FREIGHT CONDUCTORS.

86. Passengers, employes not on duty and other persons must not be carried on freight trains without proper authority.

87. They must have the proper authority for movement of each car in the train and use every precaution to prevent cars being pilfered.

88. They must not handle a car which is found to be overloaded or improperly loaded or not in condition to run safely and report cars in such condition to the Transportation Superintendent by wire.

89. They must card any cars in the train found defective between terminals.

90. They must, when bad order cars are set out of the train, report the fact to the Transportation Superintendent by wire and on Form T-558, advising where way bill is left, and note on way bill the point at which car was left.

91. They must carefully check with the way bills (in conjunction with station agents if possible) all freight loaded, and unloaded, and make a record of freight over, short, or in bad order. When necessary to transfer freight from one car to another they must record the transfer and the number of the car to which it is transferred on face of way bill.

TRAIN BAGGAGEMEN.

92. Train baggagemen report to and receive instructions from the train master and will obey the orders of the conductor and station master, and comply with the instructions of the Passenger, Baggage and Accounting Departments.

93. They must not throw off any package unless it can be done safely.

94. They must keep end doors of baggage cars secured, and not allow any person to enter, except officials, mail agents, express messengers, news agents and train employes in the discharge of their duties.

95. They must not carry baggage or other property, except company material unless checked or way billed, without proper authority.

96. They must check baggage received at stations where there is no agent, take up checks for baggage delivered at such stations and protect checks in their possession.

97. They must give proper attention to the custody and delivery of post office and train mail, reporting any irregularities promptly to the Transportation Superintendent. When mail is delivered from moving trains it must be thrown off at designated place.

98. They must remain in their cars until relieved or baggage is discharged and receipted for. If necessary to leave their cars temporarily they must close and lock all doors.

PASSENGER BRAKEMEN.

99. Passenger brakemen report to and receive instructions from the train master and will obey the orders of the conductor and station master.

100. They must give particular attention to the comfort of passengers in the heating, lighting and ventilation of cars, and the supply of ice and water in tanks.

101. The proper place for the rear brakeman, while the train is in motion, is at the rear of the train, except when the rear car is a private or business car, or occupied observation car, he will ordinarily ride in the next car forward.

FREIGHT BRAKEMEN.

102. Freight brakemen report to and receive instructions from the train master and will obey the orders of the conductor and yard master.

ENGINEMEN.

103. Enginemen report to and receive instructions from the Transportation Superintendent or other designated official. In matters relating to the care of engines they will be governed by the orders of and report to the master mechanic or other designated official. They must also obey the orders of the train master and road foreman and when at the engine house they

are under the direction of the engine house foreman. They must obey the orders of station masters and yard masters as to switching and making up of trains, and those of conductors as to the general direction and government of trains.

104. When there is no conductor or he is disabled, the engineman will have charge of the train, and must be governed by the rules prescribed for conductors.

105. They must see that the engine is in good working order and furnished with necessary supplies, tools and signals. They must not take out types of engines or engines equipped with devices with which they are not familiar, without obtaining from proper officials such instructions as will enable them to properly and safely operate same.

They must, unless otherwise provided, before beginning a trip, make statement on prescribed form indicating the condition of appliances listed.

They must, at end of trip, make written report on prescribed form of repairs necessary.

106. They must, if anything withdraws attention from constant lookout ahead, or weather conditions make observation of signals or warnings in any way doubtful, at once so regulate speed as to make train progress entirely safe.

107. Signal indications displayed for an approaching train must not be accepted by a following train until it is evident the indication displayed is intended for the following train.

108. Brakes must not be applied or released while crossing bridges or trestles except in cases of emergency.

109. They must not leave engines while on duty without permission, except in case of necessity, and then the fireman or some competent person must be left in charge.

110. Enginemen must not permit unauthorized persons to ride upon their engines.

111. When a train has more than one engine, the rules apply alike to the engineman of each engine, but the use of the engine bell, whistle and the air brake, except in emergency, must be limited to the leading engine.

112. They must not allow firemen to handle the engine except in their presence and under their direction.

FIREMEN.

113. Firemen report to and receive instructions from the Transportation Superintendent or other designated official. In matters relating to the care of engines they will be governed by the orders of and report to the master mechanic or other designated official. When at the engine house they are under the direction of the engine house foreman. They will obey the orders of the train master, road foreman, assistant road foreman and when on the road are under the direction of the engineman.

114. They must, except when engaged in other duties, keep constant lookout and give immediate notice to engineman of any signals or other conditions affecting the safety of the train.

115. They must take charge of the engine in the absence of the engineman and not permit any unauthorized person to be upon it.

116. If engineman fails to regulate speed of train when approaching a signal indication or other condition requiring that speed be reduced, they must communicate with him at once, and, if necessary, stop the train.

117. They must not move an engine or train in the absence of the engineman, without instructions from proper official or the conductor.

118. They must, in case the engineman becomes disabled, stop the engine or train and report to the conductor.

SWITCHTENDERS AND CROSSING WATCHMEN.

119, Switchtenders and crossing watchmen report to and receive instructions from the station master, station agent or yard master, unless otherwise provided.

120. Where switchtenders are located, Movementts will be governed entirely by their signals. Switchtenders will use yellow flag by day and yellow lamp by night in giving signals.

121. They must be constantly on duty during prescribed hours, and must not permit unauthorized persons in or about the cabin. If necessary for crossing watchmen to absent themselves in emergency, gates or other devices must be arranged to protect the crossing until they return.

122. Books, magazines or papers, other than company instructions, must not be read while on duty.

123. They must display Stop-signals immediately if any switch is out of order, or there is any obstruction on the track endangering trains.

124. Crossing watchmen must be constantly on the lookout for approaching trains or engines, and make every possible effort to prevent persons or street traffic from crossing the track unless it can be done safely. Signals must not be given to highway traffic to proceed over the crossing.

125. The following signals will be used by crossing watchmen:

A STOP disc.
A red light, blinded on two opposite sides.
A red flag.
Two highway crossing gate lamps, where crossing gates are used.

126. When using light to stop highway traffic only l,ight must not be displayed in the direction of approaching trains.

127. Where crossing gates are used, they must be lowered or closed in ample time before an approaching train reaches the crossing and kept lowered or closed until the entire train has passed and it is known no other train is approaching. Care must be exercised in lowering or closing gates to avoid vehicles being caught under or between them.

Where other manually operated crossing protection devices are in use, they must be placed in operation before an approaching train reaches the crossing and kept in operation until the entire train has passed and it is known no other train is approaching.

128. Crossing gates must be lowered or closed, and where other crossing protection devices are in use, they must be placed in operation, upon the approach of manually operated or self-propelled track cars.

129. When crossing gates, or other crossing protection devices, are out of order and it is impossible or unsafe to operate them, watchman must immediately inform the person to whom he reports, and, until repairs have been made, must protect the crossing in accordance with rules for crossings not provided with gates.

130. They must promptly report all accidents to proper official, obtaining the names and addresses of persons injured and of as many witnesses as possible, and when vehicles are involved must secure the license number and name of state or province by which issued.

131. They must keep the flangeway between the planks and the rails clear of ice, snow, dirt and other obstruction.

132. They must, as far as practicable, prevent unauthorized persons from trespassing on company property.

DRAWBRIDGE OPERATORS.

133. Drawbridge operators report to and receive instructions from the Transportation Superintendent or such official as he may designate.

134. Unless otherwise provided, drawbridge signals must be kept in the position displaying the most restrictive indication, except when displayed for an immediate train movement.

135. They must be constantly on duty during prescribed hours and report any unusual delays to boats or trains.

136. They must not permit unauthorized person in the cabin or on the bridge.

STATIONS, OFFICE CALLS, OFFICE HOURS

FORT ERIE SUBDIVISION

STATIONS	Miles from Fort Erie	Office Calls	*Train Order Office
Fort Erie Open day and night.		UR	*
Victoria	1.2		
Stevensville	7.2		
WX Open day and night.	16.9	WX	*
STATIONS	**Miles from Sus. Bridge**	**Office Calls**	***Train Order Office**
MAIN LINE			
Suspension Bridge			
S.S. 65			
Niagara Falls, Ont. Open 7.00 a.m. to 4.00 p.m. daily.	0.4	NF	
Victoria Park	1.6		
Montrose Jct.	3.0		
Montrose	4.1		
WX Open day and night.	12.7	WX	*
Welland Open 5.00 a.m. to 1.00 p.m. and 2.00 p.m. to 10.00 p.m. daily.	14.2	WD	
Welland Drawbridge Open day and night.	14.5		*
Perry	23.5		
E. & O. Open 11.00 a.m. to 8.00 p.m. daily except Sat., Sun. and Holidays.	30.5		*
Canfield Jct. Open day and night.	39.1	FD	*
Edward	43.9		
Grand River Bridge	46.2		
Dufferin	51.3		
Hagersville Open day and night.	55.5	VI	*
Airport Switch	59.4		
Villa Nova	63.3		
Waterford Open 7.00 a.m. to 4.00 p.m. daily except Sat. and Sun.	68.2	D	*
Windham	74.8		
Lasalette	78.9		
Hawtrey	80.1		
Tillsonburg Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	90.5	BG	*
Brownsville	96.5		
Springfield Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	101.9	SG	*
Aylmer	104.4		
Yarmouth Open day and night.	111.4		*

STATIONS	Miles from Sus. Bridge	Office Calls	*Train Order Office
MAIN LINE			
Ball Open day and night.	114.2		*
St. Thomas Open day and night.	115.1	DS	*
BX Open day and night.	115.2		*
St. Clair Jct.	119.3		
Shedden Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	124.2		
Iona	128.1		
Dutton Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	134.0	U	*
West Lorne Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	140.6	BA	*
Rodney Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	145.0	RA	
Muirkirk Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	151.0		
Highgate Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	153.0	HI	
Ridgetown Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	158.7	RD	*
Mull Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	164.6		
Fargo Open day and night.	169.6	JC	*
Charing Cross	171.9		
Buxton	178.1		
Fletcher	182.3		
Tilbury Open 8.00 a.m. to 5.00 p.m. daily except Sun. and Holidays.	189.4	BY	*
Comber Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.	195.8	CM	*
Ruscomb	200.8		
Woodslee Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.	204.8		
Essex Open 8.00 a.m. to 5.00 p.m. daily except Sun. and Holidays.	210.3	X	*
Maidstone	215.0		
Pelton Open day and night.	219.1		*
Tower 4 Open day and night.	221.9	YD	*
Windsor Yard			
Windsor Open day and night.	224.7	DI	*

STATIONS, OFFICE CALLS, OFFICE HOURS

ST. CLAIR SUBDIVISION

STATIONS	Miles from St. Thomas	Office Calls	*Train Order Office
St. Clair Jct.	4.23		
Air Line Crossing	5.40		
Muncey	13.54		
Melbourne	19.27		
C.N.R. Crossing	22.29		
C.P.R. Crossing	24.50		
Alvinston	35.28		
Inwood Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.	40.99		
Holmesdale	44.98		
Oil City	48.19		
Petrolia Jct.	50.17		
Brigden Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.	56.56		
Kimballs	59.81		
Courtright Jct.	65.82		
Courtright	66.38		

STATIONS	Miles from Petrolia	Office Calls	*Train Order Office
PETROLIA TO EDDYS			
Petrolia Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.			
Petrolia Jct.	4.88		
Oil City	6.86		
Oil Springs Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.	9.25		
Eddys	12.04		

LEAMINGTON SUBDIVISION

STATIONS	Miles from Comber	Office Calls	*Train Order Office
Comber Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.		CM	*
Staples	5.40		

STATIONS	Miles from Comber	Office Calls	*Train Order Office
LEAMINGTON SUBDIVISION			
Blytheswood	8.79		
C. & O. Crossing	13.44		
Leamington Open 8.00 a.m. to 5.00 p.m. daily except Sun. and Holidays.	13.79	ON	*

AMHERSTBURG SUBDIVISION

STATIONS	Miles from Essex	Office Calls	*Train Order Office
Essex Open 8.00 a.m. to 5.00 p.m. daily except Sun. and Holidays.		X	*
C. & O. Crossing	7.23		
McGregor	7.92		
Quarries	14.17		
Gordon	15.73		
Amherstburg Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.	16.88		*

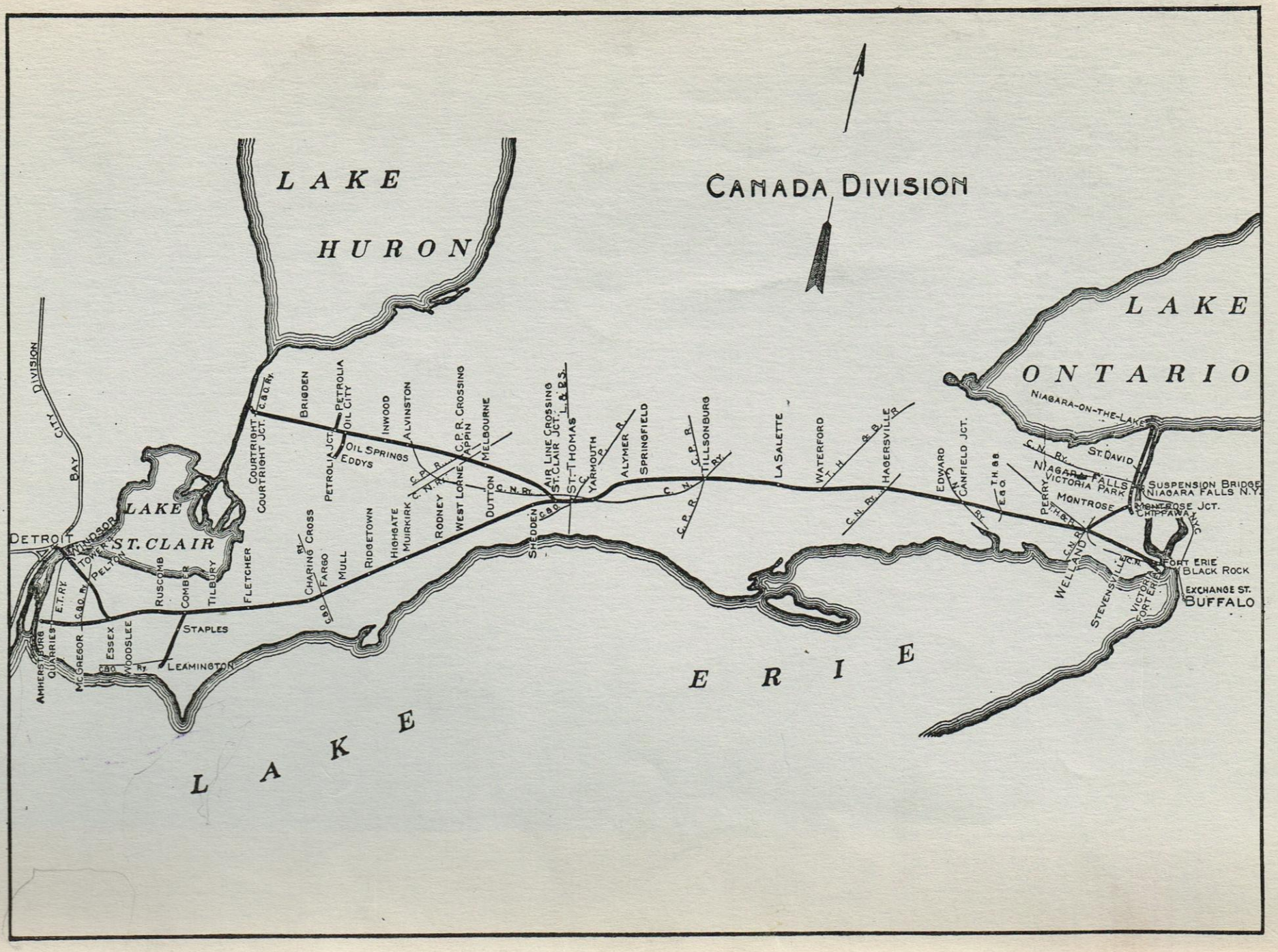
NIAGARA SUBDIVISION

STATIONS	Miles from Chippawa	Office Calls	*Train Order Office
Chippawa Open 7.00 a.m. to 4.00 p.m. daily except Sun. and Holidays.			
Montrose Jct.	1.73		
Victoria Park	3.11		
Niagara Falls, Ont. Open 7.00 a.m. to 4.00 p.m. daily.	4.31	NF	
N. St. C. and T. Jct.	4.96		
C.N.R. Crossing	5.65		
Stamford	6.96		
St. David's Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	8.97		
Queenston	10.74		
Niagara-on-the-Lake	16.99		

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	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00


CANADA DIVISION
LAKE HURON
LAKE ONTARIO
LAKE ST. CLAIR
LAKE ERIE
BAY CITY DIVISION
DETROIT
WINDSOR
TOWER
PELTON
AMHERSTBURG
QUARRIES
McGREGOR
ESSEX
WOODSLEE
LEAMINGTON
STAPLES
RUSCOMB
COMBER
TILBURY
FLETCHER
COURTRIGHT
COURTRIGHT JCT.
BRIGDEN
PETROLIA
OIL CITY
PETROLIA JCT.
OIL SPRINGS
EDDYS
CHARING CROSS
FARGO
MULL
RIDGETOWN
HIGHGATE
MUIRKIRK
RODNEY
WEST LORNE
INWOOD
ALVINSTON
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
MONTROSE
NIAGARA FALLS
VICTORIA PARK
NIAGARA-ON-THE-LAKE
ST. DAVID
SUSPENSION BRIDGE
NIAGARA FALLS N.Y.
MONTROSE JCT.
CHIPPAWA
WELLAND
STEVENSVILLE
VICTORIA
FORT ERIE
FORT ERIE
BLACK ROCK
EXCHANGE ST.
BUFFALO