

*Monteith*

**THERE IS ALWAYS TIME  
FOR COURTESY**

**CONTENTS**

	<b>PAGE</b>
Attention Train and Engine Crews . . . . .	1
Special Instructions . . . . .	2-15
Buffalo to Detroit . . . . .	16-17
Detroit to Buffalo . . . . .	18-19
Leamington and Amherstburg Subdivisions . . . . .	20
Special Rules . . . . .	21-24
Station, Office Calls, Office Hours . . . . .	25-26

**Make  
SAFETY  
Your  
POLICY**

The  
New York Central  
Railroad Company

**CANADA DIVISION**

**TIME TABLE  
No. 10**

**FOR EMPLOYES ONLY**

**EFFECTIVE  
2.00 A.M. Eastern Standard Time**

**SUNDAY, OCTOBER 29, 1961**

**E. L. CLAYPOLE,**  
Transportation Superintendent.

**COMPANY SURGEONS**

**DETROIT:** R. A. Johnson, Medical Director, 504 Terminal Bldg.  
Phones: Office, TAshmoo 5-7000, Extension 205, 206 and 311; Residence, WA. 1-2435.

Albert W. Nickels, Asst. Medical Director, 504 Terminal Bldg.  
Phones: Office, TAshmoo 5-7000, Extension 205, 206 and 311; Residence, TU. 5-5554.

George E. Dimond, 504 Terminal Bldg.  
Phones: Office, TAshmoo 5-7000, Extension 205, 206 and 311; Residence LUzon 1-5722.

E. H. Hanna, 726 Maccabees Bldg.  
Phones: Office TEmple 1-6164; Residence, GReenleaf 4-5693.

William F. Veling, Surgeon, 504 Terminal Building.  
Phones: Office, TAshmoo 5-7000, Extension 205, 206 and 311; 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, 131 Park Street, W.; Residence, 1141 Kildare Rd.  
Phones: Office and Residence, CL. 3-5711.

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

**ST. THOMAS:** D. S. Carrie, Office, 6 Hincks Street; Residence, 52 Stanley Street.  
Phones: Office, ME. 1-0484; Residence, ME. 1-0647.

J. F. Curtis, Office, 548 Talbot St., Residence, 25 Farley Place.  
Phones: Office, ME. 1-2002; Residence, ME. 1-0314.

**HAGERSVILLE:** W. C. Powell, Office and Residence, King St.  
Phones: Office and Residence, RO. 8-3387.

**WELLAND:** Walter W. Snelling, Office, 196 East Main St.; Residence, 94 Merritt St. West.  
Phones: Office, REgent 2-4954; Residence, REgent 4-3888.

**NIAGARA FALLS:** J. H. Davidson, 1234 Victoria Avenue. Ont.  
Phones: Office and Residence, ELgin 8-5708.

**FORT ERIE:** T. W. O'Mulvenny, 649 Niagara Boulevard.  
Phones: Office and Residence, 871-4990.

**BUFFALO:** A. J. Charters, Office, 540 Walden Avenue; Residence, 251 Bernhardt Dr., Snyder, N.Y.  
Phones: Office, TX 3-1993; Residence, TF 9-1411.

Chas. J. Tanner, Office and Residence 2705 S. Park Ave.  
Phones: Office and Residence, TA 3-3689.

G. H. Marcy, Office, 32 West Utica Street; Residence, 45 Lexington Avenue.  
Phones: Office, TT 4-4269; Residence, TT 4-3114.

S. Millitello, Office, 1003 Genesee Street; Residence, 47 Manchester Place.  
Phones: Office, TX 3-2826; Residence, TX 4-6262.

R. S. Fletcher, Office, 32 West Utica Street; Residence, 386 Brantwood Rd., Snyder, N.Y.  
Phones: Office, TT 4-4269; Residence, TF 6-1583 or TT 6-5200.

**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 Avenue.  
Phones: Office and Residence, TT 4-0633.

C. A. Mietus, Office, 930 Fillmore Ave.; Residence, 125 Greenaway Rd., Eggertsville, N.Y.  
Phones: Office, TX 2-2579; Residence, TF 2-0011.

**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 traveling 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, Sleeping Car, 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 employees 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 engine-men 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, mail, express and freight at destination is what 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 employee, 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.

### 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.

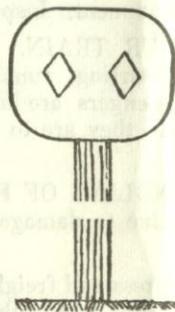
### M. SAFETY.

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

Employees are prohibited from riding or walking on the roof of any moving car unless car is equipped with roof running board.

### 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. Car Foreman's Office.
Leamington.....	Telegraph office.
St. Thomas.....	Telegraph office. Engineers' Room (Depot).
Waterford.....	Telegraph office.
Welland.....	Yard office.
Montrose.....	General Yardmaster's office. Engine House.
Suspension Bridge.....	General Yardmaster's Office Days Yard. N.Y.C. Commissary.
Victoria.....	Yard Office.
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 Howard Ave. 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.

### 12. HAND, FLAG AND LAMP SIGNALS.

Engine while handling wrecking crane engaged in wrecking operations must not be moved until given proper hand signal with Green Flag or Lamp.

Switch Tenders will use Yellow Flag by day and Yellow Lamp by night in giving signals.

### 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 prescribed below, except in emergency) and at Whistle posts, to be prolonged or repeated according to speed of the train until crossing is reached.

Exceptions—St. Thomas, Ont., and Niagara Falls, Ont.

In sounding whistle signal 14 (L) the forward facing horn must be used. The rear facing horn will be used alone in sounding this signal only when the forward facing horn is inoperative.

### PROTECTION OF IMPASSABLE OR SLOW TRACK.

Rules 41 and 44 are effective only on the Amherstburg and Leamington 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.

Fort Erie: Operator Fort Erie will register all passenger trains when on duty. When no operator is on duty Conductor will leave train register in phone box located in baggage alcove.

#### 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.

Trains are authorized to proceed when cleared as follows:

Windsor.....Eastward regular and extra passenger trains by Terminal Clearance, to be delivered by the operator as train passes office. In case of failure the Conductor will deliver the Terminal Clearance. Eastward main line Chesapeake and Ohio trains by proceed signal indication of home interlocking signal.

Windsor Yard.....Eastward freight trains verbally by operator at Windsor.

Pelton.....Westward Chesapeake and Ohio trains by proceed signal indication of dwarf interlocking signal.

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 signal indication at BX home interlocking signal.

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 C. & O. and N.Y.C. Local freight trains verbally by train dispatcher.

Niagara Falls, Ont.....Westward passenger extras originating at Niagara Falls, Ont., verbally by the train dispatcher.

Suspension Bridge.....All westward N.Y.C. Main Line Freight Trains and Passenger Extras by proceed signal indication of Home interlocking signal at 65.

NF 3.....All westward trains by proceed signal indication of Dwarf or Home interlocking signal.

NF 4.....All eastward trains by proceed signal indication of Dwarf or Home interlocking signal.

Fort Erie.....Westward regular and extra passenger trains when Operator is on duty by Terminal Clearance, to be delivered by the operator as train passes office. In case of failure the conductor will deliver the Terminal Clearance.

When no Operator is on duty trains will not require Terminal Clearance. During this period Conductor must receive Verbal permission from Operator WX before leaving Fort Erie.

Victoria.....Westward freight trains verbally by train dispatcher.

FE 1.....All westward trains by proceed signal indication of Dwarf or Home interlocking signal.

FE 2.....All eastward trains by proceed signal indication of Dwarf or Home interlocking signal.

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.

All westward Main Line N.Y.C. freight trains and passenger extras to call Signalman at 65 for instructions before leaving Suspension Bridge.

All westward N.Y.C. symbol trains will pull into Windsor Yard on lead to eastbound receiving yard opposite Windsor Yard office.

All westward N.Y.C. local freight trains upon arrival at Howard Ave. report to the Yardmaster, Windsor Yard, before passing Signal 2213 unless otherwise advised.

### BULLETIN STATIONS.

Detroit.....	Conductor's Room. Engineers' Room. Brakeman's Room. Telegraph Office.
Windsor.....	Telegraph Office.
Windsor Yard.....	General Yardmaster's Office. Car Foreman's Office. Telephone Building, adjacent to caboose track.
St. Thomas.....	Telegraph Office. Engineers' Room (Depot).
Waterford.....	Telegraph Office.
Welland.....	Yard Office.

**BULLETIN STATIONS.**

Montrose.....	General Yardmaster's Office. Engine House.
Suspension Bridge.....	General Yardmaster's Office Days Yard. N.Y.C. Commissary.
Victoria.....	Yard Office.
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 in 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.

Notices over 12 months old will be removed and re-issued if still in effect.

**91. SECOND PARAGRAPH.**

"Unless otherwise provided the interval between a train

carrying passengers or operating a snow plow and a preceding or 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.

**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 Church Lane.

\*\*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.

**93a. This rule is not in effect on New York Central R.R.**

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

Location	Railroad	Signals
<b>Main Line:</b>		
Windsor Station.....	N. Y. C.....	Interlocking.
Windsor Yard	{ Dock Track..... E. T. Ry..... Signals normal against E. T. Ry. Operated by E. T. Trainmen.	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..... 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.	Crossing Target.
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.
<b>Amherstburg Subdivision:</b>		
‡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.		
<b>Leamington Subdivision:</b>		
‡Leamington.....	C. & O. Ry.....	Interlocking.
Controlled by C. & O. Dispatcher, St. Thomas.		

Location	Railroad	Signals
<b>Montrose Yard:</b>		
*1,500 feet north of Hydro Power Canal.....	C. N. Ry.....	Interlocking.
Controlled by Operator Located at C.N.Ry. Freight Yard.		
**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.

**STOP SIGNS.** At signs reading "STOP" trains and engines, after making a stop, will proceed in accordance with instructions contained in the time-table under other rules, Bulletin Orders or instructions posted at the location.

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 verbal instructions from C. & O. Dispatcher before commencing movement. Move the engine, or leading car, fifty (50) feet beyond home signal, but not foul of crossing. Wait five (5) minutes then place lighted red fusee on Chesapeake & Ohio Main Track each side of crossing and proceed at restricted speed through the Interlocking.

\* All N.Y.C. trains and engines must stop at Home Signal on N.Y.C. tracks and call Operator at C.N.Ry. Freight Yard by telephone located at N.Y.C. Home Signals for permission to pull the switch in flagging box located at the Diamond; when permission is granted switch may be pulled and train or engine proceed through interlocking. When clear of interlocking switch must be restored to normal and operator notified.

\*\* 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.

**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. Other members of the crew on the engine will perform this service when necessary. As soon as it is known that the other track is not obstructed the Flagman will be recalled. Engineman 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 crossing, and must stop before crossing:

Windsor.....	Wellington Avenue for movements on the industrial track.
Leamington.....	Erie Street, also 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.

**Automatic Flashing Light Signals, Gates and Bell.**

At all crossings where signs are provided on main tracks or sidings to indicate (END OF CIRCUIT) trains and engines stopping on main tracks or sidings must stop back of sign. When starting, if gates are raised, must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. Gates require 20 seconds to lower.

**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:

†(*) Windsor.....	Howard Ave.
†(*) Essex.....	Talbot St.
(*) Tilbury.....	Queen St.
Highgate.....	King Street
Highway No. 3.....	Shedden
Paynes Mill Road.....	Mileage NF 118.8
Highway No. 74.....	Mileage NF 109.6
Highway No. 73.....	Aylmer
Highway No. 19.....	Mileage NF 91.6
‡Hagersville.....	Main St.
Highway No. 3.....	Mileage NF 35.5
Highway No. 3A.....	Mileage NF 20.90
Welland.....	Broadway Ave.
†(*) Welland.....	King St.
†(*) Welland.....	Plymouth Road.

Flashing Light Signals, Gates and Bell.

Essex.....Naylor's Road Mileage NF 209.34	} Wig Wag Signals and Bells for Movement on North and South Sidings.
Fargo.....Communication Road	
Comber.....Main St. Rodney.....Main St. West Lorne.....Graham St. Town Line Road.....Mileage NF 6	} Wig Wag Signals and Bells.
Victoria Park.....Clifton Hill Stevensville.....Victoria Road	
Niagara Falls.....Queen Street	

† The operation of crossing protection 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.

(\*) See Following Special Instructions.

†(\*) WINDSOR—HOWARD AVE.

Westward Track—Track circuits extend 4,500 feet east of Howard Ave. When westward trains stopping at Signal 2213 have occupied track circuit for two (2) minutes crossing gates will raise, flashing-light signals and bells stop and will operate again when head end of train passes Signal 2213.

Eastward trains coming out of yard at Howard Ave. must not pass (END OF CIRCUIT) signs located eighty (80) feet west of Howard Ave. until switches are lined for movement through crossovers and must not foul Howard Ave. until crossing gates are in lowered position. Crossing gates will go down and flashing-light signals and bells start operating after train fouls (END OF CIRCUIT) sign.

See instructions posted at crossing for manual operation of gates. Black key control boxes govern the lowering of gates and red key control boxes govern the raising of gates.

†(\*) ESSEX—TALBOT ST.

Special arrangements for movements on westward main track east of Talbot St. 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-light signals and bells 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-light signals and bells 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 St. 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 St., Essex.

(\*) TILBURY—QUEEN ST.

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

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

Gates, flashing-light signals and bells 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 St. 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 St. until head end of train passes the crossing.

†(\*) WELLAND—PLYMOUTH ROAD CROSSING.

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

†(\*) WELLAND—KING ST.

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-light signals and bells will stop.

Gates, flashing-light signals and bells will resume operation when trains occupy King St. 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.)

Lights on switches are not in use on Amherstburg and Leamington Subdivisions except on 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.

Stevensville: Spur switch, be governed by instructions in telephone pole box located on south side of track.

104a. SPRING SWITCHES.

- FE 2: End of double track set normal for westward track.
- FE 1: End of double track set normal for eastward track.
- NF 4: End of double track set normal for westward track.
- NF 3: End of double track set normal for eastward track.

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.

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

105. SIDINGS.

Capacity based on 44 foot cars.	North	South
Essex.....	152	126
Ruscomb.....	22	
Tilbury.....	42	125
Fargo.....	119	123
Highgate.....		62
West Lorne.....	45	125
Iona.....	119	
Tillsonburg.....	125	20
LaSalette.....		126
Waterford.....	125	125
Hagersville—Old.....	84	112
New.....	115	

Canfield Jct.....	119	119
Perry.....	125	
Welland.....	125	125

Amherstburg Subdivision:

McGregor.....		14
Gordon.....	7	9

Leamington Subdivision:

Staples.....		6
Blytheswood.....		7

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 other members of the crew on the engine.

If any indication of condition endangering a train is observed "Stop" signal must be given. If there are no apparent defects, employes must give "Proceed" signal.

All signals must be acknowledged.

151. DOUBLE TRACK.

- Between Windsor and NF 4.
- Between NF 3 and Suspension Bridge.
- Between WX and FE 2.
- Between FE 1 and Fort Erie.

FIXED SIGNAL DEFINITIONS:

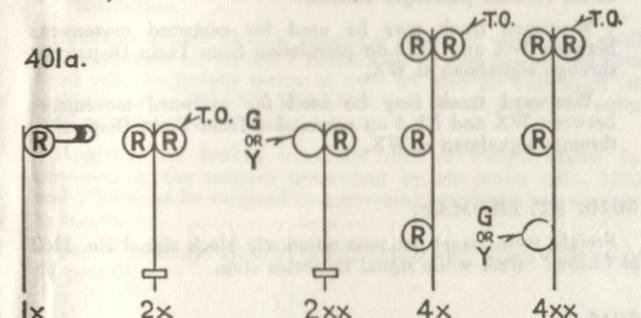
SPEED, RESTRICTED—Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail, not exceeding SLOW SPEED.

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

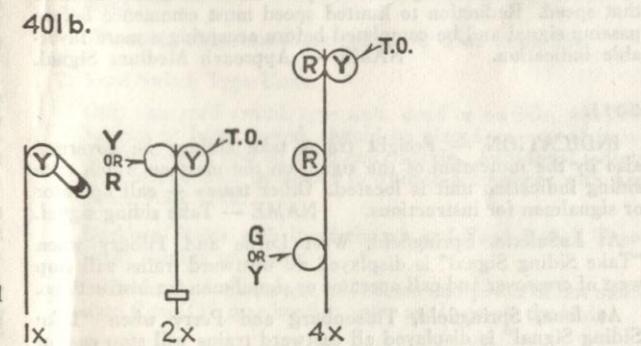
Rules 251 to 258 inclusive govern on two or more tracks with the current of traffic between Windsor and NF 4, between NF 3 and Suspension Bridge between WX and FE 2 and between FE 1 and Fort Erie.

OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS OR ENGINES BY SIGNAL INDICATION.

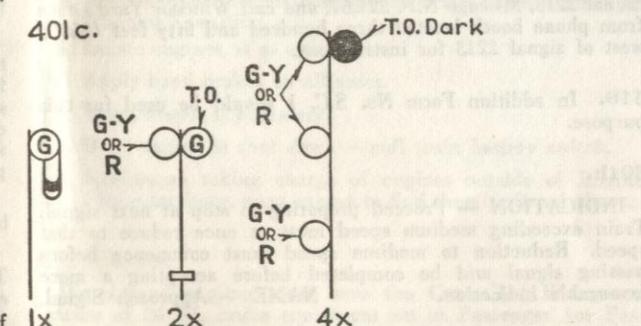
Rules 261 to 271 inclusive govern on single track (APB Territory) between FE 2 and FE 1, also between NF 4 and NF 3.



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.



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.



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.

Westward track may be used for eastward movements between WX and FE 2 on permission from Train Dispatcher through signalman at WX.

Westward track may be used for eastward movements between WX and NF 4 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 signalman for instructions.

At Iona, Springfield, 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 signal 62 Mileage NF 6.2 when "Take Siding Signal" is displayed All Eastward trains will call Montrose Yard Office from the Switchtenders building at West end of Montrose Yard for instructions.

When "Take Siding Signal" is displayed at Signal 2201, Mileage N.F. 220.25, all westward trains will stop before passing Signal 2213, Mileage N.F. 221.67, and call Windsor Yard Office from phone booth located three hundred and fifty feet (350') west of signal 2213 for instructions.

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

#### 601h.

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.

Cars equipped with steam train line must have the steam connectors securely connected to adjacent cars, if an adjacent car is not equipped, the steam heat connector should be secured by use of chain support to assure proper clearance above rail.

### 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.

Cars equipped with steam train line must have the steam connectors securely connected to adjacent cars, if an adjacent car is not equipped, the steam heat connector should be secured by use of chain support to assure proper clearance above rail.

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 yards.

Cars becoming defective enroute, when loaded with live stock or perishable freight, may be hauled by chains instead of couplers to next repair point and when so hauled at rear of caboose must be chained in addition to being coupled unless air brakes are in service.

Other defective cars must not be hauled by chains in revenue trains, or in association with cars commercially used, beyond first side track.

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 the caboose.

Snow Plows and Jordon Spreaders must not be hauled backward when being moved in freight trains, and must be handled on rear of train next ahead of caboose.

Snow Loader and Snow Melter Units must be coupled and moved in trains with loader unit trailing.

Jet Engine Snow Blowers, when moving dead in train, must be placed in train next ahead of caboose. The unit may be headed in either direction.

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.

Loaded flat and gondola cars with loads liable to shift 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.

Trains or engines must not be permitted to follow single unit RDC cars into block between open stations in Automatic Block System territory or between controlled signals in Traffic Control System territory.

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.

### Instructions for Movement in Trains, Passenger or Freight.

In passenger trains, RDC cars should be hauled as the rear-most unit, or units, unless:

1. Car involved has been equipped with train air signal pipe (Do not connect RDC car main reservoir equalizing hose to signal hose of cars in passenger train).
2. Steam heat is not required for heating cars behind such RDC car (Steam train line through RDC cars is 1½" only).

In freight trains, RDC cars must be hauled in accordance with instructions for handling passenger cars in freight trains. Control valves must be conditioned for "Direct Release" of brakes.

When RDC cars moving in a passenger train are occupied, one diesel engine must be kept running to provide battery charging, light and air conditioning.

In freezing weather RDC cars must have both diesel engines running, or must be connected to steam supply, and main battery switch must be closed. If diesel engines are not running, or steam supply is not available, engine cooling water must be drained from system of engine shut down, two engines if necessary. Steam heat and wash water systems must be given attention in accordance with instructions for draining passenger cars when left off steam.

When necessary to haul an RDC car in a train without either diesel engine running, the main battery switch *MUST* be closed to provide ROLOKRON (wheel slide) protection. All lights and air conditioning *MUST* be turned off, to avoid serious battery discharge. If electrical trouble necessitates hauling car with main battery switch open, the engineman and conductor must be so advised so that all precautions may be taken to avoid wheel sliding.

RDC cars left unattended must have hand brake applied. If on grade, chain or block wheels.

RDC cars hauled in trains must have air brake and electrical equipment conditioned in accordance with existing instructions.

### AIR BRAKES.

Passenger Trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars.

Mail, Express and Baggage Equipment Trains must not exceed 40 cars.

When Passenger Train Equipment Cars are handled with Freight Equipment Cars in freight trains exceeding 40 cars total, such Passenger Train Equipment Cars shall be handled

forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in the train shall not exceed:

- (a) 150 cars when handling one (1) to five (5) Passenger Equipment Cars; or
- (b) 100 cars when handling more than five (5) Passenger Equipment Cars.

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

In trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond the 20th head car. In freight trains of over 40 cars all cars must be conditioned for DIRECT RELEASE and the air supply to water raising systems shall 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.

Flexi-Van trains must have brake pipe feed valve adjusted to 90 pounds.

### DIESEL EQUIPMENT:

#### A. Movement of Diesel Units.

##### 1. Road Freight and Road Switch Type Units.

Road Freight Type Units may be operated coupled together, with a maximum of twelve (12), including those hauling train and those in tow.

The total number of units hauling train may not exceed seven (7).

The units being towed may be either dead or on idle.

##### 2. Yard Switch Type Units.

Only one yard switch type unit, dead or on idle, whether hauling or being towed, should be placed on rear of locomotive consist and on head end of train. Additional switch type units should be placed in train in accordance with Air Brake Rule 1612.

##### 3. Backing Trains with Road Switch and Yard Switch Type Units hauling or in tow.

Sufficient lead units must be isolated and power of not more than three (3) rear hauling units used against the train.

#### B. 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.

#### C. 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.

#### D. 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.

#### E. Diesel Stopping over Open Flames.

Diesel engines must not be stopped over burning fuses or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved the fuse or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

#### 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.

#### INSTRUCTIONS FOR HANDLING PASSENGER CARS WITH FLAT WHEELS ENROUTE.

1. When flat spots are developed on wheels of a train en route due to emergency or unduly heavy service brake applica-

tion, train crew in charge will proceed as outlined in paragraphs 2 and 3, before proceeding to the next terminal.

2. Before proceeding, dispatcher should be notified and advised that wheel inspection may be necessary at next terminal.
3. When leaving a point where an incident resulting in flat spots occurred and while running at SLOW SPEED, the Conductor in charge shall pass through each car in the train to ascertain by sound and operation, whether train may continue at normal speed to the next inspection point. If in his judgment it is necessary to do so, the Conductor should signal the engineman to stop for special inspection.
4. If flat spots occur from stuck brakes, hand brakes set up, seized bearings, etc., train crew must make necessary inspection to determine extent of wheel damage, safe speed of train to next terminal or whether car must be set out.
5. When it is necessary to make a terminal inspection for flat wheels on a through train, competent supervision and inspectors must be used.
6. If advance notice is available, men must be lined up so that cars will pass by them so they can observe the condition of the wheels.
7. Sufficient time must be taken to properly examine wheels to locate flat spots, moving train for complete inspection as necessary. Succeeding terminals must be informed as to results of such inspection.
8. If flat spots are found, restrictions are to be observed, as follows:

Size of Flat Spot	Restriction
Less than 2".....	No restriction.
2" to 2½" inclusive.....	Speed not to exceed 40 miles per hour.
Over 2½".....	Speed not to exceed 20 miles per hour to nearest point where car can be set out of train.

9. Two or more adjoining or overlapping flat spots each 2" or over in length are to be treated in accordance with restrictions for flat spots of over 2½".
10. It is to be understood that the above dimensions refer to a flat spot slid to these dimensions and does not represent several small shallow spots.
11. Built-up metal should be removed from wheel treads, if possible. Cars having built up metal not in excess of 1/32" depth may continue to destination without restriction. When built up metal exceeds 1/32" depth, and cannot be removed, restrictions for flat spots over 2½" should apply.
12. When it is necessary to move cars through to a terminal where equipment is available to transfer passengers, or mail and express into, a competent supervisor, if available, or a competent inspector must ride the train to observe (a) effects of damaged wheels on performance, (b) to supervise the speed of the train, (c) to advise next inspection point of any additional or special attention required.
13. When reporting flat spots on wheels, it is important that the dimensions be properly designated to avoid confusion.

#### FATALITIES.

In case of death on trains the usual proprieties must be observed and the coroner notified, the body must be removed as soon as possible to a proper place and left in charge of an employee of the railroad until the coroner's arrival, if the body is accompanied by an attendant advise that person of the Ontario Coroner's act which requires that the body be removed from the train at the point that Coroner's examination is made. Prompt report must be made to the Transportation Superintendent.

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 made in accordance with Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations, and in Traffic Control System territory between remote interlockings, both in advance and in rear of car.

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 car 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 must be qualified on rules for the operation of automatic train stop.

Engines operated between Windsor and Niagara Falls, Ontario, 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—In emergency and by specific authority of Transportation Superintendent.

c—When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication but not exceeding 40 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 instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 miles per hour, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 501b) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 601d) except when permitted by dispatcher or signalman under authority of the Transportation Superintendent.

d—Engines not equipped with automatic train stop device, operating in switching 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 yard, puller, transfer or service other than switching service may be operated on main track within the territories specified below at a speed that will permit stopping short of another train or obstruction but not exceeding 20 miles per hour. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 miles per hour, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 501b) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 601d) except when permitted by dispatcher or signalman under authority of the Transportation Superintendent.

When acknowledging whistle fails to sound while acknowledging a restrictive signal indication, engineman will reduce speed of train to not exceeding 40 miles per hour and notify Transportation Superintendent at the first point of communication where stop can be made without excessive delay. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 79 miles per hour, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 501b) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 601d) except when permitted by dispatcher or signalman under authority of Transportation Superintendent. If engineman has occasion to again acknowledge a signal indication as prescribed by the rules and the acknowledging whistle sounds, normal speed may then be resumed. Failure of acknowledging whistle to sound must be reported to Division Superintendent on Form SC-1.

Should signal aspect change after acknowledging handle has been moved to acknowledging position, the train must be operated in accordance with the more restrictive indication.

Engines equipped with Automatic Train Stop Device operating in territories not equipped with wayside train stop control equipment must have train stop equipment cut in and operative, with MG sets running, on lead unit of all locomotive consists.

#### SWITCHING REGULATIONS

##### TRANSFER RUNS.

Conductors of Transfer Runs are not to ride in the cabooses 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 annunciator 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.

**TRACK CARS.**

Form M is in effect on the following territories: Main Line and Fort Erie Subdivision.

**SPEED RESTRICTIONS**

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

**GENERAL**

(Unless otherwise restricted)

**Engines:**

Nos. X509, X510 with traction motor pin engaged.....	25
Nos. X509, X510 with traction motor pin removed.....	45
Nos. 574 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 cr with cabooses, limited to maximum track speed but not to exceed.....	45
*Nos. 1000 to 5104	
6600 to 6903 operating backward.....	30
*Nos. 1000 to 5104	
6600 to 6903 operating backward by night over public crossing.....	15
Nos. 1000 to 3372.....	65
3702 to 3709.....	70
3803.....	65
3804 to 3821.....	70
5001 to 5003.....	79
5006 to 5017.....	65
5101.....	79
5102 to 5104.....	65
5600 to 5610.....	65
5611.....	70
5612 to 5709.....	65
5712 to 5737.....	65
5739 to 5740.....	65
5742.....	65
5746, 5748.....	65
5752, 5754.....	65
5756 to 5757.....	65
Nos. 5759.....	65
5792 to 5793.....	65
5802 to 5803.....	65
5808 to 5827.....	65
5904 to 5927.....	65
5946.....	65
5949 to 6038.....	65
6041 to 6075.....	65
6100 to 6114.....	65
6200 to 6236.....	60
6600 to 6903.....	70
7000 to 7012.....	70
7100 to 7118.....	65
8000 to 8008.....	65
8020 to 8034.....	65
8100 to 8113.....	60
8200 to 8248.....	65
Nos. 8250.....	65
8255 to 8265.....	65
8268 to 8269.....	65
8271.....	65
8274 to 8285.....	65
8288.....	65
8290 to 8292.....	65
8295.....	65
8297 to 8316.....	65
8320 to 8344.....	65
8345 to 8348.....	75
8349.....	65
8352 to 8357.....	65
8400 to 9630.....	45
9631 to 9646.....	65
9800 to 9820.....	45

Note—When handling Flexi Van trains 65 miles per hour engines may operate at speed not exceeding 70 miles per hour.

In Emergency when necessary to handle Passenger trains with 65 Miles per hour Engines such Engines may be operated at speed not exceeding 70 miles per hour to a terminal where passenger power is available.

All 45 Miles per hour N.Y.C. Engines, except units X509 and X510, 567 to 573 inclusive and 800 to 810 inclusive may be operated at a maximum speed of 60 Miles per hour when coupled as a trailing unit with other units or when handled dead in train.

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
Diesel engines operating through water.....	3
Note:—Diesel engines must not be operated through water more than 3 inches above top of rail.	
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.....	30
Trains handling Speno ballaster equipment.....	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 unless otherwise authorized.....	15

\*An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.

**DIVISION (Unless Otherwise Restricted)**

	Main Line	Fort Erie Subdivision	Leamington Subdivision	Amherstburg Subdivision
Passenger, Mail, Express or Dead Head Equipment Trains.....	80	80	25	15
Passenger, Mail, Express or Dead Head Equipment Trains with freight equipment cars.....	60	60	25	15
**Flexi Van Trains.....	70	70		
Freight and Work Trains.....	60	55	25	15
*Passenger, Mail, Express or Dead Head Equipment Trains Pelton, Fargo, Yarmouth, Hagersville, Canfield Jct. and E. & O. Interlocking.....	80			
*Freight and mixed trains Fargo, Hagersville, Canfield Jct., and E. & O. interlocking.....	60			
*Freight and mixed trains Pelton and Yarmouth interlocking.....	55			
Other railroad grade crossings interlocked.....	35	35	25	15
Draw Bridges { Passenger.....	25			
{ Other Trains.....	15			
Work trains with locomotive crane X-19534.....	30	30	25	15
Switches and cross-overs, not interlocked, when diverging unless otherwise authorized.....	15	15	10	10

\*Authorized by Board of Transport Commissioners.

\*\*A Flexi Van train is a freight train consisting of solid flexi van equipment and freight cabooses or a freight train consisting of solid flexi van equipment and passenger equipment cars with freight cabooses.

**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: Eastward Main Line between passenger station and second overhead bridge .....	60	
St. Thomas: Westward Main Line between Ball and passenger station .....	50	30
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

**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.....15

**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.  
Maximum gross weight of cars handled through retarders — 240,000 lbs.

**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 at 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.

**60 Ton twin flexi van cars.**

Windsor Yard humps.

**SUBDIVISIONS**

**Leamington Subdivision:**

Engines Nos. 1000 to 1123, 1604 to 1623, 1874-1875, 2404 to 2413, 2475, 3300 to 5104.  
Engines Nos. 5600 to 6075, 8100 to 8357 unless single unit only.

**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**  
H. M. Babcock

**TRANSPORTATION SUPERINTENDENT**  
E. L. Claypole

<b>TRAINMASTER</b> D. G. Boomer	<b>CHIEF TRAIN DISPATCHER</b> R. R. Sutton
<b>DIVISION ENGINEER</b> J. C. Houston	<b>ASSISTANT CHIEF TRAIN DISPATCHERS</b> H. S. McDougall H. J. Baker F. L. Henry
<b>MASTER MECHANIC</b> F. L. Hoffman	<b>TRAIN DISPATCHERS</b> W. R. A. Sinclair W. B. Kent T. J. Hoy W. J. Gowling R. M. Scott E. N. Murphy R. B. Bennett E. W. Martin D. H. Tuff R. C. Tyler
<b>ROAD FOREMAN</b> R. B. Olsen	

**BUFFALO TO DETROIT—MAIN LINE AND FORT ERIE SUBDIVISION**

Miles from Buffalo via Fort Erie	STATIONS	WESTWARD FIRST CLASS					
		17*	19*	371	373	13*	21
		The Wolverine	The Wolverine	T. H. & B.	T. H. & B.	Railway Express	C.P.
		Passenger Daily except Sunday	Passenger Sunday Only	Passenger Daily except Sunday	Passenger Sunday Only	Daily except Monday	Passenger Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
00.0	Buffalo.....	3.05	3.30	5.21	6.31	9.10	
2.54	Exchange St.....						
7.05	Black Rock.....	s 3.23	s 3.48	s 5.39	s 6.49	s 9.30	
	Suspension Bridge.....						
	Niagara Falls, Ont.....						
	Montrose.....						
7.92	Fort Erie.....	YY 3.33	YY 3.58	s 5.50	s 6.58	YY 9.45	
9.07	Victoria.....	3.35	4.00	5.52	7.00	9.47	
10.72	FE 1.....	3.38	4.03	5.55	7.03	9.50	
15.07	Stevensville.....						
21.32	FE 2.....	3.49	4.14	6.12	7.14	10.03	
24.76	WX.....	3.53	4.18	6.19	7.18	10.07	
25.23	Welland.....			s 6.25	s 7.23		
25.23	Welland.....	RR 3.54	RR 4.19	6.30	7.25		
34.56	Perry.....	4.03	4.28	A. M.	A. M.	10.17	
41.55	E. & O.....						
50.08	Canfield Jct.....	4.17	4.42			10.32	
54.90	Edward.....						
66.48	Hagersville.....	4.32	4.57			10.47	
79.23	Waterford.....	4.44	5.09			10.59	
89.92	La Salette.....	4.54	5.19			11.09	
101.66	Tillsonburg.....	5.05	5.30			11.20	
112.93	Springfield.....	5.15	5.40			11.30	
122.45	Yarmouth.....	5.24	5.49			11.39	
125.30	Ball.....	5.27	5.52			11.42	
126.12	St. Thomas.....	s 5.30	s 5.55			s 11.45	
126.12	St. Thomas.....	5.35	6.00			11.50	
126.31	BX.....						
139.11	Iona.....	5.49	6.14			12.07	
145.05	Dutton.....						
151.58	West Lorne.....	5.59	6.24			12.19	
169.74	Ridgetown.....						
180.62	Fargo.....	6.24	6.49			12.46	
200.42	Tilbury.....	6.41	7.06			1.04	
206.83	Comber.....						
221.30	Essex.....	6.58	7.23			1.23	
230.14	Pelton.....	7.06	7.31			1.31	
232.85	Howard Ave.....	7.09	7.34			1.34	P. M.
235.71	Windsor.....	s 7.15	s 7.40			s 1.40	s 2.00
235.71	Windsor.....						2.10
238.49	Detroit.....	7.30	7.55			1.55	2.20
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

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

No. 13. Will not operate November 24th, December 26th, 1961, January 2nd and February 23rd, 1962, will not carry passengers and will operate as passenger extra from Buffalo to Detroit.

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**

Miles from Buffalo via Fort Erie	STATIONS	WESTWARD FIRST CLASS				
		359	351*	379*	37*	39*
		C.P.	Empire State Express	T. H. & B.	C.P.	North Shore Limited
		Passenger Daily except Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.
0.00	Buffalo.....		5.16	6.01		9.46
2.54	Exchange St.....		s 5.24	s 6.09		
7.05	Black Rock.....		s 5.37	s 6.21		s 10.04
	Suspension Bridge.....					
	Niagara Falls, Ont.....					
	Montrose.....					
7.92	Fort Erie.....		s 5.49	s 6.48		YY 10.17
9.07	Victoria.....		5.51	6.50		10.19
10.72	FE 1.....		5.54	6.53		10.22
15.07	Stevensville.....			HH 7.00		
21.32	FE 2.....		6.05	7.13		10.33
24.76	WX.....		6.09	7.17		10.37
25.23	Welland.....			s 7.20		
25.23	Welland.....		s 6.13	7.30		s 10.40
34.56	Perry.....		6.25	P. M.		
41.55	E. & O.....		6.32			
50.08	Canfield Jct.....		6.40			11.02
54.90	Edward.....					
66.48	Hagersville.....		6.55			11.17
79.23	Waterford.....		f 7.08			11.29
89.92	La Salette.....		7.22			11.39
101.66	Tillsonburg.....		f 7.34			11.50
112.93	Springfield.....		7.46			12.00
122.45	Yarmouth.....		7.55			12.09
125.30	Ball.....		7.58			12.12
126.12	St. Thomas.....		s 8.00			s 12.15
126.12	St. Thomas.....		8.05			12.20
126.31	BX.....					
139.11	Iona.....		8.20			12.34
145.05	Dutton.....					
151.58	West Lorne.....		8.31			12.44
169.74	Ridgetown.....		EE 8.49			
180.62	Fargo.....		9.00			1.09
200.42	Tilbury.....		9.18			1.26
206.83	Comber.....					
221.30	Essex.....		9.36			1.43
230.14	Pelton.....		9.45			1.51
232.85	Howard Ave.....		9.48			1.54
235.71	Windsor.....	P. M.				
235.71	Windsor.....	s 8.00	s 9.55			10.40
235.71	Windsor.....	8.10				P. M.
238.49	Detroit.....	8.20	10.15			2.15
	ARRIVE	P. M.	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.

C.P. No. 37 Terminates at Windsor.

**DETROIT TO BUFFALO - MAIN LINE AND FORT ERIE SUBDIVISION**

**EASTWARD FIRST CLASS**

Miles from Detroit via Fort Erie	STATIONS	EASTWARD FIRST CLASS					
		358*	360*	372*	350*	38	22
		Canadian	C.P.	T. H. & B.	Empire State Express	C.P.	C.P.
		Passenger Daily	Passenger Daily except Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
0.00	Detroit.....	3.15			8.25	10.30	4.25
2.78	Windsor.....		A. M.			s 10.40	s 4.35
2.78	Windsor.....	s 3.25	6.15		s 8.35	10.50	4.50
5.64	Howard Ave.....	3.30	A. M.		8.40	A. M.	P. M.
8.35	Pelton.....	3.33			8.43		
17.19	Essex.....	3.41			8.52		
31.66	Comber.....						
38.07	Tilbury.....	3.58			9.09		
57.87	Fargo.....	4.14			9.26		
68.74	Ridgetown.....				cc 9.35		
86.91	West Lorne.....	4.37			9.51		
93.44	Dutton.....						
99.38	Iona.....	4.47			10.01		
112.18	BX.....						
112.37	St. Thomas.....	s 5.00			s 10.15		
112.37	St. Thomas.....	5.05			10.20		
113.19	Ball.....	5.08			10.23		
116.04	Yarmouth.....	5.11			10.26		
125.56	Springfield.....	5.20			10.35		
136.83	Tillsonburg.....	5.30			10.45		
148.57	La Salette.....	5.40			10.57		
159.26	Waterford.....	f 5.50			DD 11.07		
172.01	Hagersville.....	6.03			11.20		
183.59	Edward.....						
188.41	Canfield Jct.....	6.18			11.35		
196.94	E. & O.....				11.43		
203.93	Perry.....		A. M.				
213.26	Welland.....		s 10.35				
213.26	Welland.....	s 6.40			10.45	s 11.58	
213.73	WX.....	6.42			10.47	12.00	
217.17	FE 2.....	6.47			10.52	12.05	
223.42	Stevensville.....				s 10.59		
227.77	FE 1.....	6.58			11.06	12.16	
229.42	Victoria.....	7.00			11.08	12.18	
230.57	Fort Erie.....	JY 7.04			s 11.18	s 12.23	
.....	Montrose.....						
.....	Niagara Falls, Ont.....						
.....	Suspension Bridge.....						
231.44	Black Rock.....	JY 7.18		JY 11.37	s 12.38		
235.95	Exchange St.....	JJ 7.32		JJ 11.51	JJ 12.52		
238.49	Buffalo.....	7.40		11.59	1.00		
ARRIVE		A. M.	A. M.	A. M.	P. M.	A. M.	P. M.

Time shown at Detroit, Black Rock, Exchange St., and Buffalo is for information only.  
**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.  
**JY** Stop for Customs and Immigration Inspection and discharge revenue passengers.  
 C.P. No. 360 Originates at Windsor.

**DETROIT TO BUFFALO - MAIN LINE AND FORT ERIE SUBDIVISION**

**EASTWARD FIRST CLASS**

Miles from Detroit via Fort Erie	STATIONS	EASTWARD FIRST CLASS					
		354*	8*	376*			
		New York Special	The Wolverine	T. H. & B.			
		Passenger Daily except Saturday	Passenger Daily	Passenger Daily			
LEAVE		P. M.	P. M.	P. M.			
0.00	Detroit.....	4.45	7.30				
2.78	Windsor.....						
2.78	Windsor.....	s 4.55	s 7.40				
5.64	Howard Ave.....	5.00	7.45				
8.35	Pelton.....	5.03	7.48				
17.19	Essex.....	5.12	7.56				
31.66	Comber.....						
38.07	Tilbury.....	5.30	8.13				
57.87	Fargo.....	5.47	8.29				
68.74	Ridgetown.....						
86.91	West Lorne.....	6.13	8.52				
93.44	Dutton.....						
99.38	Iona.....	6.24	9.02				
112.18	BX.....						
112.37	St. Thomas.....	s 6.40	s 9.15				
112.37	St. Thomas.....	6.45	9.20				
113.19	Ball.....	6.48	9.23				
116.04	Yarmouth.....	6.51	9.26				
125.56	Springfield.....	7.00	9.35				
136.83	Tillsonburg.....	7.10	9.45				
148.57	La Salette.....	7.22	9.55				
159.26	Waterford.....	7.32	10.05				
172.01	Hagersville.....	7.45	10.16				
183.59	Edward.....						
188.41	Canfield Jct.....	8.00	10.31				
196.94	E. & O.....						
203.93	Perry.....			P. M.			
213.26	Welland.....			s 11.00			
213.26	Welland.....	s 8.25	JJ 10.53	11.07			
213.73	WX.....	8.27	10.55	11.09			
217.17	FE 2.....	8.32	11.00	11.14			
223.42	Stevensville.....						
227.77	FE 1.....	8.43	11.11	11.25			
229.42	Victoria.....	8.45	11.13	11.27			
230.57	Fort Erie.....	s 8.50	JY 11.18	s 11.32			
.....	Montrose.....						
.....	Niagara Falls, Ont.....						
.....	Suspension Bridge.....						
231.44	Black Rock.....	s 9.13	JY 11.41	JY 11.53			
235.95	Exchange St.....	JJ 9.27		JJ 12.07			
238.49	Buffalo.....	9.35	12.01	12.15			
ARRIVE		P. M.	A. M.	A. M.			

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

**JJ** Stop on signal to discharge revenue passengers.  
**JY** Stop for Customs and Immigration Inspection and discharge revenue passengers.

## 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	Miles from Amherstburg
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

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

## SPECIAL RULES

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

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

8. Gambling on Company property by employes is forbidden. While on duty, books, magazines or papers other than company instructions, must not be read.

(a) Fighting while on duty or on company property is prohibited.

(b) All verbal instructions affecting train movements or involving equipment or track conditions must be repeated back by the employee receiving them.

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. Employees 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. Employees are prohibited from throwing garbage, bottles, ashes or refuse of any kind from a train while in motion. Conductors must see that porters of Sleeping 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 upon 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.

21. Abuse, mis-use, defacing of or deliberate damage to or destruction of Company property, tools or equipment is forbidden.

The unauthorized possession of, removal or disposal of any material from railroad property or property served by the railroad is prohibited.

### PERSONAL INJURIES.

22. 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.

23. 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.

24. 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.

25. 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.

26. 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.

27. 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 occurrence, and the result in detail of the inspection of the equipment.

28. 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.

29. Employees who witness or have any knowledge of an accident, or of the facts involved, must not give information concerning it or talk about the occurrence 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.**

30. 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.**

31. 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.**

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

33. 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.

34. 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.**

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

36. 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.

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

38. 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.

39. 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.

40. 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.**

41. 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.

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

43. 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.

44. 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.

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

46. 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.

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

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

49. 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.

50. 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.

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

52. 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.**

53. 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.

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

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

56. 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)

57. 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.

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

59. 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.

60. 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.

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

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

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

64. 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.

65. 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.

66. 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.

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

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

**CONDUCTORS.**

69. 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.

70. 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.

71. 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.

72. 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.

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

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

75. 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.

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

**PASSENGER CONDUCTORS.**

77. 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.

78. 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.

79. 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.

80. 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.

81. 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.

82. 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.

83. 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 Sleeping 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 Sleeping Car Porter or Attendant 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 Sleeping car passengers.

84. 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.

85. 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.

86. 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.**

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

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

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

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

91. 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.

92. 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.**

93. 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.

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

95. 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.

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

97. 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.

98. 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.

99. 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.**

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

101. 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.

102. 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.**

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

103A. The proper place for the forward brakeman while train is in motion is in the leading unit of the engine.

**ENGINEMEN.**

104. 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.

105. 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.

106. 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.

107. 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.

108. 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.

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

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

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

112. 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.

113. They must not allow any other member of the crew to handle the engine except in their presence and under their direction. The engineman will be responsible for the proper handling of the engine.

**OTHER MEMBERS OF CREW ON THE ENGINE.**

115. 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.

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

117. 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.

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

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

**SWITCH TENDERS AND CROSSING WATCHMEN.**

120. Switch Tenders and crossing watchmen report to and receive instructions from the station master, station agent or yard master, unless otherwise provided.

121. Where Switch Tenders are located, movements will be governed entirely by their signals.

122. 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.

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

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

125. 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.

126. 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.

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

128. When 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.

129. 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.

130. 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.

131. 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.

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

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

**DRAWBRIDGE OPERATORS.**

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

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

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

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

**STATIONS, OFFICE CALLS, OFFICE HOURS**

FORT ERIE SUBDIVISION				STATIONS			
STATIONS	Miles from Fort Erie	Office Calls	*Train Order Office	STATIONS	Miles from Sus. Bridge	Office Calls	*Train Order Office
Fort Erie Open 5.20 a.m. to 1.20 p.m. and 4.00 p.m. to 11.59 p.m. daily.		UR	*	<b>MAIN LINE</b>			
Victoria	1.2			Lasalette	78.9		
FE 1	2.8			Hawtrey	80.1		
Stevensville	7.2			Tillsonburg Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.	90.5	BG	*
FE 2	13.4			Brownsville	96.5		
WX Open day and night.	16.9	WX	*	Springfield	101.9		
				Aylmer	104.4		
				Yarmouth Open day and night.	111.4		*
<b>MAIN LINE</b>				Ball Open day and night.	114.2		*
Suspension Bridge				St. Thomas Open day and night.	115.1	DS	*
65				BX Open day and night.	115.2		*
Niagara Falls, Ont. Open 7.00 a.m. to 4.00 p.m. daily except Sat., Sun. and Holidays.	0.4	NF		Shedden	124.2		
Victoria Park	1.6			Iona	128.1		
Montrose Jct.	3.0			Dutton	134.0		
Montrose	4.1			West Lorne	140.6		
NF 3	6.3			Rodney	145.0		
NF 4	11.			Muirkirk	151.0		
WX Open day and night.	13.7	WX	*	Highgate	153.0		
Welland Open 5.55 a.m. to 1.55 p.m. and 4.00 p.m. to 11.59 p.m. daily.	14.2	WD		Ridgetown	158.7		
Welland Drawbridge Open day and night.	14.5		*	Mull	164.6		
Perry	23.5			Fargo Open day and night.	169.6	JC	*
E. & O. Open 11.00 a.m. to 8.00 p.m. daily except Sat., Sun. and Holidays.	30.5		*	Charing Cross	171.9		
Canfield Jct. Open day and night.	39.1	FD	*	Buxton	178.1		
Edward	43.9			Fletcher	182.3		
Grand River Bridge	46.2			Tilbury	189.4		
Dufferin	51.3			Comber	195.8		
Hagersville Open day and night.	55.5	VI	*	Ruscomb	200.8		
Airport	59.4			Woodslee	204.8		
Villa Nova	63.3			Essex	210.3		
Waterford Open 8.00 a.m. to 5.00 p.m. daily except Sat., Sun. and Holidays.	68.2	D	*	Maidstone	215.0		
Windham	74.8			Pelton Open day and night.	219.1		*
				Howard Ave.	221.8		
				Windsor Yard Office	222.9		
				Windsor Open day and night.	224.7	DI	*

**STATIONS, OFFICE CALLS, OFFICE HOURS**

**AMHERSTBURG SUBDIVISION**

STATIONS	Miles from Essex	Office Calls	*Train Order Office
Essex			
C. & O. Crossing	7.23		
McGregor	7.92		
Quarries	14.17		
Gordon	15.73		
Amherstburg	16.88		

**LEAMINGTON SUBDIVISION**

STATIONS	Miles from Comber	Office Calls	*Train Order Office
Comber			
Staples	5.40		
Blytheswood	8.79		
C. & O. Crossing	13.44		
Leamington	13.79		*

**MONTROSE YARD**

STATIONS
Chippawa
Open 8.00 a.m. to 5.00 p.m. daily except Sun. and Holidays.

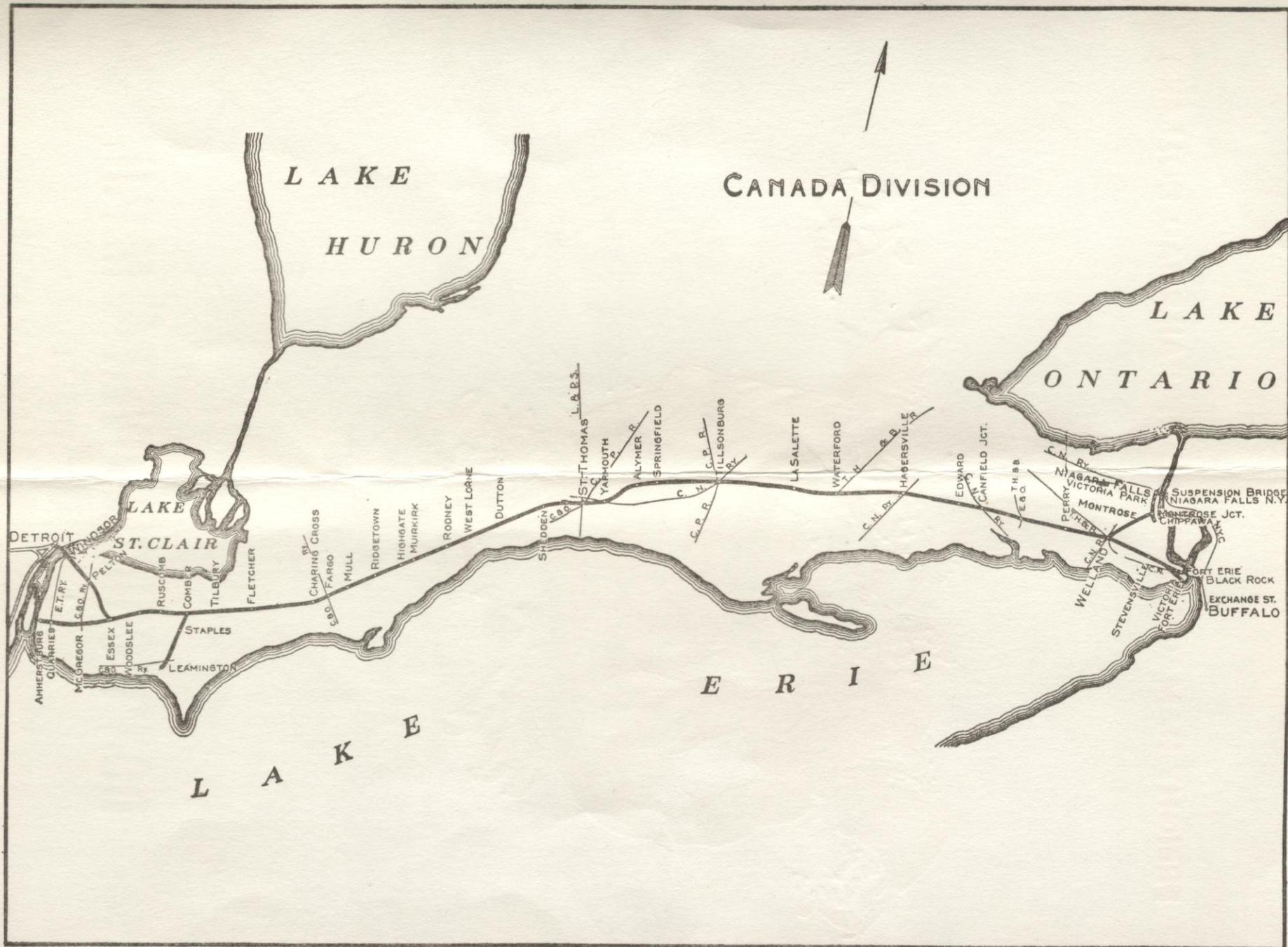
**SPEED TABLE**

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

**NOTES**





MONSTER ON THE RAMPAGE:

**FREIGHT DAMAGE GOBBLES UP RAILROAD DOLLARS**



**DON'T COUPLE OVER 4 M.P.H.**

**! REMEMBER !**

**IT'S YOUR BREAD & BUTTER**