

CN 737

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International Bridge  
Company

operated by

Canadian National  
Railways

1960 Edition

RULES and  
REGULATIONS

1960 Edition

This revision takes effect

MAY 1, 1960.

and supersedes all previous rules  
and all instructions **inconsistent**  
therewith.

E. T. WALTON,  
Superintendent,  
LONDON, Ont.

H. B. Gilles,  
Asst. Superintendent Terminals,  
BLACK ROCK, N.Y.

# GENERAL INSTRUCTIONS

A. Every employee on duty connected with the movement of trains, or otherwise employed, between Fort Erie and Black Rock is under the authority of and must conform to the orders of the Asst. Superintendent Terminals, and is subject to the rules of the International Bridge Company.

B. Enginemen and Trainmen in charge of trains and engines operating between these points must have in their possession copy of the International Bridge Company's Rules and Regulations, which may be obtained from the Traffic Supervisor at Fort Erie, Terminals Asst. Superintendent at Black Rock, or office of the nearest Division Superintendent or Asst. Superintendent.

C. Wherever the word "Train" appears herein it must be understood as applying to any engine in service, with or without cars.

D. Safety of bridge must be first consideration, delays to trains being secondary in importance to prompt opening of draw-bridges.

E. Employees must cooperate to the fullest extent in carrying out the rules and special instructions and must report to Asst. Superintendent Terminals any violations thereof.

## METHOD OF OPERATION

1. All movements between Fort Erie and Black Rock in both directions will be made by Signal Indication, supervised by Traffic Supervisor at Fort Erie who will issue by telephone necessary instructions to Yardmaster at Black Rock and to Operator in Harbour Draw Cabin.

## SIGNAL LOCATION, INDICATIONS AND RULES

2. All signals are located on the right hand side of and adjacent to the track upon which they govern movements.

3. Signals of the color light type give indications by day as well as by night by means of lights which correspond to the colors shown by night on semaphore type signals.

4. "Home Signals" have two or more lights in a vertical line. All lights Red indicates "Stop".

5. "Dwarf Signals" are located close to the ground and have a single light or arm only. Red light, or arm horizontal, indicates "Stop".

6. A Home or Dwarf signal indicating "Stop" must not be passed until the signal gives a less restrictive indication. When signal cannot be cleared, after waiting 2 minutes, Conductor or Engineman will communicate with Operator on Harbour Draw and after securing permission, train may proceed, only after Conductor or Brakeman has inspected track within interlocking limits and reported to engineman that track is apparently in good condition. Telephones for this purpose are located in Border Patrol Cabin on Squaw Island, Yardmaster's office and telegraph office Black Rock, also in switchtender's cabin Black Rock.

7. The normal indication of Home or Dwarf Signals is "Stop".

8. A signal imperfectly displayed or the absence of a signal at a place where a signal is usually shown must be regarded as giving

its most restrictive indication and the fact reported to the Superintendent.

9. All switches and signals between east end of Harbour Draw and west end of International Bridge are interlocked and are controlled by Operator on Harbour Draw. All switches and signals controlling movements to and from International Bridge at Fort Erie are interlocked and are controlled by Traffic Supervisor at B-1.

10. Dwarf signals—two position; arms horizontal, red light displayed—"Stop". Arm at 45 degrees, yellow light displayed—"Proceed at slow speed".

### Signals governing Eastward movement from Fort Erie.

See Revised Rule 10 under "Signal Location, Indications and Rules".

11. Automatic Signal 08 located at west end of International Bridge. Top light Red—"Signal must not be passed except under flag protection and only after securing permission from Traffic Supervisor at B-1". Top light Yellow—"Proceed with caution prepared to stop at Signal 06". Top light Green—"Proceed". Bottom light is a lunar white marker light.

12. Signal 06, located one span west of Niagara River Draw—three indication signal. Green—clear signal. Yellow—proceed with caution to signal 04. Red—stop and proceed expecting to find main track occupied, broken rail, open switch or other obstruction.

13. Home Signal 04 located at east end of International Bridge—governs movements from single to double track. Three light signal. Top light Yellow—"Proceed with caution on eastward main track prepared to

stop at Signal 02". Top light Green—"Proceed on eastward main track". Middle light is a red marker light. Bottom light Yellow—"Proceed at slow speed (a) on eastward main track expecting to find track occupied to Signal 02, (b) on westward main track, (c) on siding.

14. Home signal 02 located at west end of crossover at west end of Harbour Drawbridge. Three light signal. Top light Yellow—"Proceed with caution on Eastward main track prepared to stop". Middle light is a red marker light. Bottom light Yellow—"Proceed at slow speed to Westward main track through crossover".

15. Dwarf signals are located near Signal 02 to govern eastward movements on westward main track and movements eastward from the siding. Yellow light—"Proceed at slow speed".

### **Signals governing Westward movement from Black Rock.**

16. Home Signal 01 located at east end of Harbour Drawbridge. Three light Signal. Top light Yellow—"Proceed with caution on Westward main track prepared to stop at Signal 03". Top light Green—"Proceed on Westward main track". Middle light is a red marker light. Bottom light Yellow—"Proceed at slow speed on westward main track expecting to find track occupied to signal 03", or "Proceed through crossover against current of traffic on Eastward main track to Dwarf Signal near Signal 03".

17. Dwarf Signal between tracks at Signal 01. Yellow light—"Proceed against current of traffic on eastward main track or into siding at west end of drawbridge".

18. Home Signal 03 located 200 feet east of International Bridge. Three light signal. Top light Green—"Proceed". Middle light is a red marker light. Bottom light Yellow—"Proceed at slow speed expecting to find track occupied".

19. Dwarf Signals are located on eastward main track and on siding near Signal 03 to govern westward movements from these tracks. Yellow light—"Proceed at slow speed".

20. Dwarf Signal opposite Signal 08 governs westward movements. Yellow light or arm at 45 degrees—"Proceed at slow speed".

### **GENERAL RULES**

21. Before entering this territory all Eastward trains must stop at Fort Erie and all Westward trains must stop at Black Rock.

22. Enginemen must keep at sharp lookout for signals and trains ahead, and must be prepared to stop within the distance track is seen to be clear. Responsibility for collision rests with the Engineman who runs into train ahead.

23. Trains must occupy not less than six (6) minutes between Fort Erie and Black Rock, must not exceed speed of ten (10) miles per hour over bridges, eight (8) miles per hour through turn-outs at Black Rock and fifteen (15) miles per hour through turnouts at Fort Erie.

24. A Trainman must ride on rear end of rear car of all freight and passenger trains; a red light must also be plainly displayed on rear end of rear car between sunset and sunrise. When train stops trainman must promptly provide adequate protection against following trains.



25. Flagman must be on foremost end of leading car when cars are being pushed by an engine over the bridges and Squaw Island to watch for and to warn persons who may be on the track.

26. During season of Navigation trains will not be permitted to stand on Harbour Drawbridge.

27. Enginemen on Eastward trains will give the following whistle signals to notify Black Rock Yard of their destination. These signals will be given after passing west switch on Squaw Island.

For NYC Black Rock Freight

Yards \_\_\_\_\_ 1 long whistle

For NYC City delivery through

"Wye" \_\_\_\_\_ 3 long whistles

For Erie delivery \_\_\_\_\_ 4 long whistles

For DL&W delivery \_\_\_\_\_ 5 long whistles

28. Trains or cars are not permitted to stand unnecessarily within limits of home signals 01 and 02.

29. Enginemen will refrain from operating boiler blow down valves and separator blow down valves on steam generator cars on Squaw Island.

### GENERAL REGULATIONS

30. To avoid damage to cables which are strung along the side of International Bridge, enginemen are forbidden to throw coal, clinkers or other refuse from engines while passing over this bridge.

31. The Conductor of every train both eastward and westward must receive blank copy of equipment movement record before leaving Fort Erie or Black Rock (as the case may be); this must be correctly filled in to show the number of loaded and empty cars, both passenger and freight in their trains, and

delivered to operator at Black Rock for eastward trains and to Traffic Supervisor at B-1 for westward trains.

32. Persons other than those actually on duty must not be allowed to ride on engines or freight trains in either direction over bridges or Squaw Island. Walking on bridges and tracks is very dangerous. Employees must keep trespassers off and warn them of danger.

33. Green and red lights on catwalk at east end of Niagara Drawbridge are controlled by United States Immigration Border Patrol. When red indication is displayed, eastward trains must stop. When green light is displayed after inspection completed, train may proceed. It is the responsibility of head end crews to observe and be governed by the red or green indications which may be displayed.

### SIGNALS FOR NAVIGATION

34. The following rules have been established by the United States Government covering the Niagara River Drawbridge: At night a red light will be placed on the up and down stream end of the pivot pier, rests, also two (2) red lights on the pivot pier, viz: One (1) on each side to mark the channel. A red light will be placed on each of the two (2) piers on each side of the pivot pier. The bridge will be provided with three (3) lights placed about fifteen (15) feet above its top, viz: one in the centre and one at each end. These will show three (3) red lights to navigators when the bridge is closed against vessels; and when the bridge is opened for the vessels to pass the three (3) lights, will show green to navigators, and will then be in line with the current. Vessels will steer midway between the extreme red light

of the pivot pier and the red lights on the piers of the fixed spans. These lights, during the season of navigation, must be in place and burning brightly half an hour before dark and extinguished half an hour after daylight. The lamps must be removed each morning, cleaned, and put in place each evening.

35. The following rule has been established by the United States Government covering the Harbour Drawbridge: This drawbridge over the Black Rock Harbour Ship Canal has pier and channel lights similar to the River Drawbridge except that there are no lights on east end abutment and north rest pier.

## INSTRUCTIONS TO DRAWBRIDGE OPERATORS

### Drawbridge Whistle Signals

36. OPEN—One whistle to open the draw.

37. SHUT—Two whistles when draw is closed.

38. DANGER—In case the draw machinery is out of order and unable to open the bridge, the Drawbridge Operator must whistle Four (4) times, and run up a flag on the mast by day or a Red light by night and all bridgemen must be promptly on hand to assist.

39. Harbour Drawbridge has a foot bridge on north side and a vehicle bridge on south side. Before drawbridge is opened the gates must be closed against both pedestrians and vehicles and no pedestrian or vehicle allowed to remain on the bridge while it is being turned.

SEE NEW RULE "D".

SEE NEW RULE "E".

