SLITE WEAR

MICHIGAN CENTRAL RAILROAD

Canada Division

TIME TABLE No. 121

For the Government and Information of Employes Only.

Effective 12.01 A.M.

SUNDAY, FEBRUARY 2nd, 1930

EASTERN STANDARD TIME

Superseding Time Table No. 120
Dated September 29th, 1929

STUDY THE SPECIAL INSTRUCTIONS AND NOTE ALL CHANGES

J. L. McKEE,
General Superintendent.

E. E. WRIGHT,
Superintendent

H. SHEARER,
Asst. Vice-President
and General Manager.

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COMPANY'S SURGEONS

MAIN LINE

DR. W. L. HARTMAN, Chief Surgeon, Detroit.
Office, Room 313 M.C. Depot, Phone Lafayette 7000, Line 210,
Residence, Phone Empire 7909.

DR. WALTER R. PARKER, Chief Oculist, Detroit.
Office, 1025 David Whitney Bldg., Phone Randolph 0489.
Residence, Phone Lennox 2266.

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

DR. GEO. P. MYERS, Local Surgeon, Detroit.
Office, 1752 David Whitney Bldg., phone Randolph 6519.
Residence, 442 Chandler Ave., Phone Empire 0096.

DR. C. L. FULLER, Local Surgeon, Windsor.
Office, 17 Wyandotte St., W., Phone Seneca 516.
Residence, 605 Victoria Ave., Phone Seneca 282.

DR. G. F. LEWIS, Local Surgeon, Windsor.
Office and Residence, 109 Park St., phone Seneca 153.

DR. G. W. ROGERS, Local Surgeon, Essex.
Office and Residence, Talbot Street, Phone 66.

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

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

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

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

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

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

DR. S. McCALLUM, Local Surgeon, Niagara Falls, Ont.
Office and Residence, 69 Huron St., Phone 103.

DR. S. McCALLUM, Local Surgeon, Susp. Bridge, N.Y.
Office and Residence, 69 Huron St., Niagara Falls, Ont., Phone 103.

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

AMHERSTBURG BRANCH

DR. O. TEETER, Local Surgeon, Amherstburg.
Office and Residence, Gore Street, Phone No. 5.

NIAGARA BRANCH

DR. J. F. RIGG, Local Surgeon, Niagara-on-the-Lake.
Office and Residence, King St., Phone 92.

T. H. & B. TRAINS

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

Welland	No. 76	Arrive	5.25 p.m.	No. 73	Leave	7.15 a.m
Waterford	No. 3	"	10.35 a.m.	No. 4	"	11.45 a.m.
	No. 5	"	3.38 p.m.	No. 6	"	6.08 p.m.

All trains daily except Sunday.

CANADIAN PACIFIC TRAINS

WEST BOUND							EAST BOUND		
21	**633**	**635**	**19**				**20**	**634**	**22**
Daily	*Daily*	*Daily*	*Daily*				*Daily*	*Daily*	*Daily*
P.M.	P.M.	A.M.	A.M.		STATIONS		A.M.	A.M.	P.M.
2.20	10.45	7.20	1.00	Arr	**Detroit**	Lv	1.30	8.45	4.40
				Arr	**Windsor Dock**	Lv			
2.10	10.35	7.10	12.45	Lv	**Windsor**	Arr	1.40	8.55	4.50
2.00	10.25	6.50	12.35	Arr	**M.C.R.R.**	Lv	1.55	9.05	5.05
P.M.	P.M.	A.M.	A.M.				A.M.	A.M.	P.M.

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

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

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

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

SPECIAL INSTRUCTIONS

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

M. OTHER RAILROADS.

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

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

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

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

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

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

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

3. STANDARD CLOCKS.

Detroit	Telegraph Office. / Stationmaster's Office.
Windsor	Telegraph Office.
Windsor Yard	General Yardmaster's Office. / Engine House.
Essex	Telegraph Office.
Comber	Telegraph Office.
Fargo	Telegraph Office.
St. Thomas	Telegraph Office. / Engine House.
Waterford	Telegraph Office.
Welland	Telegraph Office.
Montrose	General Yardmaster's Office. / Engine House.
Niagara Falls, Ont.	Telegraph Office.
Victoria	General Yardmaster's Office. / Engine House.
Bridgeburg	Telegraph Office.
Courtright	Telegraph Office.
Amherstburg	Freight Office.

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

4. TIME-TABLES.

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

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

14. WHISTLE SIGNALS.

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

19. MARKERS.

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

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

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

"D-19. The following signals will be displayed, one on each side of the rear of every train, as markers to indicate rear of train; by day, marker lamps not lighted; by night, to the front and side, green lights; by night, to the rear, if the train is running with the current traffic, red lights; if standing on passing track, clear of main track, green light; if running against the current of traffic, a green light on the inside and a red light on the opposite side. The lights displayed to the rear must be changed from green to red before a train fouls the main track when leaving a passing track, or returns to the main track with the current of traffic."

21. EXTRA TRAINS.

Extra trains will omit the display of white signals.

30. ENGINE BELL.

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

32. LOCOMOTIVE STEAM WHISTLE.

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

36. MAINTENANCE OF WAY FLAGGING.

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

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

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

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

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

Main Line: Between Windsor, Niagara Falls, Ont., and Bridgeburg.

Conductor of Pere Marquette eastward freight trains upon arrival at Montrose, must report to the General Yardmaster's office for instructions, and between Montrose and Suspension Bridge must see that their trains clear the time of eastward passenger trains not less than 35 minutes.

83 TRAIN REGISTER STATIONS.

**Windsor	All eastward regular and extra passenger trains.
Windsor Yard	All freight trains.
St. Thomas	All St. Clair Branch Trains.
Welland	Nos. 174, 179, 180, 182, 183, 190, 191, and all extra trains that originate and terminate. All other trains that originate and terminate by operator.
Montrose	All freight trains.
*Niagara Falls, Ont.	All trains except Nos. 13, 29, 30, 139 and 56.
Victoria	All freight trains.
Bridgeburg	All Niagara Branch trains. All other regular and extra passenger trains by operator.
Montrose Jct. / Niagara-on-the-Lake	All Niagara Branch Trains.
St. Clair Jct. / Oil City / Petrolia Jct. / Petrolia / Courtright	All St. Clair Branch trains.
Essex / Amherstburg	All Amherstburg Branch trains.
Comber / Leamington	All Leamington Branch trains.

*Operators will register trains that are relieved of this duty.

**Operator will register all westward trains.

83. CLEARING OF TRAINS.

Single Track:

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

Richmond.
St. Clair Jct.
Petrolia Jct.
Eddy's.
Leamington.
Niagara Jct.
Montrose Jct.

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

Double Track:

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

Windsor..... Eastward regular and extra passenger trains by terminal clearance.

Windsor Yard... Eastward freight trains by "Proceed" indication given by Tower 4 home interlocking signal.

St. Clair Jct.....Eastward St. Clair Branch trains verbally by despatcher.

St. Thomas..... Eastward trains by a "Proceed" indication given by train order signal at Ball, or by Clearance Card Form "A" whenever the signal cannot be changed to "Proceed" indication, as prescribed by Time-table Rule 221a. Trains starting from yard tracks, in addition to the indication of the train order signal, must receive a "Proceed" hand signal from the operator before fouling main track.

Westward St. Clair Branch Trains, by terminal clearance.

All other westward trains, by "Proceed" indication given by "BX" Tower home interlocking signal.

Welland..... Regular trains starting from Welland by Terminal Clearance, except Nos. 70, 72, 74, 80, 82 and 170 will not require terminal clearance card or clearance card (Form A) or Caution card (Form C) except as prescribed by Rule 221a.

Extra trains starting from Welland by train order and terminal clearance.

*Niagara Falls, Ont..... Westward Main Line regular and extra passenger trains and regular Niagara Branch trains by terminal clearance.

Montrose..... Westward freight trains verbally by despatcher.

*Bridgeburg..... Westward regular and extra passenger trains by terminal clearance.

Victoria..... Westward freight trains verbally by despatcher.

*Operators will deliver terminal clearance to the engineer of Nos. 13, 15, 17, 29, 39, 41, 45, 47, 51, 71 and 139 as these trains pass the office. In case of failure, the conductor will deliver the terminal clearance.

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

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

83. BULLETIN BOARD OR BOOKS.

Detroit	Conductors' Room. / Brakemen's Room.
Windsor	Telegraph Office.
Windsor Yard	General Yardmaster's Office. / Enginehouse
St. Thomas	Telegraph Office. / Enginehouse.
Waterford	Telegraph Office.
Welland	Yardmaster's Office.
Montrose	General Yardmaster's Office / Enginehouse.
Niagara Falls, Ont.	Trainmen's Room
Victoria	General Yardmaster's Office. / Enginehouse.
Bridgeburg	Waiting Room.
Buffalo	Station Master's Office.
Suspension Bridge	Station Master's Office.
Hamilton	Register Room at James St. / Enginehouse.
Courtright	Telegraph Office.
Leamington	Waiting Room.

90. PASSING TRACKS.

Capacity based on 44-foot cars.

Main Line:

Attercliffe	North	84
	South	52
Buxton	North	81
	South	79
Canfield Jct.	North	119
	South	119
Dutton	North	78
Dufferin	North	60
Edward	North	64
	South	60
Essex	North	152
	South	126
Fargo	North	119
	South	123
Hagersville	Old North	84
	New North	119
	South	112
Highgate	North	84
	South	62
Iona	North	119
	South	119
Kingsmill	South	24
LaSalette	North	126
	South	125
Perry	North	125
	South	125
Ridgetown	North	93
	South	91
Ruscomb	North	75
	South	64
Springfield	North	119
	South	119
Stevensville	North	88
	South	80

PASSING TRACKS—(*Continued*)

Taylor	North	52
	South	75
Tilbury	North	125
	South	125
Tillsonburg	North	125
	South	125
Waterford	North	90
	South	125
Welland	North	125
	South	125
West Lorne	North	125
	South	125
Windham	North	88
Niagara Branch:		
Black Creek	West	6
Chippawa	West	9
Fort Erie	East	9
Niagara-on-the-Lake	East	14
Paradise Switch	East	30
Queenston	East	11
Stamford	West	93
St. David	West	6
St. Clair Branch:		
Alvinston	North	36
Brigden	North	12
	South	20
Courtright Jct.	South	20
Eddy's	North	12
	South	13
Glen Rae	North	8
Holmesdale	South	14
Inwood	South	16
Kimballs	South	4
Melbourne	South	31
Muncey	South	4
Oil City	South	13
Oil Springs	South	12
Petrolia	North	10
	South	13
Petrolia Jct.	South	24
Southwold	South	16
Walkers	South	12
Leamington Branch:		
Blytheswood	West	6
Sea Cliff Park	East	20
Staples	West	17
	East	8
Amherstburg Branch:		
Edgars	North	8
	South	8
Gordon	North	10
McGregor	South	25
Michigan Midland Branch:		
Adair	South	1

93. YARDS.

St. Thomas, Welland, Courtright, Oil City, Niagara-on-the-Lake — Limits defined by signs.

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

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

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

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

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

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

98. APPROACHING STATIONS AND JUNCTIONS.

Trains must approach Welland, Waterford, Comber and Essex prepared to stop when T. H. & B. and M. C. Branch trains are due to arrive and depart from such stations.

Eastward St. Clair Branch trains must come to a stop and not enter Main Line tracks at St. Clair Jct. until after permission has been obtained from the Despatcher and it is known that signals in both directions protect the movement.

Northward Niagara Branch trains must come to a stop at Montrose Junction and southward Niagara Branch trains must come to a stop at Niagara Junction, and not enter Main Line tracks until after permission has been obtained from the Despatcher and it is known that signals in both directions protect the movement.

98. RAILROAD GRADE CROSSINGS GOVERNED BY INTERLOCKING SIGNALS.

Location	Railroad
Main Line:	
***Windsor Yard	Hydro Electric R. R. / Essex Ter-R. R. / S. W. & A. R. R.
Pelton	P. M. R. R.
*Essex	W. E. & L. S. R. R.
Fargo	P. M. R. R.
St. Thomas	L. & P. S. R. R.
Yarmouth	C. N. R. R.
Tillsonburg (Joint track)	C. P. R. R.
LaSalette	C. N. R. R.
Hagersville	C. N. R. R.
Canfield Junction	C. N. R. R.
*****E. & O. Crossing	T. H. & B. R. R.
**Welland	N. St. C. & T. R. R. / C. N. R. R.
***Victoria Park (Spur)	N. St. C. & T. R. R.

******There is no Leverman on duty at E. & O. Crossing, just east of Attercliffe, between 10.00 p.m. and 6.00 a.m. week days, and no Leverman on duty on Sundays.

During these hours train movements over the crossing will be governed by the Interlocking Signal Indications, the same as when the Leverman is on duty.

While no Leverman is on duty, trains running with normal traffic in either direction over this diamond, and finding the home signals in stop position, may, after making the stop and knowing that the derails are in position for movement, proceed without the delivery to them of a caution card, running carefully to the next automatic home block signal, observing the requirements of Time Table Rule No. 71.

During the time no Leverman is on duty, the normal position of the signals will be clear for M. C. R. trains.

St. Clair Branch:

****Air Line Crossing	C. N. R. R.
****C. N. R. Crossing	C. N. R. R.

RAILROAD GRADE CROSSINGS GOVERNED BY AUTOMATIC INTERLOCKING SIGNALS.

St. Clair Branch:

C. P. R. Crossing.....C. P. R. R.

Trains will be governed by the following instructions:

Eastward Trains:

On the Michigan Central, will be governed by a 3-indication color light distant signal numbered 250, and a 2-indication color light home signal numbered 246.

Westward Trains:

On the Michigan Central, will be governed by a 3-indication color light distant signal numbered 237, and a 2-indication color light home signal numbered 243.

The indications are as follows:

Indication STOP—Red light; name of indication STOP.
Indication PROCEED WITH CAUTION—Yellow light; name of indication APPROACH.
Indication PROCEED—Green light; name of indication CLEAR.

Signals numbered 243 and 246, each have a red marker light six (6') feet below and on the same side of the mast as the signal light.

When a train approaches either home signal, which continues to indicate STOP, it will be due:

(a) To a C.P.R. train approaching, or passing over the crossing, or,

(b) To a failure of a home signal.

The train must then wait a reasonable length of time, and if no C.P.R. train is seen approaching, the conductor shall proceed to the crossing and unlock the box marked "switches" (provided with a Michigan Central Railroad Company switch lock).

If the small lights marked "C.P.R. EAST" and "C.P.R. WEST" are lighted (which indicates that no C.P.R. train is approaching) conductor will open the knife switch and give hand signal to his train to move over the crossing and report signal on the Michigan Central as having failed.

If the small lights are not lighted (which indicates that either a C.P.R. train is approaching the crossing, or, a signal failure) conductor will assure himself that no C.P.R. train is approaching before opening the knife switch.

After the train has passed over the crossing, conductor will close the knife switch, lock the box, and report on Form SC-1.

Amherstburg Branch:

*Essex.....W. E. & L. S. R. R.
Quarries..... Essex Ter-R. R.
*Half interlocking signals on M. C.; derails on W. E. & L. S. R. R. and C. P. R. R.

**Movements over crossings of the N. St. C. & T. R. R. just west of Welland Drawbridge will be governed by the same signals that govern movements over drawbridge.

***Half interlocking derails on M. C., signals on S. W. & A. R. R. and N. St. C. & T. R. R.

****M. C. R. trainmen will operate the interlocking signals at Air Line crossing and C. N. R. crossing to permit their trains to cross the Canadian National tracks. After M. C. R. train has passed through the home limits the route must be set up at both crossings clear for the Canadian National trains.

98. RAILROAD GRADE CROSSINGS GOVERNED BY SIGNALS (NOT INTERLOCKING)

Location	Signal	Position	Indication
Main Line:			
St. Thomas (Credit Main)	Revolving Signal	Arm at right angle to track	Stop to all trains and engines.
		Arm parallel with track	Proceed over crossing.
Niagara Branch:			
Niagara Jct. (Yard lead)	Semaphore	Top Arm	Governs movement of Niagara Branch trains over crossing.
		Lower Arm	Governs movement on lead over crossing.
Niagara Jct.	Semaphore	Lower Arm	Governs movement of M. C. trains over crossing.
		Top Arm	Governs movement of C. N. trains over crossing.
Niagara Jct. (2 miles south)	Semaphore	Lower Arm	Governs movement of M. C. trains over crossing.
		Top Arm	Governs movement of C. N. trains over crossing.
C.N.R.R. Cros.	Semaphore	60° below horizontal	Proceed over crossing.
Stamford (1.02 miles south)	Semaphore	90° above horizontal	Proceed over crossing.
Leamington Branch:			
P.M. Crossing	Semaphore	60° below horizontal	Proceed over crossing.
Leamington (Sea Cliff Park Spur)	Semaphore	Lower Arm	Governs movement of M. C. trains over crossing.
		Top Arm	Governs movement of W. E. & L. S. trains over crossing.
St. Clair Branch:			
Courtright Jct.	Semaphore	Lower Arm	Governs movement of M. C. trains over crossing.
Amherstburg Branch:			
P.M. Crossing	Semaphore	60° below horizontal	Proceed over crossing.

98. RAILROAD GRADE CROSSINGS NOT GOVERNED BY INTERLOCKING OR OTHER SIGNALS.

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

Amherstburg: Sandwich St. Border Brewers and Distillers limited tracks. All trains and engines must stop before crossing Hydro Electric Power Commission Electric Line in either direction and know way is clear, some member of the crew protecting movement over crossing by flag.

*Amherstburg: Crossing with S. W. & A. Electric Line one mile east of Amherstburg.

Niagara Falls, Ont.: Crossing with N. St. C. & T. Electric Line just north of Niagara Falls, Ont., on Niagara Branch.

*Niagara-on-the-Lake: Crossing with N. St. C. & T. Electric Line on siding leading to Dominion Canners Co., Limited.

*Trains need not stop before reaching crossings with S. W. & A. electric line at Amherstburg and N. St. C. & T. electric line at Niagara-on-the-Lake, as required by Rule 98, but must approach these crossings with care and at a speed not exceeding 6 miles per hour.

Michigan Midland Branch:

Between St. Clair Springs and Carlton, at crossing with D. B. C. & W. R. R., Michigan Midland-Branch trains must come to a stop before passing the stop boards, placed at each side of crossing, and not proceed until signalled ahead by a trainman stationed at the crossing.

98. DRAWBRIDGE.

Location	Signal
Welland	Interlocking.
Montrose	Interlocking.
Chippawa	Semaphore not interlocked.

102. PUBLIC GRADE CROSSINGS.

St. Thomas: All switching movements over Park Avenue must be proteced by a members of the crew stationed at the crossing.

104. NORMAL POSITION OF SPECIFIED SWITCHES.

St. Clair Jct.; St. Clair Branch switch set for north siding.

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

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

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

*Operator will open switch for Nos. 8, 10, 32, 40, 44 and 48 and close it behind eastward passenger trains only.

109. TRACK PANS.

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

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

D-151. DOUBLE TRACK.

Between Windsor, Suspension Bridge and Bridgeburg.

D-154. MOVEMENT AGAINST THE CURRENT OF TRAFFIC.

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

221. TRAIN ORDER SIGNALS.

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

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

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

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

At Hagersville:

"Yellow flag by day and yellow light by night displayed from side window of the interlocking tower, Hagersville, to an approaching train, and, in addition, the home signal at "stop" indicates there are train orders to be delivered and enginemen will acknowledge by whistle signal 14(g) after engine has passed the distant signal. If, after acknowledging signal as prescribed herein, the home signal is not changed to 'proceed,' it will indicate '31' orders are to be delivered and the conductor must promptly report to the signal tower. If the home signal is changed to 'proceed' it will indicate '19' orders or train messages or clearance card are to be delivered and train may advance to signal tower, but must not leave without clearance card, and such train orders or train messages as may be indicated thereon."

374 TIME DAY TRAIN ORDER AND BLOCK STATIONS ARE CLOSED.

Day train order and block stations from 7:30 p.m. to 7:00 a.m. except:

*Alvinston	5:30 p.m.	to	8:30 a.m.
*Amherstburg	5:00 p.m.	to	8:00 a.m.
*Brigden	4:15 p.m.	to	7:15 a.m.
*Brownsville	5:00 p.m.	to	8:00 a.m.
*Buxton	4:25 p.m.	to	7:25 a.m.
*Chippawa	5:00 p.m.	to	8:00 a.m.
*Comber	3:50 p.m.	to	6:50 a.m.
*Courtright	4:00 p.m.	to	7:00 a.m.
*Dutton	5:00 p.m.	to	8:00 a.m.
*Edward	5:30 p.m.	to	8:30 a.m.
*E. & O. Crossing	10:00 p.m.	to	6:00 a.m.
*Fletcher	4:15 p.m.	to	7:15 a.m.
*Highgate	5:00 p.m.	to	8:00 a.m.
*Inwood	5:20 p.m.	to	8:20 a.m.
*Iona	9:00 p.m.	to	5:00 a.m.
*Leamington	5:00 p.m.	to	8:00 a.m.
*Maidstone	3:30 p.m.	to	6:30 a.m.
*Melbourne	4:57 p.m.	to	7:57 a.m.
*Mull	4:50 p.m.	to	7:50 a.m.
*Oil City	4:40 p.m.	to	7:40 a.m.
*Oil Springs	5:00 p.m.	to	8:00 a.m.
*Petrolia	5:30 p.m.	to	8:30 a.m.
*Rodney	5:00 p.m.	to	8:00 a.m.
*Ruscomb	3:45 p.m.	to	6:45 a.m.
*Stevensille	3:30 p.m.	to	6:30 a.m.
*St. David	4:30 p.m.	to	7:30 a.m.
*Villa Nova	5:00 p.m.	to	8:00 a.m.
*Windham	5:00 p.m.	to	8:00 a.m.
*Woodslee	3:40 p.m.	to	6:40 a.m.

All D* stations on the Main Line will report at 9:00 a.m., Sundays, unless otherwise instructed. Branch offices will not report on Sundays.

E. & O. Crossing office will be closed on Sundays.

Niagara Falls, Ont., office will be closed Mondays 12.01 a.m. to 3.30 a.m. and 5.50 a.m. to 8.00 a.m.

401. COMMUNICATION OF SIGNAL INDICATIONS.

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

502. AUTOMATIC BLOCK SIGNALS.

Main Line:

Between Windsor, Suspension Bridge and Bridgeburg.

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

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

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

Name—Approach Signal.

505. St. Thomas: Eastward freight trains must not pass automatic block signal No. 1160 at Church Street while signal indicates stop.

701. STATION PROTECTION SIGNALS.

Mechanical signals interlocked with switches as follows:

North of Chippawa: Interlocked with the north switch of the siding and the switch to the interchange track.

North of Niagara Falls, Ont.: Interlocked with switches to freight house, C. N. interchange, and Electric Light Co. spur.

South of N. St. C. & T. Jct.: Interlocked with Junction switch.
North of N. St. C. & T. Jct.: Interlocked with Junction switch.
South of St. David: Interlocked with the switch to the Cement Mill spur.

Automatic Signals:

St. Thomas: Signal X 32 located (2,500 feet) east of Passenger Station, controls movement of westward trains on track known as the old Credit Main and used as main track by Canadian Pacific trains.

817. OBSERVANCE OF MOVING TRAINS.

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

(b) Code of signals to be used:

Hot Journals.

By day: Hold nose with finger and thumb of one hand and point down toward track with the other.

By night: Swing lamp in small vertical circle; lamp to be held by guard wires.

Connections dragging.
By day or night: Give "Stop" signal.

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

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

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

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

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

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

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

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

Rear trainman of all trains must exchange signals with the forward trainman of freight trains.

(e) Trainmen of any moving train, from the rear platform, must observe the general condition of trains met or passed on double-track and exchange signals with each other; such observation to cover the entire train.

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

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

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

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

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

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

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

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

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

1111. LEAVING CARS ON SIDINGS.

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

1226. DIMMING HEADLIGHTS.

Additional to rule:

(f) When closing up close behind trains ahead.

(g) During fog in day time, headlights must be kept lighted when running.

1401. SPEED RESTRICTIONS.

Speed restrictions apply to the entire train.

	Miles per hour Main Line	Branch Lines
Passenger, Mail, Express	70	30
Passenger, Mail, Express, when double heading	65	30
Passenger, Mail, Express, with freight equipped cars	40	30
Freight trains	40	30
Engines other than suburban tank engines equipped with pilot running backward	20	15
All engines running backward handling passenger or mixed trains on branches		15
Engines running backward by night over public crossings	15	15
Switch engines	20	20
Track pans (Summer Apr. 1-Oct. 31)	50	
Track pans (Winter Nov. 1-Mar. 31)	40	
St. Clair Branch, over heavy rail, St. Clair Jct. to Courtright		40

	Miles per hour
Railroad grade crossing interlocked	Passenger 35; Freight 20
Drawbridges	Passenger 25; Freight 15

When taking a diverging route from one track to another..10
Trains with dead engines not having all side or main rods connected 20
Engines, class H-7.....40
Engines, class H-7 and J1B, when on 80 lb. rail.....25
Engines, class H-7 and J1B, on passing tracks and sidings..10

Freight engines (class G-2, G-6, G-80, G-81, H-6, H-7, and H-10) must not be used in passenger train service, except on mixed trains or in case of emergency, and when so used the speed must be restricted as follows:

G-6.....45
H-6, H-7, and H-10.....40
G-2, G-80, and G-81.....35

Main Line:

Windsor: Between London St. Bridge and Windsor Dock Station 6

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

Tower 4: Westward movement through crossover switches.. 6
Essex: Curve west.....55
St. Thomas: Between Moore St. and second overhead bridge east 30
Between Moore and Church Street.....10
Tillsonburg: Over all public crossings on down-town track.. 6
Waterford: Eastward trains from passenger station over track pan.....40
Townsend Centre to gravel pit, Waterford: Westward trains on curves.....50
Dufferin to Grand River: Eastward trains on curves.....55
Welland: On curve east of Canadian National Crossing.....40
Montrose Yard.....30
Victoria Park to Niagara Falls, Ont., over all street crossings 10
Niagara Falls, Ont., where track is not fenced in.....10
Victoria Yard: Westward trains.....30
Victoria Yard: Eastward trains.....15

Niagara Branch:

Engines, class G2, G6, G80, K80 between Niagara Jct. and Montrose Jct.....20
Niagara-on-the-Lake and Niagara Falls, Ont.: Where track is not fenced in.....10
Over Welland Avenue, also the intersection at Bridge St. and Victoria Avenue.....10
Between Niagara Jct. and Fort Erie.....10

St. Clair Branch:

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

1402. ENGINE AND CAR RESTRICTIONS.

Kettle Creek Bridge:

Trains will not exceed a speed of 30 miles an hour.

Niagara River Bridge:

Trains will not exceed a speed of 8 miles per hour from or to bridge.

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

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

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

International Bridge:

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

All Main Line Bridges:

200,000 lbs. gross cars must be separated by at least three cars weighing not more than 160,000 lbs. gross.

Pere Marquette engines as comparing in weight with Michigan Central engines as indicated below, will be governed accordingly in the observance of restrictions shown herein.

Class C Nos. 601-625, same as M.C. G-6 engine.
Class C-1 Nos. 351-365, same as M.C. G-80 engine.
Class C-2 Nos. 298-313, same as M.C. G-80 engine.
Class P-2 Nos. 701-710, same as M.C. K-80 engine.

1405. SPECIAL USE OF TRACKS.

Tillsonburg:

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

1410. LOCATION OF DESPATCHERS AND BLOCK TELEPHONES.

Main Line:

Windsor Yard	In booths at east end of Eastbound Classification Yard.
Pelton	In interlocking tower.
Essex tank	In box, west end of pump house.
Essex	In booth at east end of south passing track.
Tilbury	In booth at east end of south passing track.
Charing Cross	In freight house.
Fargo	In booth at east end of south passing track.
Ridgetown	In heater house.
Muirkirk	In freight house.
Taylor	In station.
Iona	In booth west end north passing track.
Shedden	In freight house.
St. Clair Jct.	In office.
St. Thomas	In crew despatcher's office. In switch shanty, Ross St.
Kingsmill	In freight house.
Aylmer	In freight house.
Sprinfield	In booth at west end of north passing track.
Tillsonburg	In booth at east end of south passing track.
Cornell	In booth.
Hawtrey	In booth.
LaSalette	In booth north side east end south passing track.
Waterford	In booth west of T. H. & B. wye. In booth west end north passing track.
Townsend	In freight house.
Hagersville	In booth east end south passing track. In booth west end new north passing track.
Dufferin	In freight house.
Lythmore	In station.
Canfield Jct.	In booth at west end of north passing track.
Canfield Jct.	In booth at east end of south passing track.
Attercliffe	In freight house.
E. & O. Crossing	East side of tower, north side of door.
Montague	In freight house.
Perry	In booth at east end of south passing track.
Forks Creek	In pump house.
Welland	In shanty west of new south passing track and in east and west towers.
Montrose	In yard office and in switch shanty at west end of yard.
Victoria Park	In box at east end of station.
Brookfield	In freight house.

Niagara Jct.....	Opposite tower in booth. West end of yard in booth. West end of extension in booth.
Victoria.....	In old yard office and in car inspector's shanty in west bound yard.
International bridge..	In telegraph office, west end of bridge.
Buffalo.....	Stationmaster's office.

At all D* and DN* stations on Main Line, despatchers telephones are located in the freight house for trainmen's use when operators are not on duty.

T. L. COUGHLIN, St. Thomas,

J. W. McGOWEAN, Windsor Yard,
Train Masters.

C. C. HARDISON, Asst. Train Master.
Niagara Falls, Ont.

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

Niagara Branch:

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

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

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

G. E. GOTT, Night Chief Train Despatcher.

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

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BUFFALO TO ST. THOMAS

Miles from Buffalo via Bridgeburg	STATIONS	WESTWARD—FIRST CLASS										
		41	17	13	47	71	5★	23	75	15	139	29
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Monday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
0.00	Buffalo	12.06	2.25	.....	3.52	4.32	5.16	7.06	7.56	8.56	.....	10.01
2.48	Exchange St	s12.15	.....	.....	.....	.....	s 5.25	s 7.15	s 8.05	s 9.05	.....	.....
7.05	Black Rock	s12.28	s 2.46	.....	s 4.13	s 4.53	s 5.38	.....	s 8.18	s 9.18	.....	.....
.....	Niagara Falls, N. Y.	.....	.....	.....	.....	.....	.....	s 7.57	.....	.....	.....	s10.45
.....	Suspension Bridge	.....	.....	3.48	.....	.....	.....	s 8.12	.....	.....	9.45	s10.53
.....	Niagara Falls (ONT.) DN	.....	.....	3.53	.....	.....	.....	s 8.19	.....	.....	9.52	s 10.59
.....	Victoria Park T	.....	.....	3.58	.....	.....	.....	★ 8.29	.....	.....	9.58	11.04
.....	Falls View	....	.....	4.01	.....	.....	.....	s{8.31 8.36	.....	.....	10.00	s{1106 1111
.....	Montrose Jct. T	.....	.....	4.02	.....	.....	.....	8.37	.....	.....	10.01	11.12
.....	Montrose T	.....	.....	4.04	.....	.....	.....	8.39	.....	.....	10.03	11.14
7.92	Bridgeburg DN	s12.35	2.54	.....	4.21	s 5.01	s 6.00	.....	s 8.26	9.26	.....	.....
9.07	Victoria T	12.38	2.57	.....	4.24	5.04	6.03	.....	8.29	9.29	.....	.....
9.96	Niagara Jct. T	12.40	2.59	.....	4.26	5.06	6.08	.....	8.31	9.31	.....	.....
15.07	Stevensville D★	12.46	3.04	.....	4.31	5.12	s 6.15	.....	8.39	9.36	.....	.....
20.49	Brookfield T	.....	.....	.....	.....	5.22	s 6.23	.....	8.48	.....	.....	.....
25.23	Welland DN	s12.58	3.14	4.18	4.42	★ 5.35	s 6.45	s 9.00	s 9.05	9.47	10.14	11.27
34.56	Perry DN	1.08	3.23	4.27	4.51	A. M.	f 6.55	9.16	A. M.	9.56	10.24	11.36
41.55	E. & O. Crossing DN★	1.16	3.29	4.33	4.57	.....	7.05	9.28	.....	10.02	10.31	11.42
50.08	Canfield Jct. DN	1.26	3.38	4.43	5.07	.....	f 7.15	9.41	.....	10.12	10.41	11.52
54.90	Edward D★	1.31	3.43	4.48	5.12	.....	f 7.20	9.48	.....	10.17	10.46	11.57
66.48	Hagersville DN	f 1.44	3.54	5.01	5.25	.....	s 7.40	★10.12	.....	10.30	10.59	12.10
74.30	Villa Nova D★	1.53	4.01	5.09	5.33	.....	f 7.50	10.25	.....	10.38	11.08	12.18
79.23	Waterford DN	f 2.00	4.07	5.15	5.39	.....	s 8.00	s10.38	.....	10.44	11.14	12.24
85.80	Windham D★	2.08	4.14	5.22	5.46	.....	s 8.10	10.46	.....	10.51	11.22	12.31
89.92	La Salette DN	2.13	4.19	5.27	5.51	.....	s 8.17	10.51	.....	10.56	11.27	12.36
101.66	Tillsonburg DN	2.26	4.30	5.39	6.03	.....	s 8.35	s11.07	.....	11.08	11.40	12.48
107.50	Brownsville D★	.....	.....	.....	.....	.....	s 8.46	.....	.....	.....	.....	.....
112.93	Springfield DN	2.38	4.40	5.50	6.14	.....	s 8.57	11.20	.....	11.19	11.53	12.59
115.40	Aylmer T	.....	.....	.....	.....	.....	s 9.04	★11.24	.....	.....	.....	.....
118.16	Kingsmill T	.....	.....	.....	.....	.....	s 9.10	11.28	.....	.....	.....	.....
122.45	Yarmouth DN	2.49	4.49	5.59	6.23	.....	9.16	11.34	.....	11.28	12.04	1.08
125.30	Ball DN	2.53	4.53	6.03	6.27	.....	9.21	11.38	.....	11.32	12.08	1.12
126.12	St. Thomas DN	s 2.55	s 4.55	★ 6.05	s 6.29	.....	s 9.23	s11.40	.....	s11.34	s12.10	s 1.15
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
		41	17	13	47	71	5★	23	75	15	139	29

The passing point for trains 15 and 23 will be arranged by the train despatcher.

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

No. 5. Stop on signal at Netherby, Montague, Lythmore, Dufferin, Townsend, Townsend Centre, Hawtrey, Cornell and make regular stop at Attercliffe and Cayuga to receive and discharge passengers and handle mail.

No. 13. Stop at St. Thomas to discharge passengers from points east of Suspension Bridge.

No. 23. Stop on signal at North Tonawanda to receive passengers for St. Thomas and west thereof; on signal at Victoria Park to discharge passengers from Buffalo and east thereof, and to receive passengers; on signal at Hagersville and Aylmer, to discharge passengers from Welland, Waterford and points east thereof, and to receive passengers for points west of St. Thomas.

No. 71. Stop on signal at Welland to discharge passengers from New York and points off B. & A.

No. 75. Will stop at Terrace. See New York Central time table.

No. 139. Will not carry passengers.

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BUFFALO TO ST. THOMAS

Miles from Buffalo via Niagara Falls	STATIONS	WESTWARD—FIRST CLASS									SECOND CLASS	
		77	179	45	79	51	183★	83	191	39	49	
		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
0.00	Buffalo	10.16	.....	1.31	2.21	5.26	.....	5.51	.....	9.41	.....	.....
2.48	Exchange St	s10.25	.....	s 1.40	s 2.30	.....	.....	s 6.00	.....	s 9.50	.....	.....
6.87	Black Rock	s10.38	.....	s 1.53	s 2.43	s 5.47	.....	s 6.13	.....	s10.03	.....	.....
25.08	Niagara Falls, N. Y.	.....	1.20	.....	.....	.....	6.10	.....	9.25	.....	.....	.....
26.89	Suspension Bridge	.....	s 1.28	.....	.....	.....	s 6.19	.....	s 9.34	.....	.....	.....
27.52	Niagara Falls (ONT.) DN	.....	s 1.37	.....	.....	.....	s 6.26	.....	s 9.40	.....	.....	.....
28.72	Victoria Park T	.....	s 1.44	.....	.....	.....	s 6.34	.....	s 9.47	.....	.....	.....
29.83	Falls View	.....	s 1.47	.....	.....	.....	s 6.37	.....	s{9.49 9.54	.....	.....	.....
30.12	Montrose Jct. T	.....	1.48	.....	.....	.....	6.38	.....	9.55	.....	.....	.....
31.17	Montrose T	.....	1.50	.....	.....	.....	★ 6.40	.....	9.57	.....	.....	.....
.....	Bridgeburg DN	s10.46	.....	s 2.01	s 2.51	5.55	.....	s 6.21	.....	10.10	A.M.	.....
.....	Victoria T	10.49	.....	2.04	2.54	5.58	.....	6.24	.....	10.13	9.05	.....
.....	Niagara Jct. T	10.51	.....	2.06	2.56	6.00	.....	6.26	.....	10.15	s 9.10	.....
.....	Stevensville D★	f 10.59	.....	2.12	f 3.04	6.05	.....	f 6.34	.....	10.20	A.M.	.....
.....	Brookfield T	11.08	.....	.....	f 3.13	.....	.....	6.43	.....	.....	.....	.....
41.28	Welland DN	s11.20	s 2.10	s 2.29	s 3.30	6.15	s 6.55	s 7.00	s10.10	★10.35	.....	.....
50.61	Perry DN	A.M.	P.M.	2.41	P.M.	6.24	P. M.	P. M.	P. M.	10.45	.....	.....
57.60	E. & O. Crossing DN★	.....	.....	2.49	.....	6.30	.....	.....	.....	10.52	.....	.....
66.13	Canfield Jct. DN	.....	.....	3.00	.....	6.39	.....	.....	.....	11.01	.....	.....
70.95	Edward D★	.....	.....	3.06	.....	6.44	.....	.....	.....	11.06	.....	.....
82.53	Hagersville DN	.....	.....	★ 3.22	.....	6.55	.....	.....	.....	11.18	.....	.....
90.35	Villa Nova D★	.....	.....	3.32	.....	7.02	.....	.....	.....	11.26	.....	.....
95.28	Waterford DN	.....	.....	s 3.41	.....	7.08	.....	.....	.....	11.32	.....	.....
101.85	Windham D★	.....	.....	3.50	.....	7.15	.....	.....	.....	11.39	.....	.....
105.97	La Salette DN	.....	.....	3.55	.....	7.20	.....	.....	.....	11.43	.....	.....
117.71	Tillsonburg DN	.....	.....	s 4.11	.....	7.32	.....	.....	.....	11.55	.....	.....
123.55	Brownsville D★	.....	.....	4.19	.....	.....	.....	.....	.....	.....	.....	.....
128.98	Springfield DN	.....	.....	★ 4.27	.....	7.43	.....	.....	.....	12.06	.....	.....
131.47	Aylmer T	.....	.....	★ 4.31	.....	.....	.....	.....	.....	.....	.....	.....
134.21	Kingsmill T	.....	.....	4.36	.....	.....	.....	.....	.....	.....	.....	.....
138.50	Yarmouth DN	.....	.....	4.43	.....	7.52	.....	.....	.....	12.16	.....	.....
141.35	Ball DN	.....	.....	4.48	.....	7.56	.....	.....	.....	12.19	.....	.....
142.17	St. Thomas DN	.....	.....	s 4.50	.....	s 7.59	.....	.....	.....	s12.21	.....	.....
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
		77	179	45	79	51	183★	83	191	39	49	

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

No. 39. Stop at Welland to pick up Niagara Falls, N.Y.-Chicago sleeper and Welland-Chicago passengers.

No. 45. Stop on signal at Hagersville, Springfield and Aylmer to discharge passengers and to receive passengers for St. Thomas and points west thereof.

Nos. 77, 79 and 83 will stop at Terrace. See New York Central time table.

No. 183. Stop on signal at Montrose to let off employes and customs officers and at Fraser to receive and discharge passengers.

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ST. THOMAS TO DETROIT

WESTWARD—FIRST CLASS

Miles from Buffalo via Bridgeburg	STATIONS	39	41	17	13	47	11	5	15	23	139	29
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A M.	A. M.	A. M.	P. M.	P. M.
126.12	St. Thomas.....DN	12.24	3.00	5.00	6.12	6.34	8.15	9.28	11.39	11.45	12.18	1.15
126.31	B X Tower.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
130.35	St. Clair Jct.....T	12.34	3.10	5.09	6.22	6.43	8.25	9.37	11.48	11.55	12.28	1.25
135.18	Shedden.....T	.....	.....	.....	.....	.....	s 8.32	.....	.....	12.01	.....	.....
139.11	Iona.....D★	12.43	3.19	5.17	6.31	6.51	s 8.38	9.45	11.56	12.06	12.38	1.33
145.05	Dutton.....D★	.....	3.25	.....	.....	.....	s 8.48	.....	.....	★12.14	12.45	.....
151.58	West Lorne.....DN	12.55	3.32	5.28	6.43	7.03	s 8.59	9.56	12.08	★12.23	12.53	1.45
155.99	Rodney.....D★	.....	.....	.....	.....	.....	s 9.06	.....	.....	★12.30	.....	.....
159.46	Taylor.....T	1.04	3.41	.....	6.52	.....	f 9.12	.....	.....	12.35	1.02	.....
161.95	Muirkirk.....T	.....	.....	.....	.....	.....	s 9.16	.....	.....	.....	.....	.....
164.11	Highgate.....D★	1.09	3.46	.....	6.57	.....	s 9.19	.....	.....	12.41	1.07	.....
169.75	Ridgetown.....DN	1.15	★ 3.53	5.44	7.03	7.20	s 9.28	10.13	12.25	s 12.49	1.14	2.02
175.62	Mull.....D★	.....	.....	.....	.....	.....	s 9.38	.....	.....	.....	.....	.....
180.62	Fargo.....DN	1.26	4.04	5.54	7.14	7.31	s 9.46	10.24	12.36	1.02	1.27	2.13
182.85	Charing Cross.....T	.....	.....	.....	.....	.....	s 9.50	.....	.....	f 1.05	.....	.....
189.27	Buxton.....D★	1.35	4.14	6.02	7.23	7.39	s 10.00	10.32	12.44	1.13	1.37	2.21
193.30	Fletcher.....D★	.....	.....	.....	.....	.....	s 10.07	.....	.....	.....	.....	.....
200.42	Tilbury.....DN	1.46	★ 4.26	6.12	7.35	7.49	s 10.19	10.42	12.54	s 1.27	1.50	2.31
206.83	Comber.....D★	1.52	★ 4.34	6.18	7.42	7.55	s 10.29	10.48	1.00	1.35	1.58	2 37
211.83	Ruscomb.....D★	1.57	4.40	6.23	7.47	8.00	s 10.37	10.53	1.05	1.41	2.04	2.42
215.76	Woodslee.....D★	2.01	★ 4.46	6.27	7.51	8.04	s 10.44	10.57	1.09	1.46	2.09	2.46
221.30	Essex.....DN	2.07	4.54	6.33	7.57	8.10	s 10.53	11.03	1.15	s 1.55	2.15	2.52
225.83	Maidstone.....D★	2.12	5.00	6.38	8.02	8.15	s 11.01	11.08	1.20	2.01	2.20	2.57
230.14	Pelton.....T	2.17	5.06	6.43	8.08	8.20	11.08	11.13	1.25	2.07	2.26	3.02
232.82	Tower 4.....DN	2.20	5.10	6.46	8.12	8.23	11.13	11.16	1.28	2.10	2.30	3.05
235.71	Windsor.....DN	s 2.25	s 5.17	s 6.50	★ 8.17	s 8.27	s 11.22	s 11.20	s 1.32	s 2.17	s 2.35	s 3.10
238.49	Detroit.....DN	2.40	5.35	7.05	8.35	8.45	11.40	11.35	1.50	2.40	2.50	3.25
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A.M.	P. M.	P. M.	P. M.	P. M.
		39	41	17	13	47	11	5	15	23	139	29

The passing point for trains 5 and 11 will be arranged by the train despatcher.

No. 13. **Stop at Windsor to discharge passengers from points east of Suspension Bridge.**

No. 23. **Stop on signal at Dutton, West Lorne and Rodney to discharge passengers and to receive passengers for Windsor and west thereof.**

No. 41. Stop on signal at Ridgetown, Tilbury, Comber and Woodslee to receive passengers for Windsor and west thereof and at Ridgetown to discharge passengers from St. Thomas and east.

Continued from Page 12

ST. THOMAS TO DETROIT

WESTWARD—FIRST CLASS | SECOND CLASS

Miles from Buffalo via Niagara Falls	STATIONS	45	3	51	101
		Daily	Daily Except Sunday	Daily	Daily Except Sunday
	LEAVE	P. M.	P. M.	P. M.	A. M.
142.17	St. Thomas.....DN	4.55	5.05	7.59	7.15
142.36	B X Tower.....DN	.....	.....	.....	.....
146.40	St. Clair Jct.....T	5.05	5.15	8.10	s 7.30
151.23	Shedden.....T	.....	s 5.21	.....	A. M.
155.16	Iona.....D★	5.14	s 5.26	8.29	.....
161.10	Dutton.....D★	.....	s 5.35	.....	.....
167.63	West Lorne.....DN	5.25	s 5.45	8.32	.....
172.04	Rodney.....D★	.....	s 5.52	.....	.....
175.51	Taylor.....T	5.33	f 5.57	8.40	.....
178.00	Muirkirk.....T	.....	s 6.02	.....	.....
180.16	Highgate.....D★	5.38	s 6.07	8.45	.....
185.80	Ridgetown.....DN	★ 5.45	s 6.17	8.51	.....
191.67	Mull.....D★	.....	s 6.27	.....	.....
196.67	Fargo.....DN	5.58	s 6.35	9.02	.....
198.90	Charing Cross.....T	.....	s 6.40	.....	.....
205.32	Buxton.....D★	6.08	s 6.48	9.12	.....
209.35	Fletcher.....D★	.....	s 6.56	.....	.....
216.47	Tilbury.....DN	★ 6.21	s 7.08	9.24	.....
222.88	Comber.....D★	★ 6.29	s 7.18	9.30	.....
227.88	Ruscomb.....D★	6.35	s 7.26	9.35	.....
231.81	Woodslee.....D★	6.40	s 7.32	9.40	.....
237.35	Essex.....DN	6.46	s 7.40	9.46	.....
241.88	Maidstone.....D★	6.52	s 7.47	9.52	.....
246.19	Pelton.....T	6.58	7.53	9.58	.....
248.87	Tower 4.....DN	7.02	7.57	10.01	.....
251.76	Windsor.....DN	7.07	s 8.07	s 10.07	.....
254.54	Detroit.....DN	7.25	8.30	10.25	.....
	ARRIVE	P. M.	P. M.	P. M.	A. M.
		45	3	51	101

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

Continued on Page 15

DETROIT TO ST. THOMAS

EASTWARD—FIRST CLASS

Miles from Detroit	STATIONS	40	2	32	56	30	44	12	8	10	48	14
		Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.00	Detroit.....DN	4.03	6.05	7.45	8.35	3.05	4.28	4.45	5.55	6.45	7.00	11.50
2.78	Windsor.....DN	s 4.18	s 6.20	s 8.00	s 8.50	s 3.20	s 4.43	s 5.00	s 6.10	s 7.00	s 7.15	s 12.05
5.67	Tower 4.....DN	4.22	★ 6.26	8.05	8.54	3.24	4.47	5.06	6.14	7.06	7.19	12.10
8.35	Pelton.....T	4.25	6.30	8.08	8.57	3.27	4.51	5.12	6.17	7.10	7.22	12.14
12.66	Maidstone.....D★	.....	s 6.36	8.13	.....	.....	.....	s 5.20	.....	7.16	.....	12.20
17.19	Essex.....DN	4.34	s 6.43	8.18	9.06	3.36	5.00	s 5.29	6.25	7.22	7.31	f 12.27
22.73	Woodslee.....D★	.....	s 6.52	8.24	.....	.....	.....	s 5.39	.....	7.28	.....	★12.35
26.66	Ruscomb.....D★	4.43	s 6.59	8.28	9.15	3.45	5.10	s 5.47	6.34	7.33	7.40	12.40
31.66	Comber.....D★	.....	s 7.08	8.33	.....	.....	.....	s 5.56	.....	7.39	.....	★12.48
38.07	Tilbury.....DN	4.54	s 7.19	8.40	9.26	3.56	5.21	s 6.07	6.44	7.46	7.51	★12.57
45.19	Fletcher.....D★	.....	s 7.31	8.48	9.33	4.03	5.28	s 6.19	.....	.....	7.58	1.06
49.22	Buxton.....D★	5.05	s 7.38	8.52	9.37	4.07	5.32	s 6.25	6.54	7.58	8.02	1.11
55.64	Charing Cross.....T	.....	s 7.48	.....	.....	.....	.....	s 6.36	.....	.....	.....	.....
57.87	Fargo.....DN	5.13	s 7.52	9.01	9.45	4.15	5.40	s 6.40	7.02	8.09	8.10	1.23
62.87	Mull.....D★	.....	s 8.00	9.07	9.50	4.20	5.45	s 6.47	.....	8.15	8.15	1.29
68.74	Ridgetown.....DN	5.24	s 8.10	9.15	★ 9.56	f 4.26	5.51	s 6.58	7.12	f 8.25	8.21	★ 1.38
74.38	Highgate.....D★	.....	s 8.20	9.22	.....	.....	.....	s 7.10	.....	.....	.....	1.47
76.54	Muirkirk.....T	.....	s 8.24	.....	.....	.....	.....	s 7.16	.....	.....	.....	.....
79.03	Taylor.....T	5.35	f 8.29	9.27	10.07	4.37	6.02	f 7.21	7.21	8.46	8.32	1.53
82.50	Rodney.....D★	.....	s 8.35	.....	.....	.....	.....	s 7.29	.....	.....	.....	1.57
86.91	West Lorne.....DN	5.43	s 8.43	9.36	10.15	4.45	6.10	s 7.40	7.28	8.55	8.40	2.02
93.44	Dutton.....D★	.....	s 8.54	9.43	.....	.....	.....	s 7.52	.....	.....	.....	2.11
99.38	Iona.....D★	5.55	s 9.04	9.50	10.27	4.57	6.22	s 8.08	7.39	9.08	8.52	2.19
103.31	Shedden.....T	.....	s 9.11	.....	.....	.....	.....	s 8.17	.....	.....	.....	.....
108.14	St. Clair Jct.....T	6.03	9.20	10.00	10.35	5.05	6.30	8.25	7.47	9.18	9.00	2.30
112.18	B X Tower.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
112.37	St. Thomas.....DN	s 6.13	s 9.30	s 10.10	s 10.45	s 5.15	s 6.40	s 8.40	s 7.57	s 9.28	s 9.10	s 2.40
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
		40	2	32	56	30	44	12	8	10	48	14

The passing point for trains 8 and 12 and 10 and 48 will be arranged by the train despatcher.

No. 2. Stop on signal at Windsor Yard Office and Tower 4 to let off employes.

No. 14. Stop on signal at Woodslee, Comber, Tibury and Ridgetown to discharge passengers from Windsor and points west thereof and at Ridgetown to receive passengers for St. Thomas and east.

No. 32. Will not carry passengers.

No. 56. Stop on signal at Ridgetown Sundays only to let off passengers and to pick up passengers for St. Thomas and points east thereof.

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DETROIT TO ST. THOMAS

EASTWARD—FIRST CLASS | SECOND CLASS

Miles from Detroit	STATIONS	102
		Daily Except Sunday
	LEAVE	P. M.
0.00	Detroit.....DN	.....
2.78	Windsor.....DN	.....
5.67	Tower 4.....DN	.....
8.35	Pelton.....T	.....
12.66	Maidstone.....D★	.....
17.19	Essex.....DN	.....
22.73	Woodslee.....D★	.....
26.66	Ruscomb.....D★	.....
31.66	Comber.....D★	.....
38.07	Tilbury.....DN	.....
45.19	Fletcher.....D★	.....
49.22	Buxton.....D★	.....
55.64	Charing Cross.....T	.....
57.87	Fargo.....DN	.....
62.87	Mull.....D★	.....
68.74	Ridgetown.....DN	.....
74.38	Highgate.....D★	.....
76.54	Muirkirk.....T	.....
79.03	Taylor.....T	.....
82.50	Rodney.....D★	.....
86.91	West Lorne.....DN	.....
93.44	Dutton.....D★	.....
99.38	Iona.....D★	.....
103.31	Shedden.....T	.....
108.14	St. Clair Jct.....T	P.M.
112.18	B X Tower.....DN	s 4.45
112.37	St. Thomas.....DN	.....
	ARRIVE	s 5.00
		P. M.
		102

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ST. THOMAS TO BUFFALO

EASTWARD—FIRST CLASS

Miles from Detroit via Bridgeburg	STATIONS	14	40	190	70	170	72	32	56	74	174*	2*
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily Except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
112.37	St. Thomas.....DN	2.45	6.19	.....	.....	.....	.....	10.14	10.45	.....	.....	2.30
113.19	Ball.....DN	2.47	6.21	.....	.....	.....	.....	10.16	10.47	.....	.....	2.32
116.04	Yarmouth.....DN	2.51	6.24	.....	.....	.....	.....	10.19	10.50	.....	.....	2.35
120.33	Kingsmill.....T	2.57	.....	.....	.....	.....	.....	10.24	10.55	.....	.....	s 2.40
123.09	Alymer.....T	3.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 2.45
125.56	Springfield.....DN	3.05	6.33	.....	.....	.....	.....	10.30	11.01	.....	.....	s 2.51
130.99	Brownsville.....D*	3.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 3.02
136.83	Tillsonburg.....DN	3.19	6.44	.....	.....	.....	.....	*10.42	11.12	.....	.....	s 3.12
148.57	La Salette.....DN	3.35	6.55	.....	.....	.....	.....	10.55	11.23	.....	.....	s 3.31
152.69	Windham.....D*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 3.37
159.26	Waterford.....DN	s 3.48	7.07	.....	.....	.....	.....	11.09	*11.34	.....	.....	s 3.50
164.19	Villa Nova.....D*	3.56	7.12	.....	.....	.....	.....	11.15	11.40	.....	.....	s 3.58
172.01	Hagersville.....DN	f 4.07	7.20	.....	.....	.....	.....	11.26	11.48	.....	.....	s 4.15
183.59	Edward.....D*	4.23	7.32	.....	.....	.....	.....	11.39	12.00	.....	.....	f 4.34
188.41	Canfield Jct.....DN	4.29	7.37	.....	.....	.....	.....	11.44	12.05	.....	.....	f 4.41
196.94	E. & O. Crossing...DN*	4.41	7.45	.....	.....	.....	.....	11.53	12.13	.....	.....	4.53
203.93	Perry.....DN	4.50	7.52	A.M.	A.M.	A.M.	A.M.	12.01	12.20	P.M.	P.M.	s 5.05
213.26	Welland.....DN	s 5.06	* 8.08	8.15	s 10.20	s 10.50	s 11.35	12.13	s 12.31	s 3.12	s 3.30	s 5.30
218.00	Brookfield.....T	.....	.....	.....	f 10.27	.....	.....	.....	.....	.....	.....	s 5.37
223.42	Stevensville.....D*	.....	8.18	.....	f 10.35	.....	11.50	12.25	.....	f 3.24	.....	s 5.46
228.53	Niagara Jct.....T	.....	8.23	.....	10.42	.....	11.57	12.30	.....	3.29	.....	5.53
229.42	Victoria.....T	.....	8.26	.....	10.45	.....	12.00	12.33	.....	3.31	.....	5.55
230.57	Bridgeburg.....DN	.....	8.31	.....	s 10.50	.....	s 12.05	12.38	.....	s 3.36	.....	s 6.00
.....	Montrose.....T	5.23	.....	8.27	.....	11.04	.....	.....	12.46	.....	* 3.47	.....
.....	Montrose Jct.....T	5.25	.....	8.29	.....	11.06	.....	.....	12.48	.....	3.51	.....
.....	Falls View.....	s 5.26 / 5.31	.....	8.30	.....	11.07	.....	.....	s 12.49 / 12.54	.....	s 3.53	.....
.....	Victoria Park.....T	* 5.34	.....	8.32	.....	*11.10	.....	.....	12.56	.....	s 3.56	.....
.....	Niagara Falls, (ONT.)DN	s 5.45	.....	s 8.38	.....	s 11.17	.....	.....	s 1.01	.....	s 4.03	.....
.....	Suspension Bridge.....	s 6.00	.....	s 8.45	.....	11.30	.....	.....	s 1.10	.....	s 4.15	.....
.....	Niagara Falls, N. Y....	s 6.15	.....	8.55	.....	.....	.....	.....	s 1.25	.....	4.25	.....
231.44	Black Rock.....	.....	s 8.37	.....	s 10.56	.....	s 12.11	s 12.45	.....	s 3.42	.....	s 6.06
236.01	Exchange St.....	s 7.10	s 8.55	.....	s 11.20	.....	s 12.35	.....	s 2.10	s 4.05	.....	s 6.30
238.49	Buffalo.....	7.20	9.05	.....	11.30	.....	12.45	1.20	2.20	4.15	.....	6.40
	ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
		14	40	190	70	170	72	32	56	74	174*	2*

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

No. 2. Stop on signal at Cornell, Hawtrey, Townsend Centre, Townsend, Dufferin, Lythmore, Montague, Netherby and make regular stop at Cayuga and Attercliffe to receive and discharge passengers and handle mail. Stop at Terrace. See New York Central time table.

No. 14. Stop on signal at Victoria Park to let off passengers from Windsor and west thereof; will make regular stop at Tonawanda, and at Black Rock reduce speed to 5 miles per hour to deliver way-bill mail.

No. 32. Will not carry passengers; stop on signal at Tillsonburg to handle express freight.

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

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

Nos. 70, 72 and 74 stop at Terrace. See New York Central time table.

No. 170. Stop at Victoria Park to discharge passengers. Wait at Welland on Sundays for No. 72.

No. 174. Stop on signal at Fraser to receive and discharge passengers and at Montrose to take on employes.

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ST. THOMAS TO BUFFALO

EASTWARD—FIRST CLASS | SECOND CLASS

Miles from Detroit via Niagara Falls	STATIONS	30	80	180*	44	8	82	182*	48	10		46
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily Except Sunday
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		A. M.
112.37	St. Thomas.....DN	5.15	.....	.....	6.40	8.02	.....	.....	9.15	9.36	.....	.....
113.19	Ball.....DN	5.17	.....	.....	6.42	8.04	.....	.....	9.17	9.38	.....	.....
116.04	Yarmouth.....DN	5.20	.....	.....	6.46	8.07	.....	.....	9.20	9.41	.....	.....
120.33	Kingsmill.....T	5.24	.....	.....	6.51	8.11	.....	.....	9.24	9.47	.....	.....
123.09	Aylmer.....T	.....	.....	.....	.....	.....	.....	.....	.....	* 9.52	.....	.....
125.56	Springfield.....DN	5.29	.....	.....	6.57	8.16	.....	.....	9.29	* 9.57	.....	.....
130.99	Brownsville.....D*	.....	.....	.....	.....	.....	.....	.....	.....	*10.05	.....	.....
136.83	Tillsonburg.....DN	5.40	.....	.....	7.08	8.26	.....	.....	9.40	*10.15	.....	.....
148.57	La Salette.....DN	5.51	.....	.....	7.19	8.37	.....	.....	9.51	10.31	.....	.....
152.69	Windham.....D*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
159.26	Waterford.....DN	s 6.03	.....	.....	7.31	8.48	.....	.....	10.03	*10.44	.....	.....
164.19	Villa Nova.....D*	6.08	.....	.....	7.37	8.53	.....	.....	10.08	10.50	.....	.....
172.01	Hagersville.....DN	6.16	.....	.....	7.45	9.00	.....	.....	10.16	f 11.02	.....	.....
183.59	Edward.....D*	6.28	.....	.....	7.57	9.11	.....	.....	10.28	11.17	.....	.....
188.41	Canfield Jct.....DN	6.33	.....	.....	8.02	9.16	.....	.....	10.33	11.23	.....	.....
196.94	E. & O. Crossing.....DN*	6.41	.....	.....	8,10	9.24	.....	.....	10.41	11.33	.....	.....
203.93	Perry.....DN	6.49	P.M.	P.M.	8,17	9.30	P.M.	P.M.	10.48	11.41	.....	.....
213.26	Welland.....DN	s 7.00	s 7.20	s 7.30	* 8.30	9.39	s 10.10	s 10.25	10.59	s 11.53	.....	.....
.....	Brookfield.....T	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Stevensville.....D*	.....	7.36	.....	8.43	9.50	10.22	.....	11.09	12.07	.....	A. M.
.....	Niagara Jct.....T	.....	7.44	.....	8.49	9.55	10.28	.....	11.14	12.14	.....	s 9.55
.....	Victoria.....T	.....	7.47	.....	8.52	9.58	10.31	.....	11.17	12.18	.....	10.00
.....	Bridgeburg.....DN	.....	s 7.53	.....	s 8.57	10.03	s 10.36	.....	11.22	s 12.25	.....	A. M.
223.37	Montrose.....T	7.13	.....	7.43	.....	.....	.....	*10.38	.....	.....	.....	.....
224.42	Montrose Jct.....T	7.15	.....	7.45	.....	.....	.....	10.40	.....	.....	.....	.....
224.71	Falls View.....	s 7.16 / 7.21	.....	s 7.46	.....	.....	.....	10.41	.....	.....	.....	.....
225.82	Victoria Park.....T	7.23	.....	s 7.49	.....	.....	.....	s 10.43	.....	.....	.....	.....
227.02	Niagara Falls (ONT.) DN	s 7.28	.....	s 7.56	.....	.....	.....	s 10.50	.....	.....	.....	.....
227.65	Suspension Bridge.....	s 7.37	.....	s 8.04	.....	.....	.....	s 10.56	.....	.....	.....	.....
229.46	Niagara Falls, N. Y....	s 7.45	.....	8.12	.....	.....	.....	11.05	.....	.....	.....	.....
247.67	Black Rock.....	.....	s 8.00	.....	s 9.04	s 10.09	s 10.42	.....	s 11.28	s 12.32	.....	.....
252.06	Exchange St.....	.....	s 8.25	.....	s 9.30	.....	.....	.....	.....	.....	.....	.....
254.54	Buffalo.....	8.30	8.35	.....	9.40	10.35	11.15	.....	11.54	1.10	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		A. M.
		30	80	180*	44	8	82	182*	48	10		46

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

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

No. 44. Stop at Welland to discharge passengers from Detroit and beyond.

Nos. 80 and 82 stop at Terrace. See New York Central time table.

No. 180. Stop on signal at Fraser to receive and discharge passengers.

No. 182. Stop on signal at Fraser to receive and discharge passengers and on signal at Montrose to take on employes.

ST. CLAIR BRANCH

Miles from St. Thomas	WESTWARD—SECOND CLASS 109 Daily Except Sunday P. M.	107 Daily Except Sunday P. M.	101 Daily Except Sunday A. M.	105 Daily Except Sunday A. M.	STATIONS LEAVE | ARRIVE	EASTWARD—SECOND CLASS 104 Daily Except Sunday A. M.	106 Daily Except Sunday P. M.	102 Daily Except Sunday P. M.	108 Daily Except Sunday P. M.	Miles from Petrolia
0.00	.....	....	*7.15* ..	.....	*St. Thomas*.....*DN*	.....	....	*5.00* ..	.....	.....
4.23	.....	....	s 7.30 ..	.....	St. Clair Jct.....T	.....	....	s 4.45 ..	.....	.....
5.40	.....	....	f 7.34 ..	.....	Air Line Crossing.....	.....	....	f 4.36 ..	.....	.....
9.35	.....	....	f 7.43 ..	.....	Southwold.....	.....	....	f 4.30 ..	.....	.....
13.54	.....	....	f 7.53 ..	.....	Muncey.....	.....	....	f 4.20 ..	.....	.....
19.27	.....	....	s 8.05 ..	.....	Melbourne.....D★	.....	....	f 4.10 ..	.....	.....
22.29	.....	....	f 8.13 ..	.....	C.N.R. Crossing.....	.....	....	f 4.02 ..	.....	.....
24.50	.....	....	8.18 ..	.....	C.P.R. Crossing.....	.....	....	3.57 ..	.....	.....
25.75	.....	....	f 8.27 ..	.....	Appin Road.....	.....	....	f 3.54 ..	.....	.....
29.89	.....	....	f 8.36 ..	.....	Walkers.....	.....	....	s 3.48 ..	.....	.....
35.28	.....	....	s 8.50 ..	.....	Alvinston.....D★	.....	....	s 3.40 ..	.....	.....
40.99	.....	....	s 9.20 ..	.....	Inwood.....D★	.....	....	s 2.24 ..	.....	.....
42.30	.....	....	f 9.30 ..	.....	Weidman.....	.....	....	f 1'47 ..	.....	.....
43.80	.....	....	f 9.40 ..	.....	Glen Rae.....	.....	....	f 1.40 ..	.....	.....
44.98	P. M.	P. M. ..	f 9.48 ..	A. M.	Holmesdale.....	A. M.	P. M. ..	f 1.35 ..	P. M.	
	4.35	**12.20** ..	....	**8.13**	Eddy's.....	**8.12**	**12.13** ..	....	**4.31**	12.04
.....	s 4.42	s 12.32 ..	....	s 8.25	Oil Springs.....D★	s 8.06	s 12.01 ..	....	s 4.19	9.25
48.19	s 4.50	s {12.42 / **1.20** 102	s {10.15 / **10.40** 106	s 8.35	Oil City.....D★	s 8.01	s {11.50 / **10.40** 101	s **1.20** 107	s 4.09	6.86
50.17	s 4.55	s 1.35 ..	s 10.48 ..	s 8.43	Petrolia Jct.....	s 7.58	s 10.25 ..	s 1.15 ..	s 4.01	4.88
.....	.....	f 1.39 ..	f 10.55 ..	f 8.49	Corey.....	.....	f 10.21 ..	f 1.11 ..	f 3.55	3.52
.....	.....	1.50 ..	11.10 ..	9.03	Petrolia.....D★	.....	10.10 ..	1.00 ..	3.40	0.00
56.56	s 5.08	....	....	.....	Brigden.....D★	s 7.47	....	....	.....	.....
59.81	f 5.16	....	....	.....	Kimballs.....	f 7.40	....	....	.....	.....
65.82	5.30	....	....	.....	Courtright Jct.....	s 7.28	....	....	.....	.....
66.38	5.35	....	....	.....	Courtright.....D★	7.25	....	....	.....	.....
	P. M.	P. M.	A. M.	A. M.	ARRIVE LEAVE	A. M.	A. M.	P. M.	P. M.	
	109	**107**	**101**	**105**		**104**	**106**	**102**	**108**	

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

Time shown at St. Thomas is for information only.

Nos. 101 and 107 must receive terminal clearance at Oil City.

No. 102. Will wait at Petrolia for No. 101.

No. 106. Will wait at Petrolia for No. 105.

No. 108. Will wait at Petrolia for No. 107.

LEAMINGTON BRANCH

Miles from Comber	SOUTHWARD—Second Class 163 MIXED Saturday Only P. M.	161 MIXED Daily Except Sunday A. M.	STATIONS LEAVE ARRIVE	NORTHWARD—Second Class 160 MIXED Daily Except Sunday A. M.	162 MIXED Saturday Only P. M.	Miles from Sea Cliff Park
0.00	4.25 ..	11.00 ..	Comber.....D★	9.08 ..	4.10 ..	15.91
3.31	f 4.32 ..	f 11.10 ..	Rosslyn.....	9.01 ..	f 4.01 ..	12.60
5.40	s 4.39 ..	s 11.18 ..	Staples.....	s 8.55 ..	s 3.55 ..	10.51
7.10	f 4.45 ..	f 11.25 ..	Oakland.....	f 8.49 ..	f 3.49 ..	8.81
8.79	s 4.51 ..	s 11.34 ..	Blytheswood.....	s 8.44 ..	s 3.44 ..	7.12
10.57	f 4.57 ..	f 11.41 ..	Wigle.....	f 8.37 ..	f 3.37 ..	5.34
12.29	5.02 ..	11.47 ..	Gravel Pit Switch.....	8.34 ..	3.34 ..	3.62
13.44	5.07 ..	11.52 ..	P.M. Crossing.....	8.31 ..	3.31 ..	2.47
13.79	5.10 ..	12.01 ..	Leamington.....D★	8.30 ..	3.30 ..	2.12
15.91	....	....	Sea Cliff Park.....	....	....	0.00
	P. M.	P. M.	ARRIVE LEAVE	A. M.	P. M.	
	163	**161**		**160**	**162**	

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

No. 162 waits at Leamington for No. 161.

Nos. 160, 161, 162 and 163 will carry passengers.

AMHERSTBURG BRANCH

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

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

No. 110 waits at Amherstburg for No. 111.

NIAGARA BRANCH

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

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

Between Bridgeburg and Niagara Jct. and between Montrose Jct. and Niagara Falls, Ont., Niagara Branch trains will be governed by schedules shown on Main Line Times-Table.

No. 46 waits at Fort Erie for No. 49.

MICHIGAN MIDLAND BRANCH

Miles from St. Clair Springs	WESTWARD	STATIONS	EASTWARD	Miles from Richmond
		LEAVE ARRIVE		
0.00	.....	St. Clair Springs.....	.....	14.73
2.05	.....	Carlton.....	.....	12.68
4.78	.....	Butlins.....	.....	9.95
8.02	.....	Adair.....	.....	6.71
14.73	.....	Richmond.....	.....	0.00
		ARRIVE LEAVE		

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

SPEED SCHEDULE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.70
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

MICHIGAN CENTRAL RAILROAD
CANADA DIVISION
LAKE HURON
LAKE ONTARIO
LAKE ERIE
LAKE ST. CLAIR
DETROIT
CITY DIVISION
BAY
WINDSOR
AMHERSTBURG
COLCHESTER
SOUTHWICK
McGREGOR
AULD
EDGARS
ESSEX
COMBER
TILBURY
FLETCHER
BUXTON
MAIDSTONE
RUSCOMB
PELTON
TOWER
ROSSLYN
PETTIT MILL
STAPLES
OAKLAND
BLYTHESWOOD
GRAVEL PIT SWITCH
LEAMINGTON
SEA CLIFF PARK
WIGLE
COURTRIGHT JCT.
COURTRIGHT
ADAIR
BUTLINS
CARLTON
ST. CLAIR SPRINGS
KIMBALL
BRIGDEN
COREY
PETROLIA JCT.
PETROLIA
OIL CITY
HOLMESDALE
GLEN RAE
WEIDMAN
INWOOD
OIL SPRINGS
EDDYS
ALVINSTON
WALKERS
MELBOURNE
MUNCEY
SOUTHWOLD
AIR LINE CROSSING
ST. CLAIR JCT.
ST. THOMAS
CHARING CROSS
FARGO
MULL
RIDGETOWN
HIGHGATE
MUIRKIRK
TAYLOR
RODNEY
WEST LORNE
DUTTON
IONA
SHEDDEN
YARMOUTH
KINGSMILL
ALYMER
SPRINGFIELD
BROWNSVILLE
TILLSONBURG
CORNELL
HAWTREY
LA SALETTE
WINDHAM
WATERFORD
VILLA NOVA
TOWNSEND
HAGERSVILLE
DUFFERIN
LYTHMORE
CAYUGA
EDWARD
CANFIELD JCT
ATTERCLIFFE
MONTAGUE
PERRY
NIAGARA-ON-THE-LAKE
PARADISE
QUEENSTON JCT
QUEENSTON
JOHN ST.
ST. DAVID
STAMFORD
NIAGARA FALLS
VICTORIA PARK
FALLS VIEW
MONTROSE
FRASER
MONTROSE JCT
SUSPENSION BRIDGE
NIAGARA FALLS N.
NIAGARA N.Y.C.
BLACK CREEK
BOWARD
BRIDGEBURG
BLACK ROCK
TERRACE
BUFFALO
WELLAND
BROOKFIELD
NETHERBY
STEVENSVILLE
VICTORIA
PORT ERIE