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MICHIGAN CENTRAL RAILROAD

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

CANADA DIVISION

TIME TABLE No. 141

For the Information and Government of Employes

Effective 12.01 a. m.

Sunday, April 30th, 1939

EASTERN STANDARD TIME

Superseding Time Table No. 140, dated Sept. 25, 1938

J. E. SCHWENDER,
Superintendent

SUTHERLAND PRESS, LIMITED, ST. THOMAS, ONT.

COMPANY'S SURGEONS

MAIN LINE

DR. GEO. P. MYERS, Medical Director, Detroit, Mich.
Office, Room 803, Michigan Central Terminal, Phone Lafayette 7000, Extension 176.
Residence, 18010 Greenlawn Ave., Phone University 2-5958.

DR. GORDON MYERS, Consulting Surgeon, care Receiving Hospital, Macomb and St. Antoine Street, Detroit.

DR. E. HOWARD HANNA, Ass't Medical Director, Detroit, Mich.
Office, Room 807, Michigan Central Terminal, Phone Lafayette 7000, Extension 176.
Residence, Phone Townsend 8-9677.

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

DR. G. B. LOWRIE, Local Surgeon, Detroit, Mich.
Office, 1405 Stroh Bldg., 28 Adams Ave., W., Phone Randolph 0722.
Residence, Phone Niagara 3946. Hours 2 to 4 p.m.

DR. EARL G. KREIG, Company Surgeon, Detroit, Mich.
Office, 1842 David-Whitney Building.

DR. C. L. FULLER, Local Surgeon, Windsor, Ont.
Office, 17 Wyandotte St., W., Phone 4-1891.
Residence, 605 Victoria Ave., Phone 3-4083.

DR. G. F. LEWIS, Local Surgeon, Windsor, Ont.
Office, 137 Park St., West, Phone 3-5711.
Residence, 900 Victoria Ave., Phone 3-5711.

DR. H. G. EMERSON, Local Surgeon, Comber, Ont.
Office and Residence, Main Street, Phone 46 Ring 2 or 3.

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

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

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

DR. J. D. CURTIS, Local Surgeon, St. Thomas, Ont.
Office, 548 Talbot Street, Phone 1816.
Residence, 34 Southwick Street, Phone 1821.

DR. D. S. CARRIE, Local Surgeon, St. Thomas, Ont.
Office, 552 Talbot Street, Phone 62.
Residence, 52 Stanley St., Phone 1303.

DR. S. McCALLUM, Local Surgeon, Niagara Falls, Ont.
Office and Residence, 461 Huron St., Phone 103.

DR. CHARLES W. STREETS, Local Surgeon, Fort Erie, Ont.
Office and Residence, 50 Phipp St., Phone 304.

DR. W. H. MARCY, DR. GEO. H. MARCY } Local Surgeons, Buffalo, N.Y.
Office and Residence, 32 W. Utica St., Phone Grant 4269.

DR. J. W. CHARTERS, 540 Walden Ave., Buffalo, N.Y.

For the Information of Enginemen and Trainmen — Canada Coach Lines Bus, T. H. & B. and C. P. R. Trains and L. & P. S. Electric Car Schedules are shown below:

CANADA COACH LINES

Welland—Arrive Daily . . .	8.30 A.M.		Welland—Leave Daily . . .	9.35 A.M.	
" "	2.20 P.M.		" "	3.15 P.M.	
" "	5.40 P.M.		" "	8.35 P.M.	

T. H. & B. TRAINS

Welland—			**Waterford—**		
No. 73 Daily except Sunday .	Leave	7.20 A.M.	No. 145 Daily except Sunday	Arrive	10.25 A.M.
No. 76 " " "	Arrive	5.20 P.M.	No. 144 " " "	Leave	11.50 A.M.

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

St. Thomas		St. Thomas	
No. 8—Southbound, Daily	10.08 A.M.	No. 27—Northbound, Daily Except Monday,	12.58 A.M.
No. 18— " "	6.45 P.M.	No. 7— " " Sunday,	8.52 A.M.
		No. 9— " Daily	11.05 A.M.
		No. 13— " "	4.18 P.M.
		No. 19— " "	7.43 P.M.
		No. 23— " "	9.45 P.M.

CANADIAN PACIFIC TRAINS

WEST BOUND							EAST BOUND		
37	21	635	19				20	38	22
Daily	*Daily*	*Daily Except Sunday*	*Daily*				*Daily*	*Daily*	*Daily*
P.M.	P.M.	A.M.	A.M.		STATIONS		A.M.	A.M.	P.M.
11.00	2.35	6.55	2.50	Arr	**Detroit**	Lv	3.05	8.25	4.45
				Arr	**Windsor Dock**	Lv			
10.50	2.25	6.45	2.40	Lv	**Windsor**	Arr	3.15	8.35	4.55
10.40	2.10	6.30	2.30	Arr	**M.C.R.R.**	Lv	3.25	8.45	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. JOINT TRACK.

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

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

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

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

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

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

1. STANDARD TIME. (Revised).

All trains are run on EASTERN STANDARD TIME.

2.-3. STANDARD TIME.

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

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

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

6. SIGNS.

B Stop on signal to discharge passengers from Boston and New York and to receive passengers for Detroit and west, where scheduled to stop.

C Stop on signal to discharge passengers and to receive passengers for St. Thomas and west.

D Stop on signal to discharge passengers and to receive Passengers for Buffalo and East.

E Stop on signal on Sundays to discharge passengers and to receive passengers for Windsor and west.

G Stop on signal on Sundays to receive passengers for Windsor and west.

H Stop on signal to receive passengers for Hamilton and Toronto.

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

M Stop on signal to discharge passengers from Windsor and west.

P Stop on signal to discharge passengers from St. Thomas and west.

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

R Reduce speed to 10 miles per hour to deliver Post Office Mail.

U Stop on signal to discharge passengers.

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

W Stop at Falls View 3 minutes to allow passengers to view the Falls.

X Stop on signal to discharge passengers from Hamilton and Toronto.

Y Stop for customs and immigration inspection.

14. WHISTLE SIGNALS.

Sound	*Indication*
OO—O	Relief engine required at Terminal. To be sounded passing first two open signal stations after defect develops and operators must immediately inform train despatcher.
— — O —	Approaching public road crossings at grade and at whistle posts. Rule 31 Signal 14 (1). Rules for the Government of the operating Department (Canada Division) is changed accordingly.

17. HEADLIGHTS.

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

Headlights must be dimmed:

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

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

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

3. That nothing in these regulations shall prevent the use of a device whereby the light may be diminished in yards, at stations, and on two or more tracks when approaching trains moving in opposite direction, to an extent that will enable a person or persons operating the locomotive to see a dark object the size of a man for a distance of 300 feet or more ahead of the locomotive, under normal weather conditions.

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

(b) That in case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available and provided at such

Continued on Page 2

Continued from Page 1

station, passing over all public highway crossings not specially protected by watchman, gates, or automatic signal at a speed not exceeding twenty miles an hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying a proper light.

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

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

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

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

Rules 17 and 1226 are modified accordingly.

19. MARKERS.

Trains or engine if not equipped to display markers, as per rule 19, will display red flag by day and red light by night on rear of train.

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

"29. 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.

26a. PROTECTION OF BOARDING CARS.

A yellow signal displayed at one or both ends of car indicates boarding car; a yellow disc displaying the words "Bunk Car" attached to a switch stand indicates boarding cars are on that track. Employee in charge of cars must display yellow disc on each switch leading to such track and yellow signals on one or both ends of car as conditions require, and the same employee is alone authorized to remove them, except that when cars are placed ahead of boarding cars or when cars so placed are removed, the conductor will be responsible for proper display of signals.

27. USE OF SIGNALS.

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

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

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

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

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

Part 1.

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

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

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

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

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

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

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

83. TRAIN REGISTER STATIONS.

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

83. CLEARANCE OF TRAINS.

Single Track:

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

St. Clair Jct.
Oil City.
Petrolia Jct.
Eddy's.
Courtright.
Leamington.
Niagara Jct.
Montrose Jct.
Niagara-on-the-Lake.

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

D-83. Double Track:

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

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

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

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

St. Thomas.....Eastward trains on main track by train order signal at Ball; normal position STOP "Train orders." Trains approaching on yard tracks, in addition to the train order signal indication, must receive a hand signal from the operator before fouling main track.

All westward trains by "Proceed" indication at "BX" Tower home interlocking signal. St. Clair Branch trains in addition must have Terminal Clearance.

Welland..... All regular and extra eastward passenger trains from the T. H. & B. by home interlocking signal at Welland Drawbridge. All other trains originating at Welland verbally by the train despatcher.

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

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

Fort Erie.....Westward regular and extra passenger trains by Terminal Clearance, to be delivered by the operator to the engineer as the train passes the office. In case of failure the Conductor will deliver the Terminal Clearance.

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

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.

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

83. BULLETIN BOARD OR BOOKS.

Whenever bulletin orders are issued giving notice of defective track, slow speed track, or the location of extra gangs and the nature of the work being done and kind of protection that is being given, they will be posted at all bulletin stations designated on the time table.

Engineers and conductors must provide themselves with a copy and have it with them while on duty during the entire period it remains in force, also acknowledge receipt thereof and promptly forward the receipt stub by train mail to Superintendent's office.

93. YARDS.

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

Victoria yard extends from Fort Erie Station to yard limit sign west of Niagara Jct. on main line, and from yard limit sign north on Niagara Branch to Old Fort Erie.

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

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

By night or in foggy or stormy weather, a red light must be placed on cars or engines obstructing main tracks within yard limits. Rule 93c is modified accordingly.

98. APPROACHING JUNCTIONS.

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

98. RAILROAD CROSSINGS AT GRADE JUNCTIONS AND DRAWBRIDGES:

Main Line:

Location		Railroad	Signals
Windsor	Tower 1	M. C. R. R.	Interlocking.
	Tower 2	M. C. R. R.—E. T. Ry. Conn.	Interlocking.
	Tower 4	M. C. R. R.	Interlocking.
Windsor Yard—Tower 3		M. C. R. R.	Interlocking.
Windsor Dock Track	E.T. Ry. Crossing	E. T. Ry.	Interlocking.
	Signaling normal against E.T. Ry. — operated by E. T. Trainmen.		
Pelton		P. M. Ry.	Interlocking.
Fargo		P. M. Ry.	Interlocking.
St. Thomas—BX Tower		L. & P. S. Ry., P. M. Ry.	Interlocking.
St. Thomas Yard	Frt. House Lead	Credit Main	Target.
	Banner right angle to Credit Main — proceed to trains on freight house lead.		
	Banner right angle to Freight House Lead — NORMAL. Proceed to trains on Credit Main.		
	Park Track	L. & P. S. Ry.	None.
	All trains, engines and L. &. P. S. trains must stop 50 feet from crossing. Rule 98 modified accordingly.		
Yarmouth		C. N. Ry.	Interlocking.
Hagersville		C. N. Ry.	Interlocking.
Canfield Jct.		C. N. Ry.	Interlocking.
*E. & O. Crossing		T. H. & B. Ry.	Interlocking.
Welland Drawbridge (See General Order 105)		Welland Canal T. H. & B. Ry. N. St. C. & T. Ry.	Interlocking.
Welland C. N. Tower (See General Order 105)		C. N. Ry.	Interlocking.
*†Victoria Park, American Can Company Spur		N. St. C. & T. Ry.	Interlocking.

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Amherstburg Branch:

Location	Railroad	Signals
*§McGregor	P. M. Ry.	Interlocking.
Signals are operated automatically by approaching trains.		
*Quarries	E. T. Ry.	Interlocking.
Signalling normal against E.T. Ry. Operated by E. T. Ry. Trainmen.		

Leamington Branch:

*§Leamington	P. M. Ry.	Interlocking.
Signals are operated from P. M. Station.		

St. Clair Branch:

‡*†Air Line Crossing	C. N. Ry.	Interlocking.
‡*†C. N. Ry. Crossing	C. N. Ry.	Interlocking.
*§C. P. Ry. Crossing	C. P. Ry.	Interlocking.
Signals are operated automatically by approaching train.		
**Courtright Jct.	P. M. Ry.	Two-Arm Signal.
Signals normal against P. M. — operated by P. M. Trainmen.		Lower arm governs movements on M.C.

Niagara Branch:

1,500 feet north of Hydro Power Canal	C. N. Ry.	Interlocking.
** Niagara Falls, Ont., north of Cyanamide Plant	C. N. Ry.	None.
*†Niagara Falls, Ont., Queen and Erie Sts.	N. St. C. & T. Ry.	Interlocking.
All trains and engines must stop before crossing.		
Chippawa Drawbridge	Welland River	None.
All trains and engines must stop before crossing bridge, in accordance with Rule 98.		
††**Niagara Jct. south of Main Line	C. N. Ry.	Two-Arm Signal. Lower arm governs movements on M.C.
Operated by C. N. Ry.		
**Old Fort Erie	C. N. Ry.	Two-Arm Signal. Lower arm governs movements on M.C.
Operated by C. N. Ry.		

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

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

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

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

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

** Signboards reading stop located 500 feet each side of railway crossing. All trains and engines must be brought to a full stop at the stop-board and shall not proceed until the proper signal has been given.

†† Signboard reading "Stop" is located on the eastward track of the Fort Erie Division, 115 feet west of the switch of the old Fort Erie Branch at Niagara Jct. and governs trains on the old Fort Erie Branch only.
Rule 98 is modified accordingly.

102. PUBLIC GRADE CROSSINGS.

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

Trainmen must flag trains or engines over the following crossings:

Windsor.....Wellington Ave. for movements on the industrial tracks.

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

Crossings equipped with Wig-Wag signals operated automatically and in addition manually from control switches.

Dutton.....Main St.
West Lorne.....Graham Road.
Rodney.....Main St.
Comber.....Main St.
*Essex.....Townline Road.
Essex.....Talbot St.
Welland.....Plymouth Road, Wig Wags and gates.
Niagara Falls....Queen St.
Victoria Park....Clifton Hill.

Control switches may be operated by inserting a switch key in the control switch and operate as follows:

TO START Wig-Wag signals turn key toward START position then remove key.

TO STOP Wig Wag signals turn key toward STOP position then remove key.

Trainmen must operate the control switches for switching movements over the crossing and to avoid unnecessary operation of the signals.

*When making return movement to Essex on westward track with light engine after taking water at standpipe located approximately one mile west of Essex, before proceeding over Townline Road Crossing, three-quarters of a mile west of Essex, a member of the crew will operate push button in box at north west corner of the crossing to start the wigwag signals, or flag themselves over the crossing, to afford protection to pedestrians and vehicles.

104. NORMAL POSITION OF SPECIFIED SWITCHES.

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

Fort Erie: Double track switch east of station set for westward track.

Operator will open switch for all eastward regular passenger trains and close it behind eastward passenger trains only.

109. TRACK PANS.

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

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

D-151. DOUBLE TRACK.

Between Windsor, Suspension Bridge and Fort Erie.

D-153.

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

D-154. MOVEMENT AGAINST THE CURRENT OF TRAFFIC.

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

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

221. TRAIN ORDER SIGNALS:

Indication of train order signals apply to all tracks.

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

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

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

401. COMMUNICATION OF SIGNAL ASPECTS.

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

403. SWITCH TARGETS.

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

502. AUTOMATIC BLOCK SYSTEM.

Rule 291 applies.

Automatic block signal rules apply as follows:
Main Line: Between Windsor, Suspension Bridge and Fort Erie.

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

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

701. AUTOMATIC STATION PROTECTION SIGNAL.

St. Thomas: Signal located 2,500 feet east of Passenger Station, controls movement of westward trains on track known as the old Credit Main and use 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 arm's length.

All Clear.

By day or night: Give "Proceed" signal.

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

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

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

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

The rear trainman of all moving trains from the rear platform must exchange signals with the forward trainman of freight trains passing on double-track as soon as rear car has passed engine, then continue to observe the general condition of such passing train and if any unsafe condition is observed, he must convey such information to the forward and rear trainman by the prescribed signal.

(e) The rear trainman of all moving trains must station himself on the rear platform of the last car in train, or last car ahead of business, private or observation car, when passing stations, while within yard or station limits, and when passing any moving or standing train on main tracks or side tracks, and must observe the general condition of trains met or passed and exchange signals with trainmen of such trains; such observation to cover the entire train.

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

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

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

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

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

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

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

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

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

1111. LEAVING CARS ON SIDINGS.

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

1145. SCALE TEST CARS.

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

1157. PASSING OVER TOPS OF CONTAINERS.

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

1328. HAND BRAKES.

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

1401. SPEED RESTRICTIONS

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

GENERAL

	Main Line	St. Clair Br.	Leamington Br.	Amherstburg Br.	Niagara Br.
Passenger, Mail, Express and Milk trains	80	25	25	25	20
Passenger, Mail, Express and Milk trains when double-heading	70	25	25	25	20
Passenger, Mail, Express and Milk trains with freight equipped cars	50	25	25	25	20
Freight trains	50	25	25	25	20
Engines, light or with caboose and work trains	40	25	25	25	20
Railroad grade crossings interlocked — Passenger	35	25	25	25	20
Railroad grade crossings interlocked — Freight	20	20	20	20	20
Drawbridges — Passenger	25				
Drawbridges — Freight	15				
Engines, other than suburban tank engines equipped with pilot, running backward	20	15	15	15	15
Engines running backward handling passenger or mixed trains on branches	20	15	15	15	15
Engines running backward by night over public crossings	15	15	15	15	15
Switch engines	20	20	20	20	20
Trains with dead engines not having all side or main rods	20	20	20	20	20
Revenue freight trains with cranes moving on own wheels	30	25	25	25	20
Track pans	60				
Switches and cross-overs, when diverging	10	10	10	10	10
Circus trains with freight equipped cars	30	25	25	25	20
Troop trains with freight cars	30	25	25	25	20
Trains handling scale test cars, spreaders and levellers	25	25	25	25	20
Engines, Classes H and L	50				
Engines, Classes H and L on passing tracks and sidings	10				
Freight Engines (Classes G, H and L), must not be used in passenger train service, except on mixed trains or in cases of emergency and when so used the speed must be restricted as follows					
Class G	50				
Class H and L	50				

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	Main Line	St. Clair Br.	Leamington Br.	Amherstburg Br.	Niagara Br.
T. H. & B. Engines 201 and 202	35				
Motors operating under their own power or being towed:					
M-10 and M-201	55	*35			
M-14 and M-404	50	*35			
All other Motors except Diesel switch Engines	60	*35			
Diesel switch Engines	40	*25	25	25	20
Rail Detector Car X-8015 under own power or on rear of passenger trains. It must not be operated in freight trains.	40				

* See local speed restrictions.

Local

Main Line:

(Restrictions apply to trains in both directions unless otherwise designated).

Passenger:

Essex: Curve	55
Charing Cross: Curve, Mile Post N.F. 172	70
St. Clair Jct.: Curve, Mile Post N.F. 120	70
Kettle Creek Bridge	45
St. Thomas: Between Church and Moore St.	10
St. Thomas: Between passenger station and Second over head bridge, east	60
St. Thomas: Between Second over head bridge, east, and east end of Catfish curve, Mile Post N.F. 109½	70
Waterford: Between West switch and Townsend Centre	60
Dufferin to Grand River Bridge	65
Grand River Bridge to Edward	70
Welland: On curve east of C. N. Ry. crossing, Mile Post N.F. 13½	40
From curve east of C. N. Ry crossing, M. P. 13½ to Fraser	70
Fraser to Montrose Jct.	50
Montrose Jct. to Victoria Park	30
Victoria Park to Niagara Falls, Ont.	10
Netherby to Niagara Jct.	70
Niagara Jct. to Fort Erie	60

Freight:

Windsor: Between London St. Bridge to Windsor Dock Station	6
Windsor: 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 Ry., 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	15
Tower 4: Westward trains pulling into Yard through the crossover switches will not exceed	10
Kettle Creek Bridge	45
Tillsonburg: Over all public crossings on down town track	6

Niagara Branch:

Engines, Class G6 and K80 between Niagara Jct. and Montrose Jct.	20
Niagara-on-the-Lake and Niagara Falls, Ont.: Where track is not fenced in	10
Stamford over Portage road crossing	10
Over Welland Avenue, also the intersection at Bridge St. and Victoria Avenue	10
Between Niagara Jct. and Old Fort Erie	10

St. Clair Branch:

Petrolia: Over Queen Street	10
Courtright: Over River Road	10
Melbourne: Over No. 2 Provincial Highway	4
Motors: On reverse curve between Petrolia and Corey	25
Motors: On short curve south of Oil Springs	20

1402. ENGINE AND CAR RESTRICTIONS.

St. Clair Branch Bridges:

Loaded cars weighing more than 160,000 lbs. gross must not be handled.

Niagara River Bridge:

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

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

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

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

International Bridge:

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

All Main Line Bridges:

Cars weighing 200,000 lbs. gross 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.

St. Thomas Yard: Engines Class L must not be operated over west end of freight house track east of diamond.

Tilbury: L-2, J-1 and J-3 engines must not be used in the two spurs of the Canadian Top and Body Plant, or in the Canning Factory Spur.

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.

Hagersville:

Track No. 2, known as the Ballast Track, in Ingles old quarry at Hagersville, is unsafe for operation. Engines must not operate over this track north of the water tower.

The Run-around track at Ingles Quarry, Hagersville, is not safe to operate on with engines, due to drilling and blasting by the Quarry people having undermined the track, making it unsafe for engines. Engines must not operate over this Run-around track.

AUTOMATIC TRAIN STOP.

Main Line:

Between Windsor, Suspension Bridge and Fort Erie.

Enginemen and firemen must be qualified on rules for the operation of automatic train stop.

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

a. When used as pusher or second engine.

b. Under speed restrictions in Special Instructions, or by specific authority of Superintendent.

c. When train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Enginemen must notify Superintendent at the first communicating station, and relief engine, if available, must be obtained at first engine terminal.

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

SWITCHING REGULATIONS

1. TRANSFER RUNS.

Conductors of Transfer Runs are not to ride in the way cars of their trains, but place the most competent helper on rear end as a flagman. Conductors will ride head end of trains in all cases. This to reduce avoidable delays which are occurring continually.

2. SHOVING INTO TRACKS AND DOUBLING OVER.

A man must always be on top of the leading car when shoving into tracks. When doubling over or putting cars into track which appears to be full, conductor will require a man to go to the rear of tracks and get on top of cars to pass signals before cars are moved.

3. BUMPING POSTS.

When shoving in on tracks where there are bumping posts, conductor will arrange for a man on the leading car and is also required to know the condition of any cars that may be on a track which is protected with a bumping post. The practice of conductors coupling onto cars on a track protected by a post and shoving to the end feeling for post with the crew in the vicinity of the engine, is not permissible.

4. SWITCHING INDUSTRIAL, TEAM AND OTHER TRACKS.

When switching industrial, team, freight-house, company repair tracks or yards and company material tracks, the conductor or one of his brakeman must see that cars being loaded unloaded or repaired, are not moved until all persons in or under or about such cars have been notified and all obstructions under or about the cars, and attachments, such as pipe connections to tank cars, are removed. When such cars are moved they must be returned to their original location. Rules 1150 and 1289 are modified accordingly.

5. SHOVING DOWN GRADE.

Before coupling onto cars on a track which is down grade, conductor will have sufficient brakes set to prevent cars running away when couplings are being made or in the event of a break-in-two. When grades are severe and engine has hold of cars, conductor will couple up sufficient air to control the cars.

6. PROTECTING TRAIN.

Conductor will see to it that rear end of train is always protected while standing on a main track and also afford the same protection to his train while switching into a side track from a main track.

7. SIGNALS.

Conductor will be held responsible for having his crew at all times in position where signals can be passed to the engine crew, and engine crew will not proceed when they cannot see a signal from any member of the crew.

8. SWITCHES.

Crossover and main line switches will be left set for the clear position—as indicated by the banner or light on the switch. When a crew is through switching on a lead, they will leave switches set for the ladder track.

9. SWITCHTENDERS.

Where switchtenders are located, movements will be governed entirely by their signals.

10. UNFINISHED AND IMPROPER LOADING OF CARS.

When switching at industries or company material tracks, crews will examine the loading of open cars and if found to be loaded heavily on one side, end or overloaded, cars must not be moved.

11. INTERLOCKING CROSSINGS.

On arrival at interlocking plant, if route is not set, conductor or a member of the crew will go to an annunciator box or telephone, where same are provided, or in the absence of an annunciator box or telephone, will proceed immediately to the tower and inform the leverman the move they wish to make.

12. SWITCHING OVER HIGHWAY CROSSINGS.

When necessary to switch over highway crossings, a member of the crew will be stationed on the crossing to afford protection to pedestrians and vehicles. These instructions include the movements of the engine over the crossing either before, during or after the switching movements take place.

13. FOULING CROSSINGS.

When leaving cars in the vicinity of a street or highway crossing, no part of car must stand beyond the building line of street and not then when it is possible to place car a greater distance from the street or highway.

14. HUMP SWITCHING.

It is the duty of a rider to know by testing his brake that it is sufficient to hold the cut of cars of which he is in charge before the separation is made; and, in this connection, it is the duty of the conductor in charge to see that sufficient riders are put on a cut to insure its safe handling. It is the duty of a rider to leave the knuckles open when he leaves the cut and when this is done, to return without delay to the summit of the hump. When going into a clear track, rider will see that sufficient brakes are set to prevent cars moving out foul at the opposite end when subsequent cars are put on track.

15. LEAVING CARS.

When cars are left on tracks where there is a grade, sufficient brakes must be set, and, in addition, blocking must be used to insure cars will not run out of tracks.

16. CORNERING CARS.

In no case is it permissible to shove a car into clear on a track by a car going on an adjoining track and by doing so corner the cars, both of which are intended to go into different tracks. When cars are not into clear and parallel with other tracks, the man handling the switches must know beyond all doubt that cars he is placing on track will clear cars on adjoining track.

17. RUNNING SWITCHES.

When running switch is made, at least one member of the crew must be on top of car at the brakes to insure the safety of such moves.

18. ROUGH SWITCHING.

Kicking of cars into tracks with such violence as to cause damages to cars or their contents is strictly forbidden. This also applies to hump riders.

19. HANDLING PASSENGER EQUIPMENT.

Great care must be exercised in coupling onto or switching with passenger equipment—especially so when same is occupied. This class of equipment can be handled without disturbing passengers or doing damage to cars when proper judgment and care is exercised by conductor and engineer.

20. SWITCHING IN INDUSTRIES.

If switchmen are instructed to do work in tracks with which they are not entirely familiar, they must acquaint themselves with characteristics of lay out before attempting to do the work.

22. WEIGHING CARS.

In weighing cars, the scales must first be balanced. Cars must be uncoupled and separated at each end and under no circumstances must engine be run onto or over the live rail on scales.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

J. E. SCHWENDER, Superintendent.

T. L. COUGHLIN, Train Master.

W. H. McNABB, Chief Train Despatcher.

W. A. JOHNSTON
E. A. CONNOY
E. E. BRIDGE
A. E. ALLEN
R. W. WALTHERS
R. R. SUTTON
W. R. A. SINCLAIR
H. S. McDOUGALL
A. C. MOORE
} Despatchers.

BUFFALO TO DETROIT—MAIN LINE AND FORT ERIE DIVISION

WESTWARD FIRST CLASS

Miles from Buffalo via Fort Erie	STATIONS	17	47	71	5★	15	75	101	139★	45★	79
		Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily Except Sunday	Daily except Monday	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
0.00	*Buffalo*	*2.49*	*3.40*	*4.58*	*5.46*	*7.48*	*8.31*			*1.31*	*2.16*
2.98	*Terrace*				*s 5.56*	*s 7.58*	*s 8.41*			*s 1.42*	*s 2.26*
7.05	*Black Rock*	*s 3.07*	*s 3.58*	*s 5.19*	*s 6.10*	*s 8.08*	*s 8.51*			*s 1.53*	*s 2.36*
	Niagara Falls, N.Y.										
	Suspension Bridge								9.48		
	Niagara Falls, Ont. D★								9.55		
	Falls View								10.04		
	Montrose T								10.07		
7.92	Fort Erie DN	3.14	4.05	s 5.26	s 6.25	8.15	s 8.58			s 2.01	s 2.43
9.07	Victoria T	3.17	4.07	5.30	6.30	8.17	9.01			2.04	2.45
15.07	Stevensville T	3.23	4.13	5.36	s 6.42	8.23	H 9.09			2.12	2.52
24.76	C.N. Tower DN										
25.23	Welland T	3.33	4.23	f 5.55	s 7.00	B 8.33	s 9.30		10.17	s 2.29	s 3.10
34.56	Perry D★	3.43	4.32		f 7.12	8.42			10.26	2.41	
41.55	E. & O. Crossing D★	3.50	4.39	A. M.	7.21	8.49	A. M.		10.33	2.48	P. M.
50.08	Canfield Jct. DN	3.58	4.47		f 7.35	8.57			10.41	2.57	
54.90	Edward T				f 7.40					3.03	
66.48	Hagersville DN	4.14	5.02		s 7.59	9.12			10.56	f 3.16	
79.23	Waterford D★	4.27	5.15		s 8.30	9.25			11.09	s 3.36	
89.92	La Salette T	4.37	5.26		s 8.46	9.36			11.19	3.48	
101.66	Tillsonburg DN	4.48	5.37		s 9.01	9.47			11.29	s 4.04	
112.93	Springfield D★	4.58	5.47		s 9.22	9.58			11.38	c 4.20	
122.45	Yarmouth DN	5.06	5.56		9.40	10.07			11.46	4.34	
125.30	Ball DN	5.09	5.59		9.46	10.10			11.49	4.38	
126.12	St. Thomas DN	s 5.11	s 6.01		s 9.50	s10.12		A. M.	s11.51	s 4.40	
126.12	St. Thomas DN	5.19	6.05		5.05	10.15		10.00	11.54	4.45	
126.31	B.X. Tower DN										
130.35	St. Clair Jct. T	5.29	6.15		5.15	10.24		s10.09	12.03	4.54	
139.11	Iona T	5.37	6.23		s 5.26	10.32		A. M.	12.11	5.04	
145.05	Dutton D★				s 5.35					5.10	
151.58	West Lorne DN	5.49	6.35		s 5.45	10 44			12.23	5.17	
155.99	Rodney D★				s 5.52					5.22	
164.11	Highgate D★				s 6.07					5.30	
169.75	Ridgetown D★	6.06	6.52		s 6.17	11.00			12.39	E 5.35	
180.62	Fargo DN	6.16	7.02		s 6.35	11.10			12.49	5.46	
193.30	Fletcher D★				s 6.56					6.00	
200.42	Tilbury DN★	6.35	7.21		s 7.08	11.28			1.07	G 6.08	
206.83	Comber D★				s 7.18					G 6.16	
211.83	Ruscomb T				s 7.26					6.23	
221.30	Essex D★	6.55	7.41		s 7.40	11.48			1.27	6.33	
230.14	Pelton T	7.04	7.50		7.53	11.57			1.36	6.43	
232.82	Tower 4 DN	7.07	7.53		7.57	12.00			1.39	6.46	
235.71	Windsor DN	s 7.12	s 7.58		s 8.07	s12.05			s 1.44	s 6.52	
238.49	*Detroit* DN	*7.30*	*8.15*		*8.30*	*12.22*			*2.03*	*7.10*	
	ARRIVE	A. M.	A. M.	A.M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.

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

No. 5. Stop on signal at Lythmore, Dufferin, Townsend Centre, Hawtrey, Taylor, Buxton, Woodslee and Maidstone, and make regular stop at Cayuga, Villa Nova, Windham, Brownsville, Aylmer, Shedden, Muirkirk, Mull and Charing Cross to receive and discharge passengers, mail and express, and at Kingsmill to exchange Post Office mail.

No. 45. Stop on signal at Aylmer to discharge passengers and to receive passengers for St. Thomas and west.

No. 139. Will not carry passengers.

BUFFALO TO DETROIT—MAIN LINE AND FORT ERIE DIVISION

WESTWARD — FIRST CLASS / SECOND CLASS

Miles from Buffalo via Fort Erie	STATIONS	53	83	39	11★ MIXED
		Daily	Daily	Daily	Daily Except Sunday
	LEAVE	P. M.	P. M.	P. M.	A. M.
0.00	*Buffalo*	*5.01*	*5.26*	*10.08*	
2.98	*Terrace*	*s 5.11*	*s 5.36*		
7.05	*Black Rock*	*s 5.21*	*s 5.46*	*s10.26*	
	Niagara Falls, N.Y.				
	Suspension Bridge				
	Niagara Falls, Ont. D★				
	Falls View				
	Montrose T				
7.92	Fort Erie DN	s 5.28	s 5.53	10.33	
9.07	Victoria T	5.30	5.55	10.36	
15.07	Stevensville T	5.36	H 6.02	10.42	
24.76	C.N. Tower DN				
25.23	Welland T	s 5.46	s 6.20	10.52	
34.56	Perry D★	5.56		11.01	
41.55	E. & O. Crossing D★	6.03	P. M.	11.08	
50.08	Canfield Jct. DN	6.11		11.15	
54.90	Edward T				
66.48	Hagersville DN	6.26		11.31	
79.23	Waterford D★	6.38		11.44	
89.92	La Salette T	6.49		11.55	
101.66	Tillsonburg DN	7.00		12.06	
112.93	Springfield D★	7.10		12.16	
122.45	Yarmouth DN	7.19		12.25	
125.30	Ball DN	7.22		12.28	
126.12	St. Thomas DN	s 7.24		s12.30	A. M.
126.12	St. Thomas DN	7.27		12.34	6.40
126.31	B.X. Tower DN				
130.35	St. Clair Jct. T	7.36		12.44	6.50
139.11	Iona T	7.44		12.52	s 7.11
145.05	Dutton D★				s 7.25
151.58	West Lorne DN	7.56		1.04	s 7.46
155.99	Rodney D★				s 8.10
164.11	Highgate D★				s 8.38
169.75	Ridgetown D★	8.12		1.21	s 8.56
180.62	Fargo DN	8.22		1.31	s 9.30
193.30	Fletcher D★				s10.01
200.42	Tilbury DN★	8.40		1.50	s10.25
206.83	Comber D★				s10.40
211.83	Ruscomb T				s10.50
221.30	Essex D★	9.00		2.11	s11.25
230.14	Pelton T	9.09		2.20	11.42
232.82	Tower 4 DN	9.12		2.23	11.47
235.71	Windsor DN	s 9.17		s 2.27	s11.55
238.49	*Detroit* DN	*9.35*		*2.44*	*12.10*
	ARRIVE	P. M.	P. M.	A. M.	P. M.

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

No. 11. Will carry passengers, and make regular stops at Shedden, Muirkirk, Mull, Charing Cross, Buxton, Woodslee and Maidstone and on signal at Taylor to receive and discharge passengers, mail, express and freight.

DETROIT TO BUFFALO—MAIN LINE AND FORT ERIE DIVISION

EASTWARD FIRST CLASS

Miles from Detroit via Fort Erie	STATIONS	58	158	40	72	2*	56*	74	106	108	80
		Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Tuesday Thursday Saturday	Monday Wednes'y Friday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
DETROIT DIV. 0.00	*Detroit*.....DN	*2.55*	.....	*4.40*	.....	*5.25*	*8.35*	.....	.....	.....	.....
DETROIT DIV. 2.78	Windsor.....DN	s 3.10	.....	s 4.55	.....	s 5.40	s 8.50	.....	.....	.....	.....
WEST CANADA DIVISION 5.67	Tower 4.....DN	3.14	.....	4.59	.....	5.44	8.54	.....	.....	.....	.....
WEST CANADA DIVISION 8.35	Pelton.....T	3.17	.....	5.02	.....	5.47	8.57	.....	.....	.....	.....
WEST CANADA DIVISION 17.19	Essex.....D★	3.26	.....	5.11	.....	s 5.58	9.06	.....	.....	.....	.....
WEST CANADA DIVISION 26.66	Ruscomb.....T	.....	.....	.....	.....	s 6.13	9.15	.....	.....	.....	.....
WEST CANADA DIVISION 31.66	Comber.....D★	.....	.....	.....	.....	s 6.21	.....	.....	.....	.....	.....
WEST CANADA DIVISION 38.07	Tilbury.....DN★	3.43	.....	5.28	.....	s 6.31	9.25	.....	.....	.....	.....
WEST CANADA DIVISION 45.19	Fletcher.....D★	.....	.....	.....	.....	s 6.42	9.32	.....	.....	.....	.....
WEST CANADA DIVISION 57.87	Fargo.....DN	4.00	.....	5.45	.....	s 7.03	9.44	.....	.....	.....	.....
WEST CANADA DIVISION 68.74	Ridgetown.....D★	4.10	.....	5.55	.....	s 7.21	f 9.54	.....	.....	.....	.....
WEST CANADA DIVISION 74.38	Highgate.....D★	.....	.....	.....	.....	s 7.31	9.59	.....	.....	.....	.....
WEST CANADA DIVISION 82.50	Rodney.....D★	.....	.....	.....	.....	s 7.45	.....	.....	.....	.....	.....
WEST CANADA DIVISION 86.91	West Lorne.....DN	4.24	.....	6.09	.....	s 7.54	10.12	.....	.....	.....	.....
WEST CANADA DIVISION 93.44	Dutton.....D★	.....	.....	.....	.....	s 8.07	.....	.....	.....	.....	.....
WEST CANADA DIVISION 99.38	Iona.....T	4.35	.....	6.20	.....	s 8.18	10.23	.....	P. M.	P. M.	.....
WEST CANADA DIVISION 108.14	St. Clair Jct.....T	4.42	.....	6.27	.....	8.36	10.31	.....	3.47	4.52	.....
WEST CANADA DIVISION 112.18	B.X. Tower.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WEST CANADA DIVISION 112.37	St.Thomas.....DN	s 4.51	.....	s 6.36	.....	s 8.50	s10.40	.....	s 4.00	s 5.03	.....
EAST CANADA DIVISION 112.37	St.Thomas.....DN	4.55	.....	6.39	.....	2.30	10.45	.....	P. M.	P. M.	.....
EAST CANADA DIVISION 113.19	Ball.....DN	4.57	.....	6.41	.....	2.32	10.47	.....	.....	.....	.....
EAST CANADA DIVISION 116.04	Yarmouth.....DN	5.00	.....	6.44	.....	2.35	10.50	.....	.....	.....	.....
EAST CANADA DIVISION 125.56	Springfield.....D★	5.09	.....	6.53	.....	s 2.49	10.59	.....	.....	.....	.....
EAST CANADA DIVISION 136.83	Tillsonburg.....DN	5.19	.....	7.03	.....	s 3.08	f11.10	.....	.....	.....	.....
EAST CANADA DIVISION 148.57	La Salette.....T	5.29	.....	7.13	.....	s 3.24	11.22	.....	.....	.....	.....
EAST CANADA DIVISION 159.26	Waterford.....D★	f 5.39	.....	7.23	.....	s 3.50	D11.33	.....	.....	.....	.....
EAST CANADA DIVISION 172.01	Hagersville.....DN	5.52	.....	7.35	.....	s 4.15	11.47	.....	.....	.....	.....
EAST CANADA DIVISION 183.59	Edward.....T	.....	.....	.....	.....	f 4.34	11.59	.....	.....	.....	.....
EAST CANADA DIVISION 188.41	Canfield Jct.....DN	6.07	.....	7.50	.....	f 4.41	12.04	.....	.....	.....	.....
EAST CANADA DIVISION 196.94	E. & O. Crossing...D★	6.15	.....	7.58	.....	4.53	12.13	.....	.....	.....	.....
EAST CANADA DIVISION 203.93	Perry.....D★	6.21	A. M.	.....	A. M.	s 5.05	12.20	P. M.	.....	.....	P. M.
EAST CANADA DIVISION 213.26	Welland.....T	s 6.34	6.42	R 8.12	s 9.25	s 5.25	s12.31	s 3.05	.....	.....	s 8.15
EAST CANADA DIVISION 213.73	C.N. Tower.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
FT.E.D. 223.42	Stevensville.....T	6.49	.....	.....	R 9.35	s 5.41	.....	f 3.14	.....	.....	x 8.26
FT.E.D. 229.42	Victoria.....T	6.56	.....	8.26	9.41	5.50	.....	3.20	.....	.....	8.32
FT.E.D. 230.57	Fort Erie.....DN	s 7.01	.....	8.29	s 9.45	s 5.55	.....	s 3.24	.....	.....	s 8.36
E.C.D.	Montrose.....T	.....	6.53	.....	.....	.....	12.46	.....	.....	.....	.....
E.C.D.	Falls View.....T	.....	w 7.01	.....	.....	.....	w12.54	.....	.....	.....	.....
E.C.D.	Niagara Falls, Ont..D★	.....	s 7.08	.....	.....	.....	s 1.01	.....	.....	.....	.....
N.Y.C.	Suspension Bridge.....	.....	s 7.17 / 7.22	.....	.....	.....	s 1.08 / 1.17	.....	.....	.....	.....
N.Y.C.	Niagara Falls, N.Y.....	.....	7.30	.....	.....	.....	s 1.27	.....	.....	.....	.....
N.Y.C. *231.44*	*Black Rock*.....	*s 7.07*	A. M.	Y *8.35*	*s 9.51*	*s 6.03*	.....	*s 3.30*	.....	.....	*s 8.42*
N.Y.C. *235.51*	*Terrace*.....	*s 7.25*	.....	*s 8.52*	*s 10.14*	*s 6.27*	*s 2.08*	*s 3.48*	.....	.....	*s 9.04*
N.Y.C. *238.49*	*Buffalo*.....	*7.40*	.....	*9.05*	*10.25*	*s 6.40*	*2.20*	*4.00*	.....	.....	*9.15*
	ARRIVE	A.M.	A.M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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

No. 2. Stop on signal at Maidstone, Woodslee, Buxton, Taylor, Hawtrey, Townsend Centre, Dufferin, Lythmore and make regular stop at Charing Cross, Mull, Muirkirk, Shedden, Aylmer, Brownsville, Windham, Villa Nova and Cayuga to receive and discharge passengers and Post Office mail, and at Kingsmill to exchange Post Office mail.

No. 56. At Black Rock reduce speed to 10 miles an hour to deliver way-bill mail.

DETROIT TO BUFFALO—MAIN LINE AND FORT ERIE DIVISION

EASTWARD

Miles from Detroit via Fort Erie	STATIONS	FIRST CLASS 44*	82	48*	8*	10*	SECOND CLASS 12*
		Daily	Daily	Daily	Daily	Daily	Daily except Sunday
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DETROIT DIV. 0.00	*Detroit*.....DN	*4.38*	.....	*7.00*	*7.29*	*9.05*	*4.10*
DETROIT DIV. 2.78	Windsor.....DN	s 4.53	.....	s 7.15	s 7.44	s 9.20	s 4.30
WEST CANADA DIVISION 5.67	Tower 4.....DN	4.57	.....	7.19	7.48	9.24	4.38
WEST CANADA DIVISION 8.35	Pelton.....T	5.00	.....	7.22	7.51	9.28	4.43
WEST CANADA DIVISION 17.19	Essex.....D★	5.09	.....	7.31	8.00	f 9.37	s 5.25
WEST CANADA DIVISION 26.66	Ruscomb.....T	5.18	.....	.....	.....	9.46	s 5.40
WEST CANADA DIVISION 31.66	Comber.....D★	5.23	.....	.....	.....	M9.51	s 6.10
WEST CANADA DIVISION 38.07	Tilbury.....DN★	5.29	.....	7.48	8.17	M9.57	s 6.55
WEST CANADA DIVISION 45.19	Fletcher.....D★	5.36	.....	.....	.....	10.04	s 7.08
WEST CANADA DIVISION 57.87	Fargo.....DN	5.47	.....	8.05	8.34	10.16	s 8.00
WEST CANADA DIVISION 68.74	Ridgetown.....D★	5.57	.....	8.15	8.44	f10.26	s 8.30
WEST CANADA DIVISION 74.38	Highgate.....D★	6.02	.....	.....	.....	.....	s 8.39
WEST CANADA DIVISION 82.50	Rodney.....D★	.....	.....	.....	.....	K10.42	s 9.00
WEST CANADA DIVISION 86.91	West Lorne.....DN	6.13	.....	8.29	8.58	K10.48	s 9.12
WEST CANADA DIVISION 93.44	Dutton.....D★	.....	.....	.....	.....	K10.56	s 9.25
WEST CANADA DIVISION 99.38	Iona.....T	6.24	.....	8.40	9.09	11.03	s 9.40
WEST CANADA DIVISION 108.14	St. Clair Jct.....T	6.31	.....	8.47	9.16	11.13	10.15
WEST CANADA DIVISION 112.18	B.X. Tower.....DN	.....	.....	.....	.....	.....	.....
WEST CANADA DIVISION 112.37	St. Thomas.....DN	s 6.41	.....	s 8.56	s 9.25	s11.23	s10.45
EAST CANADA DIVISION 112.37	St.Thomas.....DN	6.46	.....	8.59	9.32	11.28	P. M.
EAST CANADA DIVISION 113.19	Ball.....DN	6.48	.....	9.01	9.34	11.30	.....
EAST CANADA DIVISION 116.04	Yarmouth.....DN	6.52	.....	9.04	9.37	11.33	.....
EAST CANADA DIVISION 125.56	Springfield.....D★	7.02	.....	9.13	9.46	P11.45	.....
EAST CANADA DIVISION 136.83	Tillsonburg.....DN	7.12	.....	9.23	9.57	f12.00	.....
EAST CANADA DIVISION 148.57	La Salette.....T	7.23	.....	9.33	10.07	12.16	.....
EAST CANADA DIVISION 159.26	Waterford.....D★	7.34	.....	9.43	10.17	Q12.27	.....
EAST CANADA DIVISION 172.01	Hagersville.....DN	7.46	.....	9.55	10.29	f12.42	.....
EAST CANADA DIVISION 183.59	Edward.....T	.....	.....	.....	.....	.....	.....
EAST CANADA DIVISION 188.41	Canfield Jct.....DN	8.01	.....	10.10	10.45	1.02	.....
EAST CANADA DIVISION 196.94	E. & O. Crossing...D★	8.09	.....	10.18	10.53	1.11	.....
EAST CANADA DIVISION 203.93	Perry.....D★	8.15	P. M.	.....	.....	1.18	.....
EAST CANADA DIVISION 213.26	Welland.....T	U 8.24	s10.15	10.32	11.07	s 1.29	.....
EAST CANADA DIVISION 213.73	C.N. Tower.....DN	.....	.....	.....	.....	.....	.....
FT.E.D. 223.42	Stevensville.....T	8.34	10.26	.....	.....	.....	.....
FT.E.D. 229.42	Victoria.....T	8.40	10.32	10.46	11.21	1.49	.....
FT.E.D. 230.57	Fort Erie.....DN	s 8.43	s10.36	10.49	11.24	s 1.55	.....
E.C.D.	Montrose.....T	.....	.....	.....	.....	.....	.....
E.C.D.	Falls View.....	.....	.....	.....	.....	.....	.....
E.C.D.	Niagara Falls, Ont. D★	.....	.....	.....	.....	.....	.....
N.Y.C.	Suspension Bridge.....	.....	.....	.....	.....	.....	.....
N.Y.C.	Niagara Falls, N.Y.....	.....	.....	.....	.....	.....	.....
N.Y.C. *231.44*	*Black Rock*.....	*s 8.49*	*s10.42*	Y*10.55*	*s11.30*	*s 2.04*	.....
N.Y.C. *235.51*	*Terrace*.....	*s 9.16*	*s11.04*	.....	.....	.....	.....
N.Y.C. *238.49*	*Buffalo*.....	*9.28*	*11.15*	*11.25*	*12.04*	*2.45*	.....
	ARRIVE	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.

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

No. 10. Stop on signal at Aylmer and Brownsville to discharge passengers from St. Thomas and west.

No. 12. Will carry passengers, will make regular stop at Maidstone, Woodslee, Buxton, Charing Cross, Mull, Muirkirk and Shedden, and on signal at Taylor to receive and discharge passengers, Post Office mail, express and freight.

The point for Nos. 44, 48 and 8 to pass No. 12 will be arranged by Train Despatcher.

ST. CLAIR BRANCH

Miles from St. Thomas	WESTWARD—FIRST CLASS 105	103	101	STATIONS	EASTWARD—FIRST CLASS 102	104	106	108	Miles from Petrolia
	Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday	LEAVE ARRIVE	Daily Except Sunday	Daily Except Sunday	Tues. Thurs. Sat.	Mon. Wed. Fri.	
	P. M.	P. M.	A. M.		P. M.	P. M.	P. M.	P. M.	
0.00			*10.00*	*St. Thomas*.....*DN*			*4.00*	*5.03*	
4.23			s 10.09	St. Clair Jct.....T			s 3.47	s 4.52	
5.40			f 10.13	Air Line Crossing.....			f 3.36	f 4.41	
9.35			f 10.23	Southwold.....			f 3.23	f 4.28	
13.54			f 10.33	Muncey.....			f 3.15	f 4.20	
19.27			s 10.46	Melbourne.....			s 3.02	s 4.08	
22.29			f 10.53	C.N.R. Crossing.....			f 2.54	f 4.02	
24.50			11.01	C.P.R. Crossing.....			2.46	3.57	
25.75			f 11.08	Appin Road.....			f 2.42	f 3.50	
29.89			f 11.18	Walkers.....			f 2.32	f 3.42	
35.28			s 11.31	Alvinston.....			s 2.20	s 3.30	
40.99			s 11.45	Inwood.....D★			s 2.07	s 3.19	
42.30			f 11.50	Weidman.....			f 2.03	f 3.16	
43.80			f 11.54	Glen Rae.....			f 1.59	f 3.13	
44.98		P. M.	f 11.57	Holmesdale.....	P. M.		f 1.55	f 3.10	
				Eddy's.....					12.04
		12.20		Oil Springs.....D★	12.15				9.25
48.19		s 12.29	s 12.05	Oil City.....	12.06		s 1.46 101	s 3.02 101	6.86
	P. M.				P. M.	P. M.			
50.17	1.41	s 12.35		Petrolia Jct.....		1.40	1.41	s 2.58	4.88
		f 12.44		Corey.....		f 1.37	P. M.		3.52
		1.00		Petrolia.....D★		1.30	103		0.00
56.56	s 1.56	P. M.		Brigden.....D★		P. M.		s 2.43	
59.81	f 2.04			Kimballs.....				f 2.35	
65.82	2.17			Courtright Jct.....				2.22	
66.38	2.19			Courtright.....				**2.20** 105	
	P. M.	P. M.	P. M.	ARRIVE LEAVE	P. M.	P. M.	P. M.	P. M.	

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

No. 104 will wait at Petrolia for No. 103.

No. 108 will wait at Courtright for No. 105.

Nos. 106 and 108 will wait at Oil City for No. 101.

LEAMINGTON BRANCH

Miles from Comber	SOUTHWARD	STATIONS	NORTHWARD	Miles from Sea Cliff Park
		LEAVE ARRIVE		
0.00		Comber.....D★		15.91
3.31		Rosslyn.....		12.60
5.40		Staples.....		10.51
7.10		Oakland.....		8.81
8.79		Blytheswood.....		7.12
10.57		Wigle.....		5.34
12.29		Gravel Pit Switch.....*		3.62
13.44		P.M. Crossing.....		2.47
13.79		Leamington.....D★		2.12
15.91		Sea Cliff Park.....		0.00
		ARRIVE LEAVE		

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

* Gravel Pit track must not be used beyond 25 car lengths west of Gravel Pit Switch.

AMHERSTBURG BRANCH

Miles from Essex	WESTWARD	STATIONS	EASTWARD	Miles from Amherstburg
		LEAVE ARRIVE		
0.00		Essex.....D★		16.88
4.78		Edgars.....		12.10
7.23		P.M. Crossing.....		9.65
7.92		McGregor.....		8.96
11.54		Auld.....		5.34
12.67		Southwick.....		4.21
14.17		Quarries.....		2.71
15.73		Gordon.....		1.15
16.88		Amherstburg.....D★		0.00
		ARRIVE LEAVE		

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

NIAGARA BRANCH

Miles from Fort Erie	NORTHWARD	STATIONS	SOUTHWARD	Miles from Niagara-on-the-Lake
		LEAVE ARRIVE		
0.00		Fort Erie ..... DN		29.55
1.15		Victoria ..... T		28.40
2.04		Niagara Jct. ..... D		27.51
		3.91		
		Old Fort Erie		.....
6.77		Black Creek ..... ★		22.78
12.56		Chippawa ..... ★ ..... T		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. ..... D★		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
		ARRIVE LEAVE		

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

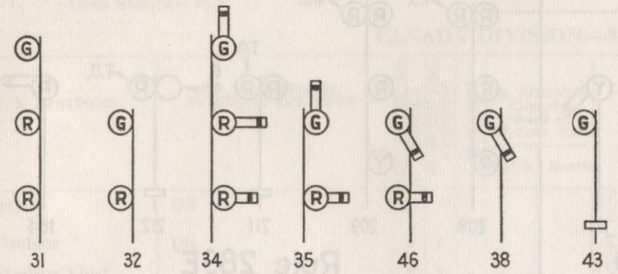
* Trains or engines must not operate between mile post four (4) south of Black Creek and mile post eleven sixty-seven (11.67) one mile south of Chippawa on Niagara Branch as track is unsafe.

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

SIGNAL ASPECTS, INDICATIONS AND RULES

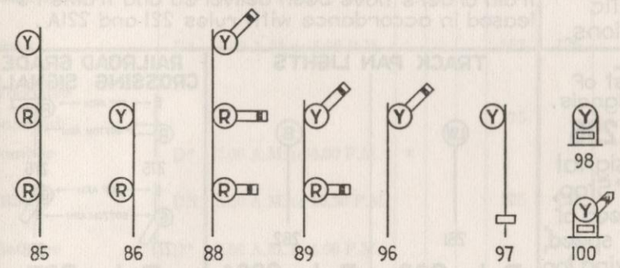
General Order 21, Nov. 1, 1930, Revised.

INTERLOCKING AND AUTOMATIC BLOCK SIGNALS



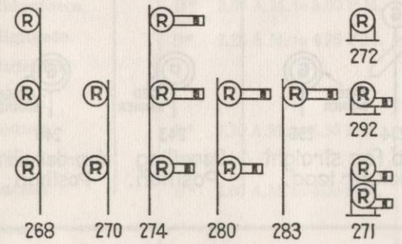
Rule 281

Proceed.



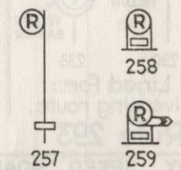
Rule 285

Prepare to stop at next signal. Train exceeding medium speed when indication is seen must at once reduce to that speed.



Rule 292

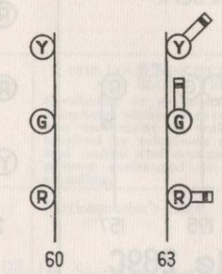
Stop.



Rule 291

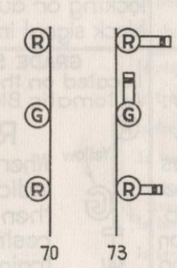
Stop; then proceed at restricted speed.

INTERLOCKING SIGNALS



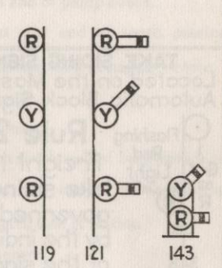
Rule 282

Approach next signal at medium speed.



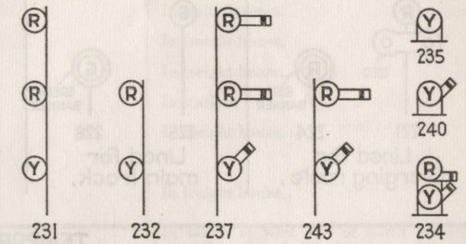
Rule 283

Proceed at medium speed.



Rule 288

Proceed at slow speed prepared to stop at next signal.



Rule 290

Proceed at restricted speed.

This signal must not be cleared for a train until the train has stopped or is operating under full control and prepared to stop before reaching the signal.

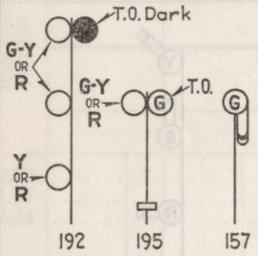
SPEED DEFINITIONS
SLOW SPEED - A speed not exceeding ten miles per hour.
MEDIUM SPEED - A speed not exceeding thirty miles per hour.
RESTRICTED SPEED - A speed which will enable a train to stop short of train ahead, obstruction, or switch not properly lined and look out for broken rail, not exceeding slow speed.

NOTES:
1. 'G' means GREEN light; 'Y' means YELLOW light; 'R' means RED light; 'P' means PURPLE light and 'L.W.' means LUNAR WHITE light. 'B' means BLUE light
2. Automatic block signals are designated by a horizontal number plate, † or ‡, on the signal mast.

SIGNAL ASPECTS, INDICATIONS AND RULES

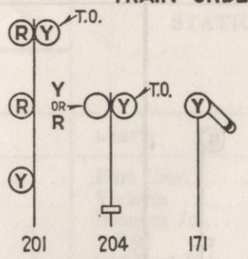
General Order 21, Nov. 1, 1930, Revised.

TRAIN ORDER SIGNALS



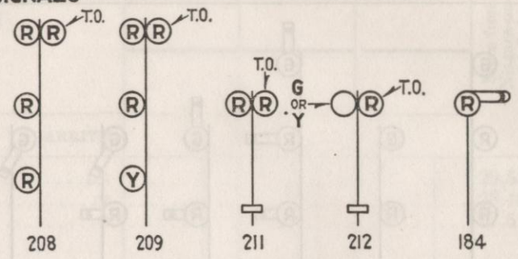
Rule 289C

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



Rule 289D

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



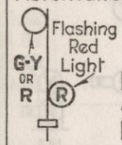
Rule 289E

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

INSTRUCTIONS: Indications of signals, figures 209 and 212, are to be given only after clearance Form 'A' and train orders have been delivered and trains released in accordance with rules 221 and 221A.

TAKE SIDING SIGNAL

Located on the Mast of Automatic Block Signals.

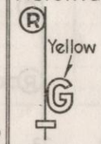


Rule 294

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

GRADE SIGNAL

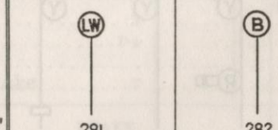
Located on the Mast of Automatic Block Signals.



Rule 296

When the signal indicates "Stop, then proceed at restricted speed," trains having tonnage in excess of engine starting capacity may pass the signal without stopping, proceeding at restricted speed.

TRACK PAN LIGHTS



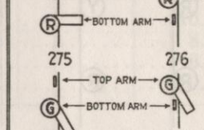
Rule 299

Scoop may be lowered at this point.

Rule 299A

Scoop must be raised at this point.

RAILROAD GRADE CROSSING SIGNALS

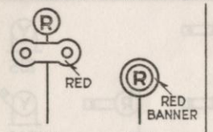


Rule 297

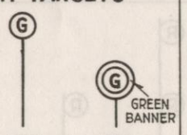
Stop; or proceed as prescribed by time-table.

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

MAIN TRACK SWITCH TARGETS

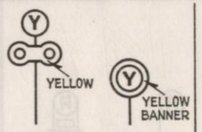


Lined for diverging route.

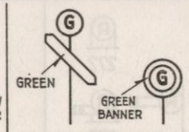


Lined for main track.

SIDING AND YARD SWITCH TARGETS

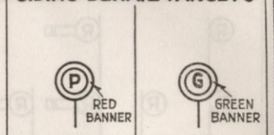


Lined for diverging route.



Lined for straight track or lead.

SIDING DERAIL TARGETS



Derailing Position.

Non-derailing Position.

Rule 293

TEMPORARY SPEED BOARDS

REDUCE SPEED BOARD

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

Rule 295

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

SLOW SPEED BOARD

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

Rule 295A

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

RESUME SPEED BOARD

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

Rule 295B

Resume speed after rear of train has passed this board.

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

GEH

Reference Marks for Following Form.

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

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

CANADA DIVISION—MAIN LINE

5. STATIONS	374 TIME SIGNAL STATIONS ARE OPEN	3A. STANDARD CLOCKS	83. TRAIN REG. STATIONS	93. YARDS	90. SIDINGS Capacity Based on 44-Foot Cars		83. BULLETIN BOARDS OR BOOKS	1410. LOCATION OF DISPATCHERS' AND BLOCK TELEPHONES Conductor or engineman must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstanding.
					North	South		
Detroit	DN	x*	*				Conductors' Room. Brakemen's Room.	Stationmaster's office.
Windsor	DN	x	*				Telegraph Office.	
Windsor Yard		*	*	x			General Yardmaster's Off. Engine House.	In booths at east end of Eastbound Classification Yard.
Tower 4	DN							
Pelton								In Interlocking Tower.
Maidstone								In station.
Essex Tank								In box, west end of pump house.
Essex	D* 8.00 A.M. to 5.00 P.M.				152	126		In booth at east end of south passing track. In station on west wall of baggage room.
Woodslee								In freight house.
Ruscomb					75			In freight house.
Comber	D* 7.00 A.M. to 4.00 P.M.	x						In station on south wall of baggage room.
Tilbury	DN 6.30 A.M. to 10.30 P.M.				125	125		In booth at east end of south passing track. In box on north side of station.
Fletcher	D* 7.00 A.M. to 4.00 P.M.							In freight house.
Buxton					81	79		In freight house.
Charing Cross								In freight house.
Fargo	DN				119	123		In booth at east end of south passing track.
Mull								In freight house.
Ridgetown	D* 8.00 A.M. to 5.00 P.M.				93	91		In waiting room.
Highgate	D* 7.25 A.M. to 4.25 P.M.				84	62		In freight house.
Muirkirk								In freight house.
Taylor						70		In station.
Rodney	D* 7.30 A.M. to 4.30 P.M.							In freight house.
West Lorne	DN				125	125		
Dutton	D* 7.00 A.M. to 4.00 P.M.							In freight house.
Iona					119	119		In booth at west end of north passing track and in freight house.
Shedden								In freight house.
St. Clair Jct.								In office.
BX Tower	DN							
St. Thomas	DN	x*		x			Telegraph Office. Engine House.	In crew dispatcher's office. In switch shanty, Ross Street.
Ball	DN							
Yarmouth	DN							
Kingsmill								In box on pole north side track, 200 ft. west of road crossing.
Aylmer								In freight house.
Springfield	D* 8.00 A.M. to 5.00 P.M.				119	119		In booth at west end of north passing track. In freight house.

CANADA DIVISION—MAIN LINE—Continued

5. STATIONS	374. TIME SIGNAL STATIONS ARE OPEN	3A. STANDARD CLOCKS	83. TRAIN REG. STATIONS	93. YARDS	90. SIDINGS Capacity Based on 44-Foot Cars North	90. SIDINGS Capacity Based on 44-Foot Cars South	83. BULLETIN BOARDS OR BOOKS	1413. LOCATION OF DESPATCHERS' AND BLOCK TELEPHONES Conductor or engineman must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstanding.
Brownsville								In freight house.
Tillsonburg	DN				125	125		In pump house. In smoking room in station. In booth at east end of south passing track.
Cornell								In booth.
Hawtrey								In booth.
LaSalette					126	125		In waiting room. In booth north side east end south passing track.
Windham								In freight house.
Waterford	D 8.15 A.M. to 5.15 P.M.	x			90	125	Telegraph Office.	In booth west of T. H. & B. wye. In booth at west end of north passing track. In box on pole north side west of crossover. In pump house.
Townsend Centre								
Villa Nova								In freight house.
Townsend								In freight house.
Hagersville	DN				ON 84 NN119	112		In booth at east end of south passing track. In booth at west end of new north passing track.
Dufferin								In freight house.
Lythmore								
Cayuga								In box on pole north side of track. 20 ft. E. of old pumphouse shanty north side track, east of Grand River Bridge.
Edward					64			In station.
Canfield Jct.	DN				119	119		In booth at west end of north passing track. In booth at east end of south passing track.
Attercliffe								In booth north side of opposite spur track.
E. & O. Crossing	D* 11.00 A.M. to 8.00 P.M.							East side of tower, north side of door.
Montague								In booth north side of track.
Perry	D* 7.00 A.M. to 4.00 P.M.				125	125		In freight house. In booth at east end of south passing track.
Forks Creek								In pump house.
Welland Draw	DN							
Welland		x		x	125	125	Men's Waiting Room.	In station. In shanty west of new south passing track.
C. N. R. Tower	DN							
Montrose		*		x			General Yardmaster's Off. Engine House.	In yard office and in switch shanty at west end of yard.
Montrose Jct.								In pole box opposite crossover switches.
Falls View								
Victoria Park								In box at east end of station.
Niagara Falls, Ont.	D 7.00 A.M. to 4.00 P.M.	x	*x				Register Room.	
Suspension Bridge		*	*				Passenger Station. Yardmaster's Off., Lockport St. Engine House.	Yardmaster's office, Lockport St.

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

FORT ERIE BRANCH

5. STATIONS	374. TIME SIGNAL STATIONS ARE OPEN	3A. STANDARD CLOCKS	83. TRAIN REG. STATIONS	93. YARDS	90. SIDINGS Capacity Based on 44-Foot Cars North	90. SIDINGS Capacity Based on 44-Foot Cars South	83. BULLETIN BOARDS OR BOOKS	1413. LOCATION OF DESPATCHERS' AND BLOCK TELEPHONES Conductor or engineman must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstanding.
Brookfield								In booth south side of track.
Stevensville								In freight house.
Niagara Jct.								In booth, and at west end of yard in booth.
Victoria		*	*	x			General Yardmaster's Off. Engine House.	In yard office.
Fort Erie	DN	x	*x				Waiting Room.	
International Bdge.								In telegraph office, west end of bridge.
Black Rock								
Terrace								
Buffalo							Stationmaster's Office.	Stationmaster's office.

AMHERSTBURG BRANCH

Essex	D* 8.00 A.M. to 5.00 P.M.		*					In station on west wall of baggage room.
Edgars					8	8		
P. M. Crossing								
McGregor						25		
Auld								
Southwick								
Quarries								
Gordon					10			
Amherstburg	D* 9.00 A.M. to 5.00 P.M.		*	x				

ST. CLAIR BRANCH

St. Thomas	DN	x*	*	x			Telegraph Office. Engine House.	In Crew Dispatcher's office. In switch shanty, Ross Street.
B.X. Tower	DN		*					In office.
St. Clair Jct.								
Air Line Crossing								
Southwold						16		
Muncey						4		
Melbourne						31		
C. N. R. Crossing								
C. P. R. Crossing								
Appin Road								
Walkers					36	12		
Alvinston								
Inwood	D* 8.00 A.M. to 5.00 P.M.					16		
Weidman					8			
Glen Rae								
Holmsdale					12	14		
Eddy's						12		
Oil Springs	D* 8.00 A.M. to 5.00 P.M.					12		
Oil City			*	x		13		
Petrolia Jct.			*			24		
Corey								
Petrolia	D* 8.00 A.M. to 5.00 P.M.		*		10	13		
Brigden	D* 8.00 A.M. to 5.00 P.M.				12	20		
Kimballs						4		
Courtright Jct.								
Courtright			*	x		20		

LEAMINGTON BRANCH

5. STATIONS	374. TIME SIGNAL STATIONS ARE OPEN	3A. STANDARD CLOCKS	83. TRAIN REG. STATIONS	93. YARDS	90. SIDINGS Capacity Based on 44-Foot Cars		83. BULLETIN BOARDS OR BOOKS	1410. LOCATION OF DESPATCHERS' AND BLOCK TELEPHONES Conductor or engineman must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstanding.
					East	West		
Comber	D* 7.00 A.M. to 4.00 P.M.	x	*					In station on south wall of baggage room.
Rosslyn								
Staples					8	17		
Oakland								
Blytheswood						6		
Wigle								
Gravel Pit Switch								
P. M. Crossing								
Leamington	D* 8.00 A.M. to 5.00 P.M.		*	x			Waiting Room.	
Sea Cliff Park					20			

NIAGARA BRANCH

Fort Erie	DN	x	*				Waiting Room.	
Victoria		*	*	x			General Yardmaster's Off. Engine House.	In yard office.
Niagara Jct.								In booth, and at west end of yard in booth.
Old Fort Erie					9			
Black Creek						6		
Chippawa						9		On east side of station.
Paradise Switch					30			
Montrose Jct.			*					In pole box opposite crossover switches.
Falls View								
Victoria Park								In box at east end of station.
Niagara Falls, Ont.	D 7.00 A.M. to 4.00 P.M.	x	*				Register Room.	
N. St. C. & T. Junction								
C. N. R. Crossing								
Stamford						93		In box on pole at sand spur.
St. David	D* 1.00 P.M. to 4.30 P.M.					6		
Queenston					11			
Niagara-On-The-Lake			*	x	14			In freight office.

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
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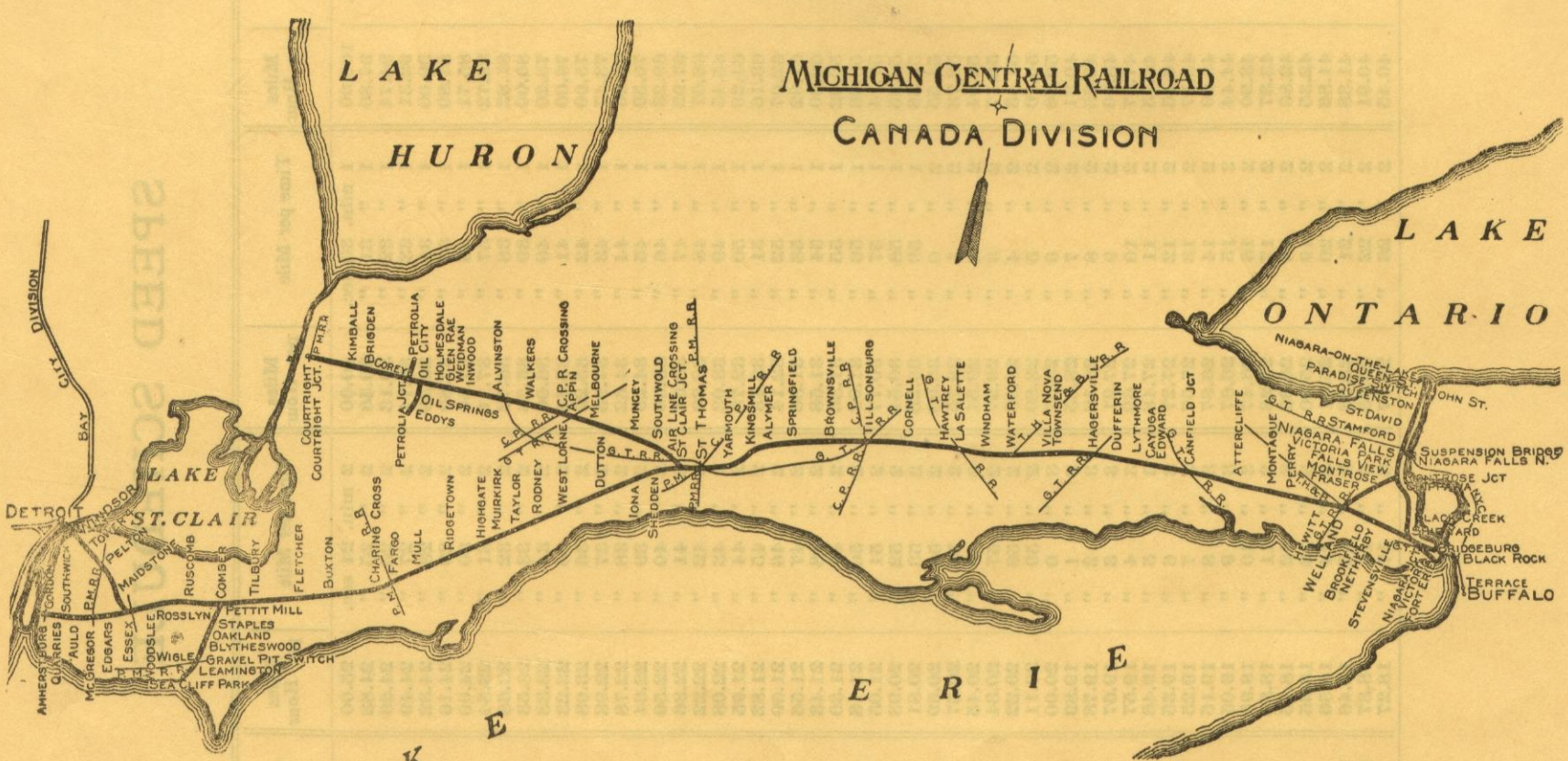
MICHIGAN CENTRAL RAILROAD
CANADA DIVISION
LAKE HURON
LAKE ONTARIO
LAKE ERIE
CITY DIVISION
BAY
DETROIT
LAKE ST. CLAIR
WINDSOR
AMHERSTBURG
QUARRIES
SOUTHWICK
AULD
McGREGOR
EDGARS
ESSEX
WOODSLEE
WIGLE
SEA CLIFF PARK
ROSSLYN
PETTIT MILL
STAPLES
OAKLAND
BLYTHESWOOD
GRAVEL PIT SWITCH
LEAMINGTON
PELTON
MAIDSTONE
RUSCOMB
COMBER
TILBURY
FLETCHER
BUXTON
CHARING CROSS
FARGO
MULL
RIDGETOWN
HIGHGATE
MUIRKIRK
TAYLOR
RODNEY
WEST LORNE
COURTRIGHT JCT.
COURTRIGHT
KIMBALL
BRIGDEN
COREY
PETROLIA JCT.
PETROLIA
OIL CITY
HOLMESDALE
GLEN RAE
WEIDMAN
INWOOD
ALVINSTON
WALKERS
OIL SPRINGS
EDDYS
C.P.R. CROSSING
APPIN
MELBOURNE
DUTTON
MUNCEY
IONA
SOUTHWOLD
SPEDDEN
AIR LINE CROSSING
ST. CLAIR JCT.
ST. THOMAS
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
FRASER
NIAGARA-ON-THE-LAKE
QUEENSTON
PARADISE
DIVERSION SWITCH
JOHN ST.
ST. DAVID
STAMFORD
NIAGARA FALLS
VICTORIA PARK
FALLS VIEW
MONTROSE
MONTROSE JCT
SUSPENSION BRIDGE
NIAGARA FALLS N.
LAKE CREEK
BRIDGEBURG
BLACK ROCK
TERRACE
BUFFALO
WELLAND
BROOKFIELD
NETHERBY
STEVENSVILLE
VICTORIA
PORT ERIE