

THERE IS ALWAYS TIME FOR COURTESY

CONTENTS

	PAGE
Special Instructions	1-13
Buffalo to Detroit	14-15
Detroit to Buffalo	16-17
St. Clair Branch	18
Leamington, Amherstburg and Niagara Branches	19
Freight Schedules	20
Signal Aspects, etc.	21-22
Stations, Office Calls, Signals and Telephones	23-32



The New York Central Railroad Company

CANADA DIVISION

TIME TABLE No. 161

FOR EMPLOYEES ONLY

Effective 12.01 a.m.

Sunday, April 29th, 1951

EASTERN STANDARD TIME

E. H. O'KEEFE,
Superintendent

COMPANY SURGEONS

DETROIT: C. H. O'Donnell, Medical Director, 323 Terminal Bldg.
Phones: Office, Tashmoo 5-7000, Extension 205, Residence, LOfan 1-7232.

Albert W. Nickels, Asst. Medical Director, 323 Terminal Bldg.
Phones: Office, Tashmoo 5-7000, Extension 205; Residence, Valley 2-1758.

Everitt W. Durham, Surgeon, 323 Terminal Bldg.
Phones: Office, Tashmoo 5-7000, Extension 205, Residence LOfan 1-8348.

E. H. Hanna, 5057 Woodward Ave.
Phones: Office, TEmple 1-6164; Residence, Farmington 0566-R-4.

WINDSOR: C. L. Fuller, Office, 89 Wyandotte Street, W.; Residence, 803 Victoria Avenue.
Phones: Office, 4-1891; Residence, 3-4083.

G. F. Lewis, Office, 137 Park Street, W.; Residence, 1201 Pelissier Street.
Phones: Office and Residence, 3-5711.

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

ST. THOMAS: J. D. Curtis, Office, 548 Talbot Street, Residence, 34 Southwick Street.
Phones: Office, 103; Residence, 1821.

D. S. Carrie, Office, 6 Hincks Street; Residence, 52 Stanley Street.
Phones: Office, 62; Residence, 1303.

J. F. Curtis, Office, 548 Talbot St.; Residence, 25 Farley Place.
Phones: Office, 1816; Residence, 643.

HAGERSVILLE: W. C. Powell, Office and Residence, King St.
Phones: Office and Residence, 64.

WELLAND: H. D. Cowper, Office, 195 East Main Street; Residence, 173 West Main Street.
Phones: Office, 4541; Residence, 5123.

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

FORT ERIE: T. W. O'Mulvenny, 37 Niagara Boulevard.
Phones: Office and Residence, 448.

BUFFALO: A. J. Charters, Office, 540 Walden Avenue; Residence, 251 Bernhardt Dr., Snyder, N.Y.
Phones: Office, TAYlor 1993; Res., UNiversity 2263.

W. H. Marcy, Office and Residence, 32 West Utica Street.
Phones: Office and Residence, GRant 4269.

G. H. Marcy, Office and Residence, 32 West Utica Street.
Phones: Office and Residence, GRant 4269.

S. Militello, Office, 1003 Genesee Street; Residence, 47 Manchester Place.
Phones: Office, TAYlor 2826; Residence, GRant 8661.

COMPANY OCULISTS

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

BUFFALO: E. B. Hague, Office and Residence, 1109 Delaware Ave.
Phones: Office and Residence, GRant 0633.

C. A. Mictus, Office and Residence, 930 Fillmore Ave.
Phones: Office and Residence, HUmbolt 2579.

For the Information of Enginemen and Trainmen

				CANADA COACH LINES							
Daily		Daily		Daily		Daily		Daily		Daily	
A.M.		A.M.		P.M.		P.M.		A.M.		P.M.	
Lv.	8.00	.....	1.40	3.50	Niagara Falls, N.Y.	Ar.	11.20	1.10	3.45	9.50	
	8.05	.....	1.45	3.55	Suspension Bridge, N.Y.		11.15	1.05	3.40	9.45	
	8.20	11.25	2.00	4.10	Niagara Falls, Ont.		11.00	12.50	3.25	9.30	
	8.25	11.30	2.05	4.15	Victoria Park		10.55	12.45	3.20	9.25	
Ar.	9.00	12.05	2.40	4.50	Welland	Lv.	10.20	12.10	2.45	8.50	
	A.M.	P.M.	P.M.	P.M.			A.M.	P.M.	P.M.	P.M.	

T. H. & B. TRAINS

Welland— Waterford—
No. 73 Daily except Sunday . Leave 6.45 A.M. No. 145 Daily except Sunday . Arrive 9.45 A.M.
No. 76 " " " . Arrive 5.10 P.M. No. 144 " " " . Leave 11.30 A.M.

L. & P. S. RAILWAY — N. Y. C. STATION

St. Thomas
No. 12—Southbound, Daily Arrive 11.22 A.M. No. 13—Northbound, Daily Leave 11.50 A.M.

SPECIAL INSTRUCTIONS

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

SAFETY OF EMPLOYEES.

Employees must not get on or off moving cars or engines, except as their duties require.
Whether on or off duty, they must not walk on or cross tracks at other than places provided, except when required by their duties.

M. JOINT TRACK.

Between St. Thomas and Suspension Bridge, N.Y., Chesapeake and Ohio trains use N.Y.C. tracks.
Between Buffalo, Black Rock, and Suspension Bridge, N.Y.; Canada Division trains use Buffalo Division tracks.
Between Black Rock and Fort Erie N.Y.C. trains use Canadian National tracks.
Waterford: T. H. & B. passenger trains arrive and depart from N.Y.C. Station using Nos. 1 and 2 north sidings.
Tillsonburg: No. 2 south Siding will be used jointly by N.Y.C. and Canadian National trains.
St. Thomas: Canadian Pacific use N.Y.C. track known as the Credit Main from connection near Park Ave., to the Passenger Station.
London & Port Stanley electric cars arrive and depart from N.Y.C. station, using the old north wye and the extension of that track.
Windsor: Canadian Pacific use N.Y.C. tracks between C.P.R. Interchange Office and Detroit.

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 Baggage-men, 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. Each employee whose watch is subject to inspection must report to an Inspector between the 20th and 30th days 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.

3a. STANDARD CLOCKS.

Detroit..... Stationmaster's office.
Telegraph office.
Windsor..... Telegraph office.
Windsor Yard..... General Yardmaster's office.
Engine House.
Comber..... Telegraph office.
St. Thomas..... Telegraph office.
Engine House.
Waterford..... Telegraph office.
Welland..... Yard office.
Montrose..... General Yardmaster's office.
Engine House.
Suspension Bridge..... Passenger station.
Yardmaster's office, Lockport St.
Engine house.

Victoria..... General Yardmaster's office.
Engine House.
Ft. Erie..... Telegraph office.
Buffalo..... Stationmaster's office.

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

All C. P. R. trains shown on schedules will operate through the tunnel and will be controlled by the N. Y. C.

Speed of Westward C. P. R. passenger trains crossing over to Eastward main track at Windsor must not exceed speed of 10 miles per hour.

C. P. R. engines will move to and from Windsor N. Y. C. station via Essex Terminal.

All engines must keep clear of these movements, levermen will give special attention to these movements and will allow no yard movement to interfere with them.

6. SIGNS.

- B Stop on signal to discharge passengers from Welland and West.
- C Stop on signal to receive passengers for Buffalo and East.
- D Stop on signal to discharge passengers and to receive passengers for Buffalo and East.
- E Stop on signal to discharge passengers from east of St. Thomas.
- G Stop on signal to receive passengers for Detroit and beyond.
- H Stop on signal to receive passengers for Hamilton and Toronto.
- J Stop to discharge passengers.
- 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.
- N Stop on signal to discharge passengers from Buffalo and beyond and receive passengers for Hamilton and Toronto.
- 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 and pick up customs and immigration officers.
- V Stop on signal to discharge passengers from Windsor and west, and receive passengers for St. Thomas and beyond.
- Y Stop for customs and immigration inspection.

14. ENGINE WHISTLE SIGNALS.

Sound Indication
Succession of Short Sounds (Stock Alarm Signal). Relief engine required. To be sounded passing first two open stations after defect develops and operator or signalman must immediately inform the train despatcher.

— O — Approaching public road crossings at grade and at whistle posts.

Whistle signals for crossing should be spaced so last blast of whistle will not be completed before reaching the crossing.

Rule 31 Signal 14 (1) pages 19 and 67. Rules for the Government of the Operating Department (Canada Division) is changed accordingly.

17. HEADLIGHTS.

The headlight will be displayed to the front of every train. 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 on freight and passenger locomotives will be kept burning during day and night hours. This does not apply to locomotives in switch and transfer service.

Headlights must be dimmed:

- Passing through yards where yard engines are employed.
 - Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
 - Approaching manual block and train order signals, junctions, terminals, meeting points or while standing on main track at meeting points.
 - On two or more tracks when approaching trains in opposite directions.
 - When closing up behind trains.
 - 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 on the rear of the tender.

1. Locomotives used in road service 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 siding as shown in the time-table 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 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 light, 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:

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

"D-19. The following signals will be displayed, one on each side of the rear of every train, as markers to indicate rear of train; by day, marker lamps not lighted; by night, to the front and side, green lights; by night, to the rear, if the train is running with the current of traffic, red lights; if standing on siding, clear of main track, green lights; 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 siding, 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."

S-71, S-83 TO S-87. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-71 and S-83 to S-87, inclusive, govern on two or more tracks with the current of traffic between Windsor, Suspension Bridge and Fort Erie.

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 and engineers 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.

- On double track.
- On three or more tracks.
- In mountain territory.
- 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 train and there is a clear view of at least 1,500 feet.

83. TRAIN REGISTER STATIONS.

Detroit.

Windsor: Operator Windsor will register all westward passenger trains.

Windsor Yard.
Suspension Bridge.
Victoria.

Ft. Erie: Operator will register all Main Line passenger trains.

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

Amherstburg Branch:
Essex.
Amherstburg.

Leamington Branch:
Comber.
Leamington.

Conductor or engineman will register trains originating or terminating at register stations.

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

83. CLEARANCE OF TRAINS.

Single Track:

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

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

Terminal Clearance must be authorized by the train dispatcher, 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.

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

St. Clair Jct..... Eastward St. Clair Branch trains verbally by train dispatcher.

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 and the indication of the Dwarf signal, must receive a hand signal from the operator switchtender before passing Dwarf signal.

All westward trains by "Proceed" indication at BX. home interlocking signal. St. Clair 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 dispatcher.

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

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

Suspension Westward regular trains and passenger
Bridge..... extras by proceed signal indication at Signal Station 65.

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

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

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

When means of communication have failed, operators may clear trains by terminal clearance provided they have no incomplete train order for train to which issued, writing thereon the words "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 Chesapeake & Ohio eastward freight trains upon arrival at Montrose must report to the General Yardmaster's office for instructions.

83. BULLETIN BOARDS OR BOOKS.

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

Whenever bulletin orders are issued giving notice of defective track, slow speed track, or the location of extra gangs and the nature of the work being done and kind of protection that

is being given, they will be posted at all bulletin stations designated on the time table.

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.

Main Line:	Windsor Yard. St. Thomas. Welland. *Montrose. **Victoria.
St. Clair Branch:	Courtright.
Amherstburg Branch:	Amherstburg.
Leamington Branch:	Leamington.

* 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 C. N. R. Switch to Old Fort Erie.

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. RAILROAD CROSSINGS AT GRADE, JUNCTIONS, AND DRAWBRIDGES:

Location	Railroad	Signals
Main Line:		
Windsor Station.....	N. Y. C.....	Interlocking.
Windsor Yard:		
Dock Track.....	E. T. Ry.....	Interlocking.
	Signals normal against E. T. Ry. Operated by E. T. Trainmen.	
Tower No. 3.....	{ N. Y. C. } { C. P. R. }	Interlocking.
“ No. 4.....	N. Y. C.....	Interlocking.
Pelton.....	C. & O. Ry.....	Interlocking.
Fargo.....	C. & O. Ry.....	Interlocking.
BX.....	L. & P. S. Ry., C. & O. Ry.....	Interlocking.
St. Thomas Yard	{ Frt. House Lead.....	Credit Main.....Crossing Target.
	{ Banner right angle to Credit Main — proceed to trains on freight house lead.	
	{ Banner right angle to Freight House Lead — NORMAL. Proceed to trains on Credit Main.	
	Park Track.....	L. & P. S. Ry.....None.
	All trains and engines 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.....	T. H. & B. Ry.....	Interlocking.
Welland Drawbridge.....	{ Welland Canal T. H. & B. Ry. N. St. C. & T. Ry. }	Interlocking.
(See General Order 105)		
Welland Yard—Dain Spur.....	C. N. Ry.....	None
All trains and engines must stop 50 feet from crossing.— Rule 98 modified accordingly.		
WX.....	C. N. Ry.....	Interlocking.
(See General Order 105)		
Ft. Erie.....	C. N. Ry.....	Interlocking
Amherstburg Branch:		
*§McGregor.....	C. & O. Ry.....	Automatic Interlocking.
*Quarries.....	E. T. Ry.....	Interlocking.
Signalling normal against E. T. Ry. Operated by E. T. Ry. Trainmen.		
Leamington Branch:		
*§Leamington.....	C. & O. Ry.....	Interlocking
Signals are operated from C. & O. Station.		

Location	Railroad	Signals
St. Clair Branch:		
***St. Clair Jct.....	Junction of St. Clair Branch and West Canada Division.	
†††Air Line Crossing.....	C. N. Ry.	Interlocking.
†††C. N. Ry. Crossing.....	C. N. Ry.	Interlocking.
*§C. P. Ry. Crossing.....	C. P. Ry.	Automatic Interlocking.
†**Courtright Jct.....	C. & O. Ry.	{ Two-Arm Signal. Lower arm governs movements on N.Y.C.
Niagara Branch:		
1,500 feet north of Hydro Power Canal.....	C. N. Ry.	Interlocking.
*Niagara Falls, Ont., north of Cyanamide Plant.....	C. N. Ry.	{ Two-Arm Signal. Lower arm governs movements on N.Y.C.
Operated by C. N. Ry. All trains and engines must stop before crossing.		
Chippawa Drawbridge.....	Welland River.....	None.

All trains and engines must stop before crossing bridge, in accordance with Rule 98.

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 N. Y. C. trains to pass, the N. Y. C. 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 N. Y. C. train to pass over the crossing.

After the movement on the N. Y. C. track 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 N. Y. C., operated by N. Y. C. 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:

- That route is properly set.
 - That home interlocking signal on the road to be crossed indicates "Stop."
 - That no train on the track to be crossed is approaching.
- Rule 663 modified accordingly.

** The indication of a signal must not be changed when a train or engine for which the signal is clear is approaching. If necessary to change the indication after the train for which the signal is clear has stopped, an understanding must be had with the engineman or trainman of such train to properly protect the movements over the crossing.

** Signboards reading "STOP" are located 500 feet each side of crossing. Trains and engines must stop at the "STOP" signal and not proceed until 3 mins. after the proper signal is displayed. (Rule 98 is modified accordingly).

*** 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 train despatcher.

102. PUBLIC GRADE CROSSINGS.

On two or more tracks movement of trains against the current of traffic must not exceed slow speed over the following public grade crossings:

St. Thomas: Church St. westward main track.
Metcalf St. eastward main track.
Elgin St. westward main track.
Southwick St. eastward main track.

When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates, or otherwise) a man must take a position on the leading car for the purpose of giving signals necessary to such movement.

Whenever in any city, town or village, cars not headed by an engine, or its tender, are passing over or along a highway at rail level, which is not adequately protected by gates or otherwise, a man must be stationed on the leading car to warn persons standing on, or crossing, or about to cross, the track.

Rule 102, paragraphs 1 and 2, Page 39, and Rule 102, paragraph 1, Page 87, and paragraph 2, Page 88, "Rules for the government of the Operating Department" in Canada are modified accordingly.

When a train, or any part of a train, is standing where it will obstruct the view of highway traffic at crossings not protected by a watchman or by gates, a member of the crew

must protect traffic over the crossing against the movement of trains and engines on adjacent tracks, selecting the most important crossings when they cannot protect all crossings.

When a train moves over a public crossing at grade and back-up movement over such crossing is to be made, the crossing must be protected by a member of the crew, unless protected by a watchman or by gates.

When necessary to cut trains at public road crossings at grade, except where a member of the crew is to flag the crossing, or where other protection is provided, cars or engines must not be left standing within one hundred feet clear on both sides of the travelled portion of the public road.

Trainmen must flag trains or engines over the following crossings:

Windsor.....	Wellington Avenue for movements on the industrial track.
Leamington.....	First Concession Road crossing at Onionville—1½ miles south of Leamington. Trains must stop before crossing the road.

Manual Control of Highway Crossings Signals.

When switching or when trains or cars are left standing on the approach track circuits of highway crossing signals, a member of the crew must operate control switches in accordance with instructions posted at the crossing or at control switches, to avoid unnecessary operation of signals.

When signals are operated manually and movement over crossing is not to be made immediately, the signals must be stopped.

To START signals turn switch key towards START position.

To STOP signals turn switch key toward STOP position.

Crossings equipped with highway crossing signals operated automatically and in addition manually from control switches:

Comber.....Main St., Wig-Wag Signals & Bells.

Rodney.....Main St., Wig-Wag Signals & Bells.

West Lorne.....Graham St., Wig Wag Signals & Bells.

Dutton.....Main St., Wig-Wag Signals and Bells.

Victoria Park....Clifton Hill, Flashing Light Signals and Bell.

Niagara Falls....Queen St., Wig-Wag Signals.

Stevensville....Victoria Road, Flashing Light Signals and Bells.

†*Essex.....Talbot St., Flashing Light Signals, Gates and Bells.

**Tilbury.....Queen St., Flashing Light Signals, Gates and Bells.

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

† Welland.....Plymouth Road, Wig-Wags, Gates and Bells.

Welland.....Broadway Angle Road Crossing, approximately one-half mile west of Welland Draw Bridge, Wig-Wag Signals and Bells for movements on New South and New North sidings.

*Special arrangement for movements on Westward main track east of crossing at Essex. Westward trains stopping on track section from a point 200 feet west of stand pipe to signal 2101—gates will raise and flashlights stop after train has occupied this track section 1½ minutes, and will operate again when head end of train passes signal 2101. When Westward train occupies the track section between Town Line Road and a point 200 feet west of stand pipe, gates will raise and flashlights stop after train has occupied this track section for 20 seconds, and will again operate when head end of train passes a point 200 feet west of stand pipe. Westward trains passing Town Line Road—2400 feet east of Talbot St. at a speed below 40 M.P.H. must not exceed 40 M.P.H. until head end of train passes Talbot St. Westward trains stopping at Essex Depot, must not exceed a speed of six (6) miles an hour, until their train has crossed Main Street, Essex.

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

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

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

Westward trains or engines occupying that section of the westward main track between Tilbury Street, located 3,400 feet east of Queen Street, and a point 750 feet east of Queen Street, will cause crossing gates to raise and flashing-light signals to stop after trains or engine has occupied that section of track two (2) minutes.

Flashing-light signals and gates will resume operation when train proceeds westward and passes the point located 750 feet east of Queen Street.

Westward trains passing through track section between Tilbury Street and the point 750 feet east of Queen Street at a speed less than 15 miles per hour must not exceed 20 miles per hour between that point 750 feet east of Queen Street and Queen Street until head end of train passes the crossing.

† The operation of signals for movements on other than main tracks or sidings. Track circuit extends the width of street only and the signals automatically start when movement is made onto track circuit, then stop when track circuit is clear. All trains or engines must stop before reaching the crossing and the signals operated manually by a member of the crew operating the control switch.

104. SWITCHES.

Main track switches must be securely closed and locked when not in use.

Switches must not be lined for a diverging movement until the diverging train has been definitely identified and is complying with the speed restriction of not exceeding 10 miles per hour, as provided in the rule.

Rule No. 104 in the Book of Rules for the government of the operating department in Canada is modified accordingly.

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

Electrically Locked Bolt Locking Switches.

Windsor Yard: Main track crossover switches at Yard Office.

To Unlock Switches. Unlock switch lock on lever stand, lift latch handle and move lever to electric lock stop, which will change signals to indicate STOP, Rule 291. Figure 191X.

Electric lock will not release until a 2 minute and 30 seconds automatic timing device has worked and indication light on lever lock lights up. The movement of lever can then be completed.

To Lock Switches. Restore switches to normal position, then move the lever to normal position and lock the handle with switch lock.

Be governed by instructions posted on post at lever stand.

SPRING SWITCHES.

Two spring switches are in operation at middle yard, St. Thomas.

The switch for the in-going track to south side of Coal Dock will be set at all times for this movement.

The switch for the out-going track from north side of Coal Dock will be set for the straight or No. 7 track at all times.

Engines making movements through the points of these switches and then desiring to make a reverse movement back over the switch must wait until switch returns to normal position and proper indication of the color light switch indicator is displayed.

Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined.

The color light switch indicators display the following indications:

Green: Switch lined for straight track.

Yellow: Switch lined diverging route.

Red: Switch points in open position. Before proceeding over switch, enginemen and trainmen must know that switch is properly lined.

Switch must be operated manually for all switching movements.

SIDINGS.

Capacity based on 44 foot cars.	North	South
Essex.....	152	126
Ruscomb.....	75	
Tilbury.....	125	125
Buxton.....		79
Fargo.....	119	123
Ridgetown.....	65	
Highgate.....	84	62
Taylor.....		70
West Lorne.....	125	125
Iona.....	119	119
Springfield.....	119	119

	North	South
Tillsonburg.....	125	125
LaSalette.....	126	126
Waterford.....	135	125
Hagersville—Old.....	84	112
New.....	115	
Edward.....	73	
Canfield Jct.....	119	119
Perry.....	125	125
Welland.....	125	125
St. Clair Branch:		
Muncey.....		2
Melbourne.....		29
Walkers.....		2
Alvinston.....	36	
Inwood.....		14
Wiedman.....		13
Glen Rae.....	8	
Holmesdale.....		12
Eddys.....		8
Oil Springs.....	7	13
Oil City.....		25
Petrolia Jct.....		24
Petrolia.....	8	11
Brigden.....	8	20
Kimballs.....		3
Courtright Jct.....		19
Amherstburg Branch:		
McGregor.....		14
Gordon.....	7	9
Leamington Branch:		
Staples.....		5
Blytheswood.....		4
Niagara Branch:		
Chippawa.....		9
St. David.....		5
Niagara-on-the-Lake.....		6

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 where 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 track between Welland Drawbridge and WX, 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 St. Clair, Leamington and Amherstburg Branches.

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

294. TAKE SIDING SIGNALS.

When the indication "Freight Trains Take Siding" is displayed at Tilbury, eastward freight trains will proceed on the main track, scoop water, and then back in at the east end of the south siding; be governed also by the indication of the signal on the mast on which the take siding indication unit is located.

301. MANUAL BLOCK SYSTEM.

Manual Block System is in use

St. Clair Branch

Leamington Branch

Amherstburg Branch

Rules 317 and 331 for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317 and 331 for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

374. Block Stations.

Block Stations are open as specified in list of signal stations and telephones.

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.

Automatic block signal rules apply as follows:

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

Manual Block System Rules will govern movements against the current of traffic.

Rules 317 (Paragraphs 1 and 2) and 331 for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317 (Paragraphs 3 and 4) and 331 for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Automatic block signals are also in use as follows:

St. Thomas: Westward signal No. X-32, 2,500 ft. east of station on old Credit Main and used as main track by C.P.R. trains, governs to the freight house lead crossing, just east of St. Thomas passenger station. Rule 291 governs.

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

Hagersville: Trains receiving indications as prescribed by Rule 292 at the eastward interlocking signal located 7,500 feet west of Hagersville must obtain permission from the signalman at Hagersville before proceeding. After permission has been received or in case of failure of means of communication, trains may proceed at restricted speed to the next signal.

513. At main track switches in Automatic Block System territory trainmen will operate the switch and wait three minutes at the switch before making engine or train movement, unless it is known that the movement of an approaching train will not be effected.

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

817. OBSERVANCE OF MOVING TRAINS.

(a) All employees 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.*

*In addition, give "Stop" signal.

Connections dragging.

By day or night: Give "Stop" signal.

Car door swinging or about to fall.

By day: Raise and lower right hand slowly full length of body.*

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

*In addition, give "Stop" signal.

Brakes sticking.

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

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

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

Flat Wheels.

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

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

Headlight not burning.

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

All clear.

By day or night: "Proceed" signal.

All signals must be acknowledged.

(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.

(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 receive 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 employees 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.

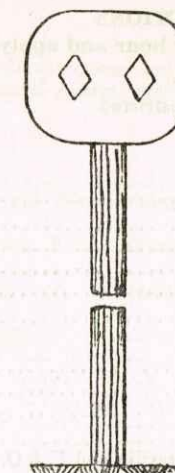
(j) Operators and towermen must observe the general condition of all passing trains and exchange signals with rear trainman; those not employed in towers will make such observation from the station platform, and those employed in towers will make such observations as is possible from the tower.

(k) Trackmen, bridgemen, pumpers at track pans, signal maintainers, crossing watchmen and other employees 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 employee, "Stop" signal must be given. When there are no apparent defects, employees, except crossing watchmen, must give "Proceed" signal.

819. STANDARD RESTRICTED CLEARANCE.

Standard Restricted Clearance signs, as shown at right approved by the Board of Transport Commissioners, will be erected where the clearance is less than standard.



These signs are painted yellow on both sides with no lettering and are approximately 8 inches by 10 inches, and erected on a post.

Employees are warned of close clearances at locations where these signs are now or may in future be erected.

979. MAKE-UP OF PASSENGER TRAINS.

Passenger equipment must be of steel construction, except that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled; also such steel underframe passenger cars as are used under special arrangements.

Trains containing more than 5 cars 60 feet or over in length will be limited to 30 cars. Trains containing not more than 5 cars 60 feet or over in length will be limited to 40 cars.

In trains handling passenger carrying cars which have vestibule at one end only such cars must, when practicable, be marshalled so that non-vestibule ends are not together.

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. MAKE UP OF FREIGHT TRAINS.

Movement of Dead Engines in Trains:

"Rules for Operation and Supervision of Air Brakes and Train Air Signal" govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

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.

Jordan spreaders must not be hauled backward when being moved in freight trains.

When handled in revenue freight trains boarding cars must be placed next ahead of caboose; wooden underframe flat cars, cars in "X" series (except ballast cars and steel underframe cars), scale test cars, cranes, hoists, steam shovels and similar equipment, on their own wheels, with the booms lowered and secured, and when practicable with heavy end forward, must be placed on rear of trains ahead of caboose and boarding cars.

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.

1214. AIR BRAKES.

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

1328. HAND BRAKES.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly.

In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

LUBRICATION AND CARE OF JOURNAL BOXES.

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

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

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

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

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

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

Cooling Compound.

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

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

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

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

LIGHT WEIGHT PASSENGER CARS EQUIPPED WITH ROLLER BEARINGS.

When light weight passenger cars equipped with roller bearings are uncoupled from an engine, enough hand brakes must be set to prevent cars from moving. When switching, the air brakes on such equipment must be used. Each hand brake operates the brake on one side of a truck only, and the brakes on both ends and both sides of car must be observed to know that they are operative.

SPEED RESTRICTIONS

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

GENERAL

Unless Otherwise Restricted

	Main Line	St. Clair Br.	Leamington Br.	Amherstburg Br.	Niagara Br.
Passenger, Mail and Express trains.....	25	25	25	20	
18 cars or less.....	80				
19 to 25 cars, inclusive.....	75				
26 to 30 cars inclusive.....	70				
31 to 35 cars inclusive.....	65				
Passenger, Mail and Express trains with freight equipment cars.....	60	25	25	25	20
Freight Trains:					
Under 3500 tons.....	55				
3500 to 5500 tons.....	50	25	25	25	20
5500 tons or more.....	45				
Engines, light or with caboose and work trains.....	40	25	25	25	20
*Passenger, Mail and Express trains Pelton, Fargo, Yarmouth, Hagersville and E. & O. interlockers.....	60				
*Passenger, Mail and Express Trains Canfield Jct. interlocker.....	50				
*Freight and mixed trains Pelton, Fargo, Yarmouth, Hagersville and E. & O. interlockers.....	45				
*Other railroad grade crossings, interlocked.....	35	25	25	25	20
Draw Bridges { Passenger.....	25				
{ Other trains.....	15				
Engines running backward.....	25	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.....	25	25	25	25	20
Work trains with cranes moving on their own wheels.....	30	25	25	25	20
Work trains with locomotive cranes X-19534, X-19536.....	30	25	25	25	20
Switches and cross-overs, not interlocked, when diverging.....	10	10	10	10	10
Circus trains with freight equipped cars.....	30	25	25	25	20
Troop trains with freight cars.....	50	25	25	25	20
Trains handling scale test cars, spreaders and levelers.....	25	25	25	25	20
Engines:					
Class H.....	50				
Class L-3, L-4 and Class L-2, 2995 and 2998, operated on passenger, mail and Express trains.....	70				
Except on trains with more than 20 Cars.....	65				
Class L-1 and L-2, except 2995 and 2998, operated on Passenger, Mail and Express trains.....	60				
Classes J, H and L on sidings.....	10				
Class G.....	50	25	25	25	20
Rail Detector Cars, under own power or on rear of passenger train.....	40				
Motors operating under their own power or being towed:					
M-404.....	50	35			
M-10 and M-201.....	55	35			
All other motors (except Diesel switch engines).....	60	35			
Diesel switch engines, all classes except DEs-1 light or in train.....	40	25	25	25	20
DEs-1 under own power.....	25	25	25	25	20
When towed with pinion gear removed.....	40				
Diesel engines DEs-10 and 12 when handling first class trains, unless otherwise restricted.....	60				
When train-stop device becomes inoperative after leaving terminal, or when forestalling whistle fails to sound while forestalling.....	35				
Passenger trains when scooping water at a time when a train is moving over adjoining track pan in opposite direction.....	60				
(This regulation will not apply if engine tender is equipped with overflow control.)					

* Paragraphs 3 and 4 of rule 98, Book of rules for the Government of the Operating Department, are modified accordingly.

** Booms on cranes should be in trailing position.

Local

Main Line:

(Restrictions apply to trains in both directions unless otherwise designated. Where they exceed general restrictions, the general restrictions govern).

PASSENGER:

Essex: Curve.....	60
St. Thomas: Between passenger station and Second over head bridge, east.....	60
St. Thomas: Over street crossings between Kettle Creek Bridge and passenger station.....	25
Waterford: Curves between West switch and Townsend Centre.....	60
Curve east of Dufferin to Grand River Bridge.....	65
Welland: On curve east of WX, Mile Post N.F. 13½.....	20
Fraser to Montrose Jct.....	60
Montrose Jct. to Victoria Park.....	30
Victoria Park to Niagara Falls, Ont.....	10

FREIGHT:

St. Thomas: Over street crossings between Kettle Creek Bridge and passenger station.....	25
Welland: On curve east of WX, mile post N. F. 13½.....	20
T. H. & B. Engines 201 and 202.....	35
Montrose Jct. to Victoria Park.....	30
Victoria Park to Niagara Falls, Ont.....	10

Niagara Branch:

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

St. Clair Branch:

Airline Crossing: Over No. 3 Highway.....	10
Airline Crossing: Stop Clear of No. 3 Highway while trainmen are adjusting signals.....	10
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
On short curve south of Oil Springs.....	20

ENGINE AND CAR RESTRICTIONS.

Diesel electric locomotives may be operated through water, not exceeding depth of three (3) inches above top of rail, proceeding at slow speed and with caution.

S1-A and S1-B Class engines cannot operate double head over Grand River Bridge eastward track.

"J", "L" and "S" Class engines are restricted from going on tracks shown below:

Essex:

Pure Food Corporation track.

Comber:

"Wye, H-7 and K-3 type engines also, are restricted from using the wye."

Tilbury:

Canadian Top and Body Spur Plant No. 2 on north side. Canning Factory and Canadian Top and Body Spur Plant No. 1 on south side.

West Lorne:

No. 1 track of Erie Flooring and Wood Products Co. where it goes around the corner of the building.

Also No. 2 Erie Flooring and Wood Products Co. track is out of service beyond one car length east of the east end of the building that this track serves.

St. Thomas:

West end of Freight House track east of diamond.

Springfield:

Milk Factory Spur.

Waterford:

Sand and Gravel Company tracks.

T. H. & B. Wye is restricted to 15 miles per hour for all engine and train movements.

Hagersville:

C. N. R. Wye beyond King St.

All three Quarry tracks.

St. Clair Branch Bridges:

Engines Class F-82 double head on St. Clair, Petrolia and Oil Springs Branches will not exceed a speed of 10 miles per hour over the following bridges:

Thames River Bridge, 0.08 miles east of Muncey.

Sydenham River Bridge, 0.41 miles east of Alvinston.

Bear Creek Bridge, 0.76 miles west of Brigden.

Bear Creek Bridge, 1.25 miles south of Petrolia.

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:

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

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

S1-A and S1-B engines are not permitted to run over bridge.

Chesapeake and Ohio Engines:

C. & O. engines as comparing in weight with N. Y. C. engines as indicated below, will be governed accordingly in the observance of restrictions shown herein.

C. & O. Class G-2, Nos. 750-774, same as N.Y.C. G-6.

C. & O. Class M.K.1, Nos. 2350-2379, same as N.Y.C. L-2.

C. & O. Class M.K.2, Nos. 1064-1065, same as N.Y.C. L-2.

AUTOMATIC TRAIN STOP.

Rules for Enginemen and Firemen for the Operation of Intermittent Inductive Automatic Train Stop, effective October 1, 1935, govern.

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

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

a—When used as pusher or second engine.

b—By specific authority of Superintendent.

c—When automatic train stop device becomes inoperative after leaving terminal, trains must be operated at a speed not exceeding 35 miles per hour. Enginemen must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed but not exceeding 75 miles per hour when authorized by train order. Train dispatcher will arrange for clear block between open signal station in advance of such train, within the limits of the train order.

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.

RAIL DETECTOR CARS.

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Despatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

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

Rail Detector Car X-8015 is equipped with automatic train stop device.

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 brakemen must see that cars being loaded, unloaded or repaired, are not moved until all persons in or under or about such cars have been notified and all obstructions under or about the cars, and attachments, such as pipe connections to tank cars, are removed. When such cars are moved they must be returned to their original location. 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. INTERLOCKED RAILWAY 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 interlocking station 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 when 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. 85—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.

E. H. O'KEEFE, Superintendent

J. W. McGOWEAN }
P. W. HANKINSON } Train Masters.
W. J. SMITH }

E. E. BRIDGE, Chief Train Despatcher.

R. R. SUTTON }
H. J. BAKER } Night Chief Train Despatchers.
H. S. McDUGALL, Relief Chief Train Despatcher.

A. E. ALLEN
R. W. WALTHERS
W. R. A. SINCLAIR
A. C. MOORE
H. D. WHITWAM
T. C. WALDIE
W. B. KENT
F. L. HENRY
T. J. HOY
A. W. PETERSON
W. J. COWLING

Train Despatchers.

W. T. TRUAX, Superintendent Passenger Transportation
Detroit, Mich.

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. 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 occupying the eastbound main track at Welland, between the interlocker at the Welland Canal and the interlocker crossing the Canadian National and N.Y.C. 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 N.Y.C. 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."

BUFFALO TO DETROIT—MAIN LINE AND FORT ERIE DIVISION

WESTWARD FIRST CLASS

Miles from Buffalo via Fort Erie	STATIONS	19	33	17*	635	47*	371	365*	335	377
		C.P.	New England Wolverine	The Wolverine	C.P.	The Detroit	T.H. & B.	Local		T.H. & B.
		Daily	Daily	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	LEAVE									
0.00	Buffalo		1.35	1.57		2.58	5.01	5.25	8.26	8.46
2.98	Terrace							\$ 5.35		\$ 8.56
7.05	Black Rock		\$ 1.56	\$ 2.18		\$ 3.19	\$ 5.22	\$ 5.49	\$ 8.47	\$ 9.09
	Niagara Falls, N. Y.									
	Suspension Bridge									
	Niagara Falls, Ont.									
	Montrose									
7.92	Fort Erie		\$ 2.06	Y 2.26		Y 3.29	\$ 5.33	\$ 6.05	\$ 8.57	\$ 9.31
9.07	Victoria		2.08	2.28		3.31	5.35	6.09	8.59	9.33
15.07	Stevensville							\$ 6.19		N 9.40
24.76	WX		2.23	2.43		3.48	5.57	6.33	9.14	9.53
25.23	Welland						\$ 6.00	\$ 6.35		\$ 9.55
25.23	Welland						6.01	6.40	\$ 9.18	10.00
34.56	Perry		2.32	2.52		3.58	A. M.	f 6.52	9.28	A. M.
41.55	E. & O.							7.01	9.35	
50.08	Canfield Jct.		2.46	3.06		4.13		f 7.15	9.43	
54.90	Edward							f 7.20		
66.48	Hagersville		3.01	3.21		4.29		\$ 7.43	9.58	
79.23	Waterford		3.13	3.33		4.41		\$ 8.12	f 10.10	
89.92	La Salette		3.23	3.43		4.51		\$ 8.28	10.20	
101.66	Tillsonburg		3.34	3.54		5.02		\$ 8.46	10.31	
112.93	Springfield		3.44	4.04		5.12		\$ 9.04	10.41	
122.45	Yarmouth		3.53	4.13		5.21		9.22	10.50	
125.30	Ball		3.56	4.16		5.24		9.28	10.53	
126.12	St. Thomas		\$ 3.58	\$ 4.18		\$ 5.26		\$ 9.35	\$ 10.55	
126.12	St. Thomas		4.03	4.23		5.31		5.05	11.00	
126.31	BX									
130.35	St. Clair Jct.		4.12	4.29		5.42		5.15	11.08	
139.11	Iona		4.21	4.37		5.52		\$ 5.26	11.18	
145.05	Dutton							\$ 5.35		
151.58	West Lorne		4.33	4.48		6.06		\$ 5.45	11.30	
155.99	Rodney							\$ 5.52		
164.11	Highgate							\$ 6.07		
169.75	Ridgetown							\$ 6.17		
180.62	Fargo		5.00	5.13		6.39		\$ 6.35	11.57	
193.30	Fletcher							\$ 6.56		
200.42	Tilbury		5.18	5.30		7.02		\$ 7.08	12.16	
206.83	Comber							\$ 7.18		
211.83	Ruscomb							\$ 7.26		
221.30	Essex		5.37	5.49		7.26		\$ 7.40	12.36	
230.14	Pelton		5.46	5.57		7.36		7.53	12.46	
232.82	Tower 4	A. M.	5.49	6.00	A. M.	7.39		7.57	12.49	
235.71	Windsor	\$ 2.40			\$ 7.20					
235.71	Windsor	2.50	\$ 5.54	\$ 6.05	7.35	\$ 7.44		\$ 8.07	\$ 12.54	
238.49	Detroit	3.00	6.10	6.20	7.45	8.00		8.30	1.10	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.

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

No. 17. Will not receive passengers at St. Thomas.

No. 47. Will not operate May 28th, 29th and 30th, July 2nd, 3rd and 4th, and September 3rd.

No. 365. Stop on signal at Lythmore, Hawtre, Buxton, Woodslee and Maidstone and make regular stop at Cayuga, Aylmer, Shedden, Muirkirk, Mull and Charing Cross to receive and discharge passengers, mail and express, at Windham, Brownsville and Kingsmill to exchange Post Office mail, and will stop at Dufferin and Taylor during the months the schools are open.

BUFFALO TO DETROIT—MAIN LINE AND FORT ERIE DIVISION

WESTWARD FIRST CLASS

Miles from Buffalo via Fort Erie	STATIONS	139*	21	379	51*	383	37	39
		Railway Express	C.P.	T.H. & B.	Empire State Express	T.H. & B.	C.P.	North Shore Limited
		Daily except Monday	Daily	Daily	Daily	Daily	Daily	Daily
		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	LEAVE							
0.00	Buffalo			2.01	4.06	4.36		9.56
2.98	Terrace			\$ 2.11	\$ 4.16	\$ 4.46		
7.05	Black Rock			\$ 2.24	\$ 4.30	\$ 5.00		\$ 10.17
	Niagara Falls, N. Y.	A. M.						
	Suspension Bridge	9.45						
	Niagara Falls, Ont.	9.50						
	Montrose	9.56						
7.92	Fort Erie			\$ 2.37	\$ 4.42	\$ 5.15		Y 10.25
9.07	Victoria			2.39	4.45	5.18		10.28
15.07	Stevensville					H 5.27		
24.76	WX	10.05		2.58	5.02	5.40		10.44
25.23	Welland			\$ 3.00	\$ 5.45	\$ 5.45		G 10.46
25.23	Welland			3.05	\$ 5.04	5.50		
34.56	Perry	10.14		P. M.	5.16	P. M.		10.55
41.55	E. & O.				5.23			
50.08	Canfield Jct.	10.28			5.31			11.10
54.90	Edward							
66.48	Hagersville	10.43			5.47			11.25
79.23	Waterford	10.55			f 6.00			11.37
89.92	La Salette	11.05			6.14			11.47
101.66	Tillsonburg	11.16			f 6.26			11.58
112.93	Springfield	11.26			6.38			12.08
122.45	Yarmouth	11.34			6.48			12.18
125.30	Ball	11.37			6.51			12.21
126.12	St. Thomas	\$ 11.39			\$ 6.53			\$ 12.23
126.12	St. Thomas	11.44			6.58			12.28
126.31	BX							
130.35	St. Clair Jct.	11.49			7.06			12.38
139.11	Iona	11.57			7.15			12.48
145.05	Dutton							
151.58	West Lorne	12.08			7.27			1.00
155.99	Rodney							
164.11	Highgate							
169.75	Ridgetown				E 7.44			
180.62	Fargo	12.33			7.54			1.27
193.30	Fletcher							
200.42	Tilbury	12.50			8.12			1.46
206.83	Comber							
211.83	Ruscomb							
221.30	Essex	1.09			8.31			2.06
230.14	Pelton	1.17			8.40			2.16
232.82	Tower 4	1.20	P. M.		8.43		P. M.	2.19
235.71	Windsor		\$ 1.55				\$ 11.05	
235.71	Windsor	\$ 1.25	2.05		\$ 8.48		11.15	\$ 2.24
238.49	Detroit	1.43	2.15		9.05		11.25	2.40
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

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

No. 51. Stop on signal at Ridgetown Sunday only to receive passengers for Windsor and points beyond.

No. 139. Will not operate May 31st, July 5th and September 4th. Will not carry passengers and will operate as passenger extra Suspension Bridge to Windsor.

DETROIT TO BUFFALO—MAIN LINE AND FORT ERIE DIVISION

EASTWARD FIRST CLASS

		EASTWARD FIRST CLASS								
Miles from Detroit via Fort Erie	STATIONS	358	20	372	366*	50	X350*	38	374	22
		Canadian Niagara	C.P.	T.H. & B.	Local	Empire State Express	Mail and Express	C.P.	T.H. & B.	C.P.
		Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
LEAVE										
0.00	Detroit	3.10	3.15		5.25	8.20	8.40	9.00		4.15
2.78	Windsor		S 3.25					S 9.10		S 4.25
2.78	Windsor	S 3.26	3.35		S 5.40	S 8.37	S 9.00	9.20		4.40
5.67	Tower 4	3.31	A. M.		5.45	8.42	9.05	A. M.		P. M.
8.35	Pelton	3.34			5.48	8.45	9.08			
17.19	Essex	3.44			S 5.59	8.55	9.18			
26.66	Ruscomb				S 6.13					
31.66	Comber				S 6.21					
38.07	Tilbury	4.02			S 6.31	9.13	9.36			
45.19	Fletcher				S 6.42					
57.87	Fargo	4.19			S 7.03	9.30	9.53			
68.74	Ridgetown				S 7.21	C 9.39				
74.38	Highgate				S 7.31					
82.50	Rodney				S 7.45					
86.91	West Lorne	4.45			S 7.54	9.56	10.18			
93.44	Dutton				S 8.07					
99.38	Iona	4.56			S 8.18	10.07	10.29			
108.14	St. Clair Jct.	5.04			8.36	10.15	10.37			
112.18	BX									
112.37	St. Thomas	S 5.12			S 8.50	S 10.23	S 10.46			
112.37	St. Thomas	5.17			2.30	10.27	10.51			
113.19	Ball	5.20			2.32	10.30	10.54			
116.04	Yarmouth	5.23			2.35	10.33	10.58			
125.56	Springfield	5.32			S 2.49	10.42	11.07			
136.83	Tillsonburg	5.42			S 3.08	10.52	11.17			
148.57	La Salette	5.52			S 3.24	11.02	11.27			
159.26	Waterford	f 6.06			S 3.50	D 11.12	11.36			
172.01	Hagersville	6.19			S 4.15	11.25	11.48			
183.59	Edward				f 4.34					
188.41	Canfield Jct.	6.35			f 4.41	11.40	12.04			
196.94	E. & O.	6.43			4.53	11.48				
203.93	Perry	6.50		A. M.	S 5.05				P. M.	
213.26	Welland			S 10.15	S 5.24				S 2.20	
213.26	Welland	S 7.01		10.20	5.25	S 12.05			2.25	
213.73	WX	7.03		10.22	5.27	12.07	12.29		2.27	
223.42	Stevensville			R 10.32	S 5.41				f 2.37	
229.42	Victoria			10.39	5.50	12.23	12.45		2.44	
230.57	Fort Erie			S 10.47	S 5.55	S 12.30	Y 12.52		S 2.52	
	Montrose	7.13								
	Niagara Falls, Ont.	S 7.26								
	Suspension Bridge	S 7.35								
	Niagara Falls, N. Y.	S 7.40								
	North Tonawanda	B 8.14								
231.44	Black Rock	8.25		S 11.15	S 6.15	S 12.49	Y 1.05		S 3.10	
235.51	Terrace	B 8.36		S 11.28	S 6.27	S 1.02			S 3.23	
238.49	Buffalo	8.50		11.40	6.40	1.15	1.40		3.35	
ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.

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

No. 366. Stop on signal at Maidstone, Woodslee, Buxton, Hawtrey, Lythmore and make regular stop at Charing Cross, Mull, Muir-kirk, Shedden, Aylmer and Cayuga to receive and discharge passengers and Post Office mail, at Kingsmill, Brownsville and Windham to exchange Post Office mail, and will stop at Taylor and Dufferin during the months the schools are open.

X350. Will not carry passengers and will operate as passenger extra Windsor to Fort Erie.

DETROIT TO BUFFALO—MAIN LINE AND FORT ERIE DIVISION

EASTWARD FIRST CLASS

Miles from Detroit via Fort Erie	STATIONS	EASTWARD FIRST CLASS							
		380	44	382	48*	8	364*		
		T.H. & B.	New York Special	T.H. & B.	The Detroit	The Wolverine			
		Daily	Daily	Daily	Daily except Saturday	Daily	Daily		
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
0.00	Detroit		5.10		7.00	8.40	9.00		
2.78	Windsor								
2.78	Windsor		s 5.25		s 7.15	s 8.55	s 9.15		
5.67	Tower 4		5.30		7.20	9.00	9.20		
8.35	Pelton		5.33		7.23	9.03	9.23		
17.19	Essex		5.42		7.32	9.11	f 9.32		
26.66	Ruscomb								
31.66	Comber						M 9.45		
38.07	Tilbury		5.59		7.49	9.28	v 9.53		
45.19	Fletcher								
57.87	Fargo		6.16		8.06	9.44	10.13		
68.74	Ridgetown						f 10.23		
74.38	Highgate								
82.50	Rodney						K 10.39		
86.91	West Lorne		6.40		8.30	10.08	K 10.44		
93.44	Dutton						K 10.51		
99.38	Iona		6.51		8.41	10.18	10.58		
108.14	St. Clair Jct.		6.58		8.48	10.25	11.08		
112.18	BX								
112.37	St. Thomas		s 7.06		s 8.56	s 10.32	s 11.20		
112.37	St. Thomas		7.11		8.59	10.37	11.25		
113.19	Ball		7.13		9.01	10.39	11.27		
116.04	Yarmouth		7.16		9.04	10.42	11.30		
125.56	Springfield		7.25		9.13	10.51	P 11.39		
136.83	Tillsonburg		7.35		9.23	11.01	f 11.52		
148.57	La Salette		7.45		9.33	11.11	12.05		
159.26	Waterford		7.54		9.43	11.20	Q 12.17		
172.01	Hagersville		8.06		9.54	11.31	f 12.31		
183.59	Edward								
188.41	Canfield Jct.		8.21		10.10	11.46	12.48		
196.94	E. & O.				10.18				
203.93	Perry	P. M.		P. M.			1.04		
213.26	Welland	s 7.50		s 9.52					
213.26	Welland	7.55	U 8.44	9.55			s 1.13		
213.73	WX	7.57	8.46	9.57	10.33	12.07	1.20		
223.42	Stevensville								
229.42	Victoria	8.12	9.01	10.12	10.46	12.20	1.40		
230.57	Fort Erie	s 8.17	s 9.06	s 10.18	Y 10.49	Y 12.28	s 1.52		
	Montrose								
	Niagara Falls, Ont.								
	Suspension Bridge								
	Niagara Falls, N. Y.								
	North Tonawanda								
231.44	Black Rock	s 8.30	s 9.25	s 10.35	Y 11.03	s 12.48	s 2.18		
235.51	Terrace	J 8.43	J 9.38	s 10.49					
238.49	Buffalo	8.55	9.50	11.00	11.25	1.10	2.40		
	ARRIVE	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		

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

No. 48. Will not operate May 27th, 28th and 29th, July 1st, 2nd and 3rd, and September 2nd.

No. 364. Stop on signal at Aylmer to discharge passengers.

ST. CLAIR BRANCH

Miles from St. Thomas	WESTWARD					STATIONS	EASTWARD					Miles from Petrolia
0.00						St. Thomas						
4.23						St. Clair Jct.						
5.40						Air Line Crossing						
13.54						Muncey						
19.27						Melbourne						
22.29						C.N.R. Crossing						
24.50						C.P.R. Crossing						
25.75						Appin Road						
29.89						Walkers						
35.28						Alvinston						
40.99						Inwood						
42.30						Weidman						
43.80						Glen Rae						
44.98						Holmesdale						
						Eddy's						12.04
						Oil Springs						9.25
48.19						Oil City						6.86
50.17						Petrolia Jct.						4.88
						Petrolia						0.00
56.56						Brigden						
59.81						Kimballs						
65.82						Courtright Jct.						
66.38						Courtright						

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

LEAMINGTON BRANCH

Miles from Comber	SOUTHWARD			STATIONS	NORTHWARD			Miles from Leamington
		*C.L. 1				*L.C. 2		
		FREIGHT				FREIGHT		
		Daily Except Sunday				Daily Except Sunday		
		P.M.				A.M.		
0.00		12.30		Comber.....		10.30		13.79
3.31				Rosslyn.....				10.48
5.40				Staples.....				8.39
7.10				Oakland.....				6.69
8.79				Blytheswood.....				5.00
10.57				Wigle.....				3.22
13.44				C. & O. Crossing.....				0.35
13.79		1.30		Leamington.....		9.30		0.00
		P.M.		ARRIVE	LEAVE	A.M.		

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.
CL1 and LC2 for information only — Not conferring Time Table superiority.

AMHERSTBURG BRANCH

Miles from Essex	WESTWARD			STATIONS	EASTWARD			Miles from Amherstburg
	*X.A. 1		*A.X. 2					
	FREIGHT		FREIGHT					
	Daily Except Sunday		Daily Except Sunday					
	P.M.		P.M.					
0.00	1.00	.....	Essex .....	.....	4.00	.....	16.88
7.23	C. & O. Crossing .....	.....		.....	9.65
7.92	McGregor .....	.....		.....	8.96
14.17	Quarries .....	.....		.....	2.71
15.73	Gordon .....	.....		.....	1.15
16.88	2.00	.....	Amherstburg .....	.....	3.00	.....	0.00
		P.M.		ARRIVE	LEAVE	P.M.		

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
XA1 and AX2 for information only — Not conferring Time Table superiority.

NIAGARA BRANCH

Miles from Chippawa	NORTHWARD			STATIONS	SOUTHWARD			Miles from Niagara-on-the-Lake
				LEAVE	ARRIVE			
0.00	Chippawa .....	.....	.....	.....	16.99
1.73	Montrose Jct.....	.....	.....	.....	15.27
3.11	Victoria Park .....	.....	.....	.....	13.88
4.31	Niagara Falls, Ont.....	.....	.....	.....	12.68
4.96	N. St. C. & T. Jct.....	.....	.....	.....	12.03
5.65	C.N.R. Crossing .....	.....	.....	.....	11.34
6.96	Stamford .....	.....	.....	.....	10.03
8.97	St. David .....	.....	.....	.....	8.02
10.74	Queenston .....	.....	.....	.....	6.25
16.99	Niagara-on-the-Lake .....	.....	.....	.....	0.00
				ARRIVE	LEAVE			

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.
Between Montrose Jct. and Niagara Falls, Ont., Niagara Branch will be governed by schedules shown on Main Line Time Table.

SUSPENSION BRIDGE AND VICTORIA TO WINDSOR YARD

WESTWARD—FREIGHT TRAINS

Miles from Suspension Bridge	STATIONS	M.C. 1	M.C. 3	S.D. 1	B.D. 1	S.D. 3	B.D. 3
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
.....	Suspension Bridge.....	2.15	3.45	12.01	.....	8.45	.....
.....	S.S. 65.....	2.25	3.55	12.11	P.M.	8.55	P.M.
.....	Victoria.....	.....	.....	.....	12.30	.....	10.30
.....	St. Thomas.....	6.30	8.15	4.30	6.00	1.00	2.00
223.41	Windsor Yard.....	9.45	1.30	9.00	11.00	4.30	5.30
	ARRIVE	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.

For information only—not conferring time table superiority.

WINDSOR YARD TO VICTORIA AND SUSPENSION BRIDGE

EASTWARD—FREIGHT TRAINS

Miles from Windsor Yard	STATIONS	Adv. J.S. 2	W.B. 2	J.S. 2	W.B. 4	1st C.D. 4	2nd C.D. 4	W. D. 4	D.N. 4
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	Windsor Yard.....	3.40	4.00	9.30	5.30	7.30	9.30	10.30	11.00
.....	St. Thomas.....	6.40	9.00	12.40	10.00	10.15	12.25	2.00	2.30
223.75	Victoria.....	.....	2.30	.....	4.00	.....	.....	.....	.....
.....	S.S. 65.....	1.30	P.M.	4.20	A.M.	1.30	4.00	6.20	6.50
223.41	Suspension Bridge.....	1.40	.....	4.30	.....	1.40	4.10	6.30	7.00
	ARRIVE	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.

For information only—not conferring time table superiority.

VICTORIA AND MONTROSE TO WINDSOR YARD

WESTWARD—FREIGHT TRAINS—LOCALS

STATIONS	MT1	XW1	MX1	TW1	VT1
	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily
LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.
Victoria.....	12.01	.....	9.45	.....	9.00
Montrose.....	12.40	A.M.	.....	.....	9.45
Welland.....	A.M.	7.00	5.45	P.M.	P.M.
St. Thomas.....	.....	.....	P.M.	5.45	.....
Essex.....	.....	12.15	.....	6.30	.....
Windsor Yard.....	.....	.....	.....	.....	.....
ARRIVE	A.M.	P.M.	P.M.	P.M.	P.M.

For information only—not conferring time table superiority.

WINDSOR YARD TO MONTROSE AND VICTORIA

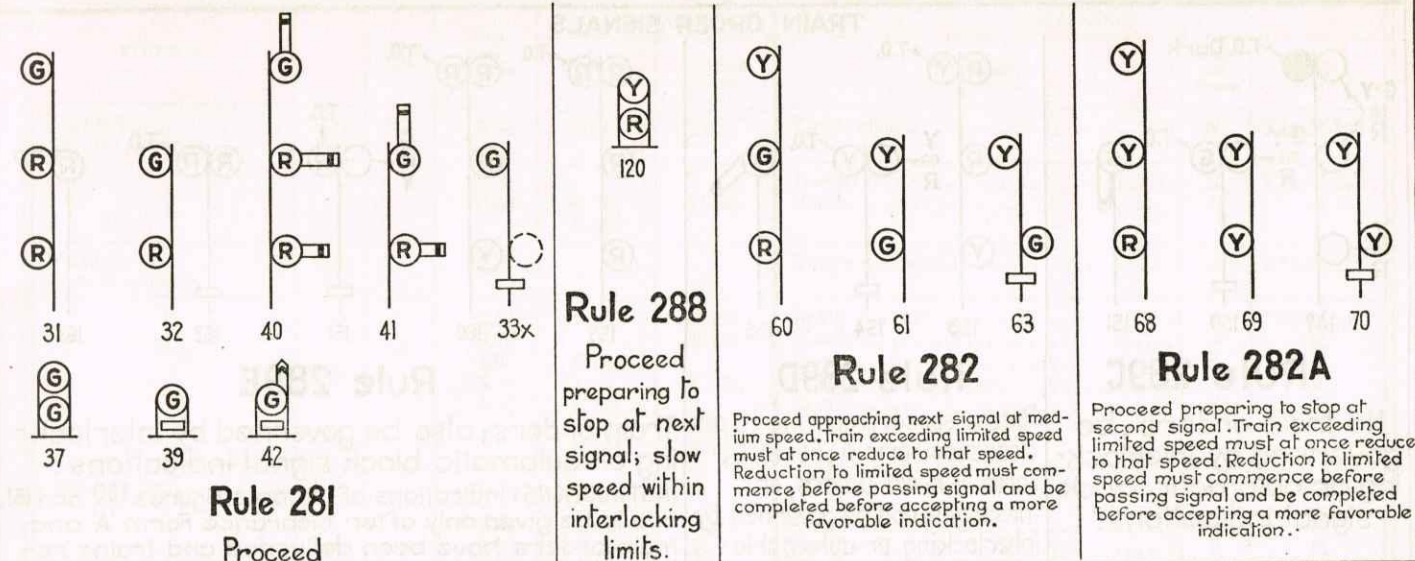
EASTWARD—FREIGHT TRAINS—LOCALS

Miles from Windsor Yard	STATIONS	WV2	TM2	XM2	TV2	*WT2	WX2
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
.....	Windsor Yard.....	.....	.....	A.M.	.....	11.00	4.30
11.52	Essex.....	.....	.....	.....	.....	11.45	.....
106.70	St. Thomas.....	A.M.	A.M.	8.30	A.M.	A.M.	10.45
207.59	Welland.....	12.30	8.15	4.30	9.15	.....	P.M.
217.23	Montrose.....	.....	9.00	.....	.....	.....	.....
223.75	Victoria.....	1.30	.....	.....	10.00	.....	.....
	ARRIVE	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.

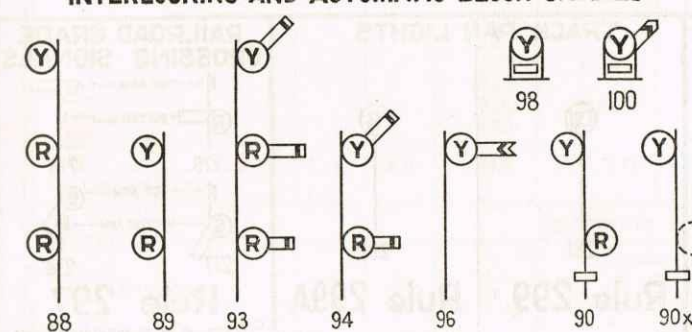
*WT2 makes side trip to Comber and Tilbury when necessary.
For information only—not conferring time table superiority.

SIGNAL ASPECTS, INDICATIONS AND RULES

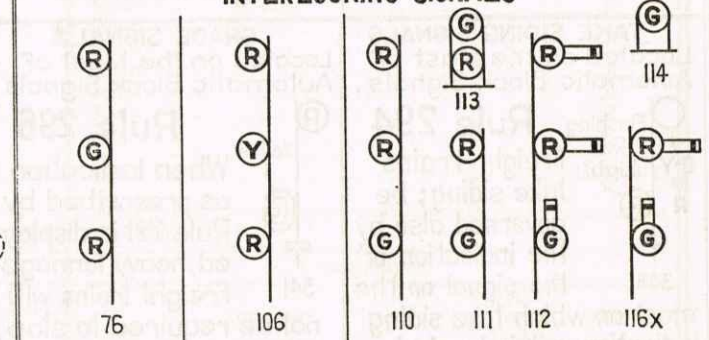
INTERLOCKING AND AUTOMATIC BLOCK SIGNALS



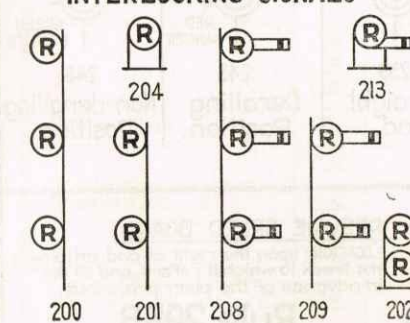
INTERLOCKING AND AUTOMATIC BLOCK SIGNALS



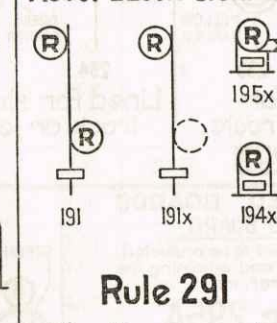
INTERLOCKING SIGNALS



INTERLOCKING SIGNALS



AUTO. BLOCK SIGNALS



LIMITED SPEED - A SPEED NOT EXCEEDING FORTY-FIVE MILES PER HOUR.
MEDIUM SPEED - A SPEED NOT EXCEEDING THIRTY MILES PER HOUR.
SLOW SPEED - A SPEED NOT EXCEEDING FIFTEEN MILES PER HOUR.
RESTRICTED SPEED - A SPEED NOT EXCEEDING THAT WHICH WILL ENABLE A TRAIN TO STOP SHORT OF TRAIN AHEAD, OBSTRUCTION, OR SWITCH NOT PROPERLY LINED, LOOK OUT FOR BROKEN RAIL, AND NOT EXCEEDING SLOW SPEED.

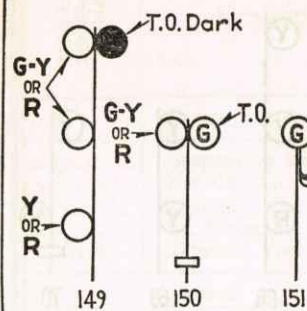
NOTE: SPEED RESTRICTIONS APPLY TO THE ENTIRE TRAIN.

NOTES:

- Color light units shown in dotted lines on masts of signals are normally dark "light out."
- Automatic block signals are designated by a horizontal number plate, 120, 120x, 120y, on the signal mast.

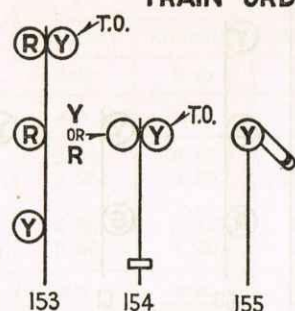
SIGNAL ASPECTS, INDICATIONS AND RULES

TRAIN ORDER SIGNALS



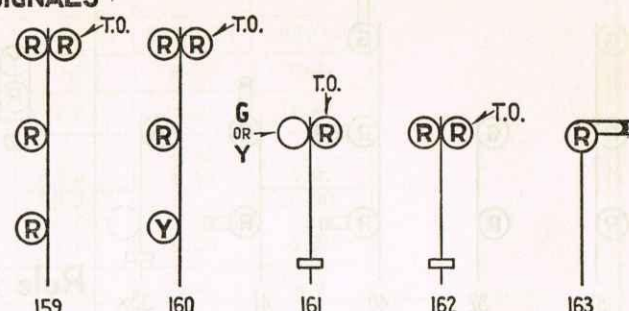
Rule 289C

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



Rule 289D

Reduce speed; preparing to get clearance Form 'A', Form 'C', Form 19 train orders, 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 160 and 161, 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 SIGNALS

Located on the Mast of Automatic Block Signals. Rule 294. Flashing Red Light. Freight trains take siding; be governed also by the indication of the signal on the mast on which take siding indication unit is located. Other trains call operator or signalman for instructions.

GRADE SIGNALS

Located on the Mast of Automatic Block Signals. Rule 296. Yellow. When indication as prescribed by Rule 291 is displayed, heavy tonnage freight trains will not be required to stop, but may proceed at restricted speed.

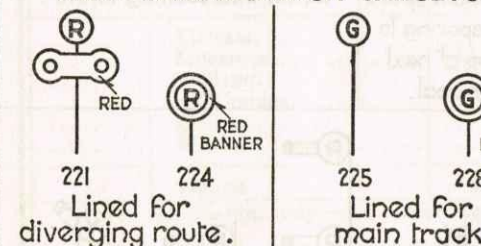
TRACK PAN LIGHTS

Rule 299. LW. Scoop may be lowered at this point. Rule 299A. B. Scoop must be raised at this point.

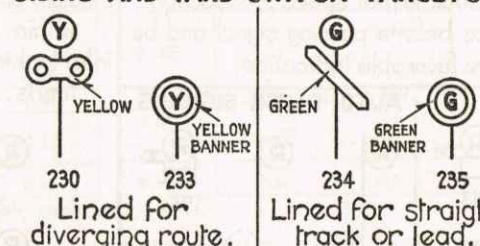
RAILROAD GRADE CROSSING SIGNALS

Rule 297. TOP ARM, BOTTOM ARM, 275, 276, 277, 278. Stop; or proceed as prescribed by time-table. NOTE: Signal may be a target, gate, ball or other type.

MAIN TRACK SWITCH TARGETS



SIDING AND YARD SWITCH TARGETS



SIDING DERAIL TARGETS



Rule 293

TEMPORARY SPEED BOARDS

Rule 295. 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 295A. SLOW SPEED BOARD. LOCATION: At the point to be protected, upon the right of and adjoining the track to which it refers.

Rule 295B. 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.

NOTE: Flags of prescribed color may be substituted for the boards when necessary. When yellow flags are substituted, on 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 order and the rate of speed permissible over the defective track specified. Rule No. 35, Rules for the Government of the Operating Department, is modified accordingly.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

FORT ERIE TO WELLAND

STATIONS		Office Calls	Miles from Ft. Erie	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Fort Erie..... Open day and night.	C.S.	UR	0.00	INT.	INT.	Ticket office.....	N	T.D.-M-B-Y.
			0.20 0.60	E. 163 E.161	E.164	Booth..... Booth.....	N S	T.D.-M-B-Y. B.
Victoria..... Open day and night.	C.S.		1.19			Yardmaster's office.....	S	T.D.-M-B-Y.
			2.40 3.70 4.90 5.90 6.50	E. 151 E.133 E.121 E.101	E.154 E.142 E. 132 E.114 E.102	Booth..... Booth..... Booth..... Booth..... Booth.....	S S S S S	T.D.-M-B. B. B. B. B.
Stevensville.....	C.S.		7.19			Waiting room east wall.....	N	T.D.-M-B.
			8.20 9.30 9.90 10.70 11.50 12.60 13.90 14.60 15.50 16.60	E.83 E.73 E.61 E.43 E.31 E.11	E.84 E. 74 E.62 E.44 E.32 E.12	Booth..... Booth..... Booth..... Booth..... Booth..... Booth..... Booth..... Booth..... Booth..... Booth.....	S S S S S S S S S S	B. B. B. B. B. B. B. B. B. B.
WX..... Open day and night.	C.S.	WX	16.86	INT. T.O.	INT. T.O.	Signal Station.....	S	T.D.-M-B-Y.

SUSPENSION BRIDGE TO WINDSOR

STATIONS		Office Calls	Miles from Sus. Bridge	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Suspension Bridge..... Open day and night.	C.S.		0.00			Engine House..... Days Yard..... Lockport St.....	W W W	M. M. T.D.-M.
Tower 65..... Open day and night.	C.S.		0.00	INT. 1	INT.	Signal Station Tower.....	N	T.D.
	C.S.		0.30	3 G.		Booth.....	S	B.
Niagara Falls, Ont..... Daily 7.00 a.m. to 4.00 p.m.	C.S.	NF	0.42			Station, inside waiting room, south wall and in box north side of station.....	S	T.D.-M. T.D.-M-B-Y.
	C.S.		0.60	5 G.	4	Booth.....	S	B.
	C.S.		0.80	11	12	Pole Box.....	S	B.Y.
	C.S.		1.20			Pole Box.....	S	B.Y.
Victoria Park.....	C.S.		1.63			Pole box inside waiting room.....	S	T.D.-Y-B.
	C.S.		2.40	21 G.	22	Booth.....	N	B.
Montrose Jct.....	C.S.		3.00			Booth.....	N	T.D.-Y-B.
	C.S.		3.80	INT.	32	Booth.....	N	B.
	C.S.		3.90		42	Switch Tender's Shanty.....	S	B.Y.
Montrose..... Open day and night.	C.S.		4.07			Yard Master's Office.....	N	T.D.-M-B-Y.
				43	INT.			
	C.S.		4.90			Switch Tender's Shanty.....	S	T.D.-M-B.
	C.S.		5.20	53	54	Booth west end of yard.....	N	T.D.-M-B.
	C.S.		6.10			Booth.....	S	B.
	C.S.		7.00	71	72	Booth.....	S	B.
	C.S.		8.30	81	82	Booth.....	S	B.
	C.S.		9.60	93	94	Booth.....	S	B.
	C.S.		11.00			Booth.....	S	B.
	C.S.		11.50	111	112	Booth.....	S	B.
	C.S.		12.50	121	122	Booth.....	S	B.
	C.S.		13.30			Booth.....	S	B.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO WINDSOR

STATIONS	Office Calls	Miles from Sus. Bridge	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
WX..... Open day and night.	C.S.	13.70	INT. T.O.	INT. T.O.	Signal Station Tower.....	S	T.D.-M-B-Y.
		13.90			Pole Box.....	N	M-Y.
		14.20			Yardmaster's Office.....	N	T.D.-M-B-Y.
Welland..... Open day and night.	C.S.	WD			Station.....	N	T.D.-M-Y.
		14.18			Booth.....	N	B.
		14.40					
Drawbridge..... Open day and night.	C.S.		INT.	INT.	Drawbridge Tower.....	N	T.D.-M-B-Y.
		14.50					
	C.S.	15.19	153		Booth.....	N	B.
	C.S.	15.80			Booth west end of siding.....	N	T.D.-M-B.
	C.S.	16.40		154	Booth.....	N	B.
	C.S.	17.30	171	172 T.S.	Booth.....	N	B.
	C.S.	18.00			Booth.....	N	B.
	C.S.	18.80	183	184	Booth.....	N	B.
	C.S.	19.30			Booth.....	N	B.
Forks Creek.....	C.S.	20.00			Pump House.....	N	T.D.-M.
	C.S.	20.10			Booth.....	N	B.
	C.S.	20.90	201	202	Booth.....	N	B.
	C.S.	21.80	213 T.S.	214	Booth.....	N	B.
	C.S.	22.70			Booth east end of South siding, Perry...	N	T.D.-M-B.
Perry.....	C.S.	23.51	231 T.O.		Freight House.....	N	T.D.-M-B.
				234 T.O.			
	C.S.	23.90	243	244 T.S.	Booth.....	N	B.
	C.S.	24.90			Booth.....	N	B.
	C.S.	26.00	261	262	Booth.....	N	B.
	C.S.	26.60			Booth.....	N	B.
	C.S.	27.70	273	274	Booth.....	N	B.
	C.S.	28.30			Booth.....	N	B.
	C.S.	29.00	291	292	Booth.....	N	B.
	C.S.	29.70			Booth.....	N	B.
E. & O..... Open daily except Sat. and Sun. 11.00 a.m. to 8.00 p.m.	C.S.	30.50	INT. T.O.	INT. T.O.	Tower and in pole box east side of tower north side of door.....	S	T.D.-M-B.
Attercliffe.....	C.S.	31.72			Booth.....	N	T.D.-M.
			313	314			
	C.S.	32.60	331	332	Booth.....	N	B.
	C.S.	33.50			Booth.....	N	B.
	C.S.	34.30	351	352	Booth.....	N	B.
	C.S.	35.00			Booth.....	N	B.
	C.S.	35.50	361	362	Booth.....	N	B.
	C.S.	36.50			Booth.....	N	B.
	C.S.	37.00	373		Booth.....	N	B.
	C.S.	37.80		374	Booth, east end south siding, Canfield Jct.	N	T.D.-M-B.
Canfield Jct..... Open day and night.	C.S.	FD	INT. T.O.	INT. T.O.	Tower.....	N	T.D.-M-B.
	C.S.	40.30	401		Booth, west end north siding, Canfield Jct.	N	T.D.-M-B.
	C.S.	41.50		402	Booth.....	N	B.
	C.S.	42.50	411	412	Booth.....	N	B.
	C.S.	43.10	421		Booth.....	N	B.
				424			
Edward.....	C.S.	43.90			Station.....	N	T.D.-M-B.
	C.S.	45.00	433	442	Booth.....	N	B.
	C.S.	46.20	451	452	Booth.....		M-B.
	C.S.	47.10			Booth.....		B.
	C.S.	47.70	461	462	Booth.....		B.
Grand River Bridge.....	C.S.				Booth 500 ft. east of Grand River Bridge.	N	T.D.-M.
Lythmore.....	C.S.	48.40			Pole box in waiting room.....	N	B.
	C.S.	49.10	473	472	Booth.....	N	B.
	C.S.	49.70	491 G.	484	Booth.....	N	B.
	C.S.	50.50	501	502	Booth.....	N	B.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO WINDSOR

STATIONS	Office Calls	Miles from Sus. Bridge	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Dufferin.....	C.S.	51.30			Box on east end of section house.....	N	T.D.-M-B.
	C.S.	52.00	513	512	Booth.....	N	B.
	C.S.	52.90	523	524	Booth.....	N	B.
	C.S.	53.50	541 T.S.	542	Booth.....	N	B.
	C.S.	54.40			Booth.....	N	T.D.-M-B.
	C.S.	55.40			Signal Tool House.....	N	M-B.
Hagersville..... Open day and night.	C.S.	VI	55.50	INT. T.O.	Tower.....	N	T.D.-M-B.
			55.80	INT. T.O.	Box on pole just east of switch leading to Canada Crushed Stone Co.'s Quarry	N	T.D.-M-B.
	C.S.	56.40			Booth opposite scales.....	N	T.D.-M-B.
	C.S.	56.80	563	INT.	Booth.....	N	T.D.-M-B.
	C.S.	57.90			Booth west end new north siding, Hagersville.....	N	T.D.-M-B.
	C.S.	58.80	581	582	Booth.....	N	B.
			593				
Townsend..... (Air Port Switch).	C.S.	59.40	611	594	Booth.....	N	T.D.-M-B.
	C.S.	60.40			Booth.....	N	B.
	C.S.	61.10		612	Booth.....	N	B.
	C.S.	61.50			Booth.....	N	B.
	C.S.	62.40	621		Booth.....	N	B.
Villa Nova.....	C.S.	63.30		624	Booth just west of road crossing.....	N	T.D.-M-B.
	C.S.	64.30	633	642	Booth.....	N	B.
	C.S.	65.40	651		Booth.....	N	B.
	C.S.	66.30		654	Booth.....	N	B.
	C.S.	67.30	661 T.S.		Pole box east end Waterford track pan on east end of section tool house....	N	T.D.-M-B-Y.
	C.S.	67.70		664	Pump House.....	N	T.D.-M-B-Y.
Waterford..... Open day and night.	C.S.	D	681 T.O.	T.O.	Station.....	S	T.D.-M-B-Y.
	C.S.	68.20		684	Booth crossover switch.....	N	T.D.-M-B.
	C.S.	68.40			Booth west of T.H. & B. Wye.....	N	T.D.-M-B.
	C.S.	68.70			Booth west end of north siding.....	N	T.D.-M-B.
	C.S.	69.20	691				
	C.S.	69.80	701 G.	694	Booth.....	N	B.
	C.S.	70.40		712 T.S.	Booth.....	N	B.
	C.S.	71.40	713		Booth.....	N	B.
	C.S.	72.30			Booth.....	N	B.
	C.S.	73.10	731	732	Booth.....	N	B.
	C.S.	74.20	743		Booth.....	N	B.
Windham.....	C.S.	74.80			Booth.....	N	T.D.-M-B.
	C.S.	75.30		744	Booth.....	N	B.
	C.S.	76.20			Booth.....	N	B.
	C.S.	76.70	761	762	Booth.....	N	B.
	C.S.	78.40	771 T.S.	774	Booth east end south siding, LaSalette...	N	T.D.-M-B.
			783				
La Salette.....	C.S.	78.90			In waiting room.....	N	T.D.-M-B.
Hawtrey.....	C.S.	80.10	801	784	Pole box in passenger shelter.....	N	T.D.-M-B.
				802 T.S.			

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO WINDSOR

STATIONS		Office Calls	Miles from Sus. Bridge	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
	C.S.		81.00	813	814	Booth.....	N	B.
	C.S.		81.60			Booth.....	N	B.
	C.S.		82.50			Booth.....	N	B.
	C.S.		83.30	831	832	Booth.....	N	B.
	C.S.		84.30	843	844	Booth.....	N	B.
Cornell.....	C.S.		85.20			Booth.....	N	T.D.-M-B.
	C.S.		85.90			Booth.....	N	B.
	C.S.		86.50	861	862	Booth.....	N	B.
	C.S.		87.30			Booth.....	N	B.
	C.S.		88.11	881 T.S.	882	Booth.....	N	B.
	C.S.		88.70			Booth.....	N	B.
	C.S.		89.40	891	892	Booth.....	N	T.D.-M-B.
Tillsonburg.....	C.S.	BG	90.50	903 T.O.		Station.....	N	T.D.-M-B.
Open Week Days only 8.00 a.m. to 5.00 p.m.						Box in freight house.....	N	T.D.-M-B.
						Pump House.....	N	T.D.-M-B.
	C.S.		91.50	913	914 T.S.	Booth.....	N	B.
	C.S.		92.00			Booth.....	N	B.
	C.S.		92.70			Booth.....	N	B.
	C.S.		93.20	931	932	Booth.....	N	B.
	C.S.		93.90			Booth.....	N	B.
	C.S.		94.70	943	944	Booth.....	N	B.
	C.S.		95.50			Booth.....	N	B.
				961	962			
Brownsville.....	C.S.		96.50			Booth.....	N	T.D.-M-B.
	C.S.		97.30	971	972	Booth.....	N	B.
	C.S.		98.20	983	984	Booth.....	N	B.
	C.S.		99.50			Booth.....	N	B.
	C.S.		100.30	1001 T.S.	1002	Booth.....	N	B.
	C.S.		101.30			Booth.....	N	B.
Springfield.....	C.S.	SG	101.90	1013 T.O.		Station.....	N	T.D.-M-B.
Open Daily except Sat. and Sun. 8.00 a.m. to 5.00 p.m.						Freight House.....	N	T.D.-M-B.
	C.S.		103.10			Booth west end north siding.....	N	T.D.-M-B.
	C.S.		103.50	1031	1032 T.S.	Booth.....	N	B.
Aylmer.....	C.S.		104.40			Pole box in freight house.....	N	T.D.-M-B.
	C.S.		105.10	1051	1052	Booth.....	N	B.
	C.S.		106.10			Booth.....	N	B.
	C.S.		107.20	1063	1064	Booth.....	N	T.D.-M-B.
	C.S.		108.10			Booth.....	N	B.
	C.S.		109.10	1081	1082	Booth.....	N	B.
	C.S.		109.80	1093		Booth.....	N	B.
	C.S.		110.60		1094	Booth.....	N	B.
Yarmouth.....	C.S.	YN	111.40	INT.	INT.	Tower.....	S	T.D.-M-B.
Open day and night.								
	C.S.		112.20	1123	1124	Booth.....	N	B.
	C.S.		112.70			Booth.....	N	B.
	C.S.		113.20			Booth.....	N	B.
Ball.....	C.S.		114.20	INT.	INT. T.O.	Switch Shanty.....	S	T.D.-M-B-Y.
Open day and night.								
	C.S.		114.30	1143				
					1144			
St. Thomas.....	C.S.	DS	115.10			Telegraph Office.....	N	T.D.-M-Y.
Open day and night.						Crew Dispatcher's Office.....	N	T.D.-Y.
						Ticket Office.....	N	T.D.
						Ross St. Switch Shanty.....	S	T.D.-M-Y.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO WINDSOR

STATIONS		Office Calls	Miles from Sus. Bridge	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
BX.....	C.S.	BX	115.20	1151 INT.	INT.	Tower.....	N	T.D.-M-B-Y.
	C.S.		115.70		1162	Booth.....	N	B.
	C.S.		116.40	1163	1172	Booth.....	N	B.
	C.S.		117.40			Booth.....	N	B.
	C.S.		118.10	1181	1184	Booth.....	N	B.
St. Clair Jct.....	C.S.		119.30			Booth.....	N	T.D.-M-B.
	C.S.		120.40	1193	1202 G.	Booth.....	N	B.
	C.S.		121.10	1211		Booth.....	N	B.
	C.S.		121.50		1214	Booth.....	N	B.
	C.S.		122.80			Booth.....	N	B.
	C.S.		123.40	1223	1224	Booth.....	N	B.
				1241				
Shedden.....	C.S.		124.20			Pole box in freight house.....	N	T.D.-M-B.
	C.S.		125.00		1242	Booth.....	N	B.
	C.S.		125.70	1253	1254	Booth.....	N	B.
	C.S.		126.90	1263	1264	Booth.....	N	B.
Iona.....	C.S.		128.10			In waiting room.....	N	T.D.-M-B.
	C.S.		129.30	1291 G.	1282	Booth.....	N	T.D.-M-B.
	C.S.		130.30		1294 T.S.	Booth.....	N	B.
	C.S.		130.90	1303	1304	Booth.....	N	B.
	C.S.		132.10	1313		Booth.....	N	B.
	C.S.		133.20	1331	1332	Booth.....	N	B.
					1332			
Dutton.....	C.S.	U	134.00	T.O.	T.O.	Station.....	N	T.D.-M-B.
Open Daily except Sat. and Sun. 7.30 to 4.30 p.m.						Freight House.....	N	T.D.-M-B.
	C.S.		135.20	1343	1344	Booth.....	N	B.
	C.S.		136.30	1353	1354	Booth.....	N	B.
	C.S.		137.50	1373 T.S.	1374	Booth.....	N	B.
	C.S.		138.10			Booth.....	N	B.
	C.S.		139.30	1391	1392	Booth.....	N	B.
	C.S.		139.80			Booth.....	N	B.
West Lorne.....	C.S.	BA	140.60	1401 T.O.		Station.....	N	T.D.-M-B.
Open Week Days only 8.00 a.m. to 5.00 p.m.					1404 T.O.	Freight House.....	N	T.D.-M-B.
	C.S.		140.90			Pole Box.....	N	T.D.-M-B.
	C.S.		141.90	1413	1414	Booth.....	N	B.
	C.S.		142.90	1431	1432 T.S.	Booth.....	N	B.
	C.S.		143.90	1443	1444	Booth.....	N	B.
Rodney.....	C.S.	RA	145.00			Station.....	N	T.D.-M-B.
Open Daily except Sat. and Sun. 7.30 a.m. to 4.30 p.m.						Freight House.....	N	T.D.-M-B.
	C.S.		146.20	1461	1462	Booth.....	N	B.
	C.S.		146.80			Booth.....	N	B.
	C.S.		147.70	1473	1474	Booth.....	N	B.
Taylor.....	C.S.		148.20			Booth.....	N	T.D.-M-B.
	C.S.		149.00	1493	1494	Booth.....	N	B.
	C.S.		149.50			Booth.....	N	B.
	C.S.		150.40	1503		Booth.....	N	B.
Muirkirk.....	C.S.	RT	151.00			Station.....	N	T.D.-M-B.
						Freight House.....	N	T.D.-M-B.
	C.S.		151.70		1512	Booth.....	N	B.
	C.S.		152.50	1523	1524	Booth.....	S	B.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO WINDSOR

STATIONS		Office Calls	Miles from Sus. Bridge	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Highgate..... Open Daily except Sat. and Sun. 7.25 a.m. to 4.25 p.m.	C.S.	HI	153.00	T.O.	T.O.	Station..... Freight House.....	N N	T.D.-M-B. T.D.-M-B.
	C.S.		154.10	1533	1534 G.	Booth.....	N	B.
	C.S.		155.10	1553	1544 G.	Booth.....	N	B.
	C.S.		156.10		1562	Booth.....	N	B.
	C.S.		157.10	1571		Booth.....	N	B.
	C.S.		158.00		1572	Booth.....	N	B.
Ridgetown..... Open Daily except Sat. and Sun. 8.00 a.m. to 5.00 p.m.	C.S.	RD	158.70	1583 T.O.	1584 T.O.	Station..... Freight House.....	S S	T.D.-M-B. T.D.-M-B.
	C.S.		159.90	1593	1594	Booth.....	N	B.
	C.S.		161.00	1611	1612	Booth.....	N	B.
	C.S.		162.20	1621	1622	Booth.....	N	B.
	C.S.		163.10	1633	1634	Booth.....	N	B.
	C.S.		163.80			Booth.....	N	B.
Mull.....	C.S.		164.60			Freight House.....	N	T.D.-M-B.
	C.S.		165.30	1651	1652	Booth.....	N	B.
	C.S.		166.10	1663 T.S.	1664	Booth.....	N	B.
	C.S.		166.80			Booth.....	N	B.
	C.S.		167.60			Booth.....	N	B.
	C.S.		168.40	1681		Booth east end of south siding, Fargo....	N	T.D.-M-B.
	C.S.		168.70		1682	Booth.....	N	B.
Fargo..... Open day and night.	C.S.	JC	169.60	INT. T.O.	INT. T.O.	Tower.....	N	T.D.-M-B.
	C.S.		170.30			Booth.....	N	B.
	C.S.		170.90	1703	1704	Booth.....	N	B.
Charing Cross.....	C.S.		171.90			Booth opposite east crossover switch.....	N	T.D.-M-B.
	C.S.		172.50	1723	1724	Booth.....	N	B.
	C.S.		173.30	1733	1734	Booth.....	N	B.
	C.S.		174.00			Booth.....	N	B.
	C.S.		174.50			Booth.....	N	B.
	C.S.		175.50	1753	1754	Booth.....	N	B.
	C.S.		176.30	1763	1764	Booth.....	N	B.
	C.S.		177.00			Booth.....	N	B.
	C.S.		177.60			Booth.....	N	B.
					1782			
Buxton.....	C.S.		178.10			Freight House.....	N	T.D.-M-B.
	C.S.		178.90	1781		Booth.....	N	B.
	C.S.		179.60	1793	1794	Booth.....	N	B.
	C.S.		180.50			Booth.....	N	B.
	C.S.		181.20	1811	1812	Booth.....	N	B.
Fletcher.....	C.S.	NI	182.30	T.O.	T.O.	Freight House.....	N	T.D.-M-B.
	C.S.		183.00	1823	1824	Booth.....	N	B.
	C.S.		184.10	1841	1842	Booth.....	N	B.
	C.S.		185.00	1853	1854	Booth.....	N	B.
	C.S.		185.50			Booth.....	N	B.
	C.S.		186.30	1863 T.S.	1864	Booth.....	N	B.
	C.S.		186.90			Booth.....	N	B.
	C.S.		187.60			Booth.....	N	B.
	C.S.		188.20	1881	1882	Booth east end north siding, Tilbury....	N	T.D.-M-B.
	C.S.		188.90			Booth.....	N	B.
Tilbury..... Open Week Days only 8.00 a.m. to 8.00 p.m.	C.S.	BY	189.40	1891 T.O.	1894 T.O.-	Station..... Pole box north side of station.....	S S	T.D.-M-B. T.D.-M-B.
	C.S.		190.30	1903	T.S. 1912	Booth.....	N	B.
	C.S.		191.10			Booth.....	N	B.
	C.S.		191.90		1922	Booth.....	N	B.
	C.S.		193.00	1921		Booth.....	N	B.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO WINDSOR

STATIONS		Office Calls	Miles from Sus. Bridge	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
	C.S.		193.80	1933	1934	Booth.....	N	B.
	C.S.		194.50			Booth.....	N	B.
	C.S.		195.10	1951	1952	Booth.....	N	B.
Comber..... Open Week Days only 8.30 a.m. to 5.30 p.m.	C.S.	CM	195.80	T.O.	T.O.	Station..... Freight House.....	N N	T.D.-M-B. T.D.-M-B.
	C.S.		196.60	1963	1964	Booth.....	N	B.
	C.S.		197.40	1973	1974	Booth.....	N	B.
	C.S.		198.00			Booth.....	N	B.
	C.S.		198.80	1993		Booth.....	N	B.
	C.S.		199.70	2003	1994	Booth.....	N	B.
Ruscomb.....	C.S.		200.10			Freight House.....	N	T.D.-M-B.
	C.S.		201.60		2004	Booth.....	N	B.
	C.S.		202.40	2021	2022	Booth.....	N	B.
	C.S.		203.20	2033	2034	Booth.....	N	B.
	C.S.		204.00			Booth.....	N	B.
Woodslee.....	C.S.		204.80			Pole box in freight house.....	N	T.D.-M-B.
	C.S.		205.40	2053	2052	Booth.....	N	B.
	C.S.		206.60		2064	Booth.....	N	B.
	C.S.		207.60	2071 T.S.	2074	Booth.....	N	B.
	C.S.		208.40	2083		Booth.....	N	B.
	C.S.		209.00		2092	Booth east end Essex South siding.....	N	T.D.-M-B.
	C.S.		210.20			Booth.....	N	B.
Essex..... Open Week Days only 8.00 a.m. to 5.00 p.m.	C.S.	X	210.30	2101 T.O.	2104 T.O.	Station..... Baggage Room.....	N N	T.D.-M-B. T.D.-M-B.
	C.S.		210.40			Booth.....	N	B.
	C.S.		211.80	2113	2114 T.S.	Booth.....	N	B.
	C.S.		211.80			Booth.....	N	B.
	C.S.		212.20			Booth.....	N	B.
	C.S.		213.20	2131	2132	Booth.....	N	B.
	C.S.		213.80			Booth.....	N	B.
	C.S.		214.30	2141	2142	Booth.....	N	B.
Maidstone.....	C.S.		214.90			Booth, opposite crossovers.....	S	T.D.-M-B.
	C.S.		215.80			Booth.....	S	B.
	C.S.		216.60	2161	2162	Booth.....	S	B.
	C.S.		217.60	2173	2174	Booth.....	S	B.
	C.S.		218.20			Booth.....	S	B.
Pelton..... Open day and night.	C.S.		219.10	INT.	INT.	Tower.....	N	T.D.-M.
	C.S.					Booth.....	S	B.
	C.S.		220.30	2201	2204	Booth.....	S	B.
	C.S.		220.50			Booth.....	S	B.
Tower 4..... Open day and night.	C.S.	YD	221.90	INT.	INT.	Tower.....	S	T.D.-M-B-Y.
Windsor Yard..... Open day and night.	C.S.					General Yardmaster's Office.....	N	T.D.-M-Y.
	C.S.					Engine House.....	N	T.D.-M-Y.
	C.S.					Booth east end eastbound classification yard.....	N	T.D.-M-Y.
	C.S.		222.80	2223	2232	Booth.....	S	B.
	C.S.		223.60	2233		Booth.....	S	B.
	C.S.		224.50			Booth.....	S	B.
Windsor..... Open day and night.	C.S.	DI	224.70	INT.	INT.	Station.....	S	T.D.-M-B-Y.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ST. THOMAS TO COURTRIGHT

STATIONS		Office Calls	Miles from St. Thomas	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
St. Thomas..... Open day and night.	C.S.	DS	0.00	1151		Telegraph Office..... Crew Dispatcher's Office..... Ticket Office..... Ross St. Switch Shanty.....	N N N S	T.D.-M-Y. T.D. T.D. T.D.-M-Y.
BX..... Open day and night.	C.S.	BX	0.10	INT.	INT.	Tower.....	N	T.D.-M-B-Y.
	C.S.		115.70	1163	1162	Booth.....	N	B.
	C.S.		116.40		1172	Booth.....	N	B.
	C.S.		117.40	1181		Booth.....	N	B.
			118.10		1184	Booth.....	N	B.
St. Clair Jct.....	C.S.		4.23			Booth.....	N	T.D.-M-B.
Single Track Westward Eastward								
Air Line Crossing.....			5.40	INT.	INT.			
Muncey.....			13.54					
Melbourne.....			19.27					
C.N.R. Crossing.....			22.29	INT.	INT.			
C.P.R. Crossing.....			24.50	INT.	INT.			
Appin Road.....			25.75					
Walkers.....			29.89					
Alvinston.....			35.28					
Inwood..... Open Daily except Sat. and Sun. 8.00 a.m. to 5.00 p.m.	C.S.	IN	40.99	T.O.	T.O.		N	Telegraph
Weidman.....			42.30					
Glen Rae.....			43.80					
Holmesdale.....			44.98					
Oil City.....			48.19					
Petrolia Jct.....			50.17					
Brigden..... Open Daily except Sat. and Sun. 9.00 a.m. to 6.00 p.m.	C.S.	B	56.56	T.O.	T.O.		N	Telegraph
Kimballs.....			59.81					
Courtright Jct.....			65.82	X	X			
Courtright.....	C.S.	GH	66.38				N	Telegraph

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PETROLIA TO EDDY'S

STATIONS		Office Calls	Miles from Petrolia	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Westward	Eastward			
Petrolia..... Open Daily except Sat. and Sun. 8.00 a.m. to 5.00 p.m.	C.S.	WR	0.00				N	Telegraph
Petrolia Jct.....			4.88					
Oil City.....			6.86					
Oil Springs..... Open Daily except Sat. and Sun. 8.00 a.m. to 5.00 p.m.	C.S.	NV	9.25				E	Telegraph
Eddy's.....			12.04					

COMBER TO LEAMINGTON

STATIONS		Office Calls	Miles from Comber	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Westward	Eastward			
Comber..... Open Week Days only 8.30 a.m. to 5.30 p.m.	C.S.	CM	0.00			Station..... Freight House.....	N N	T.D.-M-B. T.D.-M-B.
Rosslyn.....			3.31					
Staples.....			5.40					
Oakland.....			7.10					
Blytheswood.....			8.79					
Wigle.....			10.57					
C. & O. Crossing.....			13.44	INT.	INT.			
Leamington..... Open Week Days only 8.00 a.m. to 5.00 p.m.	C.S.	ON	13.79				E	Bell Telephone to Comber

ESSEX TO AMHERSTBURG

STATIONS		Office Calls	Miles from Essex	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Westward	Eastward			
Essex..... Open Week Days only 8.00 a.m. to 5.00 p.m.	C.S.	X	0.00			Station..... Baggage Room.....	N N	T.D.-M-B. Branch phone T.D.-M-B.
C. & O. Crossing.....			7.23	INT.	INT.			
McGregor.....			7.92					
Quarries.....			14.17	INT.	INT.			
Gordon.....			15.73					
Amherstburg..... Open Daily except Sat. and Sun. 9.00 a.m. to 6.00 p.m.	C.S.	AD	16.88				W	Branch Phone Line to Essex

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CHIPPAWA TO NIAGARA-ON-THE-LAKE

STATIONS	Office Calls	Miles from Chippawa	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Chippawa..... Open Daily except Sat. and Sun. 8.00 a.m. to 5.00 p.m.	C.S.	WA			Station.....	E	Bell Phone
Montrose Jct.....	C.S.				Booth.....	N	T.D.-Y-B.
Victoria Park.....	C.S.				Pole Box inside waiting room.....	S	T.D.-Y-B.
Niagara Falls..... Open Daily 7.00 a.m. to 4.00 p.m.	C.S.	NF			Waiting Room South Wall.....	N	T.D.-M-B.
					Pole Box north side of station.....	N	T.D.-M-B.-Y.
C.N.R. Crossing.....		4.96	X	X			
C.N.R. Crossing.....		5.65	INT.	INT.			
Stamford.....		6.96					
St. David..... Open Daily except Sat. and Sun. 7.00 a.m. to 4.00 p.m.	C.S.	8.97				E	Bell Phone
Queenston.....		10.74					
Niagara-on-the-Lake.....		16.99					

ABBREVIATIONS

Communicating station.....	C.S.
Manual block.....	M.B.
Train order.....	T.O.
Interlocking.....	INT.
Switch.....	SW
Distant.....	D
Train dispatching.....	T.D.
Message.....	M
Block.....	B
Yard.....	Y
North.....	N
South.....	S
East.....	E
West.....	W
Crossings at grade.....	X
Take Siding.....	T.S.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
0 min. 36 sec.		100.00	1 min. 30 sec.		40.00	2 min. 24 sec.		25.00	3 min. 18 sec.		18.18
0 " 37 "		97.30	1 " 31 "		39.56	2 " 25 "		24.83	3 " 19 "		18.09
0 " 38 "		94.74	1 " 32 "		39.13	2 " 26 "		24.66	3 " 20 "		18.00
0 " 39 "		92.31	1 " 33 "		38.71	2 " 27 "		24.49	3 " 21 "		17.91
0 " 40 "		90.00	1 " 34 "		38.30	2 " 28 "		24.32	3 " 22 "		17.82
0 " 41 "		87.80	1 " 35 "		37.89	2 " 29 "		24.16	3 " 23 "		17.73
0 " 42 "		85.71	1 " 36 "		37.50	2 " 30 "		24.00	3 " 24 "		17.65
0 " 43 "		83.72	1 " 37 "		37.11	2 " 31 "		23.84	3 " 25 "		17.56
0 " 44 "		81.82	1 " 38 "		36.73	2 " 32 "		23.68	3 " 26 "		17.48
0 " 45 "		80.00	1 " 39 "		36.36	2 " 33 "		23.53	3 " 27 "		17.39
0 " 46 "		78.26	1 " 40 "		36.00	2 " 34 "		23.38	3 " 28 "		17.31
0 " 47 "		76.60	1 " 41 "		35.64	2 " 35 "		23.23	3 " 29 "		17.22
0 " 48 "		75.00	1 " 42 "		35.29	2 " 36 "		23.08	3 " 30 "		17.14
0 " 49 "		73.47	1 " 43 "		34.95	2 " 37 "		22.93	3 " 31 "		17.06
0 " 50 "		72.00	1 " 44 "		34.62	2 " 38 "		22.78	3 " 32 "		16.98
0 " 51 "		70.59	1 " 45 "		34.29	2 " 39 "		22.64	3 " 33 "		16.90
0 " 52 "		69.23	1 " 46 "		33.96	2 " 40 "		22.50	3 " 34 "		16.82
0 " 53 "		67.92	1 " 47 "		33.64	2 " 41 "		22.36	3 " 35 "		16.74
0 " 54 "		66.67	1 " 48 "		33.33	2 " 42 "		22.22	3 " 36 "		16.67
0 " 55 "		65.45	1 " 49 "		33.03	2 " 43 "		22.08	3 " 37 "		16.59
0 " 56 "		64.29	1 " 50 "		32.73	2 " 44 "		21.95	3 " 38 "		16.51
0 " 57 "		63.16	1 " 51 "		32.43	2 " 45 "		21.82	3 " 39 "		16.44
0 " 58 "		62.07	1 " 52 "		32.14	2 " 46 "		21.69	3 " 40 "		16.36
0 " 59 "		61.02	1 " 53 "		31.86	2 " 47 "		21.56	3 " 41 "		16.29
1 " 0 "		60.00	1 " 54 "		31.58	2 " 48 "		21.43	3 " 42 "		16.22
1 " 1 "		59.02	1 " 55 "		31.30	2 " 49 "		21.30	3 " 43 "		16.14
1 " 2 "		58.06	1 " 56 "		31.03	2 " 50 "		21.18	3 " 44 "		16.07
1 " 3 "		57.14	1 " 57 "		30.77	2 " 51 "		21.05	3 " 45 "		16.00
1 " 4 "		56.25	1 " 58 "		30.51	2 " 52 "		20.93	3 " 46 "		15.93
1 " 5 "		55.38	1 " 59 "		30.25	2 " 53 "		20.81	3 " 47 "		15.86
1 " 6 "		54.55	2 " 0 "		30.00	2 " 54 "		20.69	3 " 48 "		15.79
1 " 7 "		53.73	2 " 1 "		29.75	2 " 55 "		20.57	3 " 49 "		15.72
1 " 8 "		52.94	2 " 2 "		29.51	2 " 56 "		20.45	3 " 50 "		15.65
1 " 9 "		52.17	2 " 3 "		29.27	2 " 57 "		20.34	3 " 51 "		15.58
1 " 10 "		51.43	2 " 4 "		29.03	2 " 58 "		20.22	3 " 52 "		15.52
1 " 11 "		50.70	2 " 5 "		28.80	2 " 59 "		20.11	3 " 53 "		15.45
1 " 12 "		50.00	2 " 6 "		28.57	3 " 0 "		20.00	3 " 54 "		15.38
1 " 13 "		49.31	2 " 7 "		28.35	3 " 1 "		19.89	3 " 55 "		15.32
1 " 14 "		48.65	2 " 8 "		28.12	3 " 2 "		19.78	3 " 56 "		15.25
1 " 15 "		48.00	2 " 9 "		27.91	3 " 3 "		19.67	3 " 57 "		15.19
1 " 16 "		47.37	2 " 10 "		27.69	3 " 4 "		19.57	3 " 58 "		15.13
1 " 17 "		46.75	2 " 11 "		27.48	3 " 5 "		19.46	3 " 59 "		15.06
1 " 18 "		46.15	2 " 12 "		27.27	3 " 6 "		19.35	4 " 0 "		15.00
1 " 19 "		45.57	2 " 13 "		27.07	3 " 7 "		19.25	4 " 1 "		14.00
1 " 20 "		45.00	2 " 14 "		26.87	3 " 8 "		19.15	4 " 2 "		13.00
1 " 21 "		44.44	2 " 15 "		26.67	3 " 9 "		19.05	5 " 0 "		12.00
1 " 22 "		43.90	2 " 16 "		26.47	3 " 10 "		18.95	5 " 1 "		11.00
1 " 23 "		43.37	2 " 17 "		26.28	3 " 11 "		18.85	6 " 0 "		10.00
1 " 24 "		42.86	2 " 18 "		26.09	3 " 12 "		18.75	6 " 1 "		9.00
1 " 25 "		42.35	2 " 19 "		25.90	3 " 13 "		18.65	7 " 0 "		8.00
1 " 26 "		41.86	2 " 20 "		25.71	3 " 14 "		18.56	8 " 0 "		7.00
1 " 27 "		41.38	2 " 21 "		25.53	3 " 15 "		18.46	10 " 0 "		6.00
1 " 28 "		40.91	2 " 22 "		25.35	3 " 16 "		18.37	12 " 0 "		5.00
1 " 29 "		40.45	2 " 23 "		25.17	3 " 17 "		18.27			

