THERE IS ALWAYS TIME FOR COURTESY

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Make SAFETY Your POLICY

The New York Central Railroad Company

CANADA DIVISION

TIME TABLE

No. 170

FOR EMPLOYEES ONLY

Effective 12.01 a.m.

Sunday, April 24th, 1955

EASTERN STANDARD TIME

C. F. GRIMES,
Superintendent

SUTHERLAND PRESS, LIMITED, ST. THOMAS, ONT.

COMPANY SURGEONS

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

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

George E. Dimond, 323 Terminal Bldg.
Phones: Office, TAshmoo 5-7000, Extension 205, Residence LUzon 1-5722.

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

William F. Veling, Surgeon, 323 Terminal Building.
Phones: Office, TAshmoo 5-7000, Extension 205 and 206, Residence UNiversity 4-8085

WINDSOR: C. L. Fuller, Office and Residence, 803 Victoria Avenue.
Phones: Office and 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 and Residence, 1191 First Ave., North.
Phones: Office and Residence, 5123.

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

FORT ERIE: T. W. O'Mulvenny, 649 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.

R. S. Fletcher, Office, 32 West Utica Street; Residence, 345 Woodbridge Street.
Phones: Office, GRant 4269; Residence, VI. 1583.

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. Mietus, Office and Residence, 930 Fillmore Ave.
Phones: Office and Residence, HUmbolt 2579.

For the Information of Enginemen and Trainmen

Daily A.M.	*Daily* P.M.	CANADA COACH LINES		*Daily* P.M.	*Daily* P.M.
Lv. 7.20	4.00	Niagara Falls, N.Y.	Ar.	1.15	9.55
7.25	4.05	Suspension Bridge, N.Y.		1.10	9.50
7.40	4.20	Niagara Falls, Ont.		12.55	9.35
7.45	4.25	Victoria Park		12.50	9.30
Ar. 8.20	5.00	Welland	Lv.	12.15	8.55
A.M.	P.M.			P.M.	P.M.

L. & P. S. RAILWAY — N. Y. C. STATION
St. Thomas

No. 2—Southbound, Daily.....Arrive 6.05 A.M.
No. 12— " " " 1.55 P.M.

No. 7—Northbound, Daily.....Leave 10.55 A.M.

SPECIAL INSTRUCTIONS

Rules referred to by numbers are additions to the Uniform Code of Operating Rules unless otherwise specified.

GENERAL RULES

Employees whose duties or employment are affected by Dominion, Provincial or Municipal laws, or the regulations of the Bureau of Explosives, must familiarize themselves with all requirements and conform to them.

Every employe, while on duty connected with the trains on any division of the road, is under the authority and must conform to the orders of the Superintendent of that Division. Train employees are subject to the rules of the Division or Railroad on which they are running.

Whenever the passenger service becomes disarranged, ticket agents or station masters will inform the public by announcement to passengers and by posting on train bulletin boards, the probable length of time of the interruption. Conductors of delayed trains, after consulting with train dispatcher, will inform passengers the cause, in brief, and probable duration; also of other available means, if any, of reaching their destinations earlier in case they desire.

JOINT TRACK.

Between St. Thomas, Suspension Bridge, N.Y., and Fort Erie, Ontario, Chesapeake and Ohio trains use N.Y.C. tracks.

Between Buffalo, Black Rock, and Suspension Bridge, N.Y., Canada Division trains use Buffalo Division tracks.

Between Black Rock and Fort Erie N.Y.C. trains use Canadian National tracks.

Waterford: T. H. & B. trains use Nos. 1 and 2 north sidings.

Tillsonburg: No. 2 south Siding will be used jointly by N.Y.C. and Canadian National trains.

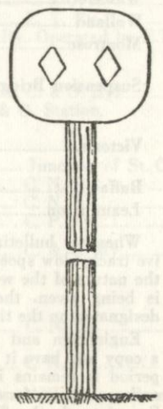
St. Thomas: Canadian Pacific use N.Y.C. track known as the Credit main from connection near Park Ave., to the Passenger Station.

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.

M. STANDARD RESTRICTED CLEARANCE

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



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

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

1. EASTERN STANDARD TIME will be transmitted at 12 o'clock noon each day.

STANDARD CLOCKS.

Detroit	Stationmaster's office. Telegraph office.
Windsor	Telegraph office.
Windsor Yard	General Yardmaster's office. Engine House.
Comber	Telegraph office.
St. Thomas	Telegraph office. Engine House. Engineers' Room (Depot)
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	Station Master's Office.

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

11a — A lighted fusee displayed from the side of an engine cab, day or night, indicates stop, to trains on opposite main track.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(p) Succession of Short Sounds.	Also, relief engine required; to be sounded passing first two open stations after defect develops and Operator or Signalman must immediately inform the Train Dispatcher.
(s) — — — — — — — — —	"Distress Signal" call for assistance. Sectionmen and other employees hearing this signal must go at once to the train making the call.

17. HEADLIGHTS.

Headlights on freight and passenger locomotives will be kept burning during day and night hours.

21. EXTRA TRAINS.

Extra trains will omit the display of white signals.

26a. PROTECTION OF BOARDING CARS.

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

When boarding cars are placed on any track, the switches must, if practicable, be lined and locked for a track other than the track on which boarding cars are standing.

PROTECTION OF IMPASSABLE OR SLOW TRACK.

Rules 41 and 44 are effective only on the Amherstburg, Leamington, St. Clair and Niagara Subdivisions.

In compliance with Rule 43, in addition a yellow flag, and at night a yellow light will be placed at point to be protected.

83. TRAIN REGISTER STATIONS.

Detroit.

Windsor: Operator Windsor will register all passenger trains.

Windsor Yard.
Suspension Bridge.
Victoria.

Ft. Erie: Operator will register all passenger trains.

St. Clair Subdivision:

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

Amherstburg Subdivision:

Essex.
Amherstburg.

Leamington Subdivision:

Comber.
Leamington.

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

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

83. CLEARANCE OF TRAINS.

Single Track:

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

St. Clair Jct.
Oil City.
Petrolia Jct.
Eddys
Courtright.
Niagara-on-the-Lake.

Terminal clearance must be authorized by the train dispatcher, except in case of failure of communication, when they may be issued by operators, provided they have no incomplete train orders for trains to which issued.

Double Track:

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

Windsor	Eastward regular and extra passenger trains by terminal clearance, to be delivered by the operator to the engineer as the train passes the office. In case of failure the Conductor will deliver the terminal clearance.
Windsor Yard	Eastward freight trains by "Proceed" indication at Tower 4 home interlocking signal.
St. Clair Jct	Eastward St. Clair Subdivision trains verbally by train dispatcher.
St. Thomas	Eastward trains on main track by train order signal at Ball; normal position STOP—For orders.
	Eastward trains approaching on yard tracks, in addition to the train order signal indication and the indication of the Dwarf signal, must receive a hand signal from the operator-switchtender before passing Dwarf signal.
	All westward trains by "Proceed" indication at BX home interlocking signal. St. Clair Subdivision 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, Ont.	Westward passenger extras originating at Niagara Falls, Ont., or on Niagara Subdivision, verbally by the train dispatcher.
Suspension Bridge	Westward regular trains and passenger 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 "communication has failed." Freight trains receiving terminal clearance marked "communication has failed," must clear the time of first-class trains in the same direction at the time they are due to leave the next station in the rear where time is shown. Operators must not issue nor Conductors and Enginemen accept a clearance, either form "A" or "B", marked "communication has failed" as authority for a train or engine to start a return movement from any intermediate station, except from its authorized turning point.

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

BULLETIN STATIONS.

Detroit	Conductor's Room. Engineers' 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 (Depot)
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	Crew Dispatcher's office.
Leamington	Waiting Room.

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

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

91. SECOND PARAGRAPH is modified as follows:

"Unless otherwise provided, between a train carrying passengers or operating a snowplow — Absolute Block".

NOTE: Definition of Absolute Block — A block which may be occupied by but one train at a time.

93. YARDS.

Main Line:

Windsor Yard.
St. Thomas.
Welland.
*Montrose.
**Victoria.

St. Clair Subdivision:

Courtright.

Amherstburg Subdivision:

Amherstburg.

Leamington Subdivision:

Leamington.

*Montrose yard extends from east end of Niagara River Bridge to yard limit sign Mile Post N.F. 6.06 — 2 miles west of Montrose yard office — on main line, and from yard limit sign 1,000 feet south of Chippawa to Niagara-on-the-Lake on Niagara Subdivision.

**Victoria yard extends from Fort Erie Station to yard limit sign Mile Post F.E. 3.66 — 2½ miles west of Victoria yard office — on main line, and from C. N. R. Switch to Old Fort Erie.

93a. This rule is not effective on the New York Central R. R.

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.
Windsor Yard — Tower 3	N. Y. C. / C. P. R.	Interlocking.
Windsor Yard — Tower 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.
St. Thomas Yard — Park Track	L. & P. S. Ry.	None. All trains and engines must stop 50 feet from crossing.
Yarmouth	C. N. Ry.	Interlocking.
Hagersville	C. N. Ry.	Interlocking.
Canfield Jct.	C. N. Ry.	Interlocking.
E. & O.	T. H. & B. Ry.	Interlocking.
Welland Drawbridge	Welland Canal / T. H. & B. Ry. / N. St. C. & T. Ry.	Interlocking.
Welland Yard—Dain Spur	C. N. Ry.	None. All trains and engines must stop 50 feet from crossing
WX	C. N. Ry.	Interlocking.
Ft. Erie	C. N. Ry.	Interlocking.
Amherstburg Subdivision:		
§McGregor	C. & O. Ry.	Automatic Interlocking.
Quarries	E. T. Ry.	Interlocking. Signalling normal against E.T.Ry. Operated by E.T.Ry. Trainmen.
Leamington Subdivision:		
§Leamington	C. & O. Ry.	Interlocking. Signals are operated from C. & O. Station.
St. Clair Subdivision:		
***St. Clair Jct.	Junction of St. Clair Subdivision 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 Subdivision:		
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. Top arm governs movements on N.Y.C.
	Operated by C. N. Ry. All trains and engines must stop before crossing.	
Chippawa Drawbridge	Welland River	None.

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.

† Signaling Normal against N.Y.C., operated by N.Y.C. Trainmen.

Signals to be operated in accordance with instruction posted in interlocking station or at crossing.

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

**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.

***Eastward St. Clair Subdivision 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 dispatcher.

102.

The Engineman will at once display a lighted fusee from the side of the cab next to the opposite main track, and if it cannot be immediately ascertained that the other main track is not obstructed, a Flagman must at once go forward to stop trains running in the opposite direction. The Fireman will perform this service when necessary. As soon as it is known that the other track is not obstructed the Flagman will be recalled. Enginemen will see that a Flagman goes forward promptly under the above circumstances and will also immediately ascertain whether the other track is obstructed.

103. PUBLIC CROSSINGS AT GRADE.

When a Diesel Electric Engine consisting of more than two units is required to make back-up movements over or along a public road at grade, the provisions of rule 103 must be applied.

At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on main tracks, movements over such crossings on other than main tracks must not, unless otherwise provided, exceed 10 miles per hour from 100 feet distant until the engine or leading car has passed over the crossing.

For main track movements against the current of traffic the following speed restrictions apply at public crossings at grade until the engine or leading car has passed over it.

St. Thomas:

Church St. mileage N.F. 116.15 westward main track 10 miles per hour.

Metcalf St. mileage N.F. 115.85 eastward main track 10 miles per hour.

Elgin St. mileage N.F. 115.75 westward main track 10 miles per hour.

Southwick St. mileage N.F. 115.59 eastward main track 10 miles per hour.

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

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

Trainmen must flag trains or engines over the following crossings, and must stop before crossing:

Windsor.....Wellington Avenue for movements on the industrial track.

Leamington.....First Concession Road crossing 1½ miles south of Leamington.

Manual Control of Highway Crossings Signals.

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

On sidings, Cars or Engines must not be left standing in the track sections between the insulated joints, which will be painted yellow.

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

To START signals turn switch key towards START position.

To STOP signals turn switch key toward STOP position.

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

Essex.....Naylor's Road, Mileage NF 209.34, Wig-Wags and Bells for movements on north and south sidings.

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 movement on North and South Sidings.

† Hagersville.....Main St., Flashing Light Signals, Gates and Bells.

† Welland.....Plymouth Road, Flashing Light Signals, Gates and Bells.

†**Welland.....King St., Flashing Light Signals, 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 flashing lights 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 flashing lights 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.

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

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

†**For movements on eastward and westward main tracks and south siding.

Trains stopping before crossing King St. must not stop closer than fifty (50) feet from crossing. After two (2) minutes, gates will raise and flashing lights will stop.

Gates and flashing light signals will resume operation when trains occupy King Street track section which exteends fifty (50) feet on each side of crossing. Trains must move slowly toward crossing to allow gates to lower; and must not enter street until gates are down.

For movements on north runaround track.

Gates and signals are also controlled by track circuit extending through street only.

Signals automatically start when movement is made onto track circuit, then stop when track circuit is clear. All trains or engines must stop before reaching the crossing and the signals operated manually by a member of the crew operating the control switch located at the crossing.

104. SWITCHES.

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

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

Electrically Locked Switches.

Ball: Main track crossover switches and yard switch. Be governed by instructions posted in switch shanty.

Windsor Yard: Main track crossover switches at Yard Office. Be governed by instructions posted on post at lever stand.

104a. 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 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 for 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.

105. SIDINGS

Capacity based on 44 foot cars.	North	South
Essex	152	126
Ruscomb	22	
Tilbury	125	125
Buxton		79
Fargo	119	123
Highgate		62
West Lorne	127	125
Iona	119	
Springfield		119
Tillsonburg	125	125
LaSalette		126
Waterford	135	125
Hagersville—Old	84	112
New	115	
Edward	75	
Canfield Jct.	119	119
Perry	125	126
Welland	125	125
St. Clair Subdivision:		
Muncey		2
Melbourne		29
Walkers		2
Alvinston	36	
Inwood		14
Wiedman		13
Glen Rae	8	
Holmesdale		12
Oil Springs	7	13
Oil City		25
Petrolia Jct.		24
Petrolia	8	11
Brigden	8	20
Kimballs		3
Courtright Jct.		19
Amherstburg Subdivision:		
McGregor	7	14
Gordon		9
Leamington Subdivision:		
Staples		6
Blytheswood		7
Niagara Subdivision:		
Chippawa		9
St. David		5
Niagara-on-the-Lake		6

107. Trains must approach Welland prepared to stop when T. H. & B. trains are due to arrive and depart.

111. The following Code of Signals will be used in the application of Uniform Code of operating Rule 111:

Hot Journals.

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

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

*In addition, give "Stop" signal.

Connections Dragging.

By day or night: Give "Stop" signal.

Car door swinging or about to fall.

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

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

*In addition, give "Stop" signal.

Brakes sticking.

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

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

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

Flat Wheels.

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

By night: Hold lamp in horizontal position at arms length. **Headlight not burning.**

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

All clear.

By day or night: "Proceed" signal.

All signals must be acknowledged.

151. DOUBLE TRACK.

Between Windsor, Suspension Bridge and Fort Erie.

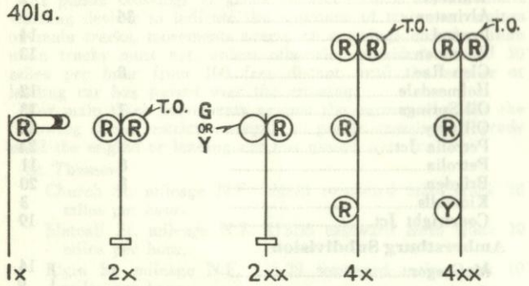
FIXED SIGNAL DEFINITIONS:

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

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

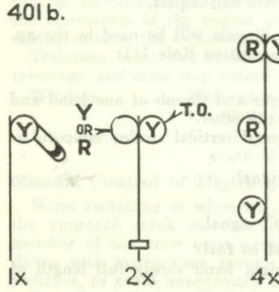
Rules 251 to 258 inclusive, govern on two or more tracks with the current of traffic between Windsor, Suspension Bridge and Fort Erie.

401a.



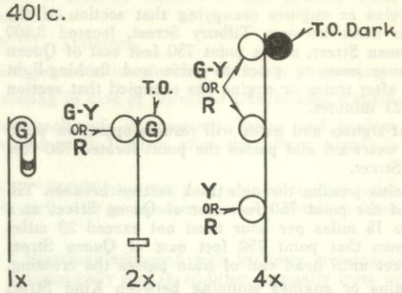
INDICATION — Stop — for orders; also be governed by interlocking or automatic block signal indications.
Instructions: Indications of signals, figures 2xx and 4xx, are to be given only after clearance Form 'A' and train orders have been delivered and trains released in accordance with Rule 221.
NAME — Stop Signal.

401b.



INDICATION — Caution — for 19Y orders; reduce speed, preparing to get clearance Form 'A', Form 19Y train orders, or messages, and be governed by interlocking or automatic block signal indications.
NAME — Caution Signal.

401c.



INDICATION — No orders; be governed by interlocking or automatic block signal indications.
NAME — Clear Train Order Signal.

501. AUTOMATIC BLOCK SIGNAL SYSTEM RULES.

Automatic block signal system rules apply as follows:

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

Automatic block signals are also in use as follows:

St. Thomas: Westward signal No. X-32, 2500 ft. east of station on old Credit Main and used as main track by C.P.R. trains, governs to the freight house lead crossing, just east of St. Thomas passenger station.

501b. ST. THOMAS:

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

501f.

INDICATION — Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.

NAME — Approach Signal.

501j.

INDICATION — Freight trains take siding; be governed also by the indication of the signal on the mast on which take siding indication unit is located. Other trains — call operator or signalman for instructions.

NAME — Take siding signal.

At LaSalette and Springfield when "Take Siding Signal" is displayed all westward trains will stop west of crossover and call operator or signal-man for instructions.

At Iona when "Take Siding Signal" is displayed all eastward trains will stop east of crossover and call operator or signal-man for instructions.

At Tilbury, when this indication is displayed, Eastward Freight Trains will proceed on the main track, and back in at the east end of the south siding.

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

601. h

INDICATION — Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.

NAME — Approach Signal.

601m.

INDICATION — Proceed approaching next signal at medium speed. Train exceeding limited speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal and be completed before accepting a more favorable indication.

NAME — Approach Medium Signal.

MISCELLANEOUS

MAKE-UP OF PASSENGER TRAINS.

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

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.

LEAVING CARS ON SIDINGS.

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

MAKE-UP OF FREIGHT TRAINS.

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.

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

Lumber loaded on open top cars should be placed in train near the head end, but not less than 3 cars from locomotive, or on rear of train, but not less than 3 cars ahead of caboose where practicable, or handled in solid trains, or such other precautions taken as might be required by local conditions.

Every care possible should be used in switching such car loads of lumber in yards; it should be understood that such loads should not be humped.

Definite information should be furnished to enginemen whenever trains include lumber shipments on open top cars, with instructions to give such trains careful handling and particularly avoid heavy slack action when starting or stopping.

Loaded flat cars must be separated from occupied caboose by a solid end car.

PASSING OVER TOPS OF CONTAINER CARS.

Trainmen in performance of their duties are not required to pass over the tops of container cars.

AIR BRAKES.

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

Diesel Equipment:

Diesel road locomotives must have the controlled Emergency feature of 24-RL brake equipment set in Passenger (or Passenger Lap) except when coupled to a freight train. Locomotives operating light, in road service, yard or terminal territory, must have the Rotaire Valve and Controlled Emergency Cocks set as follows:

Rotaire valve operating "A" unit set in "Pass" position. Controlled Emergency Cock "B" unit set in "Pass" position. Rotaire valve trailing "A" unit set in "Pass Lap" position.

HAND BRAKE TEST.

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, car must proceed at restricted speed to the nearest point at which repairs can be made.

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 employes will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

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

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

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

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

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

COOLING COMPOUND.

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

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

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

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

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.

FATALITIES.

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

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

SPEED RESTRICTIONS

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

GENERAL (Unless Otherwise Restricted)

Diesel engines Nos. 1000 to 8357 incl., light or with caboose....50
Diesel engines Nos. 506 to 513 incl. with traction motor pinion removed and Nos. 526 to 957 incl., 8400 to 9820 incl., in service or when hauled dead in train....45
Diesel engines Nos. 506 to 513 incl., with traction motor pinion engaged, in service or when hauled dead in train....25
Diesel Nos. 5000 to 5005 incl., 5100, 5101, 8341 to 8352 incl., when handling passenger, mail, milk and express cars, or when hauled dead in train....75
Diesel engines Nos. 5738 to 5817 incl., when handling passenger, mail, milk and express trains, or when hauled dead in train....70
Diesel engines Nos. 1000 to 2474 incl., 3300 to 3372 incl., 3700 to 3821 incl., 5006 to 5017 incl., 5102 to 5737 incl., 5900 to 8340 incl., 8353 to 8357 incl., when handling passenger, mail, milk, express and trains NC-1, BB-1, BNB-2 with Pacemaker equipment only, or when hauled dead in train....65
Diesel engines operating through water.... 3
Note: Diesel engines must not be operated through water more than 3 inches over top of rail.
Engines running backward by night over public crossings....15
When train-stop device becomes inoperative after leaving terminal, or when forestalling whistle fails to sound while forestalling..35
Circus trains with freight equipment cars....30
Trains with scale test cars or Jordon spreaders....25
Trains with snowloader and snowmelter not in service....30
(Loader and melter units to be coupled and moved in train with loader unit trailing.)
Trains with dead engines not having all side or main rods....20
Work trains with Cranes moving on their own wheels....30
Revenue freight trains with cranes moving on their own wheels....25
(Booms on cranes should be in trailing positior)
Switches and cross-overs, not interlocked, when diverging....15
At night over all facing point hand operated switches, when operated against current of traffic in automatic block signal territory where switch lamps are not in use....15
Rail Detector Cars, under own power or on rear of passenger train....40
Trains having ore cars under 25 feet in length:
Loaded....25
Empty....35

DIVISION (Unless Otherwise Restricted)

	Main Line	St. Clair Subdivision	Leamington Subdivision	Amherstburg Subdivision	Niagara Subdivision
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 and Work Trains:					
Under 3500 tons	55				
3500 to 5500 tons	50	25	25	25	20
5500 tons or more	45				
*Passenger, Mail and Express trains Pelton, Fargo, Yarmouth, Hagersville and E. & O. interlocking	60				
*Passenger, Mail and Express Trains Canfield Jct., interlocking	50				
*Freight and mixed trains Pelton, Fargo, Yarmouth, Hagersville and E. & O. interlocking	45				
Other railroad grade crossings, interlocked	35	25	25	25	20
Draw Bridges — Passenger	25				
Draw Bridges — Other trains	15				
Steam Engines, light or with caboose class S and J only	50				
Steam Engines light or with caboose all other classes	40	25	25	25	20
Engines running backward	25	15	15	15	15
Switch Engines (Steam)	20	20	20	20	20
Work trains with locomotive cranes X-19534, X-19536	30	25	25	25	20
Switches and cross-overs, not interlocked, when diverging	15	10	10	10	10
Troops trains with freight cars	50	25	25	25	20
Steam Engines:					
Class H	50				
Class L-3, L-4, operated on Passenger, Mail and Express trains	70				
Except on trains with more than 20 Cars	65				
Class L-2, operated on Passenger, Mail and Express trains	60				
Classes J, H and L on sidings	10				
Class G	50		25	25	20

*Authorized by Board of Transport Commissioners.

SPEED RESTRICTIONS 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 overhead bridge east....60
St. Thomas: Over street crossings between Kettle Creek Bridge and passenger station....25
Waterford: Curves between West switch and Mile Post N.F. 65.70, 2½ miles east of Waterford....60
T.H. & B. Wye....15
Curve east of Dufferin to Grand River Bridge....65
Curve east of WX. Mile Post N.F. 13.5....20
East end of curve east of WX. Mile Post N.F. 13.3 to Montrose Jct....60
Montrose Jct. to Victoria Park....30
Victoria Park to Niagara Falls, Ont....10
Niagara River Bridge, from or to bridge.... 8

FREIGHT:
St. Thomas: Over street crossings between Kettle Creek Bridge and passenger station....25
Waterford: T.H. & B. Wye....15
Curve east of WX. Mile Post N.F. 13.5....20
Montrose Jct. to Victoria Park....30
Victoria Park to Niagara Falls, Ont....10
Niagara River Bridge, from or to bridge.... 8

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

St. Clair Subdivision:
Airline Crossing:
- Approaching within 500 feet of home signal....15
- Over No. 3 Highway....10
- Stop clear of No. 3 Highway while trainmen are adjusting signals.

Melbourne: Over No. 2 Provincial Highway.... 4
Petrolia: Over Queen Street....10
Courtright: Over River Road....10
Engines double head, 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 east of Brigden.
Bear Creek Bridge, 1.25 miles south of Petrolia.

ENGINE AND CAR RESTRICTIONS.

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.
Diesel engines Class G.P.—7 Nos. 5720 to 5797 same as N.Y.C. Nos. 1000 to 3821.
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.

Engines and cars must not be operated as shown below:
Note: On industrial sidings with sharp curvature and not shown below, care must be used in operating.
Cars weighing more than 220,000 lbs., except where less is shown below, without permission from the Superintendent.

MAIN LINE

Grand River Bridge:
Steam engines Class S, double head on eastward track.

Niagara River Bridge at Niagara Falls:
Not more than one train moving in the 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 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 at Fort Erie:
No engine will stand under the cabin on Harbor Drawbridge at any time.
When dead engines are handled in a train at least five (5) cars must be placed between each engine.

Steam engines Classes J, L and S and other engines as noted at the respective locations can not operate on tracks shown below.

Essex:
Pure Food Corporation track.

Comber:
Wye track . Also steam engines class H7.

Tilbury:
Chatco Steel Products, Ltd. spur.
Canning Factory Spur and Tilbury Farmers Co-operative Spur.

West Lorne:
Erie Flooring and Wood Products Company. Track No. 1, around corner of building. Also Diesels 526 to 566, 1000 to 8411, 8700 to 9137, 9311 to 9328, 9628 to 9630. Track No. 2, all engines beyond one car length east of east end of the building that this track serves.

St. Thomas:
West end of Freight house track, east of diamond.

Springfield:.
Milk Factory Spur. Also Diesels 526 to 566, 1000 to 8411, 8700 to 9137, 9311 to 9328, 9628 to 9630.

Waterford:
Sand and Gravel Company Tracks. Also Diesels 526 to 566, 1000 to 8411, 8700 to 9137, 9311 to 9328, 9628 to 9630.

Hagersville:
All three quarry tracks.
C. N. R. Wye beyond King Street.
Short crossover leading from C. N. R. to Dundas lead. All engines.

Amherstburg Subdivision:
Steam engines. All classes except F82, G6, B and U. Diesel engines 526 to 566, 3200 to 3211, 3500 to 3821, 4036 to 4095, 4400 to 5104, 5900 to 5903, 6600 to 6903, 7100 to 7301, 8320 to 8342, 9104, 9105, 9111 to 9120.

Leamington Subdivision:
Steam engines. All classes except F82, G6, B and U. Diesel engines 526 to 566, 1000 to 1623, 2404 to 2413, 3200 to 5104, 5900 to 5903, 6600 to 6903, 7100 to 7301, 8223 to 8357, 9104, 9105, 9111 to 9120.

Niagara and Old Fort Erie Subdivisions:
Steam engines. All classes except F82, G6, B and U. Diesel engines Nos. 526 to 566, 1000 to 3821, 4036 to 4095, 4400 to 9820.
H-7 engines are permitted to operate on the Niagara Subdivision between Niagara Falls and C. N. R. Overhead Bridge known as "Black Bridge," also between Montrose Jct. and the Chippawa Draw Bridge, with no local switching permitted in the following plants: Ontario Power Co., Canadian Shredded Wheat Co., Canadian Niagara Power Co., Carborundum Co., Norton Co.

St. Clair Subdivision:
Steam engines. All classes except F82. Diesel engines Nos. 526 to 579, 650 to 704, 1000 to 9820.
Cars weighing more than 190,000 lbs. Cars more than 160,000 lbs. gross must be seperated from engine by at least three cars and must be preceded and followed by a car weighing not more than 90,000 lbs. gross.

AUTOMATIC TRAIN STOP.

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, Ont., 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 stations 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:

Train Dispatcher 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 Dispatchers 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 stop device.

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the interlocking has been completed.

SWITCHING REGULATIONS

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.

SHOVING INTO TRACKS AND DOUBLING OVER.

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

BUMPING POSTS

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

SWITCHING INDUSTRIAL, TEAM AND OTHER TRACKS.

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

SHOVING DOWN GRADE.

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

UNFINISHED AND IMPROPER LOADING OF CARS.

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

Whenever lumber, logs, telegraph poles and other freight of like nature are loaded into cars, or transferred from one car to another by employes of this railroad, the station agent, or foreman in charge of the transfer gang, must examine all stakes, wires or cross-pieces and know that they are of sufficient strength, and properly placed, before the car is forwarded. It is the duty of all train men to examine such stakes, wires and cross-pieces before moving the cars, whether the same have been loaded by the shipper or by the railroad, and should it appear that such stakes, wires or cross-pieces are insufficient, or not in good order, they are instructed to decline to move the cars until the proper safeguards for securing the freight shall have been furnished.

WEIGHING CARS.

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

YARD AND HUMP RULES

All engines and trains when moving on a yard track, must proceed with caution and not foul a lead or adjoining track, before it is seen or known that the switches are properly set and that such movement is protected, not only as to movements of other engines, trains and cars but that track is clear of all obstructions.

All engines and trains, must approach points where switch tenders are on duty under control, and must not pass over the switches until they are given proper proceed signal by the switch tender in charge and it is seen that the track is clear.

All engines and trains must come to a stop before moving onto or foul of a main track from a yard track and the switchman or trainman must know that the main track is clear of approaching trains before changing the switch, or giving proceed signal.

Where switch tenders are on duty, movement will be made only on their signals.

Yard engines, on arrival at interlockings, if route is not set, the conductor or a member of his crew will go to an enunciator box or telephone, where same are provided, or in the absence thereof, will immediately go to the tower and inform the leverman of the move they wish to make.

When cars are switched onto a track where trackmen are working they must be warned.

SPECIAL RULES

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

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

2. Employes must not absent themselves from duty nor provide a substitute without proper authority.

3. Time must not be shown on time slip, time book or payroll, except for work actually performed by the person named.

4. The assignment or attaching of an employe's wages by garnishee process or proceedings in aid of execution will be considered sufficient cause for dismissal.

5. All articles furnished for use of employes must be returned to the proper official when leaving the service. The right is reserved to withhold from wages due the value of such articles lost or not surrendered.

6. A person dismissed from the service must not be re-employed without the consent of the head of the department or of the official who dismissed him.

7. Minors must not be employed except as permitted by law, and then only after written consent of their parents or guardians has been obtained.

Persons who cannot write and read writing with ease must not be employed in station, signal, train or yard service.

Persons deficient in vision, color perception or hearing must not be employed in any branch of the service involving the use of signals, or movement of engines or trains.

Persons who cannot produce satisfactory evidence as to previous record, character and ability must not be given employment.

9. When persons who appear to be intoxicated, idiotic or insane are seen in the vicinity of stations or tracks, they should be carefully guarded from accident and as soon as possible put in charge of the local, village or city authorities.

10. Any change on a way-bill or running slip must be in ink or indelible pencil and show authority, station, date and name of person making the change.

11. Employes are not permitted to do work for themselves during their prescribed hours on duty, without permission from proper authority.

12. When the operation of derrick car, rail loader, steam shovel, ditcher and similar equipment, will obstruct the main track other than the one it occupies, it must be protected by flagman in both directions.

13. Employes are prohibited from throwing garbage, bottles, ashes or refuse of any kind from a train while in motion. Conductors must see that porters of Pullman and Business Cars understand this.

14. Trainmen and enginemen are prohibited from delaying trains by leaving them for meals or other purposes not in line with their duties, without obtaining permission from proper authority.

15. While within yard limits, employes of all trains and engines must obey the orders of the general yard master or yard masters.

16. An employe served with a subpoena to report to any court or officer must at once notify his superior official and communicate with or report in person to the railroad attorney and act under his direction.

17. Whenever a subpoena, replevin, attachment or other legal process is served upon any agent or official of the railroad, he must note thereon the date, hour and by whom served, immediately send notice to the consignor of the property involved, forward the original papers by registered railroad mail to the General Attorney and inform the Superintendent by wire. If freight is seized by process of law, charges collectable must be demanded and receipt taken for property before delivery is made to any officer of the law.

18. Whenever it shall come to the knowledge of any official or employe that any work or improvement is proposed by any county, township, municipal or other authority, which in any way affects the railroad's interest, information upon the subject, together with notice, if any, must at once be sent to the Superintendent.

19. Whenever any notice is served upon any official or employe, or it shall come to his knowledge that any tax or assessment has been or is to be made against the railroad or any of its property, he must at once send full information in reference to same to the Superintendent, and such other official as required.

20. The business affairs of the railroad must not be divulged except to proper officials.

PERSONAL INJURIES

21. Injuries to persons or damage to property must be promptly reported by wire to the proper official, confirmed in writing on prescribed blanks and the names and addresses of as many witnesses as possible must be obtained. When passenger trains are involved in an accident which may cause or result in personal injuries, conductors must obtain the information called for on blanks provided for canvassing.

22. In case of serious injury when services of a company surgeon cannot be secured at once, the nearest surgeon should be called to take charge until the arrival of the company surgeon, and the Superintendent and Chief Claim Agent so advised by wire.

23. When necessary, injured persons may be placed in sleeping cars, or bedding and linen may be taken from sleeping cars for use of injured persons.

24. Injured employes, when not taken to a hospital will, when able, go to the company surgeon's office for treatment if they desire his services. After being discharged from a hospital, employes will not return to be treated for the same injury (except for dressings) without the authority of the company surgeon.

25. When trespassers are injured they shall be sent to their homes, if at place of accident, or placed in charge of the local village or city authorities. When necessary, company surgeon may be called for first attention.

26. When passengers, employes or other persons are injured on or about cars or engines, or while working with or about machinery or tools, the equipment, machinery or tools must be immediately inspected by the persons in charge and regular inspectors, if available, to ascertain condition. In cases of serious injury to employes between cars there shall be, in addition to the inspection required by the foregoing, an immediate coupling and uncoupling test and the crew handling the cars in making the test shall use and examine the couplers, levers, etc., and be prepared to give statement showing their condition. Report should be made to Chief Claim Agent by first train mail. A special inspection must be made by two inspectors at the first division terminal, unless otherwise directed. Inspectors must keep suitable record of such special inspection, which shall include the name of the injured person, date, place of accident, the manner of its occurence, and the result in detail of the inspection of the equipment.

27. When injury is caused by the breaking of machinery, tools or any appliance, the broken parts must be so marked as to be readily identified, and promptly turned over to the Superintendent, or head of the department in which the accident occured, for future reference.

28. Employes who witness or have any knowledge of an accident, or of the facts involved, must not give information concerning it or talk about the occurence to the injured person, lawyers, or to any other person or persons, unless legally required so to do, except only to company officials and claim agents. Information given to this company's representatives shall be as complete as possible and all facts must be stated whether favorable or unfavorable to any one.

This rule shall not prohibit the furnishing of information to a person in interest as to the facts incident to the injury or death of any employe; provided, however, that information contained in the files of the Company, or other privileged or confidential reports, must not be divulged.

TRAIN MASTERS.

29. They will have charge of the movement of traffic and exercise general supervision over all employes in train, yard and station service.

CHIEF TRAIN DISPATCHERS.

30. Chief train dispatchers must see that only one person issues train orders over the same territory at the same time, and that train orders are issued in accordance with prescribed forms.

TRAIN DISPATCHERS.

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

32. They will issue orders governing the movements of trains, in accordance with the rules; record the movement of all trains and important incidents affecting the movement of traffic.

33. When any unusual weather conditions are reported which might interfere with the safe operation of trains, they must ascertain if section men are on duty, and, if not, arrange to have them called to patrol their sections.

YARD MASTERS.

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

35. They will have charge of their yards, direct the movement of trains and engines therein, and respect the instructions of the station agent relative to the business of the station.

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

37. They must see that trains are properly made up and ready to leave as directed; that each train has the prescribed number of employes, and that proper slips or way bills are furnished.

38. They must be familiar with instructions relative to refrigeration, ventilation and protection of perishable freight, and unless otherwise provided, see that a complete record of seals on all doors and hatches is promptly taken upon arrival of cars in yard. If a loaded car is found not properly sealed, contents should be promptly examined and car sealed, making prompt report to the Superintendent.

39. They must take an inventory of all cars in yards as often as necessary to insure prompt movement; keep a record of all trains, note all irregularities, and make report to proper official. At interchange points they must take record of seals on cars received from and delivered to connecting lines.

STATION MASTERS.

40. Station masters report to and receive instructions from Superintendent or such official he may designate.

41. Unless otherwise provided, they will have charge of passenger stations and yards, and persons employed therein.

42. They must regularly inspect all cars, station apartments and grounds, and see that they are kept in condition for the comfort and convenience of passengers.

43. They must know that uniforms of train and station employes are presentable.

44. They must see that passenger trains are made up in the order designated, that crews report for duty as required and that each train has the prescribed number of employes.

45. They must see that enginemen and trainmen are ready for departure at the appointed time. They must not permit a train to leave with any member of the crew unfit for the proper discharge of duty.

46. They will designate the places where vehicles, drivers and hotel porters may remain while on railroad property.

47. They must see that order is preserved about the station, that proper information regarding time of arrival and departure of trains is shown upon bulletin boards provided for the purpose, and before the arrival or departure of a train, announce in the waiting room and on the platform, its direction, destination, whether local or through, and mention the first and principal stops.

48. They must keep a record of all trains and crews and report irregularities to proper official.

STATION AGENTS.

49. Station agents report to and receive their instructions from the Superintendent, and will obey the instructions of the train master. They will comply with instructions issued by the Passenger, Freight, Accounting and Treasury Departments.

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

51. The station must be open at the prescribed time before the departure of passenger trains that are scheduled to stop and at such other times as may be prescribed.

52. They must, as far as practicable, know that switches are in normal position, cars on side tracks within station limits are secured, and if any condition exists which may endanger traffic, take prompt action to insure safety.

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

54. They must see that time-tables, passenger and freight tariffs and all notices issued by proper officials for the information of the public are neatly posted in conspicuous places in the station; other advertising matter must not be posted on railroad property except when properly authorized and then only at places designated for the purpose.

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

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

57. They must keep seals under lock when not in use and allow only responsible employes to use them, and require proper seal record to be maintained.

58. They must see that all old cards, except home route, A.A.R. defect or bad order cards are removed before cars are forwarded. Cars bearing bad order cards must not be loaded.

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

60. They will be responsible for complying with the Government regulations for handling post office mail. When mail from a moving train is thrown off at other than designated place report must be made to the Superintendent. Mail pouches must not be left unprotected. They must notify the postmaster of all time-table changes, and advise the Superintendent of all changes in postoffice locations.

STATION BAGGAGE AGENTS

61. Station baggage agents report to and receive their orders from the station master, or agent, and will comply with instructions issued by the General Baggage Agent.

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

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

64. They will be responsible for baggage and mail while in their charge and for the security and proper use of baggage checks.

TELEGRAPH AND TELEPHONE OPERATORS AND SIGNALMEN.

(Except Switchboard Operators)

65. Telegraph and telephone operators and signalmen, unless otherwise instructed, will report to and receive instructions from the chief train dispatcher and will comply with the instructions of the Superintendent Communications, station master and station agent.

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

67. They must be constantly on duty during the prescribed hours and at day and night offices must not leave the office until relieved. They must report by wire if not relieved at the prescribed time.

68. Offices must not be closed until permission has been obtained from the train dispatcher. Before leaving, a card must be placed in the window, which can be read from the outside, showing where the telegraph or telephone operator or signalman may be found.

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

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

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

72. They must, in handling messages, be guided by rules governing the filing, transmitting and receiving of messages by telegraph and telephone and such special instructions as may be issued by the Superintendent Communications.

73. They shall accept for transmission by railroad wire service only the following messages:

(a) Messages between officials or employes of the railroad pertaining to railroad business.

(b) Messages between officials or employes of the railroad and officials and employes of direct connecting railroads pertaining to business of this railroad.

74. At offices where commercial telegraph business is handled, managers and operators will be held accountable for the proper handling and reporting of same in conformity with the requirements of the telegraph department.

75. They must have sufficient knowledge of telegraph and telephone switchboards, instruments, apparatus and wires leading into their office and their manipulation to insure proper operation and, unless otherwise provided, shall take care of the batteries in their office. They must keep instruments and appliances clean and in good order, but must not take them apart nor change their arrangement.

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

77. They must, after an electrical storm or disturbance resulting from trouble in electric power systems, inspect protector equipment for open fuses and grounds, making replacements or cleaning, as may be found necessary. The proper tools must be used for changing fuses and protector blocks.

78. They must make such wire connections on switchboards and wire tests as directed by the wire chief and obey his instructions promptly. They must not, except in emergency, make any wire connections unless directed, and must, when called in on the circuit by a wire chief, remain cut in until released by him.

79. They must observe all interruptions to circuits and make frequent examinations of switchboards, relays, keys, lightning arresters and other devices, reporting promptly any trouble or abnormal conditions to the wire chief or chief train dispatcher.

80. They must, should a telegraph circuit remain open more than two minutes, determine the direction in which the wire is open, reporting the same to the wire chief or chief train dispatcher by any available means. A wire must not be grounded except in an emergency, or for testing.

81. They must know that their telegraph instruments are always in adjustment to receive calls, taking special care in bad weather never to open key unless positive that the wire is not being used.

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

83. They must regulate speed of transmitting to suit the ability of the receiving operator. Under ordinary circumstances the sending operator will be held responsible for errors.

CONDUCTORS.

84. Conductors report to and receive instructions from the train master and at stations and yards will obey the orders of the agent, station master and yard master. They will comply with instructions of the several officials of the railroad relative to the business of their respective departments.

85. The general direction and government of a train is vested in the conductor, and all persons employed on the train must obey his instructions. Any misconduct or neglect of duty of men employed thereon must be reported.

86. They must see that the men employed on the train are familiar with their duties, and not entrust the duties of a flagman to a person not entirely familiar with them, except in emergency, in which case full instructions in such duties must be given.

87. They must see that their trains are provided with proper tools and sufficient supplies of all kinds, know that the cars in their trains have been inspected, that the brakes are in proper working order and that the prescribed signals are displayed.

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

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

90. They must make memorandum of any occurrence connected with the trip that is important to remember, with date and a brief outline of the circumstances.

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

PASSENGER CONDUCTORS.

92. Passenger conductors must, when examining tickets, inform passengers destined to stations on subdivisions or connecting lines at what station they will change cars and of the probable location and leaving time of the train to which they will change.

93. When through error of any employe a passenger is carried beyond the station to which the transportation reads, the passenger should be returned free to destination by the first available passenger train upon the written request of the conductor of train which carried such passenger past the proper destination.

94. No persons, except those specified in the instructions governing free travel, will be allowed to ride on any train without proper ticket, pass or fare.

95. When a passenger refuses to produce proper transportation, apparently having a valid reason for the refusal, the conductor must ascertain the name and address of the passenger and report the facts to the Auditor of Passenger Accounts. In case the refusal to pay fare is evidently an attempt to evade fare the conductor must wire ahead for an officer of the law, and, in the presence of the officer, make demand for the fare. If the passenger still refuses to pay he must be turned over to the officer for arrest for evading fare. No person shall be removed from a train between stations for any cause. When necessary for any reason to eject a passenger from the train, it must be at an open passenger station where the train stops.

96. They must protect passengers from rudeness, threatened violence, abusive or obscene language. Any passenger acting in disorderly manner, or who annoys other passengers, may be removed from the train at the next open passenger station, where the train stops, whether provided with ticket or not. They must exercise reasonable discretion in the performance of this duty.

97. They must, when necessary to eject a person from the train, ascertain name and address of such person and names and addresses of a number of passengers who witness the occurrence, and make report to proper official.

98. They must see that revenue passengers are seated in preference to employes. When there is not sufficient seating

room in coaches to accommodate all passengers, and there are Pullman cars in the train in which there is vacant space, such space may be used by conductors to locate passengers who cannot be accommodated in the coaches, furnishing Pullman conductor a report showing the number of passengers so located and the stations to and from which they travel. This must not be done when passengers in sleeping cars have retired, or to such an extent as to discommode Pullman car passengers.

99. All articles left by passengers must be marked to indicate on what date and train they were found and by whom, and left with the station master or designated person on arrival at division terminal.

100. They must give particular attention to the comfort of passengers, reporting to the Superintendent any cars found to be defective, unclean, or not properly supplied.

101. In case of accident, should the emergency require, they will command the services of engines and employes of other trains when it will not interfere with the necessary protection of such train.

FREIGHT CONDUCTORS.

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

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

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

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

106. They must, when bad order cars are set out of the train, report the fact to the Superintendent by wire and on Form T-558, advising where way bill is left, and note on way bill the point at which car was left.

107. They must carefully check with the way bills (in conjunction with station agents if possible) all freight loaded, and unloaded, and make a record of freight over, short, or in bad order. When necessary to transfer freight from one car to another they must record the transfer and the number of the car to which it is transferred on face of way bill.

TRAIN BAGGAGEMEN.

108. Train baggagemen report to and receive instructions from the train master and will obey the orders of the conductor and station master, and comply with the instructions of the Passenger, Baggage and Accounting Departments.

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

110. They must keep end doors of baggage cars secured, and not allow any person to enter, except officials, mail agents, express messengers, news agents and train employes in the discharge of their duties.

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

112. They must check baggage received at stations where there is no agent, take up checks for baggage delivered at such stations and protect checks in their possession.

113. They must give proper attention to the custody and delivery of post office and train mail, reporting any irregularities promptly to the Superintendent. When mail is delivered from moving trains it must be thrown off at designated place.

114. They must remain in their cars until relieved or baggage is discharged and receipted for. If necessary to leave their cars temporarily they must close and lock all doors.

PASSENGER BRAKEMEN.

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

116. They must give particular attention to the comfort of passengers in the heating, lighting and ventilation of cars, and the supply of ice and water in tanks.

117. The proper place for the rear brakeman, while the train is in motion, is at the rear of the train, except when the rear car is a private or business car, or occupied observation car, he will ordinarily ride in the next car forward.

FREIGHT BRAKEMEN.

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

ENGINEMEN.

119. Enginemen report to and receive instructions from the Superintendent or other designated official. In matters relating to the care of engines they will be governed by the orders of and report to the master mechanic or other designated official. They must also obey the orders of the train master and road foreman of engines and when at the engine house they are under the direction of the engine house foreman. They must obey the orders of station masters and yard masters as to switching and making up of trains, and those of conductors as to the general direction and government of trains.

120. When there is no conductor or he is disabled, the engineman will have charge of the train, and must be governed by the rules prescribed for conductors.

121. They must see that the engine is in good working order and furnished with necessary supplies, tools and signals. They must not take out types of engines or engines equipped with devices with which they are not familiar, without obtaining from proper officials such instructions as will enable them to properly and safely operate same.

They must, unless otherwise provided, before beginning a trip, make statement on prescribed form indicating the condition of appliances listed.

They must, at end of trip, make written report on prescribed form of repairs necessary.

122. They must, if anything withdraws attention from constant lookout ahead, or weather conditions make observation of signals or warnings in any way doubtful, at once so regulate speed as to make train progress entirely safe.

123. Signal indications displayed for an approaching train must not be accepted by a following train until it is evident the indication displayed is intended for the following train.

124. Ash-pan slides must be kept closed, except when necessary to clean fires at properly designated places. They must not permit ash pans to be cleaned over switches or frogs, in front of stations, or on crossings. They must see that ashes are wet down and are leveled to the height of the rail.

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

126. They must not leave engines while on duty without permission, except in case of necessity, and then the fireman or some competent person must be left in charge. When engines are left under steam, the reverse lever must be placed in the center and cylinder cocks opened, and when on grades wheels must be blocked.

127. They must exercise care to prevent water being thrown from smokestacks when starting, and must not open cylinder cocks, nor permit overflow from injectors at station platforms. They must require the firing to be done in such manner as to avoid dense smoke and must use the blower gently to prevent smoke trailing when at stations.

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

129. When a train has more than one engine, the rules apply alike to the engineman of each engine, but the use of the engine bell, whistle and the air brake, except in emergency, must be limited to the leading engine.

130. They must not allow firemen to handle the engine except in their presence and under their direction.

FIREMEN.

131. Firemen report to and receive instructions from the Superintendent or other designated official. In matters relating to the care of engines they will be governed by the orders

of and report to the master mechanic or other designated official. When at the engine house they are under the direction of the engine house foreman. They will obey the orders of the train master, road foreman of engines and traveling fireman, and when on the road are under the direction of the engineman.

132. They must, except when engaged in firing, keep constant lookout and give immediate notice to engineman of any signals or other conditions affecting the safety of the train.

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

134. If engineman fails to regulate speed of train when approaching a signal indication or other condition requiring that speed be reduced, they must communicate with him at once, and, if necessary, stop the train.

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

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

SWITCHTENDERS AND CROSSING WATCHMEN.

137. Switchtenders and crossing watchmen report to and receive instructions from the station master, station agent or yard master, unless otherwise provided.

138. Where switchtenders are located, movements will be governed entirely by their signals. Switchtenders will use yellow flag by day and yellow lamp by night in giving signals.

139. They must be constantly on duty during prescribed hours, and must not permit unauthorized persons in or about the cabin. If necessary for crossing watchmen to absent themselves in emergency, gates or other devices must be arranged to protect the crossing until they return.

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

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

142. Crossing watchmen must be constantly on the lookout for approaching trains or engines, and make every possible effort to prevent persons or street traffic from crossing the track unless it can be done safely. Signals must not be given to highway traffic to proceed over the crossing.

143. The following signals will be used by crossing watchmen:

A STOP disc.

A red light, blinded on two opposite sides.

A red flag.

Two highway crossing gate lamps, where crossing gates are used.

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

145. Where crossing gates are used, they must be lowered or closed in ample time before an approaching train reaches the crossing and kept lowered or closed until the entire train has passed and it is known no other train is approaching. Care must be exercised in lowering or closing gates to avoid vehicles being caught under or between them.

Where other manually operated crossing protection devices are in use, they must be placed in operation before an approaching train reaches the crossing and kept in operation until the entire train has passed and it is known no other train is approaching.

146. Crossing gates must be lowered or closed, and where other crossing protection devices are in use, they must be placed in operation, upon the approach of manually operated or self-propelled track cars.

147. When crossing gates, or other crossing protection devices, are out of order and it is impossible or unsafe to operate them, watchman must immediately inform the person to whom he reports, and, until repairs have been made, must protect the crossing in accordance with rules for crossings not provided with gates.

148. They must promptly report all accidents to proper official, obtaining the names and addresses of persons injured and of as many witnesses as possible, and when vehicles are involved must secure the license number and name of state or province by which issued.

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

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

DRAWBRIDGE OPERATORS.

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

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

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

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

C. F. GRIMES, Superintendent

W. J. SMITH
H. M. BABCOCK
R. A. DRAKE
} Train Masters.

R. B. OLSEN, Road Foreman.

H. T. LOCKWOOD, Assistant Road Foreman.

T. E. BATZOLD, Division Engineer

Wm. PATTERSON, Assistant Division Engineer

E. E. BRIDGE, Chief Train Dispatcher.

R. R. SUTTON
H. J. BAKER
} Night Chief Train Dispatchers.

H. S. McDOUGALL, Relief Chief Train Dispatcher.

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. GOWLING
} Train Dispatchers.

N. F. McGUIRE, District Road Foreman.

BUFFALO TO DETROIT – MAIN LINE AND FORT ERIE SUBDIVISION

WESTWARD FIRST CLASS

Miles from Buffalo via Fort Erie	STATIONS	19	17*	47*	371	635	335	377*	139*	21
		C.P.	The Wolverine	The Detroiter	T.H. & B.	C.P.		T.H. & B.	Railway Express	C.P.
		Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily	Daily except Monday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
0.00	*Buffalo*	.....	*2.21*	*3.40*	*4.26*	.....	*7.46*	*7.56*	*8.35*	.....
2.54	*Exchange St.*	.....	.....	.....	.....	.....	.....	*s 8.04*	.....	.....
7.05	*Black Rock*	.....	*s 2.39*	*s 3.58*	*s 4.44*	.....	*s 8.04*	*s 8.16*	*s 8.54*	.....
.....	*Niagara Falls, N.Y.*	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	*Suspension Bridge*	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Niagara Falls, Ont.	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Montrose	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.92	Fort Erie	.....	YY 2.47	YY 4.08	s 4.56	.....	s 8.15	s 8.41	YY 9.05	.....
9.07	Victoria	.....	2.49	4.10	4.58	.....	8.17	8.43	9.07	.....
15.07	Stevensville	.....	.....	.....	.....	.....	.....	NN 8.52	.....	.....
24.76	WX.	.....	3.04	4.25	5.28	.....	8.32	9.08	9.22	.....
25.23	Welland	.....	.....	.....	s 5.30	.....	.....	s 9.10	.....	.....
25.23	Welland	.....	.....	.....	5.35	.....	s 8.36	9.15	.....	.....
34.56	Perry	.....	3.13	4.34	A. M	.....	8.46	A. M.	9.31	.....
41.55	E. & O.	.....	.....	.....	.....	.....	8.53	.....	.....	.....
50.08	Canfield Jct.	.....	3.27	4.48	.....	.....	9.01	.....	9.45	.....
54.90	Edward	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.48	Hagersville	.....	3.42	5.03	.....	.....	f 9.17	.....	10.00	.....
79.23	Waterford	.....	3.54	5.15	.....	.....	f 9.29	.....	10.12	.....
89.92	La Salette	.....	4.04	5.25	.....	.....	9.39	.....	10.22	.....
101.66	Tillsonburg	.....	4.15	5.36	.....	.....	f 9.51	.....	10.33	.....
112.93	Springfield	.....	4.25	5.46	.....	.....	10.01	.....	10.43	.....
122.45	Yarmouth	.....	4.34	5.55	.....	.....	10.10	.....	10.52	.....
125.30	Ball	.....	4.37	5.58	.....	.....	10.13	.....	10.55	.....
126.12	St. Thomas	.....	s 4.39	s 6.00	.....	.....	s10.15	.....	s10.57	.....
126.12	St. Thomas	.....	4.44	6.05	.....	.....	10.20	.....	11.02	.....
126.31	BX.	.....	.....	.....	.....	.....	.....	.....	.....	.....
130.35	St. Clair Jct.	.....	4.52	6.13	.....	.....	10.29	.....	11.11	.....
139.11	Iona	.....	5.00	6.21	.....	.....	10.38	.....	11.20	.....
145.05	Dutton	.....	.....	.....	.....	.....	.....	.....	.....	.....
151.58	West Lorne	.....	5.11	6.32	.....	.....	10.50	.....	11.33	.....
155.99	Rodney	.....	.....	.....	.....	.....	.....	.....	.....	.....
164.11	Highgate	.....	.....	.....	.....	.....	.....	.....	.....	.....
169.74	Ridgetown	.....	.....	.....	.....	.....	.....	.....	.....	.....
180.62	Fargo	.....	5.36	6.57	.....	.....	11.16	.....	12.03	.....
200.42	Tilbury	.....	5.54	7.15	.....	.....	11.33	.....	12.23	.....
206.83	Comber	.....	.....	.....	.....	.....	.....	.....	.....	.....
221.30	Essex	.....	6.13	7.34	.....	.....	11.51	.....	12.45	.....
230.14	Pelton	.....	6.21	7.42	.....	.....	12.01	.....	12.55	.....
232.82	Tower 4	A. M.	6.24	7.45	.....	A. M.	12.05	.....	12.58	P. M.
235.71	Windsor	s 2.45	s 6.30	s 7.51	.....	s 7.45	s12.15	.....	s 1.04	s 1.55
235.71	Windsor	2.55	.....	.....	.....	8.00	.....	.....	.....	2.05
238.49	*Detroit*	*3.05*	*6.45*	*8.05*	.....	*8.10*	*12.30*	.....	*1.23*	*2.15*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.

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

No. 47. Will not operate May 30th, July 4th, Sept. 5th.

No. 139. Will not operate May 31st, July 5th, Sept. 6th. Will not carry passengers and will operate as passenger extra from Buffalo to Detroit.

NN Stop on signal to discharge passengers from Buffalo and beyond and receive passengers for Hamilton and Toronto.

YY Stop for customs and immigration inspection.

BUFFALO TO DETROIT – MAIN LINE AND FORT ERIE SUBDIVISION

WESTWARD FIRST CLASS

Miles from Buffalo via Fort Erie	STATIONS	379	629	51*	383*	37	23*	39*	
		T.H. & B.	C.P.	Empire State Express	T.H. & B.	C.P.	North Shore Limited	North Shore Limited	
		Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Sunday Only	Daily except Sunday	
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
0.00	*Buffalo*	*1.41*	.....	*4.26*	*4.31*	.....	*9.31*	*10.06*	.....
2.54	*Exchange St.*	*s 1.49*	.....	*s 4.34*	*s 4.39*	.....	.....	.....	.....
7.05	*Black Rock*	*s 2.01*	.....	*s 4.47*	*s 4.52*	.....	*s 9.49*	*s10.24*	.....
.....	*Niagara Falls, N.Y.*	.....	.....	.....	.....	.....	.....	.....	.....
.....	*Suspension Bridge*	.....	.....	.....	.....	.....	.....	.....	.....
.....	Niagara Falls, Ont.	.....	.....	.....	.....	.....	.....	.....	.....
.....		.....	.....	.....	.....	.....	.....	.....	.....
.....	Montrose	.....	.....	.....	.....	.....	.....	.....	.....
7.92	Fort Erie	s 2.25	.....	s 4.59	s 5.27	.....	YY 9.59	YY10.34	.....
9.07	Victoria	2.27	.....	5.02	5.29	.....	10.01	10.36	.....
15.07	Stevensville	.....	.....	.....	HH 5.37	.....	.....	.....	.....
24.76	WX.	2.48	.....	5.18	5.48	.....	10.16	10.51	.....
25.23	Welland	s 2.55	.....	.....	s 5.50	.....	.....	.....	.....
25.23	Welland	3.05	.....	s 5.23	5.55	.....	GG 10.18	GG 10.53	.....
34.56	Perry	P. M.	.....	5.35	P. M.	.....	10.27	11.02	.....
41.55	E. & O.	.....	.....	5.42	.....	.....	.....	.....	.....
50.08	Canfield Jct.	.....	.....	5.50	.....	.....	10.41	11.16	.....
54.90	Edward	.....	.....	.....	.....	.....	.....	.....	.....
66.48	Hagersville	.....	.....	6.05	.....	.....	10.56	11.31	.....
79.23	Waterford	.....	.....	f 6.18	.....	.....	11.08	11.43	.....
89.92	La Salette	.....	.....	6.32	.....	.....	11.18	11.53	.....
101.66	Tillsonburg	.....	.....	f 6.44	.....	.....	11.29	12.04	.....
112.93	Springfield	.....	.....	6.56	.....	.....	11.39	12.14	.....
122.45	Yarmouth	.....	.....	7.06	.....	.....	11.48	12.23	.....
125.30	Ball	.....	.....	7.09	.....	.....	11.51	12.26	.....
126.12	St. Thomas	.....	.....	s 7.11	.....	.....	s 11.53	s12.28	.....
126.12	St. Thomas	.....	.....	7.16	.....	.....	11.58	12.33	.....
126.31	BX.	.....	.....	.....	.....	.....	.....	.....	.....
130.35	St. Clair Jct.	.....	.....	7.24	.....	.....	12.07	12.42	.....
139.11	Iona	.....	.....	7.32	.....	.....	12.16	12.51	.....
145.05	Dutton	.....	.....	.....	.....	.....	.....	.....	.....
151.58	West Lorne	.....	.....	7.43	.....	.....	12.28	1.03	.....
155.99	Rodney	.....	.....	.....	.....	.....	.....	.....	.....
164.11	Highgate	.....	.....	.....	.....	.....	.....	.....	.....
169.74	Ridgetown	.....	.....	EE 8.01	.....	.....	.....	.....	.....
180.62	Fargo	.....	.....	8.11	.....	.....	12.54	1.29	.....
200.42	Tilbury	.....	.....	8.28	.....	.....	1.12	1.47	.....
206.83	Comber	.....	.....	.....	.....	.....	.....	.....	.....
221.30	Essex	.....	.....	8.46	.....	.....	1.31	2.06	.....
230.14	Pelton	.....	.....	8.55	.....	.....	1.40	2.15	.....
232.82	Tower 4	P. M.	.....	8.58	.....	P. M.	1.43	2.18	.....
235.71	Windsor	.....	s 8.00	s 9.08	.....	s11.05	s 1.50	s 2.25	.....
235.71	Windsor	.....	8.10	.....	.....	11.15	.....	.....	.....
238.49	*Detroit*	.....	*8.20*	*9.25*	.....	*11.25*	*2.05*	*2.40*	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	A.M.	A. M.	

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

EE Stop on signal to discharge passengers from east of St. Thomas and receive passengers for Windsor and west.

GG Stop on signal to receive passengers for Detroit and beyond.

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

YY Stop for customs and immigration inspection.

DETROIT TO BUFFALO – MAIN LINE AND FORT ERIE SUBDIVISION

EASTWARD FIRST CLASS

Miles from Detroit via Fort Erie	STATIONS	358*	20	630	372*	50*	38	374*	22	380*
		Canadian Niagara	C.P.	C.P.	T.H. & B.	Empire State Express	C.P.	T.H. & B.	C.P.	T.H & B.
		Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
0.00	*Detroit*	*8.10*	*8.15*	*5.00*	.....	*8.30*	*9.00*	.....	*4.20*	.....
2.78	Windsor	.....	s 3.25	s 5.10	.....	.....	s 9.10	.....	s 4.30	.....
2.78	Windsor	s 3.20	3.35	5.15	.....	s 8.40	9.20	.....	4.45	.....
5.67	Tower 4	3.25	A. M.	A. M.	.....	8.45	A. M.	.....	P. M.	.....
8.35	Pelton	3.28	.....	.....	.....	8.48	.....	.....	.....	.....
17.19	Essex	3.37	.....	.....	.....	8.57	.....	.....	.....	.....
31.66	Comber	.....	.....	.....	.....	.....	.....	.....	.....	.....
38.07	Tilbury	3.54	.....	.....	.....	9.15	.....	.....	.....	.....
57.87	Fargo	4.11	.....	.....	.....	9.32	.....	.....	.....	.....
68.74	Ridgetown	.....	.....	.....	.....	cc 9.41	.....	.....	.....	.....
74.38	Highgate	.....	.....	.....	.....	.....	.....	.....	.....	.....
82.50	Rodney	.....	.....	.....	.....	.....	.....	.....	.....	.....
86.91	West Lorne	4.35	.....	.....	.....	9.58	.....	.....	.....	.....
93.44	Dutton	.....	.....	.....	.....	.....	.....	.....	.....	.....
99.38	Iona	4.45	.....	.....	.....	10.09	.....	.....	.....	.....
108.14	St. Clair Jct	4.52	.....	.....	.....	10.17	.....	.....	.....	.....
112.18	BX	.....	.....	.....	.....	.....	.....	.....	.....	.....
112.37	St. Thomas	s 4.59	.....	.....	.....	s 10.25	.....	.....	.....	.....
112.37	St. Thomas	5.04	.....	.....	.....	10.30	.....	.....	.....	.....
113.19	Ball	5.07	.....	.....	.....	10.33	.....	.....	.....	.....
116.04	Yarmouth	5.10	.....	.....	.....	10.36	.....	.....	.....	.....
125.56	Springfield	5.19	.....	.....	.....	10.45	.....	.....	.....	.....
136.83	Tillsonburg	5.29	.....	.....	.....	10.55	.....	.....	.....	.....
148.57	La Salette	5.39	.....	.....	.....	11.05	.....	.....	.....	.....
159.26	Waterford	f 5.50	.....	.....	.....	DD 11.15	.....	.....	.....	.....
172.01	Hagersville	6.03	.....	.....	.....	11.28	.....	.....	.....	.....
183.59	Edward	.....	.....	.....	.....	.....	.....	.....	.....	.....
188.41	Canfield Jct	6.18	.....	.....	.....	11.43	.....	.....	.....	.....
196.94	E. & O.	6.26	.....	.....	.....	11.51	.....	.....	.....	.....
203.93	Perry	6.33	.....	.....	A. M.	.....	.....	P. M.	.....	P. M.
213.26	Welland	.....	.....	.....	s 10.15	.....	.....	s 2.35	.....	s 8.30
213.26	Welland	s 6.46	.....	.....	10.20	s12.08	.....	2.40	.....	8.35
213.73	WX	6.48	.....	.....	10.22	12.10	.....	2.42	.....	8.37
223.42	Stevensville	.....	.....	.....	RR 10.31	.....	.....	f 2.52	.....	.....
229.42	Victoria	.....	.....	.....	10.40	12.26	.....	2.59	.....	8.52
230.57	Fort Erie	.....	.....	.....	s 10.45	s 12.34	.....	s 3.12	.....	s 8.57
.....	Montrose	6.58	.....	.....	.....	.....	.....	.....	.....	.....
.....	Niagara Falls, Ont.	s 7.13	.....	.....	.....	.....	.....	.....	.....	.....
.....	*Suspension Bridge*	s *7.23* / *7.28*	.....	.....	.....	.....	.....	.....	.....	.....
.....	*Niagara Falls, N.Y.*	s *7.37*	.....	.....	.....	.....	.....	.....	.....	.....
.....	*North Tonawanda*	BB *8.00*	.....	.....	.....	.....	.....	.....	.....	.....
231.44	*Black Rock*	*8.10*	.....	.....	*s 11.08*	*s12.49*	.....	s *3.38*	.....	s *9.13*
235.95	*Exchange St.*	BB *8.27*	.....	.....	JJ *11.22*	JJ *1.07*	.....	JJ *3.52*	.....	JJ *9.27*
238.49	*Buffalo*	*8.35*	.....	.....	*11.30*	*1.15*	.....	*4.00*	.....	*9.35*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.

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

BB Stop on signal to discharge passengers from Welland and West.
CC Stop on signal to receive passengers for Buffalo and East.
DD Stop on signal to discharge passengers and receive passengers for Buffalo and East.
JJ Stop to discharge passengers.
RR Reduce speed to 10 miles per hour to deliver Post Office Mail.

DETROIT TO BUFFALO – MAIN LINE AND FORT ERIE SUBDIVISION

EASTWARD FIRST CLASS

Miles from Detroit via Fort Erie	STATIONS	44*	382*	48*	8*	364*
		New York Special	T.H. & B.	The Detroiter	The Wolverine	
		Daily	Daily	Daily except Saturday	Daily	Daily except Sunday
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.
0.00	*Detroit*	*5.15*	.....	*7.00*	*8.40*	*9.30*
2.78	Windsor	.....	.....	.....	.....	.....
2.78	Windsor	s 5.25	.....	s 7.10	s 8.50	s 9.45
5.67	Tower 4	5.30	.....	7.15	8.55	9.50
8.35	Pelton	5.33	.....	7.18	8.58	9.53
17.19	Essex	5.42	.....	7.26	9.06	f 10.02
31.66	Comber	.....	.....	.....	.....	MM 10.14
38.07	Tilbury	5.59	.....	7.43	9.23	VV 10.21
57.87	Fargo	6.16	.....	7.59	9.39	10.40
68.74	Ridgetown	.....	.....	.....	.....	f 10.49
74.38	Highgate	.....	.....	.....	.....	.....
82.50	Rodney	.....	.....	.....	.....	KK 11.04
86.91	West Lorne	6.40	.....	8.22	10.02	KK 11.09
93.44	Dutton	.....	.....	.....	.....	KK 11.16
99.38	Iona	6.50	.....	8.32	10.12	11.23
108.14	St. Clair Jct.	6.57	.....	8.39	10.19	11.33
112.18	BX	.....	.....	.....	.....	.....
112.37	St. Thomas	s 7.06	.....	s 8.47	s10.27	s 11.45
112.37	St. Thomas	7.11	.....	8.52	10.32	11.50
113.19	Ball	7.14	.....	8.54	10.34	11.52
116.04	Yarmouth	7.17	.....	8.57	10.37	11.55
125.56	Springfield	7.26	.....	9.06	10.46	PP 12.04
136.83	Tillsonburg	7.36	.....	9.16	10.56	f 12.17
148.57	La Salette	7.46	.....	9.26	11.06	12.30
159.26	Waterford	7.56	.....	9.35	11.15	QQ 12.42
172.01	Hagersville	8.07	.....	9.46	11.26	f 12.56
183.59	Edward	.....	.....	.....	.....	.....
188.41	Canfield Jct	8.22	.....	10.01	11.41	1.13
196.94	E. & O.	.....	.....	.....	.....	.....
203.93	Perry	.....	P. M.	.....	.....	1.29
213.26	Welland	.....	s10.02	.....	.....	.....
213.26	Welland	UU 8.45	10.05	.....	.....	s 1.39
213.73	WX	8.49	10.08	10.25	12.02	1.45
223.42	Stevensville	.....	.....	.....	.....	.....
229.42	Victoria	9.04	10.23	10.40	12.15	2.05
230.57	Fort Erie	s 9.07	s10.29	YY 10.45	YY 12.20	s 2.17
.....	Montrose	.....	.....	.....	.....	.....
.....	Niagara Falls, Ont.	.....	.....	.....	.....	.....
.....	*Suspension Bridge*	.....	.....	.....	.....	.....
.....	*Niagara Falls, N.Y.*	.....	.....	.....	.....	.....
.....	*North Tonawanda*	.....	.....	.....	.....	.....
231.44	*Black Rock*	*s 9.28*	*s10.48*	YY *11.02*	YY *12.41*	*s 2.43*
235.95	*Exchange St.*	JJ *9.47*	JJ *11.02*	.....	.....	.....
238.49	*Buffalo*	*9.55*	*11.10*	*11.22*	*1.01*	*3.05*
	ARRIVE	P. M.	P. M.	P. M.	A. M.	A. M.

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

No. 48. Will not operate May 29th, July 3rd, Sept. 4th.

JJ Stop to discharge passengers.
KK Stop on signal to discharge passengers from Windsor and west and receive passengers for Buffalo and east.
MM Stop on signal to discharge passengers from Windsor and west.
PP Stop on signal to discharge passengers from St. Thomas and west.
QQ Stop on signal to discharge passengers from St. Thomas and west and receive passengers for Buffalo and east.
UU Stop on signal to discharge passengers and pick up Customs and immigration officers.
VV Stop on signal to discharge passengers from Windsor and west, and receive passengers for St. Thomas and East.
YY Stop for customs and immigration inspection.

ST. CLAIR SUBDIVISION

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		
		Eddys		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 SUBDIVISION

Miles from Comber	SOUTHWARD * C.L. 1 FREIGHT Daily Except Sunday	STATIONS	NORTHWARD * L.C. 2 FREIGHT Daily Except Sunday	Miles from Leamington
	P.M. LEAVE		A.M. ARRIVE	
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		A.M. LEAVE	

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 SUBDIVISION

Miles from Essex	WESTWARD * X.A. 1 FREIGHT Daily Except Sunday	STATIONS	EASTWARD * A.X. 2 FREIGHT Daily Except Sunday	Miles from Amherstburg
	P.M. LEAVE		P.M. ARRIVE	
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		P.M. LEAVE	

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 SUBDIVISION

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 Subdivision 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	S.D. 1	B.D. 1	S.D. 3	B.D. 3
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	P.M.	P.M.	P.M.	P.M.
.....	Suspension Bridge.....	2.15	12.01	.....	8.45	.....
.....	S.S. 65.....	2.25	12.11	P.M.	8.55	P.M.
.....	Victoria.....	.....	.....	12.30	.....	10.30
.....	St. Thomas.....	7.00	4.30	6.00	1.00	4.00
223.41	Windsor Yard.....	10.45	9.00	11.00	4.30	7.00
	ARRIVE	A.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	B.A. 8	M.C.-N.Y. 4	W.B. 2	J.S. 2	W.B. 4	N.Y.-C.D. 4	C.D. 4
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily except Monday	Daily except Monday	Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
.....	Windsor Yard.....	3.00	5.00	8.30	9.30	5.30	8.20	9.30
.....	St. Thomas.....	5.50	7.50	11.30	12.40	10.00	11.25	12.30
223.75	Victoria.....	.....	.....	3.30	.....	4.00	.....	.....
.....	S.S. 65.....	8.30	10.30	P.M.	4.20	A.M.	2.00	4.00
223.41	Suspension Bridge.....	8.40	10.40	.....	4.30	.....	2.10	4.10
	ARRIVE	A.M.	A.M.	P.M.	P.M.	A.M.	P.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	VX1*
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Saturday
	LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
.....	Victoria.....	.....	.....	.....	.....	11.00	9.00
.....	Montrose.....	12.01	.....	9.45	.....	.....	.....
.....	Welland.....	12.40	A.M.	.....	.....	11.45	.....
.....	St. Thomas.....	A.M.	7.00	5.45	P.M.	P.M.	5.00
.....	Essex.....	.....	.....	P.M.	5.45	.....	A.M.
.....	Windsor Yard.....	.....	12.15	.....	6.30	.....	.....
	ARRIVE	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.

VX1 makes side trip to Montrose when necessary. For information only—not conferring time table superiority.

WINDSOR YARD TO MONTROSE AND VICTORIA

EASTWARD—FREIGHT TRAINS—LOCALS

Miles from Windsor Yard	STATIONS	XV2*	WV2	TM2	XM2	TV2	WT2*	WX2
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT
		Daily except Sunday	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
.....	Windsor Yard.....	.....	.....	.....	.....	.....	11.00	6.15
11.52	Essex.....	A.M.	.....	.....	A.M.	.....	11.45	.....
106.70	St. Thomas.....	12.30	A.M.	A.M.	8.30	A.M.	A.M.	11.30
207.59	Welland.....	.....	12.30	9.00	.....	10.50	.....	P.M.
217.23	Montrose.....	.....	.....	9.45	4.30	.....	.....	.....
223.75	Victoria.....	8.30	1.30	.....	.....	11.50	.....	.....
	ARRIVE	A.M.	A.M.	A.M.	P.M.	A.M.	A.M	P.M.

WT2 makes side trip to Comber and Tilbury when necessary. XV2 makes side trip to Montrose when necessary.
For information only—not conferring time table superiority.

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	0.0	INT.	INT.	Ticket office.....	N	T.D.-M-B-Y.
	C.S.		0.2			Booth.....	N	T.D.-M-B-Y.
	C.S.		0.6	E.163 E.161	E.164	Booth.....	S	B.
Victoria..... Open day and night.	C.S.		1.2			Yardmaster's office.....	S	T.D.-M-B-Y.
	C.S.		2.4	E.151	E.154	Booth.....	S	T.D.-M-B.
	C.S.		3.7		E.142	Booth.....	S	B.
	C.S.		4.9	E.133		Booth.....	S	B.
	C.S.		5.9		E.132	Booth.....	S	B.
	C.S.		6.5	E.121		Booth.....	S	B.
				E.101	E.114 E.102			
Stevensville.....	C.S.		7.2			Ticket office west wall.....	N	T.D.-M-B.
	C.S.		8.2	E.83	E.84	Booth.....	S	B.
	C.S.		9.3	E.73	E.74	Booth.....	S	B.
	C.S.		9.9	E.61	E.62	Booth.....	S	B.
	C.S.		10.7			Booth.....	S	B.
	C.S.		11.5	E.43	E.44	Booth.....	S	B.
	C.S.		12.6			Booth.....	S	B.
	C.S.		13.9	E.31	E.32	Booth.....	S	B.
	C.S.		14.6			Booth.....	S	B.
	C.S.		15.5	E.11	E.12	Booth.....	S	B.
	C.S.		16.5			Booth.....	S	B.
WX..... Open day and night.	C.S.	WX	16.9	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.		0.0			Engine House.....	W	M.
						Days Yard.....	W	M.
						Lockport St.....	W	T.D.-M.
S.S. 65..... Open day and night.	C.S.		0.0	INT. 1	INT.	Signal Station Tower.....	N	T.D.
	C.S.		0.3	3 G.		Booth.....	S	B.Y.
Niagara Falls, Ont..... Daily 7.00 a.m. to 4.00 p.m.	C.S.	NF	0.4			Station, inside waiting room, south wall and in box north side of station.....	S	T.D.-M. T.D.-M-B-Y.
	C.S.		0.6	5 G.	4	Booth.....	S	B.
	C.S.		0.8	11 G.	12	Pole Box.....	S	B.Y.
	C.S.		1.2			Pole Box.....	S	B.Y.
Victoria Park.....	C.S.		1.6			Pole box inside waiting room.....	S	T.D.-Y-B.
	C.S.		2.4	21 G.	22	Booth.....	N	B.
Montrose Jct.....	C.S.		3.0			Booth.....	N	T.D.-Y-B.
	C.S.		3.8	INT.	32	Booth.....	N	B.
	C.S.		3.9		42	Switch Tender's Shanty.....	S	B.Y.
Montrose..... Open day and night.	C.S.		4.1			Yard Master's Office.....	N	T.D.-M-B-Y.
				43	INT.			
	C.S.		4.9			Switch Tender's Shanty.....	S	T.D.-M-B.
	C.S.		5.2	53	54	Booth west end of yard.....	N	T.D.-M-B.
	C.S.		6.1			Booth.....	S	B.
	C.S.		7.0	71	72	Booth.....	S	B.
	C.S.		8.3	81	82	Booth.....	S	B.
	C.S.		9.6	93	94	Booth.....	S	B.
	C.S.		11.0			Booth.....	S	B.
	C.S.		11.5	111	112	Booth.....	S	B.
	C.S.		12.5	121	122	Booth.....	S	B.
	C.S.		13.3			Booth.....	S	B.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO WINDSOR

STATIONS		Office Calls	Miles from Sus. Bridge	SIGNALS Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	LINE
WX Open day and night.	C.S.	WX	13.7	INT. T.O.	INT.	Signal Station Tower	S	T.D.-M-B-Y.
			13.9			Pole Box	N	M-Y.
			14.2			Yardmaster's Office	N	T.D.-M-B-Y.
Welland Open day and night.	C.S.	WD	14.2			Station	N	T.D.-M-Y.
			14.4			Booth	N	B.
Drawbridge Open day and night.	C.S.		14.5	INT.	INT.	Drawbridge Tower	N	T.D.-M-B-Y.
	C.S.		15.1	153		Booth	N	B.
	C.S.		15.8			Booth west end of siding	N	T.D.-M-B.
	C.S.		16.4		154	Booth	N	B.
	C.S.		17.3	171	172 T.S.	Booth	N	B.
	C.S.		18.0			Booth	N	B.
	C.S.		18.8	183	184	Booth	N	B.
	C.S.		19.3			Booth	N	B.
Forks Creek			20.0					
	C.S.		20.1			Booth	N	B.
	C.S.		20.9	201	202	Booth	N	B.
	C.S.		21.8	213 T.S.	214	Booth	N	B.
	C.S.		22.7			Booth east end of South siding, Perry	N	T.D.-M-B.
Perry	C.S.		23.5	231 T.O.		Freight House	N	T.D.-M-B.
					234 T.O.			
	C.S.		23.9	243	244 T.S.	Booth	N	B.
	C.S.		24.9			Booth	N	B.
	C.S.		25.9	261	262	Booth	N	B.
	C.S.		26.6			Booth	N	B.
	C.S.		27.7	273	274	Booth	N	B.
	C.S.		28.3			Booth	N	B.
	C.S.		29.0	291	292	Booth	N	B.
	C.S.		29.7			Booth	N	B.
E. & O. Open Daily except Sat., Sun. and holidays 11.00 a.m. to 8.00 p.m.	C.S.		30.5	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.		31.8			Booth	N	B.
				313	314			
	C.S.		32.6	331	332	Booth	N	B.
	C.S.		33.5			Booth	N	B.
	C.S.		34.3	351	352	Booth	N	B.
	C.S.		35.0			Booth	N	B.
	C.S.		35.5	363	362	Booth	N	B.
	C.S.		36.5			Booth	N	B.
	C.S.		37.0	373		Booth	N	B.
	C.S.		37.8		374	Booth, east end south siding, Canfield Jct.	N	T.D.-M-B.
Canfield Jct. Open day and night.	C.S.	FD	39.1	INT. T.O.	INT. T.O.	Tower	N	T.D.-M-B.
	C.S.		40.3	401		Booth, west end north siding, Canfield Jct	N	T.D.-M-B.
	C.S.		41.5		402	Booth	N	B.
	C.S.		42.5	411	412	Booth	N	B.
	C.S.		43.1	421		Booth	N	B.
					424			
Edward	C.S.		43.9			Station	N	T.D.-M-B.
	C.S.		45.0	433	442	Booth	N	B.
Grand River Bridge	C.S.		46.2	451	452	Booth 500 ft. east of Grand River Bridge	N	T.D.-M-B.
	C.S.		47.1			Booth		B.
	C.S.		47.7	461	462	Booth		B.
Lythmore	C.S.		48.4			Booth	N	B.
	C.S.		49.1	473	472	Booth	N	B.
	C.S.		49.7	491 G.	484	Booth	N	B.
	C.S.		50.5	501	502	Booth	N	B.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO WINDSOR

STATIONS		Office Calls	Miles from Sus. Bridge	SIGNALS Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	LINE
Dufferin	C.S.		51.3			Box on east end of section house	N	M-B.
	C.S.		52.0	513	512	Booth	N	B.
	C.S.		52.9	523	524	Booth	N	B.
	C.S.		53.5	541 T.S.	542	Booth	N	B.
	C.S.		54.4			Booth	N	T.D.-M-B.
	C.S.		55.4			Signal Tool House	N	M-B.
Hagersville Open day and night.	C.S.	VI	55.5	INT. T.O.		Tower	N	T.D.-M-B.
			55.8		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.		56.4			Booth opposite scales	N	T.D.-M-B.
	C.S.			563				
	C.S.		56.8		INT.	Booth	N	T.D.-M-B.
	C.S.		57.9			Booth west end new north siding, Hagersville	N	T.D.-M-B.
	C.S.		58.8	581	582	Booth	N	B.
				593				
				611	594			
Air Port Switch	C.S.		59.4			Booth	N	T.D.-M-B.
	C.S.		60.4			Booth	N	B.
Townsend	C.S.		61.1		612	Booth	N	B.
	C.S.		61.5			Booth	N	B.
	C.S.		62.4	621		Booth	N	B.
					624			
Villa Nova	C.S.		63.3			Booth just west of road crossing	N	T.D.-M-B.
				633	642			
	C.S.		64.3			Booth	N	B.
	C.S.		65.4	651		Booth	N	B.
	C.S.		66.3		654	Booth	N	B.
	C.S.		67.3	661 T.S.		Booth	N	T.D.-M-B.
	C.S.		67.7		664			
				681 T.O.		Freight House north wall	S	T.D.-M-B.
Waterford Open daily except Sunday. 8.00 a.m. to 4.00 p.m. 12.01 a.m. to 2.00 a.m. Daily except Saturday, 6.00 p.m. to 11.59 p.m.	C.S.	D	68.2		T.O.	Station	S	T.D.-M-B-Y.
	C.S.		68.4		684	Booth crossover switch	N	T.D.-M-B.
	C.S.		68.7			Booth west of T.H. & B. Wye	N	T.D.-M-B.
	C.S.		69.2	691		Booth west end of north siding	N	T.D.-M-B.
					694			
	C.S.		69.8	701 G.		Booth	N	B.
	C.S.		70.4		712 T.S.	Booth	N	B.
	C.S.		71.4	713		Booth	N	B.
	C.S.		72.3			Booth	N	B.
	C.S.		73.2	731	732	Booth	N	B.
	C.S.		74.2			Booth	N	B.
				743				
Windham	C.S.		74.8			Booth	N	T.D.-M-B.
	C.S.		75.3		744	Booth	N	B.
	C.S.		76.2			Booth	N	B.
	C.S.		76.7	761	762	Booth	N	B.
	C.S.		77.8			Booth east end south siding, LaSalette	N	T.D.-M-B.
				771 T.S.				
					774			
				783				
La Salette	C.S.		78.9			In waiting room	N	T.D.-M-B.
Hawtrey	C.S.		80.1	801	784	Booth	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 Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	LINE
				813	814			
	C.S.		80.9			Booth	N	B.
	C.S.		81.6			Booth	N	B.
	C.S.		82.5			Booth	N	B.
	C.S.		83.3	831	832	Booth	N	B.
	C.S.		84.3	843	844	Booth	N	B.
Cornell	C.S.		85.2			Booth	N	T.D.-M-B.
	C.S.		85.9			Booth	N	B.
	C.S.		86.5	861	862	Booth	N	B.
	C.S.		87.3			Booth	N	B.
	C.S.		88.1	881 T.S.	882	Booth	N	B.
	C.S.		88.7			Booth	N	B.
	C.S.		89.4	891	892	Booth	N	T.D.-M-B.
				903 T.O.				
Tillsonburg Open daily except Sat., Sun. and holidays 7.00 a.m. to 4.00 p.m.	C.S.	BG	90.5		904 T.O.	Station Box in freight house	N N	T.D.-M-B. T.D.-M-B.
	C.S.		91.5	913	914 T.S.	Booth	N	B.
	C.S.		92.0			Booth	N	B.
	C.S.		92.7			Booth	N	B.
	C.S.		93.2	931	932	Booth	N	B.
	C.S.		93.9			Booth	N	B.
	C.S.		94.7	943	944	Booth	N	B.
	C.S.		95.5			Booth	N	B.
				961	962			
Brownsville	C.S.		96.5			Booth	N	T.D.-M-B.
				971	972			
	C.S.		97.3			Booth	N	B.
	C.S.		98.2	983	984	Booth	N	B.
	C.S.		99.5			Booth	N	B.
	C.S.		100.3	1001 T.S.	1002	Booth	N	B.
	C.S.		101.3			Booth	N	B.
Springfield Open daily except Sat., Sun. and holidays 7.00 a.m. to 4.00 p.m.	C.S.	SG	101.9	1013 T.O.	1014 T.O.	Station Freight House	N N	T.D.-M-B. T.D.-M-B.
	C.S.		103.1			Booth west end south siding	N	T.D.-M-B.
	C.S.		103.5	1031	1032 T.S.	Booth	N	B.
Aylmer	C.S.		104.4			Booth	N	T.D.-M-B.
	C.S.		105.1	1051	1052	Booth	N	B.
	C.S.		106.1			Booth	N	B.
	C.S.		107.2	1063	1064 G.	Booth	N	T.D.-M-B.
	C.S.		108.1			Booth	N	B.
	C.S.		109.1	1081	1082	Booth	N	B.
	C.S.		109.8	1093		Booth	N	B.
	C.S.		110.6		1094	Booth	N	B.
Yarmouth Open day and night.	C.S.	YN	111.4	INT.	INT.	Tower	S	T.D.-M-B.
	C.S.		112.2	1123	1124	Booth	N	B.
	C.S.		112.7			Booth	N	B.
	C.S.		113.2			Booth	N	B.
Ball Open day and night.	C.S.		114.2	INT.	INT. T.O.	Switch Shanty	S	T.D.-M-B-Y.
	C.S.		114.3	1143	1144			
St. Thomas Open day and night.	C.S.	DS	115.1			Telegraph Office Crew Dispatcher's Office Ticket Office Ross St. Switch Shanty	N N N S	T.D.-M-Y. T.D.-Y. T.D. T.D.-M-Y.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO WINDSOR

STATIONS		Office Calls	Miles from Sus. Bridge	SIGNALS Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	LINE
				1151				
BX Open day and night.	C.S.	BX	115.2	INT.	INT.	Tower	N	T.D.-M-B-Y.
	C.S.		115.7		1162	Booth	S	B.
	C.S.		116.4	1163		Booth	N	B.
	C.S.		117.4		1172	Booth	N	B.
	C.S.		118.1	1181		Booth	N	B.
					1184			
St. Clair Jct.	C.S.		119.3			Booth	N	T.D.-M-B.
	C.S.		120.4	1193	1202 G.	Booth	N	B.
	C.S.		121.1	1211		Booth	N	B.
	C.S.		121.5		1214	Booth	N	B.
	C.S.		122.8			Booth	N	B.
	C.S.		123.4	1223	1224	Booth	N	B.
				1241				
Shedden	C.S.		124.2			Pole box in freight house	N	T.D.-M-B.
	C.S.		125.0		1242	Booth	N	B.
	C.S.		125.7	1253	1254	Booth	N	B.
	C.S.		126.9	1263 T.S.	1264	Booth	N	B.
			128.0	1273				
Iona	C.S.		128.1			Booth	N	T.D.-M-B.
					1282			
	C.S.		129.3	1291 G.		Booth	N	T.D.-M-B.
	C.S.		130.3		1294 T.S.	Booth	N	B.
	C.S.		130.9	1303	1304 G	Booth	N	B.
	C.S.		132.1	1313		Booth	N	B.
	C.S.		133.2		1322	Booth	N	B.
				1331	1332			
Dutton Open daily except Sat., Sun. and holidays 7.00 a.m. to 4.00 p.m.	C.S.	U	134.0	T.O.	T.O.	Station Freight House	N N	T.D.-M-B. T.D.-M-B.
	C.S.		135.2	1343	1344	Booth	N	B.
	C.S.		136.3	1353	1354	Booth	N	B.
	C.S.		137.5	1373 T.S.	1374	Booth	N	B.
	C.S.		138.1			Booth	N	B.
	C.S.		139.3	1391	1392	Booth	N	B.
	C.S.		139.8			Booth	N	B.
West Lorne Open daily except Sat., Sun. and holidays 7.00 a.m. to 4.00 p.m.	C.S.	BA	140.6	1401 T.O.	1404 T.O.	Station Freight House	N N	T.D.-M-B. T.D.-M-B.
	C.S.		140.9			Pole Box	N	T.D.-M-B.
	C.S.		141.9	1413	1414	Booth	N	B.
	C.S.		142.9	1431	1432 T.S.	Booth	N	B.
	C.S.		143.9	1443	1444	Booth	N	B.
Rodney Open daily except Sat., Sun. and holidays 7.00 a.m. to 4.00 p.m.	C.S.	RA	145.0			Station Freight House	N N	T.D.-M-B. T.D.-M-B.
	C.S.		146.2	1461	1462	Booth	N	B.
	C.S.		146.8			Booth	N	B.
	C.S.		147.7	1473	1474	Booth	N	B.
Taylor	C.S.		148.2			Booth	N	B.
	C.S.		149.0	1493	1494	Booth	N	B.
	C.S.		149.5			Booth	N	B.
	C.S.		150.4	1503		Booth	N	B.
Muirkirk	C.S.	RT	151.0			Station Freight House	N N	T.D.-M-B. T.D.-M-B.
					1512			
	C.S.		151.7			Booth	N	B.
	C.S.		152.5	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., Sun. and holidays 8.00 a.m. to 5.00 p.m.	C.S.	HI	153.0	T.O.	T.O.	Station	N	T.D.-M-B.
						Freight House	N	T.D.-M-B.
				1533	1534 G.			
	C.S.		154.1		1544 G.	Booth	N	B.
	C.S.		155.1	1553		Booth	N	B.
	C.S.		156.1		1562	Booth	N	B.
	C.S.		157.1	1571		Booth	N	B.
	C.S.		158.0		1572	Booth	N	B.
Ridgetown Open daily except Sat., Sun. and holidays 8.00 a.m. to 5.00 p.m.	C.S.	RD	158.7	1583 T.O.		Station	S	T.D.-M-B.
					1584 T.O.	Freight House	S	T.D.-M-B.
	C.S.		159.9	1593	1594	Booth	N	B.
	C.S.		161.0	1611	1612	Booth	N	B.
	C.S.		162.2	1621	1622	Booth	N	B.
	C.S.		163.1	1633	1634	Booth	N	B.
	C.S.		163.8			Booth	N	B.
Mull	C.S.		164.6			Freight House	N	T.D.-M-B.
	C.S.		165.3	1651	1652	Booth	N	B.
	C.S.		166.1			Booth	N	B.
	C.S.		166.8	1663 T.S.	1664	Booth	N	B.
	C.S.		167.6			Booth	N	B.
	C.S.		168.4	1681		Booth east end of south siding, Fargo	N	T.D.-M-B.
	C.S.		168.7		1682	Booth	N	B.
Fargo Open day and night.	C.S.	JC	169.6	INT. T.O.	INT. T.O.	Tower	N	T.D.-M-B.
	C.S.		170.3			Booth	N	B.
	C.S.		170.9	1703	1704	Booth	N	B.
Charing Cross	C.S.		171.9			Booth opposite east crossover switch	N	T.D.-M-B.
	C.S.		172.5	1723	1724	Booth	N	B.
	C.S.		173.3	1733	1734	Booth	N	B.
	C.S.		174.0			Booth	N	B.
	C.S.		174.5			Booth	N	B.
	C.S.		175.5	1753	1754	Booth	N	B.
	C.S.		176.3	1763	1764	Booth	N	B.
	C.S.		177.0			Booth	N	B.
	C.S.		177.6			Booth	N	B.
					1782			
Buxton	C.S.		178.1			Booth	N	T.D.-M-B.
	C.S.		178.9	1781		Booth	N	B.
	C.S.		179.6	1793	1794	Booth	N	B.
	C.S.		180.5			Booth	N	B.
	C.S.		181.2	1811	1812	Booth	N	B.
Fletcher	C.S.		182.3			Freight House	N	T.D.-M-B.
				1823	1824			
	C.S.		183.0			Booth	N	B.
	C.S.		184.1	1841	1842	Booth	N	B.
	C.S.		185.0	1853	1854	Booth	N	B.
	C.S.		185.5			Booth	N	B.
	C.S.		186.3	1863 T.S.	1864	Booth	N	B.
	C.S.		186.9			Booth	N	B.
	C.S.		187.6			Booth	N	B.
	C.S.		188.2	1881	1882	Booth east end north siding, Tilbury	N	T.D.-M-B.
	C.S.		188.9			Booth	N	B.
Tilbury Open daily except Sun. and holidays 7.00 a.m. to 4.00 p.m.	C.S.	BY	189.4			Station	S	T.D.-M-B.
				1891 T.O.	1894 T.O.-T.S.	Pole box north side of station	S	T.D.-M-B.
	C.S.		190.3	1903	1912	Booth	N	B.
	C.S.		191.1			Booth	N	B.
	C.S.		191.9		1922	Booth	N	B.
	C.S.		193.0	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.		193.8	1933	1934	Booth	N	B.
	C.S.		194.5			Booth	N	B.
	C.S.		195.1	1951	1952	Booth	N	B.
Comber Open daily except Sat., Sun. and holidays 8.00 a.m. to 5.00 p.m.	C.S.	CM	195.8	T.O.	T.O.	Station	N	T.D.-M-B.
						Freight House	N	T.D.-M-B.
	C.S.		196.6	1963	1964	Booth	N	B.
	C.S.		197.4	1973	1974	Booth	N	B.
	C.S.		198.0			Booth	N	B.
	C.S.		198.8	1993	1994	Booth	N	B.
	C.S.		199.7	2003		Booth	N	B.
Ruscomb	C.S.		200.8			Freight House	N	T.D.-M-B.
	C.S.		201.6		2004	Booth	N	B.
	C.S.		202.4	2021	2022	Booth	N	B.
	C.S.		203.2	2033	2034	Booth	N	B.
	C.S.		204.0			Booth	N	B.
Woodslee	C.S.		204.8			Pole box in freight house	N	T.D.-M-B.
					2052			
	C.S.		205.4	2053		Booth	N	B.
	C.S.		206.6		2064	Booth	N	B.
	C.S.		207.6	2071 T.S.	2074	Booth	N	B.
	C.S.		208.4	2083		Booth	N	B.
	C.S.		209.0		2092	Booth east end Essex South siding	N	T.D.-M-B.
	C.S.		210.2			Booth	N	B.
Essex Open daily except Sun. and holidays 8.00 a.m. to 5.00 p.m.	C.S.	X	210.3	2101 T.O.		Station	N	T.D.-M-B.
					2104 T.O.	Baggage Room	N	T.D.-M-B.
	C.S.		210.6			Booth	N	T.D.-M-B.
	C.S.		211.1	2113	2114 T.S.	Booth	N	B.
	C.S.		211.8			Booth	N	T.D.-M-B.
	C.S.		212.2			Booth	N	B.
	C.S.		213.2	2131	2132	Booth	N	B.
	C.S.		213.8			Booth	N	B.
	C.S.		214.3	2141	2142	Booth	N	B.
Maidstone	C.S.		215.0			Booth, opposite crossovers	S	T.D.-M-B.
	C.S.		216.0	2161	2162	Booth	S	B.
	C.S.		216.6			Booth	S	B.
	C.S.		217.6	2173	2174	Booth	S	B.
	C.S.		218.2			Booth	S	B.
Pelton Open day and night.	C.S.		219.1	INT.	INT.	Tower	N	T.D.-M.
	C.S.					Booth	S	B.
	C.S.		220.3	2201		Booth	S	B.
	C.S.		220.5		2204	Booth	S	B.
Tower 4 Open day and night.	C.S.	YD	221.9	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.
					2223			
	C.S.		222.8		2232	Booth	S	B.
	C.S.		223.6	2233		Booth	S	B.
	C.S.		224.5			Booth	S	B.
Windsor Open day and night.	C.S.	DI	224.7	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 Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	LINE
St. Thomas Open day and night.	C.S.	DS	0.00	1151		Telegraph Office	N	T.D.-M-Y.
						Crew Dispatcher's Office	N	T.D.
						Ticket Office	N	T.D.
						Ross St. Switch Shanty	S	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.		0.60		1162	Booth	S	B.
	C.S.		1.30	1163		Booth	N	B.
	C.S.		2.30		1172	Booth	N	B.
	C.S.		3.00	1181		Booth	N	B.
					1184			
St. Clair Jct.	C.S.		4.23			Booth	N	T.D.-M-B.

			Miles from St. Thomas	Single Track Westward	Single Track 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., Sun. and holidays 8.00 a.m. to 5.00 p.m.		IN	40.99		
Weidman			42.30		
Glen Rae			43.80		
Holmesdale			44.98		
Oil City			48.19		
Petrolia Jct.			50.17		
Brigden Open daily except Sat., Sun. and holidays 9.00 a.m. to 6.00 p.m.		B	56.56		
Kimballs			59.81		
Courtright Jct.			65.82	X	X
Courtright		GH	66.38		

PETROLIA TO EDDYS

STATIONS		Office Calls	Miles from Petrolia	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	LINE
Petrolia Open daily except Sat., Sun. and holidays 8.00 a.m. to 5.00 p.m.		WR	0.00					
Petrolia Jct.			4.88					
Oil City			6.86					
Oil Springs Open daily except Sat., Sun. and holidays 8.00 a.m. to 5.00 p.m.		NV	9.25					
Eddys			12.04					

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

COMBER TO LEAMINGTON

STATIONS		Office Calls	Miles from Comber	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	LINE
Comber Open daily except Sat., Sun. and holidays 8.00 a.m. to 5.00 p.m.	C.S.	CM	0.00			Station	N	T.D.-M-B.
						Freight House	N	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 daily except Sun. and holidays 7.00 a.m. to 4.00 p.m.	C.S.	ON	13.79				E	Bell Telephone to Comber

ESSEX TO AMHERSTBURG

STATIONS		Office Calls	Miles from Essex	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	LINE
Essex Open daily except Sun. and holidays 8.00 a.m. to 5.00 p.m.	C.S.	X	0.00			Station		TD.-M-B. Subdivision
						Baggage Room	N	TD.-M-B.
						Section house, Amherstburg Subdivision	N	Subdivision
			0.99			30 feet east of M.P. 1 - pole jack	N	Subdivision
			1.98			114 feet east of M.P. 2 - pole jack	N	Subdivision
			3.01			70 feet west of M.P. 3 - pole jack	N	Subdivision
			3.97			140 feet east of M.P. 4 - pole jack	N	Subdivision
			5.08			440 feet west of M.P. 5 - pole jack	N	Subdivision
			6.00			At M.P. 6 - pole jack	N	Subdivision
			6.99			70 feet east of M.P. 7 - pole jack	N	Subdivision
C. & O. Crossing			7.23	INT.	INT.			
McGregor	C.S.		7.92			Station	N	Subdivision
			9.01			60 feet west of M.P. 9 - pole jack	N	Subdivision
			9.99			27 feet east of M.P. 10 - pole jack	N	Subdivision
			10.91			474 feet east of M.P. 11 - pole jack	N	Subdivision
			12.00			15 feet east of M.P. 12 - pole jack	N	Subdivision
			12.97			132 feet east of M.P. 13 - pole jack	N	Subdivision
			13.99			36 feet east of M.P. 14 - pole jack	N	Subdivision
Quarries	C.S.		14.17	INT.	INT.	30 feet west of crossover switch - Quarries - pole box	N	Subdivision
			14.22			74 feet east of Essex Terminal-pole jack	N	Subdivision
			15.00			At M.P. 15 - pole jack	W	Subdivision
Gordon			15.73					
			16.05			284 feet west of M.P. 16 - pole jack	W	Subdivision
Amherstburg Open daily except Sat., Sun. and holidays 7.00 a.m. to 4.00 p.m.	C.S.	AD	16.88				W	Subdivision

NOTE: There will be a spare portable telephone in the Station at Essex.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CHIPPAWA TO NIAGARA-ON-THE-LAKE

STATIONS		Office Calls	Miles from Chippawa	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	TELEPHONES Side of Track	TELEPHONES LINE
Chippawa Open daily except Sat., Sun. and holidays 7.00 a.m. to 4.00 p.m.	C.S.	WA	0.00			Station	E	Bell Phone
Montrose Jct.	C.S.		1.73			Booth	N	T.D.-Y-B.
Victoria Park	C.S.		3.11			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	4.31			Waiting Room South Wall Pole Box north side of station	N N	T.D.-M-B. 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., Sun. and holidays 6.00 a.m. to 3.00 p.m.	C.S.		8.97				E	Bell Phone
Queenston			10.74					
Niagara-on-the-Lake			16.99					

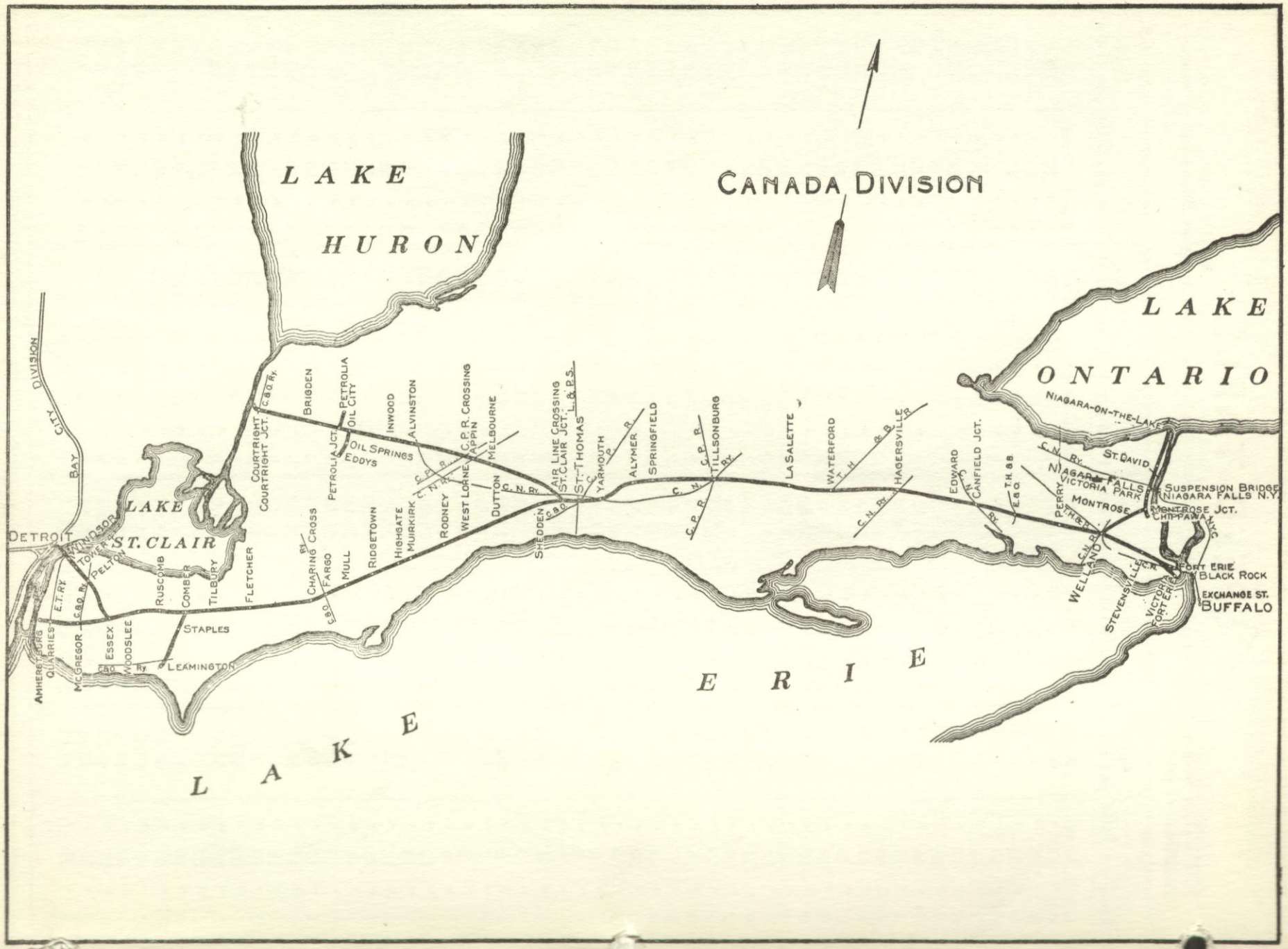
ABBREVIATIONS

Communicating station	C.S.
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.
Grade signals	G

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 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



CANADA DIVISION
LAKE HURON
LAKE ONTARIO
LAKE ST. CLAIR
LAKE ERIE
BAY CITY DIVISION
DETROIT
WINDSOR
TOWER
PELTON
AMHERSTBURG
QUARRIES
E.T. RY.
C.&O. RY.
McGREGOR
ESSEX
WOODSLEE
RUSCOMB
COMBER
TILBURY
STAPLES
LEAMINGTON
FLETCHER
COURTRIGHT
COURTRIGHT JCT.
BRIGDEN
PETROLIA
PETROLIA JCT.
OIL CITY
OIL SPRINGS
EDDYS
CHARING CROSS
FARGO
MULL
RIDGETOWN
HIGHGATE
MUIRKIRK
INWOOD
ALVINSTON
RODNEY
WEST LORNE
C.P.R. CROSSING
APPIN
MELBOURNE
DUTTON
C.N. RY.
SHEDDEN
AIR LINE CROSSING
ST. CLAIR JCT.
L.&P.S.
ST. THOMAS
YARMOUTH
ALYMER
SPRINGFIELD
TILLSONBURG
LA SALETTE
WATERFORD
HAGERSVILLE
EDWARD
CANFIELD JCT.
T.H.&B.
E.&O.
PERRY
NIAGARA-ON-THE-LAKE
ST. DAVID
NIAGARA FALLS
VICTORIA PARK
MONTROSE
MONTROSE JCT.
CHIPPAWA
SUSPENSION BRIDGE
NIAGARA FALLS N.Y.
N.Y.C.
WELLAND
STEVENSVILLE
VICTORIA
FORT ERIE
FORT ERIE
BLACK ROCK
EXCHANGE ST.
BUFFALO