When Train has been stopped

When any Train has ...

No. 37.

MICHIGAN CENTRAL RAILROAD

(CANADA DIVISION)

TIME TABLE

TO TAKE EFFECT

SUNDAY, MAY 27th, 1894

AT 8.00 A.M.

ALL TRAINS RUN BY NINETIETH MERIDIAN
OR CENTRAL STANDARD TIME.

This Time Table is in no case intended for the information of the public, nor as an advertisement of the time or hours of any Train. The Company reserves the right to vary from them at pleasure. It is for the information of Employes only.

See important changes in foot notes, and Rules 17 and 80. Each Employe must study this Time Table carefully and fully understand it.

DESTROY ALL FORMER TIME TABLES.

The JOURNAL, St. Thomas

TRAIN SIGNALS.

Hand and Lamp Signals.

RULE 1.

To go ahead : An up and down motion.

To stop : A motion crosswise with the track.

To back up : A motion in a circle.

Train parted : A motion in a vertical circle at arm's length across the track, given continuously until answered by the engineer.

Position in Giving Signals.

The person giving the signal should be on the engineer's or right hand side of the engine, unless the train is on a curve, in which case he should stand inside the curve.

Air and Bell Cord Signals.

2. *To start when train is standing :* One stroke of cab bell or air whistle.

To stop when train is running : Two strokes of the cab bell or air whistle.

To call in flagman when train is standing : Two strokes of the cab bell or air whistle.

To stop at next station when train is running: Three strokes of the cab bell or air whistle.

To back up when train is standing: Three strokes of the cab bell or air whistle.

To reduce speed when train is running Four strokes of the cab bell or air whistle.

Whistle Signals

3. Signal upon approaching stations, railroad crossings and junctions must be sounded half a mile from EVERY regular and signal station excepting Buffalo ALWAYS SHUTTING OFF STEAM at all stations to better facilitate the exchange of Mails.

—	Apply brakes ; stop.
— —	Off brakes ; start.
0 0	Answer to white flag or Conductor's bell-cord or air whistle signal.
— — —	Train parted.
Slow 0 0 0	Back up.
Rapid 0 0 0	Answer to red flag or danger signal.
- - - -	Call in flagman.
0 0 0 0	Engineer's call for signals from switchmen, watchmen and trainmen.
— — 0 0	Road crossing.
0 0 0 0 0	Send flagman out.
Succession of 0	Stock alarm.

Trainmen Letting off Brakes.

When a signal to apply brakes is given by Engineer, trainmen will immediately apply the same, and must not release them until signalled to do so by the Engineer.

Signal to send out flag.

The engineer's whistle signal, to send out flagman, must be sounded whenever an engineer has reasonable cause to believe that conductor has not the same knowledge as the engineer that train is to be stopped upon main track, such as the breaking down of engine, the fixing of hot boxes at front end of train, etc., etc. The trainmen, however, will not be excused, when signal is not sounded, for failing to obey all other rules of time table, requiring them to protect their trains.

Torpedo Signals.

Torpedo Signals.

4. One, Danger, stop. Two, Caution, run carefully.

Stationary and Fixed Signals.

Color Signals.

5. WHITE is a signal of safety ; a stationary White Flag or White Light signifies all is clear.

Engineers will report to the Division Superintendent all stations where the white signal is not shown, when main track is clear.

Flag Stations.

A White Signal Board has been placed at signal stations. When arm is extended by day, or white light shown at night, trains which are daggered at that station will stop for passengers.

Telegraph Signal

6. RED is a telegraph signal, and when displayed at a telegraph station, signifies that train orders are *awaiting* an *expected* train, and *no* Conductor or Engineer of *any* train or engine, *must* leave that station *without* receiving a *copy* of the order for which the signal was displayed.

Red — Signal of Danger.

7. RED is a signal of *danger*, and signifies all is *not* clear, a RED FLAG by day, or RED LANTERN by night, waved upon the track, signifies tha trains must come to a full stop. When placed between rails, it signifies that track is impassable, and all trains must stop, and ascertain cause before proceeding, in such cases RED SIGNAL will be placed a distance of 25 telegraph poles from the impassable point, and 2 torpedoes must be placed on the rail 10 telegraph poles *beyond* the signal, at a distance of 50 feet from each other. On double as well as single track, red flag and torpedoes must be placed as above, in both directions from the impassable point. The waving of a hat, or any like action, must be regarded as a signal of danger and not be passed unnoticed. See Rules 13 and 14.

Blue and White Signal for Track Out of Order.

8. BLUE and WHITE combined is a signal of caution, and when placed upon side of track, signifies track is out of order, and must be run over slowly.

9. A RED FLAG by day, or a RED LIGHT by [illegible] front of an engine, indicates that another train or engine is following, *which engine has precisely the same rights as the engine bearing the signal*, and NO MORE.

SEMAPHORES.

10. At all stations where there are semaphores, conductors of trains taking the side track, or of trains stopping to do work, or occupying the main track from any other cause, must always protect their trains by raising the semaphores at once, which should *not* be lowered until the main track is clear.

The conductor who raises the semaphore must see that it is lowered before leaving the station. In case the semaphore is out of order, or the light is not burning at night, trains must be protected as per Rule 46.

Main Line

Semaphores have been erected on Main Line, at Lewiston Crossing, East End of Cantilever Bridge ; East and West of Clifton ; West of Niagara Falls ; East and West of Montrose Junction ; East and West of Montrose ; East and West of Perry; East and West of Attercliffe ; East and West of Cayuga ; East and West of Waterford ; East and West of Kingsmill ; at First Overhead Bridge East of St. Thomas, and at East end of St. Thomas Yard. West of London and Port Stanley Crossing ; East and West of St. Clair Junction ; East and West of Shedden ; East and West of Iona ; East and West of Dutton ; West of Essex ; East and West of Maidstone Cross ; East of Round House and East of Windsor Passenger Station.

Niagara Div.

On Niagara Division : North and South of Chippawa Drawbridge, West of Interchange Track with Electric Railway. East and West of Grand Trunk Crossing, one and one-quarter miles North of Clifton and South of Montrose Junction. The semaphore South of Montrose Junction on Niagara Division will show *red* between sunset and sunrise.

Fort Erie Div.

On Fort Erie Division : West of Victoria.

St. Clair Div.

On St. Clair Division : At Oil City Junction.

Amherstburg Division

On Amherstburg Division, East and West of L. E. & D. R. Crossing.

All trains approaching stations where semaphores are in use *must* be under *full* control, so as to be able to *stop* before reaching the semaphore in case the *arm* should be extended or a *red light* shown.

At night if from any cause the semaphore lamp is *not* burning, or glasses smoked so the light does not show, trains will *stop* and note position of signal board before proceeding ; and on arrival at station conductor will report to night-watch, condition of semaphore, and will report same to Division Superintendent at next Telegraph Station.

Semaphore Signals Protect Rear of Trains.

11. When the semaphore arm is extended by day or a red light shown at night, all trains will come to a *full* stop, AND NOT PROCEED UNTIL ARM HAS BEEN LOWERED OR WHITE LIGHT SHOWN, except under protection of flag, as follows: In case any train shall have been stopped by semaphore, such train may and should proceed beyond the semaphore, under protection of flag. In such cases a Flagman must be sent in advance of such train a sufficient distance to protect it against any train or obstruction upon main track, or any train or engine working upon main track under protection of semaphore. The Conductors of all trains stopped by semaphore must at once take measures to protect the rear of their trains as per Rule 46.

Conductors of Trains PROTECTED by semaphore must also send out a Flagman, according to Rule No. 46, as ADDITIONAL protection to their train, if the condition of the weather, location of their train with regard to semaphore or to grades and curves, makes it necessary for the ABSOLUTE protection of their train.

Look Out for Any Signals.

12. Engineers and all trainmen cannot be too particular to inquire into the cause of any signal which may indicate danger, or any which they do not understand.

Torpedoes.

13. A torpedo is an EXTRA DANGER SIGNAL. It is fastened to the rail by clamps, and explodes by the engine passing over it. The explosion of a torpedo is a signal to STOP THE TRAIN IMMEDIATELY. They are to be used in all cases of accident and emergency, and *must* be used in addition to the regular *day* and *night* signals.

Fusee Signals.

A fusee is an EXTRA DANGER SIGNAL to be lighted and placed on the track at night in cases of accident, foggy or stormy weather. Fusees will burn five or ten minutes. The ten-minute fusee will be used by Passenger and the five-minute fusee by Freight Trains. A train finding a fusee burning on the track will come to a stop and wait until it burns out, and then proceed with caution, expecting to find the track obstructed, until information is received that the track is clear.

Using Torpedoes.

14. "Flagmen will place a Torpedo on the rail, on Engineer's side, at a distance of Ten Telegraph Poles from the place where track is obstructed, a Second Torpedo at a distance of Twenty Telegraph Poles, and a Third Torpedo at a distance of Twenty five Telegraph Poles from the train, or until he has reached a point where his signal can be seen a distance of Ten Telegraph Poles by the approaching train, and will at once place a torpedo on the rail at that point. If the following train has not arrived when he is recalled, he *must* leave on the Rail the last Torpedo placed, and also place one fifty feet from it as a caution to the following Train, and take up the other torpedoes."

Torpedo Signals.

A single explosion will indicate that the train has passed the Flagman, with his Red Flag or Light, without observing him, and it will wait for him to retrace his way to give information of the obstruction. If the explosion is double, it will indicate that the Flagman has been recalled ; and, in this case, the Train will move slowly forward until it shall be learned that the obstruction is removed.

When Train has been stopped

When any Train has been stopped by a preceding Train, in the manner above mentioned, the Conductor of the last Train will use the same precautions with regard to any following Train as those heretofore described.

Supply of Torpedoes. and Fusees

15. Conductors of all Trains will procure Torpedoes and Fusees, which they will keep in a safe, dry place, and will, in case any are used, report the same and make good their supply at the end of their run.

Wet Torpedoes.

Exposure to rain or wet for thirty minutes destroys or impairs the explosive qualities of Torpedoes, and, in such cases, too much reliance should *not* be placed upon them.

RAILROAD CROSSINGS AND DRAWBRIDGES.

Stop at R. R. Crossings and Drawbridges.

16. Every Engine with or without a train, *must be brought to a full stop*, not less than two hundred nor more than eight hundred feet from each of the several Railroad Crossings and Drawbridges on the line, and the Engineer must *know* that the *crossing* or *bridge* is *clear*, and *not* likely to be *obstructed* while the engine or train is *passing* over it. (This Rule does not apply to such railroad crossings and drawbridges as are shown by Rule 17, to be interlocked, the crossing of which will be governed as stated therein.) Engineers, Conductors and Brakemen will be held *equally* responsible for the stopping of their trains. The laws of Canada and New York make a violation of this rule a *criminal* offense.

Railroad Crossings.

Main Line.

17. New York Central and Hudson River Rail Road—At East End of Cantiliver Bridge

New York, Lake Erie and Western Railway—East of New York Central and Hudson River Rail Road Crossing

Grand Trunk Railway—At Welland, Canfield, Hagersville, Pt. Dover Junction, and Yarmouth.

London and Port Stanley Railway—just West of St. Thomas Station.

Erie and Huron Railway—at Fargo

Lake Erie & Detroit River Railway—at Pelton.

Niagara Div.

Grand Trunk Railway—one and one quarter miles North of Clifton. At Niagara Junction, and two miles south of Niagara Junction.

St. Clair Div.

Grand Trunk Railway—one and one quarter miles West of St. Clair Junct.

Grand Trunk Railway—at Appin Crossing.

Canadian Pacific Railway—two and one-quarter miles west of Appin Crossing.

Erie and Huron Railway—Half mile East of Courtright.

Leamington Div.

Lake Erie & Detroit, River Ry.—Half mile north of Leamington.

Amherstburg Div

Lake Erie, & Detroit River Ry.—Half-mile east of McGregor.

The crossings at east end of Cantilever Bridge, Leamington, Courtright, Niagara Junction, and two miles south of Niagara Junction, are controlled by Targets which when placed PERPENDICULARLY will allow Michigan Central Trains to pass. Balance of Crossings (except those interlocked) are controlled by Semaphores placed at *each* side of Crossings.

☞ It is *imperative* that Conductors see that *no* part of their train is *allowed* to *stand* on *any* of the above crossings.

Interlocking Crossings and Drawbridges.

The following Railroad Crossings and Drawbridges will be worked by the interlocking switch as shown below:

Main Line

Lake Erie, and Detroit River Railway—at Pelton Crossing.

Erie and Huron Railway—at Fargo,

London and Port Stanley Railway—at St. Thomas.

Grand Trunk Railway—at Yarmouth Crossing.

Grand Trund Railway—at Port Dover Junction.

Grand Trunk Railway—at Hagersville.

Grand Trunk Railway—at Canfield.

Main Line

Drawbridge over Welland Canal—at Welland.

Grand Trunk Railway—just East of Welland Station.

Drawbridge over Chippawa Creek, one mile west of Montrose.

St. Clair Div.

Grand Trunk Railway—at Air Line Crossing.

Grand Trunk Railway—at Appin Crossing.

Canadian Pacific Railway—at C. P. R. Crossing.

The *colors* of Signal Lights to be shown on *Distant Signal Posts* are for Michigan Central, *Green and White*, Home Signal Posts, *Red* and *White*

When the arm on *Distant Signal Posts* is in a *horizontal* position (*see cut*), or showing Green Light by night, it indicates *Caution*, and a train passing it must be under *full* control, prepared to come to a *full stop* before reaching the Home Post.

When the arm on *Home Signal Post* is in a *horizontal* position by day or showing a *Red* light by night it denotes *Danger*, and *must not be passed* until it is cleared.

When the arms on *Distant* and *Home* Posts are depressed to an angle of 75 degrees by day, or showing *White* lights by night, they indicate *Safety*, and trains can proceed.

When there are TWO blades on a Signal Post, the UPPER blade always refers to the MAIN TRACK, the LOWER blade to a DIVERGING track.

When there are THREE blades on a Signal Post, the TOPMOST blade always refers to the MAIN TRACK, the MIDDLE blade refers to a track DIVERGING to the RIGHT, and the LOWEST blade refers to a track DIVERGING to the LEFT.

At night when light on Home Signal Post is *not* burning, Engineers will come to a *full* stop before passing same, and *not* proceed *until* signaled by Towerman, or lamp has been lighted and *shows clear* signal.

Dwarf Signals, with arm extending not more than five feet above the track, governing the movement of trains from side track to side track, from side track to main track and the movement of trains on main track opposite to the regular line of direction, when the arm of the dwarf signal is in a horizontal position by day, or a red light is displayed by night, it indicates danger. Trains must stop before reaching same and must not proceed until arm is depressed to an angle of 75 degrees by day, or a white light is displayed at night.

When clear signals are shown the speed of Passenger trains *must* be reduced to 12 miles, and freight trains to 8 miles per hour.

No engine, train, or portion of train, should be allowed to stand on any portion of the track *between* Home Signal Post and crossing as by so doing the apparatus is mechanically locked and all traffic on other roads delayed. Trains requiring to stop any length of time *must pull clear* of Home Signal Post.

18. When two trains of the same class approach a Railroad Crossing about the same time, the train that stops first will cross first; but *freight* trains on *either* road will *give way* to *passenger* trains.

On double track, where the interlocking switch system is in use, trains using the left hand track when approaching such railroad crossings or drawbridges, will come to a full stop before reaching the *derail* switch, and will not proceed until switch has been placed for main track, and signal given by man in charge of crossing to proceed.

TARGET SIGNALS.

Meaning of Target Signal.

19. **Rules of Target Signals.**—When the target signal is placed DIAGONALLY all trains will stop until signalled to proceed; when placed PERPENDICULARLY, Michigan Central trains will have the right to proceed; when placed HORIZONTALLY, trains of other roads will have the right to proceed. The position of the target at night will be indicated as above by RED lights. When the target is not in use or set for a train to pass, it *must* be kept in a DIAGONAL position.

DRAW BRIDGES, NOT INTERLOCKED.

20. All engines with or without trains must come to a *full* stop before crossing. Engineers will give 4 short blasts of the whistle, and will not proceed unless signalled by the Bridge tender and reduce speed to *six* miles per hour while any portion of the train is on the bridge.

At Chippawa—Chippawa Creek. Niagara Div.

SPEED CARD SHOWING 15, 18, 20, 25, 30, 35, 40, 45, 50 MILES PER HOUR

CANADA DIVISION.

Between	Distance in Miles between Stations.	MILES PER HOUR. 15	18	20	25	30	35	40	45	50
		Time in Minutes between Stations.								
Windsor and Round House	1.4	5	4	4	3	3	2	2	2	1
Round House and Pelton Xing	5.7	23	19	17	14	11	9	9	8	7
Pelton Xing. and Maidstone Cross	4.4	18	15	13	11	9	7	7	6	6
Maidstone Cross and Essex	4.5	18	15	13	11	9	7	7	6	6
Essex and Woodslee	5.6	22	19	17	13	11	9	9	8	7
Woodslee and Ruscomb	3.9	16	13	12	9	8	7	6	6	5
Ruscomb and Comber	5.0	20	17	15	12	10	9	8	7	6
Comber and Tilbury	6.6	26	22	20	16	13	12	10	9	8
Tilbury and Fletcher	6.9	28	23	21	16	14	12	11	10	8
Fletcher and Buxton	4.1	16	14	12	10	8	7	6	6	5
Buxton and Charing Cross	6.2	25	21	19	15	12	11	10	9	8
Charing Cross and Fargo	2.4	10	8	7	6	5	4	4	4	3
Fargo and Mull	5.0	20	17	15	12	10	9	8	7	6
Mull and Ridgetown	5.9	24	20	18	14	12	10	9	8	7
Ridgetown and Highgate	5.6	22	19	17	13	11	9	9	8	7
Highgate and Muirkirk	2.2	9	7	7	5	4	4	4	3	3
Muirkirk and Taylor	2.5	10	8	7	6	5	4	4	4	3
Taylor and Rodney	3.4	14	11	10	8	7	6	5	5	4
Rodney and Bismark	4.4	18	15	13	11	9	7	7	6	6
Bismark and Dutton	6.6	26	22	20	16	13	12	10	9	8
Dutton and Iona	5.9	24	20	18	14	12	10	9	8	7
Iona and Shedden	3.9	16	13	12	9	8	7	6	6	5
Shedden and St. Clair Junction	4.9	20	16	15	12	10	8	8	7	6
St. Clair Junction and St. Thomas	4.2	17	14	13	10	8	7	7	6	5
St. Thomas and Yarmouth Xing	3.7	15	12	11	9	7	6	6	5	5
Yarmouth Xing. and Kingsmill	4.2	17	14	13	10	8	7	7	6	5
Kingsmill and Aylmer	2.7	11	9	8	6	5	5	4	4	3
Aylmer and Springfield	2.5	10	8	7	6	5	4	4	4	3
Springfield and Brownsville	5.7	23	19	17	14	11	9	9	8	7
Brownsville and Tilsonburg	5.6	22	19	17	13	11	9	9	8	7
Tilsonburg and Cornell	5.4	22	18	16	13	11	9	8	8	7
Cornell and Hawtrey	5.1	20	17	15	12	10	9	8	7	6
Hawtrey and Pt. Dover Junction	1.2	5	4	4	3	2	2	2	2	2
Pt. Dover Junction and Windham	4.1	16	14	12	10	8	7	6	6	5
Windham and Waterford	6.6	26	22	20	16	13	12	10	9	8
Waterford and Villa Nova	4.9	20	16	15	12	10	8	8	7	6
Villa Nova and Townsend	2.3	9	8	7	6	4	4	4	3	3
Townsend and Hagersville	5.5	22	18	17	13	11	9	9	8	7
Hagersville and Dufferin	4.1	16	14	12	10	8	7	6	6	5
Dufferin and Cayuga	5.9	24	20	18	14	12	10	9	8	7
Cayuga and Canfield	6.4	26	21	19	15	13	11	10	9	8
Canfield and Attercliffe	7.4	29	25	21	17	15	12	11	10	9
Attercliffe and Montague	5.6	22	19	17	13	11	9	9	8	7
Montague and Perry	2.6	10	9	8	6	5	4	4	4	3
Perry and Hewitt	4.6	18	15	14	11	9	8	7	6	6
Hewitt and Welland	4.6	18	15	14	11	9	8	7	6	6
Welland and Montrose	10.2	41	34	31	24	20	17	16	14	12
Montrose and Montrose Junction	1.1	4	3	3	2	2	2	2	2	1
Montrose Junction and Falls View	0.3	1	1	1	1	1	½	½	½	½
Falls View and Niagara Falls	1.1	4	3	3	3	2	2	2	2	1
Niagara Falls and Clifton	1.2	5	4	4	3	2	2	2	2	1

AMHERSTBURG DIVISION.

Between	Distance in Miles between Stations.	Miles per Hour. 15	18	20	25	30	35	40	45	50
		Time in Minutes between Stations.								
Amherstburg and Engine House	1.0	4	3	3	2	2	2	2	2	1
Engine House and McGregor	6.8	27	23	20	16	14	12	11	9	8
McGregor and Edgars	3.7	15	12	11	9	7	6	5	4	4
Edgars and Essex	4.2	17	14	13	10	8	7	6	6	5

ST. CLAIR DIVISION.

Between	Distance in Miles between Stations.	MILES PER HOUR 15	18	20	25	30	35	40	45	50
		Time in Minutes between Stations.								
St. Thomas and St. Clair Junct.	4.2	17	14	13	10	8	7	7	6	5
St. Clair Junct & Air Line Cross.	1.2	5	4	4	3	2	2	2	2	1½
Air Line Crossing and Southwold	4.0	15	13	11	9	8	6	6	5	5
Southwold and Muncey	4.1	16	14	12	10	8	7	6	6	5
Muncey and Melbourne	5.8	24	20	18	14	12	10	9	8	7
Melbourne and G. W. R. Crossing	3.0	12	10	9	7	6	5	5	4	4
G. W. R. Crossing and Walkers	7.6	29	25	21	17	15	12	11	10	9
Walkers and Alvinston	5.4	22	18	16	13	11	9	8	8	7
Alvinston and Inwood	5.6	22	19	17	13	11	9	9	8	7
Inwood and Oil City	7.6	29	25	21	17	15	12	11	10	9
Oil City and Petrolia Junction	1.9	8	6	6	5	4	3	3	3	3
Petrolia Junction and Brigden	6.4	26	21	19	15	13	11	10	9	8
Brigden and Courtright	9.8	39	32	29	23	19	16	15	13	12

PETROLIA DIVISION.

Between	Distance in Miles between Stations.	MILES PER HOUR 15	18	20	25	30	35	40	45	50
		Time in Minutes between Stations.								
Petrolia and Petrolia Junction	5 0	20	17	15	12	10	9	8	7	6

NIAGARA DIVISION.

Between	Distance in Miles between Stations.	MILES PER HOUR 15	18	20	25	30	35	40	45	50
		Time in Minutes between Stations.								
Fort Erie and Victoria	0.8	4	3	3	2	2	2	2	1	1
Victoria and Niagara Junction	1.3	5	4	4	3	2	2	2	2	2
Niagara Junct and Black Creek	4.7	19	16	14	11	9	8	7	6	6
Black Creek and Chippawa	5.8	23	19	17	14	12	10	9	8	7
Chippawa and Montrose Junction	1.7	8	6	6	5	4	3	3	2	2
Montrose Junct. and Niagara Falls	1.4	8	6	6	5	4	3	3	2	2
Niagara Falls and Clifton	1.2	5	4	4	3	2	2	2	2	2
Clifton and Queenston	6.4	26	22	20	16	13	12	10	9	8
Queenston and Niagara on the Lake	6.3	25	21	19	15	13	11	10	9	8

FORT ERIE DIVISION.

Between	Distance in Miles between Stations.	MILES PER HOUR 15	18	20	25	30	35	40	45	50
		Time in Minutes between Stations.								
Fort Erie and Victoria	0.8	4	3	3	2	2	2	1	1	1
Victoria and Niagara Junction	1.3	5	4	4	3	2	2	2	2	2
Niagara Junction and Stevensville	5.1	20	16	15	12	10	8	8	7	6
Stevensville and Brookfield	5.4	22	18	17	13	11	9	8	8	7
Brookfield and Welland	4.8	20	16	15	12	10	8	7	7	6

LEAMINGTON DIVISION.

Between	Distance in Miles between Stations.	MILES PER HOUR 15	18	20	25	30	35	40	45	50
		Time in Minutes between Stations.								
Sea Cliff Park and Leamington	2.1	9	7	7	5	4	4	3	3	3
Leamington and Lewiston	3.2	13	11	10	8	7	6	5	4	4
Lewiston and Blytheswood	1.8	8	6	6	5	4	3	3	3	2
Blytheswood and Staples	3.4	14	11	10	8	7	6	5	5	4
Staples and Rosslyn	2.1	9	7	7	5	4	4	3	3	3
Rosslyn and Comber	3.3	14	11	10	8	7	6	5	5	4

AMHERSTBURG DIVISION.

TRAINS WEST. 1st Class Trains. 119 A	117 A	115 A Accom.	113 A Accom.	111 A Accom.	Length of Siding in Feet.	Miles from Essex Centre.	NO. 37. STATIONS.	Miles from Amherstburg.	Telegraph Stations.	TRAINS EAST. 1st Class Trains. 110 A Accom	112 A Accom.	114 A Accom.	116 A	118 A
		P.M.	A.M.	A.M.						A.M.	A.M.	P.M.		
.....	.....	6.20	11.55	8.00	7,262		D.. ..Essex .....A	15.7	N	7.00	9.45	5.30	.....	.....
.....	.....	6.30	12.08	8.10	1,410	4.3	....Edgars.	11.4	D	6.50	9.30	5.10	.....	.....
.....	.....	6.38	12.25	8.18	...	7.2	L.E & D.R.Xing	8.5	....	6.42	9.20	4.52	.....	.....
.....	.....	6.40	12.35	8.20	3,013	7.9	... McGregor. ...	7.8	D	6.40	9.18	4.50	.....	.....
.....	.....	.... ..	..... .	.....	18,670	14.8	..Engine House..	0.9		....	.....	.....	.....	.....
... .	.....	7.00 P.M.	12.55 P.M.	8.40 A.M.	.....	15.7	A..Amherstburg..D	....	D	6.20 A.M.	9.00 A.M.	4.30 P.M.	.....	.....

D, Day, and N, Night and Day, Telegraph Stations.

All trains daily, except Sundays.

Amherstburg Yard limits extends from first curve east of Engine House to Passenger Station

The capacity of side tracks is standing room clear of main track.

LEAMINGTON DIVISION.

TRAINS NORTH. 1st Class Trains			132 A Accom.	130 A Accom.	Length of Siding in Feet.	Miles from Sea Cliff Park.	NO. 37. STATIONS.	Miles from Comber.	Telegraph Stations.	TRAINS SOUTH. 1st Class Trains 131 A Accom	133 A Accom.			
			P.M.	A.M.						A.M.	P.M.			
.....	.....	... .	.....	.....	.....	....	Sea Cliff Park (Lake Erie)	15 9	....	.....	.....	.....	....	.....
.....	.....	.....	4.40	7.30	955	2.1	D.....Leamington ....A	13.8	....	10.30	6.50	.....	....	....
.....	.....	.....	....	.....	.....	2.5	.L. E, & D. R. Xing..	13.4	....	.....	.....	.....	.....	.....
.....	....	.....	4.50	7.40	125	5.3	....Wigle.	10.6	....	10.15	6.40	.....	.....	.....
.....	.....	....	4.56	7.46	440	7.1	..... Blytheswood.....	8.8	....	10.05	6.35	....	.....	.....
.....	.....	.....	† 5.02	† 7.52	....	8.8	.....Oakland.....	7.1	....	† 9.57	† 6.30	....	.....	.. ..
.....	.....	.....	5.08	7.58	645	10.5	..... Staples	5.4	....	9.48	6.25	.....	.....	.....
.....	.....	.....	5.15	8.04	.....	12.6	..... Rosslyn.....	3.3	....	9.40	6.19	.....	.....	.....
.....	.....	....	.....	... .	100	13.6	.....Pettit's Mill.....	2.3	....	.....	.....	.....	.....	.....
.....	..... A.M.	.....	5.30 P.M.	8.15 A.M.	3,867	15.9	A .....Comber..... D	....	N	9.30 A.M.	6.10 P.M.	.....	..... P.M.	... .

D, Day, and N. Night and Day, Telegraph Stations.

All trains daily, except Sundays.

The capacity of side tracks is standing room clear of main track.

Leamington Division trains will have right of road over each other.

ST. CLAIR DIVISION.

TRAINS WEST.							NO. 37. STATIONS.			TRAINS EAST.				
2nd Class.			1st Class.							1st Class.		2nd Class.		
89	87	85	83	81 A	Length of Sidings in Feet.	Miles from St. Thomas.		Miles from Courtright.	Telegraph Stations.	80 A	82	84	86	88
Mixed.	Mixed.	Way Fr't & Mixed.		St. Clair Express.						St. Thomas Express.		Way Fr't & Mixed.	Mixed.	Mixed.
		A.M.		P.M.						A.M.		P.M.		
		5.00		3.30	12,717		D ST. THOMAS A	66.4	N	9.35		2.35		
		5.18		3.40	1,650	4.2	St. Clair Junction	62.2	D	9.23		2.15		
		5.22		3.43		5.4	Air Line Crossing	61.0		9.18		2.08		
		5.30		3.52	778	9.4	Southwold	57.0		9.10		1.58		
		5.40		4.01	113	13.5	Muncey	52.9		9.01		1.45		
		5.58		4.13	1,450	19.3	Melbourne	47.1		8.48		1.28		
		6.08		4.19		22.3	G.T.R. Appin Xing	44.1		8.42		1.14		
		★ 6.13		★ 4.24		24.5	C. P. R. Xing	41.9		★ 8.37		★ 1.05		
		6.27		4.36	200	29.9	Walkers	36.5		8.27		12.50		
		6.38		4.47	1,900	35.3	Alvinston	31.1	D	8.13		12.30		
		7.03		5.02	1,783	40.9	Inwood	25.5	D	8.02		12.10		
		7.13		5.06	1,614	42.3	Weidman	24.1	D	7.59		11.55		
		† 7.18		5.09	633	43.8	Glen Rae	22.6		7.56		†11.45		
					683	45.0	Holmesdale	21.4						
				5.17		48.1	Oil City Junct	18.3						
		7.38 / 8.00		5.18	1,908	48.2	OIL CITY	18.2	D	7.48		11.25		
		8.10		5.22	1,113	50.2	PETROLIA JUNC.	16.2		7.43		11.15		
					358	55.1	Chamberlain	11.3						
		8.30		5.36	2,000	56.6	Brigden	9.8	D	7.30		11.00		
				† 5.42		59.8	Kimballs	6.6		† 7.23				
		9.00		5.57		65.8	Courtright Junc.	.6		7.11		10.42		
		9.05		6.00	2,503	66.4	A COURTRIGHT. D		D	7.10		10.40		
		A.M.		P.M.						A.M.		A.M.		

D. Day and N. Night and Day Telegraph Stations.

No. 81 will wait at Oil City Junction for No. 92.

The capacity of side tracks is standing room clear of main track.

All trains daily, except Sundays.

No. 84 will wait at Courtright for No. 85.

No. 30 will wait at Oil City for No. 91

☞ See Main Line and Petrolia and Oil Springs Div. trains.

PETROLIA AND OIL SPRINGS DIVISIONS.

TRAINS WEST.				Length of Siding in Feet.	Miles from Eddys.	NO. 37. STATIONS.	Miles from Petrolia.	Telegraph Stations.	TRAINS EAST.			
2nd Class.		1st Class.							1st Class.		2nd Class.	
97	95	93 A	91 A						90 A	92 A	94	96
	Mixed.	Petrolia Accom.	St. Thomas Express.						St. Thomas Express.	St. Clair Express.	Mixed.	
	A.M.	P.M.	A.M.						A.M.	P.M.	A.M.	
.....	10.20	.....	.....	1390		D....EDDYS. ...A	12.2		.....	.....	9.40	.....
.....	10.30 / 10.40	5.35	7.35	2900	2.9	....Oil Springs....	9.3	D	7.25	5.25	9.30	.....
.....	.....	.....	.....		5.2	..OIL CITY JUNC...	7.0		.....	5.17	.....	.....
.....	10.50 / 11.25	5.44	7.43 / 7.48	1908	5.3	.....Oil City.....	6.9	D	7.18	5.15	9.20	.....
.....	11.35	5.50	7.55	1113	7.3	..PETROLIA JUNC..	4.9		7.13	5.10	9.15	.....
.....	11.55	6.05	8.10	1344	12.2	A PETROLIA D		D	7.00	4.55	9.00	.....
	A.M.	P.M.	A.M.						A.M.	P.M.	A.M.	

D. Day Telegraph Stations. ☞See St. Clair Division trains.

All trains daily, except Sundays.

The capacity of side tracks is standing room clear of main track.

MICHIGAN MIDLAND DIVISION.

TRAINS WEST.				Length of Siding Feet.	Miles from St. Clair Springs	NO. 37 STATIONS.	Miles from Lenox	Telegraph Stations.	TRAINS EAST.			
1st Class Trains.									1st Class Trains.			
127	125	123	121						120	122	124	126
	Express.	Detroit Accom.	Detroit Accom.						St. Clair Express	St. Clair Express.	Express.	
	A.M.	P.M.	A.M.						A.M.	P.M.	P.M.	
.....	8.35	4.00	7.35	1,500		DST. CLAIR Springs A	15.0		10.10	6.00	5.30	.....
.....	8.55	4.20	7.55		8.0	.....Adair	7.0		9.45	5.40	5.10	.....
.....	9.15	4.40	8.15	1,000	15.0	A...LENOX. ..D			9.25	5.20	4.50	.....
	A.M.	P.M.	A.M.						A.M.	P.M.	P.M.	

Nos. 120 and 123 daily.

Nos. 121 and 122 daily, except Sundays.

Nos. 124 and 125 Sundays only.

NIAGARA DIVISION.

TRAINS SOUTH — 1st Class Trains.									NO. 37.			TRAINS NORTH. — 1st Class Trains.							
			59 B	57 B	55 A	53 A	51 A	Length of Siding in feet.	Miles from Niagara.	STATIONS.	Miles from Fort Erie.	Telegraph Stations.	50 A	52 A	54 A	56 B	58 B			
			St. Cath. Express	St. Cath Express	Buffalo Express.	Buffalo Express.	Buffalo & St Cath Ex						Toronto & St Cath Ex	Toronto Express.	Toronto & St. Cath Ex.	St. Cath Express	St. Cath. Express.			
			P.M.	A.M	P. M.	P. M.	A. M.						A.M.	A. M.	P. M.	A.M.	P.M.			
					6.00	12.25	8.00	900	....	D.. NIAGARA ..A ..ON-THE-LAKE..	29.6	D	7.35	11.59	5.05	...	.....			
					* 6.04	* 12.29	* 8.04	.....	1.1	CHATAUQUA JUNC.	23.5	...	* 7.27	* 11 52	* 4.57	.....	.....			
					* 6.06	* 12.31	* 8.06	....	2.1	PARADISE GROVE	27.4	....	* 7.26	* 11.51	* 4.56	.....	.....			
					6.15	12.39	8.12	373	6.3	... Queenston ..	23.3	....	7.20	11.45	4.50	.....	.....	.....	.....	.....
					.....	.....	.....	700	7 05	.... Johnson's ...	22.1	...	.....	.....	.....	.....	.....	.....	.....	.....
					.....	.....	.....	575	8.01	...Cement Mill ..	21.5	....	.....	.....	.....	.....	.....	.....	.....	.....
					.....	.....	.....	490	8.08	..... Ingles.....	20.8	....	.....	.....	.....	.....	.....	.....	.....	.....
					† 6.24	† 12.45	† 8 21	736	10.0	.....Stamford....	19.6	....	† 7.12	† 11.37	† 4.42	.... .	.....	.....	.....	.....
			8.00	8.22	* 6.30	* 12.50	* 8.27	1000	12.0	ST. C. & N. C. JUN	17.6	D	* 7.07	* 11.32	* 4.38	9.18	4.44	.....	.....	.....
			3.03	8.25	6.33	12.53	8.30	2,800	12.7	.....Clifton.....	16.9	N	7.05	11,30	4.36	9.15	4.41	.....	.....	.....
			.....	.....	6.39	12.59	8 36	.....	13.9	.NIAGARA FALLS.	16.7	D	6.59	11.24	4.30	.....	.....	.....	.....	.....
			.....	.....	{ 6.41 } 6.43	{ 1.02 } 1.06	{ 8.38 } 8.40	.....	15 0	....Falls View....	14.6	....	{ 6.57 } 6.54	{ 11.22 } 11.20	{ 4.28 } 4.26	.....	.....	.....	.....	.....
			.....	.....	6.45	1.08	8.41	.....	15.3	.MONTROSE JUNC.	14 3	D	6.53	11.18	4.25	.....	.....	.....	.....	.....
			.....	.....	6.50	1.13	8.46	809	17.0	.... Chippawa	12.6	D	6.49	11.14	4.21	.....	.....	.....	.....	.....
			.....	.....	7.00	1.23	8.56	181	22.8	...Black Creek...	6.8	....	6.39	11.04	4.10	.....	.....	.....	.....	.....
			.....	.....	7.08	1.33	9.03	.....	27.5	. NIAGARA JUNC.	2.1	....	6.32	10.57	4.02	.....	.....	.....	.....	.....
			.....	.....	* 7.11	1.36	† 9.06	39,127	28.8	.....Victoria	0.8	N	† 6.29	† 10.54	3.59	.....	.....	.....	.....	.....
			.....	.....	7.14	1.38	9.09	1,050	29.6	.....Fort Erie	....	D	6.25	10.50	3.55	.....	.....	.....	.....	.....
			.....	.....	{ 7.20 } 7.25	1.45	9.15	.....	....	...Black Rock...	....	N	6.20	10.45	3.50	.....	.....	.....	.....	.....
			.....	.....	7.40	2.00	9.30	.....	....	A...BUFFALO...D	...	N	6.05	10.30	3.35	.....	.....	.....	.....	.....
			P.M.	A.M.	P. M.	P. M.	A. M						A.M.	A. M.	P. M.	A.M.	P.M.			

D, Day, and N, Night and Day Telegraph Stations.

All trains daily except Sundays.

Victoria Yard limits extends from "Yard Limit Board" East of EAST Switch to "Yard Limit Board" WEST of Semaphore.

Clifton Yard limits extends from Clifton to St. Catharines & Niagara Central Junction

The capacity of side tracks is standing room clear of Main Track.

No 53 will not require orders to run from Niagara Junction to Fort Erie ahead of No 32.

☞ **See Fort Erie Division Trains.**

that will render the road impassable for a train; or where the track is out of order and must be run over slowly, a Flagman must be sent out in each direction with a red flag and torpedoes by day and red light and torpedoes by night, to flag approaching trains, as per Rule No. 46.

On other divisions, when the track is out of order and must be run over slowly, a blue and white flag by day and red light by night must be placed by the side of the track, on Engineer's side, at a distance of twenty-five telegraph poles in each direction from the defective track. When the track is impassable, or before a rail is taken out of the track, or when it is necessary to repair any portion of the roadway that will render the road impassable for a train, a red flag by day and red light by night must be placed in the centre of the track in each direction from the impassable point, at a distance of not less than twenty-five telegraph poles from it, and two torpedoes must also be placed on the rail, ten telegraph poles beyond the flag, at a distance of fifty feet from each other.

When culverts or bridges are being repaired, or any work done upon the track, making it necessary for trains to run slowly over such culvert, bridge or portion of the track, for an extended length of time, Division Suporintendents must first be notified, and orders will be issued by them for trains to run slowly until otherwise directed. In such cases a blue and white flag by day and red light by night as a marker, must be placed by the side of the track, on the Engineer's side, at a distance of twenty-five telegraph poles in each direction from the defective track.

Flagging Trains when Rails are Out.

30. Upon Main Line, double track, flagmen must be sent out, as provided above, in both directions from the impassable point. Upon other Divisions flagmen must be sent out, or flags and torpedoes placed as provided above, in both directions from impassable point.

Flagging Trains for Unsafe Track.

31. At night, on other Divisions than Main Line and Fort Erie Division, when track is impassable or must be run over slowly, section foreman must, in addition to placing flags and torpedoes, as provided by Rule 29, notify Division Superintendent as soon as possible.

Track Jacks.

32. Track and Bridgemen are forbidden to set track jacks inside of rails. When tracks are to be raised jacks must be set outside of rails.

Sand on Road Crossings

See that sand does not wash down upon the track at Road Crossings. During very wet nights foreman must watch places in the track likely to be damaged.

Pick up Material.

33. Rails and other material must NOT be left scattered about depot grounds. PILE THEM up together OUTSIDE of ALL TRACKS.

Hand cars must not be left standing on highway or private crossings except for the purpose of letting trains pass.

When two or more hand cars are running in the same direction, they must keep at least two telegraph poles apart. No one except employes will be allowed to ride on hand cars.

Section Foremen must not leave their hand car standing upon double or single main tracks while their men are working on track.

Piling the Material.

34. No cordwood, lumber or other article must be piled along the track within a less distance than *five* feet from the rail.

Look Out for Broken Telegraph Wires and give notice.

35. **Telegraph Line.**—Trackmen will pay *particular* attention to the telegraph wires, and see that they are not obstructed, or down upon the ground. In case they are found broken, or on the ground, or crossed, or in any way obstructed, they must be repaired in a temporary manner *immediately*, and notice given to the telegraph office. When the wires are crossed, or in contact with each other, and the break or obstruction is of such a nature as not to admit of temporary repair, *immediate* notice must be sent by a *special* messenger to the *nearest* telegraph office.

Repair Broken Fences.

36. **Fences.**—Constant attention must be given to see that fences on each side of the road and at crossings are in good order, and that cattle guards are kept in repair; a break in the fence must in *no case be passed by* without being repaired when it is possible to mend it. When a break in the fence cannot be repaired for want of material, it is the duty of the Foreman of the section to give the Road Master immediate notice of it, stating what material is required. When fences are taken down to haul wood on to the right of way, have them replaced.

Duty of Track Foremen.

37. FOREMEN of repair parties will be held responsible for the *strict* observance of the above requirements. It is the duty of *each* one to see that his party is *always* supplied with the proper *Signal Lamps, Flags* and *Torpedoes*; but *should* he at any time, from accident or otherwise, be deficient, he must post a man at a *safe* distance to warn approaching trains.

Reports of Damage to Road, Bridges, etc

38. Any employe observing any obstructions or damage to the road or bridges, or observing any circumstance that indicates danger in any way, will leave at nearest telegraph station a written report of the same, and will take such further steps as will insure safety. All such reports must be telegraphed by the Agent or Operator to Division Headquarters, and notice of the obstruction or danger must be given to Conductors of all trains until orders are received from Division Headquarters to discontinue such notice.

Repair

39. Foremen of Repairs, and men in their employ, must at all times hold themselves in readiness to aid the passage of trains, and, in case of accident or delay, will obey the orders of Conductors.

To Trainmen and Engineers.

Trains Run Under Conductor's Orders

40. Trains will run under the orders of their Conductors, unless such orders shall conflict with these rules, or involve any danger, in which case the Engineer and all persons participating will be held responsible.

Signal from Conductor.

Engineers must *not* start their train from any point, unless they receive orders or signal from the Conductor of their train to proceed.

Signal on Rear of Train

41. PASSENGER Trains running at night MUST have TWO large red lights placed in brackets one on each rear corner of rear car. Freight trains running at night must have THREE red lights at rear of the train, one being placed on each side of the rear car, near the top, and the other on the rear platform of rear car, or in the cupola if the car is built with one. Night Passenger and Freight trains must have an extra red globe lantern, inside of rear car, lighted; and all day trains have a red flag fastened on a staff, in the rear car; also Torpedoes, both day and night, for immediate use. Conductors of Freight Trains meeting or passed by Passenger Trains at night must cause red lights on Way Car to be hidden after trains are safely on the side track.

Cover Red Lights on Way Car.

Head Lights on Engines.

Head lights on engines *must* always be lighted when running after dark, and kept in *good* order, but when on *side track*, waiting for expected trains, *must* be covered. *Never* cover them while on *main* track. Engines running light after dark *must* have *red* light on *rear of tank*.

No Train to Run with Engine in Rear.

42. No train will be run from one station to another with the engine behind it.

Engineers must not allow steam to blow off.

Air Whistle and Bell Cord to Passenger Train.

43. Each passenger train, equipped with train air signal, while running shall be connected the entire length with the air whistle on the engine, by having the signal hose *between* all cars, and *between* engine and cars, properly coupled up, and *all* air signal cocks open, *except* on rear end of rear car, which should be closed.

Each passenger train, *not* equipped with air signal, while running shall have a bell cord attached to the cab bell of the locomotive, passing *through* or *over* the entire length of the train, and secured to the rear end of the rear car. The cord *must* in no case be unfastened *until* the train has come to a stop.

Running Switch.

44. Running or Flying switches will *not* be allowed under *any* circumstances. Both Conductors and Engineers will be held *personally* responsible for violation of this rule.

Engines taking water.

Engines having more than 15 cars will STOP and cut loose from train to take water BEFORE REACHING the stand pipe or water tank. The FORWARD Brakeman will leave brakes on according to the grade and go with the engine.

Reporting Casualties.

45. Casualties involving personal injuries must be reported by wire to the General and Assistant-General Superintendent, and to the Division Superintendent of the Division on which the accident occurs, by the person in charge of the train to which the accident happens. As soon as possible, a full statement in writing as to all casualties, giving details, must be sent to the Division Superintendent upon the Division where the casualty happens

If Track is Obstructed.

46. When the track is obstructed, the Conductor will immediately send back a Flagman with Danger Signals (a Red Flag and Torpedoes by day and a Red Light and Torpedoes by night) placed as per Rules 13 and 14, not less than Twenty-five Telegraph Poles, and until he has reached a point where his Danger Signals can be seen the distance of not less than Ten Telegraph Poles, by the Engineer of the approaching train; and the Flagman *must* remain in such a position until the Train that is due has arrived, or until he is recalled by the whistle of his own Engine. The Engineer of the approaching Train, on perceiving the Flagman's signals, will immediately sound the whistle, as per Rule 3. Passenger Flagmen when protecting their trains at night, will leave a lighted fusee in addition to Torpedoes, as per Rule 14, *when recalled*.

Replacing Bridge and Track flags.

When any train runs over red flags or torpedoes placed upon the track or bridges by bridge or section men, as per Time Table Rule 29, Conductors will see that such flags and torpedoes are *replaced* before proceeding.

Recalling Flagman.

47. When a Flagman is recalled, in case there is *not* a clear view for the distance of Ten Telegraph Poles, in the rear of train, the train must be moved ahead, starting immediately on the sound of the whistle recalling the Flagman, at a speed not less than six miles per hour, until it reaches a point where the track is straight for Ten Telegraph Poles in its rear.

s
n and
men
Back.

48. Engineers, Firemen and Head Brakemen should look back frequently to see that all is right; and in case the train is broken apart, *great care* must be taken to keep the forward part out of the way of the detached part, and *every* precaution used to prevent a collision. Engines will, in all cases, go back after the detached portion, but *must* be absolutely *sure* that the detached portion has stopped. In the night or when the view is obstructed by Curves, Fog, Storm, or any other cause, you must put the forward part of train on side track (if there is one between forward and detached portion) THE FORWARD BRAKEMAN MUST ALWAYS PRECEDE THE ENGINE WHEN RETURNING AFTER REAR PART OF TRAIN, flagging carefully around curves, and to make sure that the detached portion of the train is not in motion. TRAINS COMING UP BEHIND, WILL WAIT UNTIL DETACHED PORTION OF FORWARD TRAIN HAS BEEN PICKED UP BY ITS ENGINE.

Breaking Train in two.

One train helping another.

49. When one train overtakes another, and it becomes necessary for the second train to help the forward train, the engine of the second train will in every case uncouple from its train before proceeding to help the leading train.

Provide Trains.

50. Conductors *must know* at all times that their trains are provided with *everything* necessary to enable them to comply with the regulations of the road.

Rear Brake

They are required to *know* that there is a reliable *brake* on the *rear car*, and that a proper man is kept at it while the train is in *motion*.

Conductors Must go to Telegraph Office.

51. Conductors of all trains, *immediately* before starting out on their runs, will go in *person* to the telegraph office to inquire if *any special* orders are there for them. This is not intended to excuse Telegraph Operators for *neglect* in prompt delivery of messages, but as an additional safeguard.

Conductors Must Know of Trains Overdue.

52. Conductors will *not* leave a Terminal Station, nor the end of double track nor pass any Division or Junction point, without knowing that all overdue trains which affect their rights, have arrived. Engineers *will* ask their Conductors if *all overdue* trains, which affect their rights (naming trains) have *arrived*.

At the Brakes.

53. When approaching Stations Draw Bridges and Railroad Crossings, conductors of all trains will *require* their Brakemen to be at the brakes ready to apply them in case of necessity, to look for signals, and be prepared to do anything required for *safety* and expedition.

Conductors at Rear End.

54. Conductors should as a rule, when not otherwise occupied, be at the REAR END of their train, KEEPING LOOKOUT on the track for indentations made by broken running gear, and when fresh marks are visible, STOP the train, PROTECT it by signal, and EXAMINE it.

Backing Trains over Road Crossings.

55. In no case *must* a train be backed over a public crossing or highway unless there is a man on rear car to see that crossing is clear; nor must a car be cut loose and allowed to run over a public crossing or highway unless there is a man on same. At night the man on train or car, as referred to above, must have a light.

Blocking Highway Crossings.

Trains must not stand upon public highways to exceed *five* minutes. In cutting trains to open highway crossings or in leaving cars at stations, neither engines nor cars will be allowed to stand upon any portion of highways.

Ringing Bell at Road Crossings.

56. ☞CROSSING SIGNALS, THE BELL MUST BE RUNG 80 RODS DISTANT FROM, AND UP TO, EACH ROAD CROSSING, AND ALWAYS WHEN MOVING ABOUT STATIONS.

Responsible for Switches

57. Conductors will be held responsible for handling *all* switches, and must see that they are always left in proper positions; that main track switches are left LOCKED ON THE MAIN TRACK after using them, and that when their trains have taken a side track for any purpose the switches are set right for main track while they are on the side track, and after they have left it.

When any Train or Engine takes a side-track, to be met or passed by other Trains, Brakemen will not turn the main track switch to let his train pull off side-track until ordered to do so by the Conductor or the Engineer.

All engines or trains must stop 100 feet before going in or out of any passing siding. Conductors must not allow their brakemen to open switch until train is brought to a full stop.

Keep Away From Switch.

Trainmen must not stand near the switch stand, when a train is passing over switch.

Cut Out Switches.

Where there are cut-out switches located, they must always be kept cut out and locked.

Examine Switch Points

Employes turning switches must CLOSELY examine ALL switch points and KNOW that the points come CLOSE to the INSIDE of main rail.

Reporting Number of Train, Etc.

58. Conductors of all Passenger trains, except those starred, will leave at each Telegraph Station, *except* where they register, with the Agent or Operator, a written statement giving number of train, time of arrival and departure which must at once be telegraphed by the Operator on duty to the Dispatcher's office of the Division. Where trains are starred and do not stop, the Operators on duty are required to report the time of passing the Station *promptly* to the Dispatcher's office of the Division

Temporary Telegraph Office.

When a temporary Telegraph office is located at a gravel pit, or at any other point *between* Stations, for *temporary* purposes, Conductors will throw off a time ticket at such temporary telegraph office, the same as is done at any other Station.

Conductors of *all other* trains will leave such written statement at *all* Telegraph Stations, *except* where they register.

Train Signal Boxes.

59. Operators at stations where the train signal boxes are in use to show the time of departure of any train, will change the same immediately after the departure of each train, giving the correct time such train passed, and are required to see that signal boxes are kept clear from snow and ice, and that the figures are clearly shown. Trains will be designated as follows: Regular trains by [No.] Specials by [S.] Extra by [X.] Engineers and Conductors are required to report to their Division Supt. any cases which may come to their knowledge where the time of a preceding train is not correctly or plainly shown, and also all cases where signal boxes are not lighted after dark.

The time of Regular Freight or extra trains must not be taken until way car passes the telegraph office.

Seating Passengers, etc.

60. Passenger Trainmen must be at their trains at least *thirty minutes* before leaving time, and must give *personal* attention to seating passengers. On arriving at a terminal station they will remain with their trains until passengers have alighted, and will see that all needful assistance is given them.

Test Air Brakes and Bell Cord.

61. Air Brakes *must* be tested by PERSONAL inspection of Conductors. Signals of trains equipped with train air signal, and the cab bell of trains using bell cords, *must* be tested from the *rear* of train *before* starting, and at *all* points where engines are changed, or where cars are taken on or left, and if found defective, *must* be put in order *before* proceeding.

Locate Conductor's Air Brake Valve.

Before starting from terminal stations, or where additional cars are put into trains, passenger trainmen must *know* the location of air brake cord in *all* cars in their train.

Announce Stations and Direction of Train.

62. Conductors of Passengor trains must cause the names of all stations at which their trains stop, to be announced within a reasonable time before arriving at the station.

Before starting from Terminal Stations, Junctions and Crossings, where trains leave in different directions, at or near the same time, Conductors must cause to be announced the direction in which their trains are to go.

Upon approaching a station located at or in the vicinity of a Railroad Crossing, when it is necessary for a train to stop at such crossing before reaching the crossing, Brakemen must give warning of the fact by calling out distinctly in each car, "The next stop is for —— crossing, and the second stop is for —— station. Passengers will please keep their seats until second stop is made." It sometimes occurs that an interlocking crossing is out of order, and trains must stop for such crossing temporarily. In such cases Conductors will be notified, and will instruct their Brakemen to give warning that the first stop is for the crossing, and second for the station, in accordance with the above. If the station stop precedes the crossing stop, no notice is necessary.

These announcements must be *distinctly* made *twice* in *each* passenger car, the doors being closed at the time.

(See Laws of Canada.)

Application of Brakes.

63. A man must always be on the rear car of trains when in motion; provided, however, that when stopping a train he may go forward to set brakes after having set the brake on the rear car. Brakemen will *not* apply brakes so tightly as to slide a wheel, nor allow the brake to remain applied *over three minutes to the same wheel* while in motion, but in descending grades will use the brakes of several cars to check and regulate the train, and *change brakes frequently*.

Gravel and Working Trains.

64. Gravel and working trains will in *no* case carry passengers; and laying up at night, Conductors of working trains will see *personally* to the putting away of their trains, and *know* that cars properly clear other tracks, and require brakes set on all cars of their trains, and must then report to the Despatcher's office of the Division that their train is laid up. Upon receipt of such notice, Train Despatchers will recall all their orders.

Report Delays

65 Conductors of Passenger trains must report all delays to their trains to the Train Despatcher by wire.

Passenger trains and Heavy Storms.

Conductors will report by telegraph to Division Headquarters, all heavy storms or rains liable to affect the road. Operators will report by telegraph to Division Headquarters all fogs and sudden changes in weather.

Report Delays Freight.

66. Conductors of Freight Trains must report all ordinary delays to their trains to their Train Master in writing at the end of each trip. All extraordinary delays must be reported to the Train Despatcher by wire, from first Telegraph station.

Way Cars.

67. Conductors of Freight Trains must personally attend to the matter of their Way cars being supplied with all necessary tools and supplies, and must know that cars on their trains as *empties* are *empty*; that all car doors are closed and fastened, and their men are at all times in their places. When cars are left on side tracks Conductors must see that the *brakes* are *set*, and that *all* cars on side track are put in *far enough* to stand *parallel* with, and *clear the Main Track*.

Empty Cars Car Doors. Cars left

Breaking Cars.

When cars are broken on the road, report by wire to your Division Superintendent, giving nature of damage, cause, number and kind of car, stating whether loaded or empty; if a Line car give initials of

owner, also the line to which it belongs. When cars are broken in yard by Switchmen, they will report as above to their Train Master.

Rate of Speed

68. Conductors of Freight Trains must see that Brakemen govern the rate of speed of their trains while descending a grade; and that on arriving at and leaving all Stations both brakemen are on top of train, *but* Conductors and Engineers will be *held* responsible for the proper speed of their trains.

Riding on Engines.

69. Engineers will *not* allow any person to ride on their engines, except by permission from the General and Assistant General Superintendent, Division Superintendents, or General Master Mechanic, excepting Conductors and forward Brakemen of Freight Trains, while on duty. Division Master Mechanics' and Road Masters are authorized to give such permission to employes when sent by them on such special duty as will necessitate their riding on the engine.

Engine Tools.

70. Engineers must *personally* attend to the matter of their locomotives being supplied with Jack Screws and all necessary implements to be ready for use in case of accident.

Whistle and Bell at Stations.

71. Engineers, on approaching a Station, will sound the whistle at the distance of half a mile. When moving about Stations, the bell will be rung and all proper caution used. When a train has come to a full stop at a Station and is ready to start ahead, the signal for letting off brakes should not be given. Conductors and Brakemen are expected to so attend to their duties that this need not be required; neither must it be necessary for Engineers to call for brakes in approaching or stopping at Stations. Trainmen *should* regulate this. Engineers, while switching, are forbidden from whistling on and off brakes or to back up every time they make a switch, except in *case of necessity*. Too frequent use of the whistle seriously impairs its effectiveness as a signal of danger.

Caution approaching Switches

72.—All engines must pass switches cautiously, and Engineers must be *sure* that they are right before passing them In case lights are not seen upon switches usually provided with them, Engineers shall stop their trains before the switch is reached and know that all is right before proceeding. Conductors must report such cases in writing to the Division Superintendent. Running through or off switches will *subject* Engineers to suspension or dismissal.

Speed Approaching Stations.

73. ENGINEERS *of trains moved by special order, and of all special, extra and working trains, will approach* STATIONS *with* EXTREME CAUTION, *upon the supposition that another train will be met, or that the main track will be occupied,* and will carefully approach stations at which they ought to MEET or PASS trains, and on approaching those at which the train is to stop, shut off steam early enough so that by the application of brakes to train the speed will be reduced and train *under full control*, until brought to a full stop.

No train will run over any portion of the road at a greater rate of speed than their order calls for.

Speed of Special Trains

74. Rate of speed at which any special train may run must be stated by the Train Despatcher, in their running orders.

Avoid Killing Stock.

75. Great care *must* be taken to prevent the killing of stock upon any portion of the line, and trains *must* come to a FULL STOP, if necessary, to avoid it.

Upon double track when cattle are struck and thrown upon the other track, or when any obstruction is seen upon the other track, by enginemen or trainmen, the train must be stopped at once and obstruction removed, or protected by flag, and despatcher notified from first telegraph station.

Close Ash Pan.

76. Engineers must keep damper of ash pan closed while crossing *all bridges*, track tanks, and also whenever practicable when passing through *depot* grounds.

Test Air Brakes Before Stopping.

77. Engineers MUST test the air brake one half mile from stations where engines have been changed or where cars have been taken on or left.

Also at least one mile *before* reaching Railroad Crossings, Draw-bridges, regular stops, and before going down heavy grades, and in case the brakes do not hold, *must* at once signal for brakes.

Torpedoes and Fuses on Engines.

Engineers must keep a supply of torpedoes and fusees on their engine, to be used as per Rule 13.

Engineers must not use Sand.

Engineers must not use sand while standing or running over any switch within the limits of an interlocking system.

MOVEMENT OF TRAINS.

General Rules.

Standard Time.

78. The clock in the Telegraph office at St. Thomas is the standard time. The clocks in the Company's telegraph offices at Clifton, Niagara, Montrose, Round House, Windsor, Fort Erie, Victoria, Comber, Amherstburg, and Oil City, will be regulated by telegraph and must be used as the standard of time by all trainmen whose Divisions do not reach St. Thomas. Trainmen, yardmen, engineers, firemen, and all employes connected with train service are required to regulate their watches *daily* by the standard time as above. Conductors will compare time with their Engineers before starting from Terminal and Division points, and, when practicable, Conductors meeting on the Road will *compare* time with *each* other.

Compare Time.

All Trains Register.

79. All Main Line Passenger and Special Trains, *except* such as are *starred or daggered*, will register at Suspension Bridge, N. Y., Clifton, Welland, Cayuga, Waterford, Springfield, St. Thomas, Dutton, Ridgetown, Essex, Windsor and Detroit. All Main Line Regular Freight and Extra trains at Montrose, Welland, Cayuga, Waterford, Springfield, St. Thomas, Dutton, Ridgetown, Essex and Round House. Operators *will* register *and report such trains* as are *starred or daggered.*

All Niagara Division Passenger and Special trains, except such as are starred, will register at Fort Erie Niagara Junction, Montrose Junction, Clifton, St. Catharines and Niagara Central Junction and Niagara-On-The-Lake. Operators *will* register *such trains* as are *starred.*

All Niagara Division Regular Freight and Extra Trains at Victoria, Niagara Junction, Montrose Junction, Clifton, St. Catharines and Niagara Central Junction and Niagara-On-The-Lake.

All Fort Erie Division Trains, except such as are starred, at Niagara Junction and Welland. Passenger and Special Trains at Fort Erie, and Regular Freight and Extra Trains at Victoria.

All St. Clair Division trains at St. Thomas, St. Clair Junction, Oil City, Petrolia Junction and Courtright.

All Petrolia Division trains at Petrolia, Petrolia Junct., Oil City and Oil Springs.

All Leamington Division trains at Comber and Leamington.

All Amherstburg Division trains at Essex and Amherstburg.

Operators will register such trains as do not stop at register stations.

At REGISTER stations, where trains do not stop, conductors will hand off a time ticket. Engineers will reduce speed when passing through such stations to enable the operator to get time ticket. Operators will not register any train if they fail to receive ticket, until learning from the despatcher what train has passed.

Report for and Obtain Orders

80. All trains will report for and obtain orders from Train Dispatcher as follows :

All West bound Passenger and Special Trains, except such as are *starred*, at Clifton, Welland, Waterford, St. Thomas and Ridgetown.

All East bound Passenger and Special Trains, except such as are *starred*, at Windsor, Essex, Ridgetown, St. Thomas, and Waterford.

All West bound Regular Freight and Extra trains at Montrose, Cayuga, Waterford, St Thomas, Dutton and Ridgetown.

All East bound Regular Freight and Extra trains at Round House, Essex, Ridgetown, St. Thomas, Springfield and Waterford.

All Niagara Divison *North* bound Passenger and Special Trains at Fort Erie—and Regular Freight and Extra Trains at Victoria

All Fort Erie Division East bound trains except such as are *starred* at Welland. West bound Passenger and Special Trains at Fort Erie, and all *west* bound Regular Freight and Extra Trains at Victoria.

All St. Clair Division trains at St. Thomas.

Trains receiving running orders beyond the point where Time Table rule requires them to report for and obtain orders, will be strictly governed by Rule 80, unless otherwise ordered by the Train Dispatcher.

Trains Classed in Time Table.

Rights of Switch Engines.

81. In the Time Tables the trains are classed as to priority of right to the road, those of an inferior *must* keep out of the way of all trains of a superior class, moving in either direction, and all *special and extra* trains, including *yard engines*, *must* keep *entirely* out of the way of *all* regular trains. No *yard* engine is allowed to be upon the main track within *ten* minutes of the Time Table Time of arrival of a *passenger* train. In case a passenger train is late the yardmaster or switchman in charge of the engine is required to obtain *accurately* from the operator on duty the position and time of the passenger train as *last* reported. All *possible* allowance *must* be given for such passenger trains making up time. and the *main track* must *not* be used within *ten* minutes of the *possibility* of *such train* arriving. In case the yard master or switchman has any *doubt* as to the time when *such* train might arrive, the main track must *not* be used *except* under the *protection* as called for by Rule 46.

82. All MAIN LINE TRAINS going TOWARD Susp. Bridge, N.Y., have the *absolute right to the road against* trains of the *same* or *inferior* class; but *no* trains running under this right will *leave* a station or *passing* place where it should *meet* a train of the same class, UNTIL FIVE MINUTES AFTER its Time Table time, unless the *train* it should have *met* has *arrived*; and this *five* minutes *must* be observed at *every* succeeding station, until it has *met* the delayed train.

All trains possessing the right of the road, under this rule must not pass the end of the double track, until five minutes after their time table time, unless all trains of the same or a superior class, due to arrive, have arrived.

Trains going *from* Susp. Bridge, N.Y., will WAIT INDEFINITELY for trains of *same* or *superior* class that may be *behind* time, unless *special* orders are received from proper authority to proceed.

For Niagara Division, read Niagara-On-The-Lake (instead of Susp. Bridge)

For Fort Erie Division, read Fort Erie.

For St. Clair Division, read St. Thomas.

For Leamington Division, read Comber.

For Petrolia and Oil Springs Divisions, read Oil Springs.

For Amherstburg Division, read Essex.

For Michigan Midland Division, read St. Clair Springs.

Allow Five Minutes

83. The five minutes alluded to is allowed for difference in watches, and *no part of the time thus allowed must be used by trains to enable them to reach a station to meet a train*, unless in case of unavoidable detention by failure of engine or accident, in which case a red flag must always be sent ahead to insure safety.

Not leave Before Table Time

84. No train must, under any circumstance, leave a station before its Time Table time, except by special orders from competent authority. Where only one time is shown, the time indicated in this Time Table is the arriving time for all first-class trains, and the leaving time for all second-class trains. Where two times are shown, the first is the arriving time, and the second the leaving time for ALL trains.

Way freight trains, in order to get their work done, may run from one station to the following station as fast as allowed by Time Table rules governing speed of trains, or by their running orders, in order to get their work done and leave latter station on time.

Ahead of Time

85. A train having orders to run ahead of its Time Table time becomes a special or extra and loses its rights until it resumes its Time Table time.

Form of Order to Run Ahead of Time.

Run from..... .....to.....ahead of time, special or extra.... .....miles per hour.

Train Special or Extra after Twelve Hours Late.

86. When a train at any station becomes *twelve* hours later than its Time Table time at that station, it loses *all* its *rights*, and will *not* move except on orders from the Train Dispatcher.

Rights of Delayed Trains moving in same Direction.

87. The rights of delayed trains must *not* be taken by Regular Special or Extra Trains, without special direction. **A** trains *do not* require order to *pass* and *run ahead* of **B** trains. **A** trains *do not* require orders to *run ahead* of **A** trains. **B** trains *require* orders to run *ahead* of **A** trains; but **B** trains *do not* require orders to run *ahead* of **B** trains. Should an **A** train fall back on the *time* of *another* **A** train, or **B** train on *time* of *another* **B** train, Train Dispatcher will give the *following* train *an order* to *keep* a *proper* distance *behind* train ahead This rule does *not interfere with rule* 122.

Meeting and Passing Points Full Faced Figures

88. **Full-Faced Figures** denote that trains are to be met and passed, and Conductors and Engineers, by referring to corresponding figures *on same line of the Time Table* will see what trains are to be met and passed.

Meeting Trains

89 No train will *proceed* toward a station where it *expects* to *meet* a train of the *same* class possessing the *right* to the road, *unless* it has *ample* time to *arrive* there *strictly* at or *before* the Time Table time of the *latter* train to *leave*.

Meet Superior Class Trains.

90. No train of an *inferior* class must leave the station *next* preceding that at which it should *meet* a train of a *superior* class unless it can arrive at the *latter* station, by its *average* rate of running, and be on side track out of the way AT LEAST *five minutes* before the leaving time of the *superior* class train.

Passed by Superior Class Trains.

No train of *any* inferior class must leave the station *next* preceding that at *which* it should be passed by a train of a *superior* class, unless it can arrive at the *latter* station, by its *average* rate of running, and be on side track out of the way AT LEAST *five minutes* before the *arriving* time for the *superior* class train.

Right of Road at Meeting Points

91. Trains possessing the right to the road are entitled to the main track at meeting points, but will promptly take the side track when it is known that trains are to be met and passed, and time can be saved by so doing; and trains will, whenever practicable, take the side track at the nearest end; if from any cause it is necessary for trains intending to take the side track, *to run by and back in*, a man must be sent with a flag at least the distance of 25 telegraph poles ahead of the switch, as called for by Rule 46

Trains take North and South Sidings.

On single track at stations where there are both *north* and *south* sidings, the *west*-bound trains will *use* the *north* and the *east*-bound trains the *south* siding.

Hawtrey Siding

SOUTH siding at Hawtrey *extends* to Pt. Dover Junction.

On Double Track use Right Hand Track.

92. Upon the double track on the Michigan Central Railroad and branches, all trains or engines will take the RIGHT HAND TRACK, trains bound EAST running on SOUTH track and trains bound WEST on the NORTH track. Should one of the tracks from any cause become obstructed the right to the other track will remain with the trains to which it belongs, when both are in use. Trains will move on or occupy the left hand track only by special order or under protection of flagman.

Rights of Flagged Train.

93. Should a train that is being flagged *fail* to keep up, and a train of a *superior* class going in the *same* direction gets *between* the trains in company, it *does not* take away the *rights* of the *flagged* train, which has the *same* rights as the *flagging* train, and *no* more.

Speed of Trains

94. Delayed Passenger trains may regain their Time Table time when it can be done with perfect safety, but in no case must the speed of Freight Trains exceed 20 miles per hour, except by order from Train Dispatcher.

Trains Going in Same Direction.

95. Going in the same direction, no train must leave any station less than ten minutes after the departure of a passenger train. Freight trains going in the same direction must in no case leave a station within five minutes of each other. This rule does not apply between Round House and Windsor.

Trains going NORTH *must in no case* leave "St. Catharines and Niagara Central Junction" nor trains going SOUTH leave "Niagara-on-the-Lake *within* 10 minutes of *each* other, and *must* keep 10 minutes behind passing *all* Stations.

Stopping at Stations.

96. Trains will *not* stop at stations or passing places *against* which, in the Time Table, a star (*) is placed, unless *necessary* for the proper business of the road, to take fuel or water, or to *pass* or to get *out* of the *way* of *other* trains; but trains *must stop* at *all* regular stations where the star is not placed opposite their running time.

When Two Trains are Running in Company.

97. When two or more trains are running in company on the time of a *starred* train, the train or trains that are following *must* run into *starred* stations with *extreme caution*, with the *expectation* of finding the leading train signalled to stop.

Approaching Double Track

98. All trains approaching Double Track termini in either direction will reduce speed to *ten* miles per hour when *passing* switches, and will *enter* the *single* track *cautiously*, not proceeding until *assured* by signal from Switchman that *all* is *clear* for them.

Double Track Stations

99. Great care must be taken by all Passenger trains in passing stations on double track where Passenger trains may be standing, and Passengers taking or leaving the cars. In such cases speed *must* be reduced so as to avoid all chance of accident. Freight trains *must* come to a *full* stop, and *not* proceed until Passenger train has started.

SPECIAL INSTRUCTIONS IN REGARD TO MOVING TRAINS BY TELEGRAPH.

Look Out For Trains.

100. Every employe must bear in mind that under the telegraph system of working the road, a train *may be expected at any moment*, requiring the strictest obedience of all rules.

Moving Trains by Special Order.

101. The General and Assistant General Superintendent, the Division Superintendent, and the Train Dispatchers on duty, are the only persons authorized to move trains by train order, and but *one* person on the same circuit shall be permitted to move trains by special order at the same time.

Signature to Train Orders

The initials of the Division Superintendent will be used by Train Dispatchers for all train orders.

Telegraph Signals.

102. TELEGRAPH SIGNALS must *not* be used for *any* other purpose than as an *indication* of *awaiting* orders, and *must* always be so regarded.

Engineers and Conductors look out for Telegraph Signals.

103. Engineers and Conductors will always look out for Telegraph Signals approaching Telegraph Stations, and the swinging of a flag or light across the track *must, in all cases*, be regarded as a signal to stop, but the absence of the proper signals at a station, or on the track, must be promptly reported to the Division Superintendent.

Stop if Signal Lamp Not Lighted.

104. At all *night* telegraph stations where Latent telegraph signal is in use, should the lamp *not* be burning on *approach* of *any train*, such train will *stop* and ascertain from the operator if there are any orders for them, noting the position of telegraph signal board.

Train Dispatcher to run Trains.

105. The Train Dispatcher on duty will have full power to run any Train or Engine by Telegraph that he may think proper. No Special or Extra Train or Engine will be allowed to run upon the Road, either upon single or double track, without his knowledge and instructions, unless they can follow a Regular Train, under a Red Flag, and then only to a Station where they can obtain a Regular Order.

Meeting orders to Trains Held

106. When a Train Dispatcher gives orders to an Operator at any station to hold one train for another, and it is necessary to give either of the trains held, running orders at said station, the order to meet the opposing train, mentioned in the holding order, should be given.

All Orders Must be Written in Full

107. All ORDERS and messages relative to the MOVEMENT of TRAINS must be written in FULL, and no abbreviation used in the body of the order *except* the telegraph abbreviations.

"3"—(I understand I am to)

"9"—(Correct.)

"2"—(How do you understand this)

No.—(Number.)

Condr.—(Conductor.)

Altered Orders.

Alterations, interlineations and erasures must not appear on train orders delivered to trainmen. Should it be necessary to make any change in the first copy, the Dispatcher must repeat the entire order, and new copy be made by receiving Operator.

The following for the heading of train orders may be accepted.

St. Thomas, June 18th, '93

C.& E. No.—

Clifton.

St. Thomas, June 18th, '93

Opr. —

Ridgetown.

Orders on Yellow Paper

108. All orders for the movement of trains should be addressed to the Conductor and Engineer, and written by the Receiving Operator on Yellow Manifold Paper, so arranged that three impressions can be taken.

Duty of Conductor and Operator on Receiving Order.

The Conductor addressed must read the order aloud to Operator, and if understood sign it; it will then be repeated back over the Conductor's signature to the person giving it, who will, if the order is correctly understood, reply "9" (correct), which must be indorsed over the proper signature upon the order countersigned by the Receiving Operator, and the exact time of receiving the "9". Two impressions of the order, when properly indorsed, will be given to the Conductor, who will retain one and give the other to the Engineer **personally**, and the Engineer must read it aloud to him before proceeding. The other impression will be kept by the Operator in the Manifold Book. In case there is more than one engine, on a train *each* engineer *must* have a copy of such order.

Engineers Receiving Their Orders

Engineers must *not* receive Train orders from *any person* excepting the Conductor of their Train.

In asking for train orders, Conductors will give their name and initials to operators. Operators when sending back train order to Despatchers will repeat the address in addition to the body of the order.

When Line Fails.

109. Should the line, from any cause, fail to work *before* the Operator has received the "9," he will *not* deliver such order.

Giving Orders to Trains.

110. In giving orders to a Passenger train, which affect the rights of another Passenger train, or to a Freight train which affect the rights of a Passenger train, the Train Dispatcher will always send orders to the train which has the right to the road, and get the Conductor's understanding of the order, according to rule 108, before giving to another train an order to run upon its time.

In giving orders to regular passenger and freight trains, the numbers of such trains must be used.

In giving telegraph orders to any passenger train, aside from the regular Time Table passenger trains, the word *Special* must be used to indicate such passenger train as follows:

Special means Passenger trains, and Extra means Freight trains, such as are not shown in Time Table, and they *must* keep out of the way of all regular trains.

.....& Engr.

Run to.....Special.

In giving telegraph orders to any light engine or to any freight train, aside from the regular Time Table freight trains, the word *extra* must be used to indicate such engine or freight train, as follows:

.....& Engr.

Run to.....Extra.

Running Ahead of Passenger Train.

111. Whenever an order is given by telegraph for any train or engine to run ahead of a passenger train on a passenger train's time, the order must state how much of the passenger train's time said train or engine can use, thus: "Use.....minutes of No.....'s time"; and the *telegraph* signal must be displayed at or before reaching the station where said train or engine receives such orders, for the passenger train to receive corresponding orders.

Displaying Telegraph Signal.

112. When an order is given by Telegraph for two or more trains to meet at a station, the Train Dispatcher must *first* order the telegraph Signal displayed at such *meeting* point by the Operator, and receive assurance from *him* that the signal has been *displayed* before giving orders to *either* train. In ordering *one* train held for *another*, the Dispatcher will order *each* train held for the *other*.

Telegraph Signal for Special or Extra Trains.

When an order has been given to a Special or Extra train or engine to use any portion of the road, an order must not be given to another Special or Extra train or engine running in opposite direction, unless the telegraph Signal shall have first been displayed at the point where the trains are to meet. This rule will not apply in making meeting points at non-telegraph stations on Niagara, Fort Erie, St. Clair, Petrolia, Michigan Midland, Leamington and Amherstburg Divisions.

Operator Must Display Signal Before Sending Back "3."

113. When an Operator receives an order to hold a train or engine the Telegraph Signal must be displayed before sending back the "3," or understanding, and he must know that the signal is not disturbed or hidden while the order is in force. When the telegraph signal is displayed, it will not, under any circumstances, be taken in until all trains interested have received copy of the order for which it was displayed, or until the Operator receives order from Train Dispatcher to do so. When the *telegraph* signal is displayed at any station holding trains going in opposite directions, and the train or trains going in one direction have arrived and are on the side track, the conductor of such train or trains will obtain copies of the holding order; he will then send the following message to the Train Dispatcher:—

To.....

.....

My train is clear of main track and I have copy of the holding order.

.....

Conductor of.....

Signing his name and the number of his train. The Train Despatcher can then issue the following order to the operator and get his understanding of it, according to Rule 112: "Take in your *telegraph* signal.

This is only to be used when necessary to prevent the stopping of important trains.

The Telegraph Signal must not be relied upon *exclusively* to hold trains. Operators are expected to watch closely for the expected trains, using all necessary means to stop them. In case the train, or any part of it, has already passed the telegraph Office, although still at the station, Operator's "3" *must not* be sent back until the Conductor and Engineer *have been shown* the order, and understand that they are held. Conductors and Engineers must, in all cases, read the order, and so avoid the danger of misunderstanding it.

If, after train has arrived at station, the Train Dispatcher wishes to hold it at that station for orders, or for another train, he must in all cases, give the operator a holding order as per Time Table, Rule No. 112, and also give corresponding orders to the train and obtain the Conductor's understanding of the same before giving any opposing order.

Conductors to get Orders.

114. When the Telegraph Signal is shown, and where trains are required to obtain orders as per Rule 80, approaching trains will in all cases be brought to a full stop, and Conductors will go to the telegraph office to receive and respond to such orders as may be awaiting them. Two copies of the order by which said signal is shown must be delivered by the Operator to the Conductor of every train arriving at any station while Telegraph Signal is displayed, one copy of which order must be delivered by each Conductor to his Engineer. That there may be no doubt as to right of track, Conductors and Engineers must each receive and read such copy before going ahead. Trains approaching stations where the *telegraph* signal is seen by conductors or engineers and afterwards taken in before arriving at the signal, will stop at said station, and engineer and conductor will each obtain a copy of the order by which the signal was taken in, before proceeding. Operators must not fail to take in the signal at once, after the departure of the train for which it was shown.

Conductors and Engineers Must Have Proper Orders.

115. Conductors and Engineers must not leave a station, when directed to run by special orders, without having the same in writing in their possession properly signed and endorsed "9."

A Flagged Train Must Not Use Orders of Train Flagging it.

116. When an order is sent by telegraph to a train that is carrying a Red flag by day or a Red light by night for an *Extra* train or engine, in no case will the Extra train or engine be allowed to avail itself of the forward train's order, without an order to that effect. When a train is directed by a Dispatcher to carry signals as above, the following train or engine *must*, before starting, obtain orders from Dispatcher to follow.

Train With Right to Road Wait Five Minutes.

117. Should a train, having RIGHT to ROAD, be ordered not to leave a station until a SPECIFIED time, unless another train has arrived, the

rain thus held *must*, if the expected train does *not* get there, WAIT the usual FIVE minutes for *safety* before proceeding.

Ahead Passenger

Trains receiving orders to use time on PASSENGER train will have the right to use up to the time given in the order, but at expiration of such time must be in out of the way on side track, and the PASSENGER train *must* keep at least *five* minutes *behind* the *time given* in the order.

Train Held Between Telegraph Stations.

118. Should a TRAIN be HELD by ANOTHER BETWEEN TELEGRAPH STATIONS, the Conductor of the train thus held, may require the first train passing him, bound in the same direction, to flag him to the next telegraph station, on his arrival, at which he *must* report to Train Dispatcher for orders. Except as above, signals must *not* be carried for *Extra* trains, unless by direction of proper authority. AT NIGHT, when trains are flagged, as above, conductor and engineer of leading train will understand by words "NEXT TELEGRAPH STATION" that the flag is to be carried to the *next* telegraph station WHERE THERE IS A NIGHT OPERATOR.

Freight Trains Must NOT Pass Other Freight Trains

119. In giving Fast Trains orders to pass slower trains ahead, the name of the station at which such trains are to pass must be shown in the order. Special trains do not require orders to pass Extra trains, Freight Trains *must not pass* other Freight Trains bound in the same direction, except by order of Train Dispatcher, unless it becomes necessary to do so at a non-Telegraph Station, in which case the Conductor of train arriving first at next Telegraph Station will then report the case to Train Dispatcher, and obtain orders to proceed. When an Extra Train is running, by special order, in advance, and upon the time of a Regular Freight Train, the Conductor and Engineer will see that all Trains and Stations which are met or passed are notified that they are an *Extra* Train.

Flag Around Curves.

120. When an engine or train has an order to run, or is run *looking out for another train* or engine, it *must* be carefully flagged around curves.

Telegraph Order Applies Only to Train Mentioned.

121. When a train has orders to run *regardless* of a *specified* train, it gives the train under such orders *no* right over *any other* train. An order given by telegraph *must* be understood to apply *only* to the train or trains mentioned in the order, and to *no* other.

Train Unable To Make Running Tim To Protect Itself.

122. If from any cause whatever any train cannot make its running time, as called for by schedule in time card, or by its running order, the conductor will immediately protect his train from following trains by dropping off a flagman with red flag and torpedoes by day and red light and torpedoes by night to warn approaching trains. At night a lighted fu..ee should be dropped off without waiting for speed of train to be reduced sufficiently to allow the flagman to leave the train.

Behind Table Time.

123. When a train that is behind its Time Table time receives an order from the Train Dispatcher to run to any point not *less* than a *specified* number of minutes *behind* its Time Table time, it *must* be understood that the train *must* not pass *any* point between the points *specified* in the order at a *less* number of minutes late than are given in such order.

Working Trains.

124. Conductors of working trains, when they lay up for the night, will report by telegraph to Train Dispatcher, where their train will work the following day. Said message will be engrossed on Train Dispatcher's programme book.

Obtain Orders.

Conductors and Engineers of working trains will *not* leave for their work until orders have been received from TRAIN DISPATCHER in accordance with rule 105.

Watchfulness And Obey Orders to the Letter.

125. Orders should be made *plain* and *explicit*, and if *not* fully understood by the parties addressed, an explanation *should* be *required* before *taking* the *order*. After the reception of an order, IT MUST BE OBEYED FULLY AND TO THE LETTER. *Verbal orders must not be taken.*

Promptness of Train Men And Operators In Handling Orders.

126. Promptness on the part of Train men and Operators, in the transmission *of*, and response *to* telegraph orders, is of the utmost importance in enabling trains to move with regularity, and save detentions; and all concerned *must* bear in mind that, frequently a few *minutes*, unnecessary loss of time at a station results in some *hours'* delay in accomplishing the whole trip, and thus the importance of all dispatch possible, *consistent with the safety of trains.*

Trainmen to Use Utmost Care and Watchfulness.

127. The safety of LIFE and PROPERTY imperatively demands that *every* person in any manner connected with the movements of Trains or Engines, should *use* the *utmost* care and *watchfulness*, and that *all* Rules regarding the same should be *strictly* observed.

Trains having the Right of Road.

128. Under this system all trains having the right of road will be held by the *Telegraph* Signal *only*, which will be displayed at the *meeting* point on holding orders addressed to Operator and written on *white* manifold paper, all Conductors and Engineers *must* obtain a copy of *holding* order on *white* manifold paper at *every* station where *Telegraph* Signal is displayed.

Trains to take Siding at Meeting Point

Trains *not* having the right of road, receiving orders to *meet* other trains, *must* take *siding* at *meeting* point, at the *nearest* switch in accordance with Rule 91. And trains *having* the *right* of the road and *held* by *Telegraph* Signal *must* stop before *passing* telegraph signal.

Understand Time Table and Rule

129. In case any employe is in doubt as to the meaning of any of these Rules and Regulations, or of any order or notice in the special order books or upon the bulletin boards, it is his duty to apply at once to the Division Superintendent, Assistant Superintendent, or Trainmaster, for explanation of the same.

Take Safe Side.

130. ALWAYS TAKE THE SAFE SIDE IN CASES OF THE LEAST UNCERTAINTY

Rules Cancelled

131. All former Time Table Rules, except special orders and notices in force on the books or bulletin boards, are cancelled.

LOCAL RULES.

Speed Through Yards

132. All Passenger and special trains will *reduce* speed to FIFTEEN miles per hour through MONTROSE and WINDSOR yards, also between west switch at Victoria and Fort Erie, and between *east* switch at Engine House and Amherstburg.

East End St. Thomas Yard.

133. WEST bound Regular Freight and *Extra* train will enter St. Thomas yard at *extreme east* end and crossing the EAST bound main track at that point. EAST bound *Passenger and Special* trains will use *extra* caution approaching this point *expecting* to find trains crossing; and WEST bound Regular Freight and Extra trains *must* come to a *full stop* and *obtain* signal from Switchman that *all* is *clear* before crossing into yard

St. Thomas Yard.

134. The Semaphore on extension of track No. 5 is for the protection of trains pulling in and going out of yard. When arm is extended by day, or red light shown at night, it gives EAST bound trains the right to this track. Switch tenders at East end of yard must *not* allow WEST bound trains to *cross* over *while* Semaphore is at DANGER. Switch tenders at Middle Yard *must not* give SEMAPHORE or *allow* EAST bound trains to pull out until they are *positive* that this *track* is CLEAR, and that Semaphore at EAST end of yard is at safety. All trains will enter and leave the yard with train under FULL control expecting this joint track to be occupied by switch engines or blocked with cars.

Middle Yard.

Speed through Yard.

Passenger trains must not exceed 15 miles per hour between Ross and Church Streets.

Regular freight and extra trains must use 7 minutes between the above points.

West End St. Thomas Yard.

135. East bound Regular Freight and Extra Trains approaching St. Thomas yard after passing the Semaphore at Southwick Street will come to a full stop BEFORE entering the yard UNLESS signalled AHEAD by the Switch tender

Track Tanks.

136. When two passenger trains meet at a station where track tanks are located, the train taking side track, will take water from the stand pipe.

Speed of Trains Niagara Falls

137. All trains or engines will run at a speed *not* to *exceed* six (6) miles per hour, within NIAGARA FALLS *City limits*

Train under control

138. Specials, Regular Freight and Extra trains going East *must* have their train under full control approaching *first* curve west of Welland Draw Bridge, expecting to find a train ahead. Conductors when stopped, will at once comply with Rule 46.

Between Hagersville and Cayuga

139. Regular Freight and extra trains going East will not leave Hagersville or Dufferin until the preceding train has been gone 10 minutes, and must reduce the speed between Hagersville and Dufferin not to exceed 20 miles an hour, and between Dufferin and Cayuga not to exceed 15 miles an hour. All Regular Freight and extra trains going in either direction must have their train under full control approaching the semaphore East and West of Cayuga.

Montrose Yard

140. All EAST bound regular FREIGHT and extra trains approaching Montrose yard after passing the West Semaphore, will come to a full stop *before* entering the yard *unless* signalled *ahead* by the Switchtender.

Montrose Jct. and Falls View

141. Engineers will approach Montrose Junction and Falls View with their train under full control.

Montrose Transfer Trains

142. East bound Transfer trains or yard engines may run from Montrose to Suspension Bridge, N. Y., as per Rule 81, and will not require orders from the Train Dispatcher, but on arrival at Clifton will be governed by the Bridge Dispatcher. West bound Transfer trains or yard engines must obtain orders from the Bridge Dispatcher before

leaving Suspension Bridge, governing their movements on the Cantilever Bridge, but will run between Clifton and Montrose, as per Rule 81, and will not require orders from the Train Dispatcher.

Following Passenger trains

143. No extra train must follow a *Passenger* train BETWEEN MONTROSE and CLIFTON or *pass* any Station BETWEEN these points *until* such *Passenger* train has been gone 10 minutes.

When passed by Passenger Trains

144. Main Line trains, *when passed* by a *passenger* or *special* train *between* Clifton and Windsor, *must* procure orders from the Train Despatcher *before* leaving that Station.

East bound Fort Erie Division trains, when *passed* by a *passenger* or *special* train at Welland, and west bound Fort Erie Division trains, when *passed* by a *passenger* or *special* train at Victoria, *must* procure orders from the Train Despatcher *before* leaving these stations.

Junction Points.

145. All trains will approach St. Catharines and Niagara Central Junction, Montrose Junction, Niagara Junction, Welland Junction, Waterford St. Clair Junction, Oil City Junction, Petrolia Junction and Essex, with *extreme* caution, and engineers of trains running *off branch* lines will *not* proceed until they are *sure* no train is approaching on main track.

JOINT TRACKS.

N.Y.C.&H.RR.

146. When running on the tracks of the New York Central and Hudson River Railroad, between Suspension Bridge and Buffalo, or between Black Rock and Buffalo, Trainmen will be governed by the Time Tables in force and by the Rules and Regulations of the New York Central and Hudson River Rail Road. Conductors and Engineers must provide themselves with copies of the New York Central Time Tables before entering upon their tracks.

It will be the duty of all Train, Yard, and Enginemen, running over N.Y. C. tracks to make themselves thoroughly familiar with the Rules and Regulations in force and to consult, before going on duty, the Books and Bulletin Boards, in or upon which their special orders and notices are published. Michigan Central Trains, when running over the New York Central, will use Eastern Standard Time, which is one hour faster than Central Standard Time. Conductors and Engineers must regulate their watches daily, and compare Time before starting from any such terminal or division point, with the clocks of the New York Central Railroad, and note the difference in time.

All Trains and Engines running on New York Central, between Black Rock and Buffalo (via International Bridge) must come to a full stop before entering upon or leaving the double track at Black Rock, and will not proceed until signalled ahead by the Signalman.

All Trains and Engines must run very carefuly and with train under full control while passing through the "Y," between International Bridge and Black Rock.

Black Rock & Tonawanda.

147. All trains and engines will run VERY SLOWLY and CAREFULLY while *passing* through BLACK ROCK, TONAWANDA and NORTH TONAWANDA, and strict attention must be paid to signs reading, "Look out for trains ahead," erected between Crosscut Junction and Genesee street, and at Black Rock station. ENGINEERS with trains or light engines going north from Buffalo toward Niagara Falls ARE CAUTIONED, when approaching North Tonawanda TO BE ON THE LOOKOUT FOR SIGNAL stationed north of the river bridge which, if displayed, they WILL STOP before running over the the side track that frogs into main track in both directions over the canal and river bridges, and remain until signalled to proceed.

148. Main Line and Niagara Division Trains of SAME class will have EQUAL rights over each other *between* Clifton and Montrose Junction.

149. FORT ERIE Division Trains have RIGHT of Road over NIAGARA Division Trains of SAME CLASS when going in *either* direction.

150. Main Line and St. Clair Division trains of SAME class will have EQUAL rights over each other *between* St. Thomas and St. Clair Junction.

151. ST. CLAIR Division trains have *right* of road *over* PETROLIA and OIL SPRINGS DIVISION trains of *same* class when *going* in *either* direction.

BRIDGES.

152. PASSENGER trains must not *cross* KETTLE CREEK Bridge to *exceed* 15 miles per hour.

FREIGHT and WORK trains must not *cross* GRAND RIVER, KETTLE CREEK Bridges to *exceed* 10 miles per hour.

All Trains over Thames River at Delaware, Sydenham at Bear Creek, 1 mile *west* of Brigden, and 1½ miles *east* of Petrolia Creek at Oil Springs not exceeding 6 miles per hour.

INTERNATIONAL BRIDGE

153. When running between Fort Erie and Black Rock all trains or engines will be governed by the Rules and Regulations of the International Bridge Company, copies of which can be obtained from Bridge Foreman. G. T. R. Int'l Bridge.

The Target at Fort Erie, when placed DIAGONALLY will stop all Trains. When placed HORIZONTALLY, Michigan Central Trains can proceed. The position at night will be indicated by RED LIGHTS.

Every Train or Engine must stop at the Bridge Telegraph Office for a Clearance Order, which will be handed to the Conductor by the Bridge Operator, this Clearance Order to be filled upon back thereof and handed to Operator on arrival at opposite side of River.

The speed of any Train, when crossing any portion of the Bridge or approaches, must not exceed eight miles per hour, viz., three minutes for Main Draw, two minutes for Squaw Island, half-minute for Erie Canal. Total, five and one-half minutes.

Every Freight Train must have two Brakemen on top of Train while crossing, as well as approaching the Bridge at Fort Erie and Black Rock, one of them must ride on rear car, the other on head car, and must remain on top of train after leaving the Bridge, until the street crossings at Black Rock are passed, and until train comes to a full stop. On Passenger Trains, rear Brakemen must ride on rear car while crossing Bridge, keeping sharp look out for signals.

Conductors must be careful in entering the correct number and description of loaded and empty cars on back of their "Clearance Orders," and in no case must a train cross the Bridge exceeding twenty-five ordinary freight cars.

Double-headers will not be allowed to cross the Bridge.

In cases where dead Engines are hauled, care must be taken to see that at least eight cars are placed between each locomotive.

154. Switch lights at Junction of Grand Trunk and Michigan Central tracks at WEST end of INTERNATIONAL Bridge will show as follows :

For Grand Trunk MAIN Line Trains, WHITE.

Michigan Central EAST Bound Trains, PURPLE.

Michigan Central WEST Bound Trains, GREEN.

CANTILEVER BRIDGE

155. The following rules will govern trains when crossing Cantilever Bridge, and must be strictly complied with : Cantilever Bridge.

West bound Transfer Trains must obtain orders from the Bridge Dispatcher before leaving Suspension Bridge.

East bound Passenger Trains, Light Engines, and Transfer Trains will be controlled by the Clifton Semaphore.

All west bound Trains and Engines must keep sharp look out for WEST BOUND Semaphore at east end of Bridge, and when at Danger all Trains and Engines must stop before going on the Bridge, and not proceed until semaphore has been lowered.

All east bound engines or trains will reduce speed to 4 miles per hour while any portion of train is passing over the bridge or approaches.

All west bound engines or trains will reduce speed to 6 miles per hour while any portion of train is passing over the bridge.

While any passenger train is passing over the bridge, no other train or engine will be allowed on any portion of the bridge.

But one train going in the same direction must be on the bridge at the same time.

The bell must be rung on all engines while in motion on the bridge.

naphores have been erected at each end of bridge, to be used to stop
n case anything is seen by the gatemen to be wrong with the train
engine passes them. All trainmen will keep a sharp lookout after
gateman at either end of the bridge, and stop immediately if
is set at danger.

watchmen will examine cars as they pass them, and if they note
ng wrong, they will immediately display the red signal.

The gates will be kept closed, except for the passage of trains, and trains must approach them under full control.

DOUBLE TRACK.

Double Track is in use :—

Between Suspension Bridge, N. Y., and Cayuga..... .....45 5 miles.
Between Springfield and Dutton..... ....32.1 miles.
Between Essex and Windsor..... .....16.0 miles.

HOMMEDIEU,
Assistant General Superintendent,
DETROIT.

ROBERT MILLER,
General Superintendent,
DETROIT.

J. B. MORFORD,
Sup't.
F. P. MACDONALD,
Ass't Sup't

} **Canada and Mich. Midland Divisions** **ST. THOMAS.**