

No. 21.

MICHIGAN CENTRAL RAILROAD

CANADA DIVISION.

TIME TABLE

TO TAKE EFFECT

SUNDAY, JUNE 7th, 1891

AT 9.00 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 Employees only.

See Important changes in Rules 3, 17, 46, 133 and 134.

**Each Employee must study this Time Table carefully
and fully understand it.**

DESTROY ALL FORMER TIME TABLES.

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.

Bell-Cord Signals.

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

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

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

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

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

To reduce speed when train is running: Four strokes of the cab bell.

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 Mail stations to better facilitate the exchange of Mails.

Apply brakes; stop.

Answer to red flag or danger signal.

Off brakes; start.

Answer to white flag or Conductor's bell-cord signal.

Train parted.

Back up.

Calling attention to signals carried.

Call in flagman.

Engineer's call for signals from switchmen, watchmen and trainmen.

Road crossing.

Send flagman out.

Stock alarm.

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.

Torpedo Signals.

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

Stationary and Fixed 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.

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 daggared at that station will stop for passengers.

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.

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 that 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. (For Brakemen. See Rules 13 and 14.)

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 night, carried upon the front of an engine, indicates that another train or engine is following, which has precisely the same rights as the engine bearing the signal, and no more.

Torpedo
Signals.

Color
Signals.

Flag
Stations.

Telegraph
Signal

Red — Signal
of Danger.

Blue and
White Signal
for Track Out
of Order.

Red Signal
on Engine.

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.

Semaphores have been erected on Main Line, East and West of Clifton; West of Niagara Falls; East and West of Montrose Junction; East and West of Perry; East and West of Cayuga Water Tank; East and West of Waterford; East and West of Kingsmill; East end of St. Thomas Yard; West of London and Port Stanley Crossing; East and West of St. Clair Junction; East and West of Iona; West of Essex Centre; East of Round House and East of Windsor Passenger Station.

The Semaphores at Cayuga Water Tank are for the protection of trains when taking water, and must be worked by Conductor.

The Semaphores at St. Clair Junction are for the protection of trains when crossing to and from the St. Clair Division, or through the cross-over switches and when no operator on duty must be worked by Conductor.

On Niagara Division: South of Montrose Junction. The semaphore South of Montrose Junction on Niagara Division will show red between sunset and sunrise.

On Fort Erie Division: West of Victoria and East of Welland Junction. On St. Clair Division: East and West of Air Line Crossing, East and West of Grand Trunk Crossing, East and West of C. P. R. Crossing, Oil City Junction and Courtright Junction.

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 Division Superintendent, and night-watch, condition of semaphore.

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. The Conductors of all trains stopped by semaphore or other signals must at once take measures to protect the rear end of their trains as per Rule 46.

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.

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.

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 minutes. 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.

14. "Brakemen 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."

A single explosion will indicate that the train has passed the Brakeman, 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 Brakeman has been recalled; and, in this case, the Train will move slowly forward until it shall be learned that the obstruction is removed.

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.

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

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.

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, excepting where Interlocking has been erected and rule provides for, 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. 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.

Main Line

Cayuga Tank.

Niagara Div.

Fort Erie Div.

St. Clair Div.

Semaphore
Signals
Protect Rear
of Trains.

Look Out for
Any Signals.

Torpedoes.

Fusee Signals.

Using
Torpedoes.

Torpedo
Signals.

When Train
has been stopped

Supply of
Torpedoes,
and Fusees

Wet
Torpedoes.

Stop at R. R.
Crossings and
Drawbridges.

Railroad Crossings.

Main Line.

17. New York Central and Hudson River Rail Road—Crossing 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—one half mile East of Welland, Canfield, Hagersville, Pt. Dover Junction, West of Yarmouth, and West of St. Thomas Yard.

Erie and Huron Railway—at Fargo.

Niagara Division

Grand Trunk Railway—one and one quarter miles North of Clifton.

St. Clair Div.

Grand Trunk Railway—one and one half miles West of St. Clair Junction.

Grand Trunk Railway—at Appin Crossing.

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

Erie and Huron Railway—East of Courtright.

Leamington Div.

Lake Erie, Essex & Detroit River Ry., at Leamington.

Amherstburg Div.

Lake Erie, Essex & Detroit River Ry. at McGregor.

The crossings at St. Catharines and Niagara Central Junction, Hagersville, Pt. Dover Junction, and Lake Erie, Essex and Detroit River Railway, at McGregor and Leamington, are controlled by Targets which when placed PERPENDICULARLY will allow Michigan Central Trains to pass. Balance of Crossings 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.

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

Main Line

Lake Erie, Essex and Detroit River Railway, at Pelton Xing.

Erie and Huron Railway at Fargo,

Drawbridge over Welland Canal at Welland

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



When the arm on Distant Semaphore Posts is in a horizontal position (see cut), or showing (Michigan Central Blue) Light by night, it indicates *Caution*, and a train passing it must be under full control and 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 arms on a Semaphore Post, the upper arm controls the right hand track.

When clear signals are shown the speed of Passenger trains must be reduced to 12 miles, and freight trains to 8 miles per hour, except at WELLAND DRAWBRIDGE where Rule 20 must be observed.

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 electrically 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, 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.

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.

Meaning of Target Signal.

DRAW BRIDGES.

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 Montrose—Chippawa Creek.

At Welland—Welland Canal.

At Chippawa—Chippawa Creek.

Main Line.

Main Line.

Niagara Div.

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

CANADA DIVISION.

Between	Distance in Miles between Stations.	MILES PER HOUR.					
		15	18	20	25	30	35
		Time in Minutes between Stations.					
Windsor and Round House.....	1.4	5	4	4	3	3	2
Round House and Pelton Xing....	5.7	23	19	17	14	11	9
Pelton Xing. and Maidstone Cross	4.4	18	15	13	11	9	7
Maidstone Cross and Essex.....	4.5	18	15	13	11	9	7
Essex and Woodslee.....	5.6	22	19	17	13	11	9
Woodslee and Ruscomb.....	3.9	16	13	12	9	8	7
Ruscomb and Comber.....	5.0	20	17	15	12	10	9
Comber and Tilbury.....	6.6	26	22	20	16	13	12
Tilbury and Fletcher.....	6.9	28	23	21	16	14	12
Fletcher and Buxton.....	4.1	16	14	12	10	8	7
Buxton and Charing Cross.....	6.2	25	21	19	15	12	11
Charing Cross and Fargo	2.4	10	7	7	6	5	4
Fargo and Harwich.....	5.0	20	17	15	12	10	9
Harwich and Ridgetown.....	5.9	24	20	18	14	12	10
Ridgetown and Highgate.....	5.6	22	19	17	13	11	9
Highgate and Muirkirk.....	2.2	9	7	7	5	4	4
Muirkirk and Taylor	2.5	10	8	7	6	5	4
Taylor and Rodney.....	3.4	14	11	10	8	7	6
Rodney and Bismark.....	4.4	18	15	13	11	9	7
Bismark and Dutton	6.6	26	22	20	16	13	12
Dutton and Iona.....	5.9	24	20	18	14	12	10
Iona and Shedden	3.9	16	13	12	9	8	7
Shedden and St. Clair Junction..	4.9	20	16	15	12	10	8
St. Clair Junction and St. Thomas	4.2	17	14	13	10	8	7
St. Thomas and Yarmouth Xing..	3.7	15	12	11	9	7	6
Yarmouth Xing. and Kingsmill..	4.2	16	14	12	10	8	7
Kingsmill and Aylmer.....	2.7	11	9	8	6	5	5
Aylmer and Springfield.....	2.5	10	8	7	6	5	4
Springfield and Brownsville.....	5.7	23	19	17	14	11	9
Brownsville and Tilsonburg.....	5.6	22	19	17	13	11	9
Tilsonburg and Cornell.....	5.4	22	18	16	13	11	9
Cornell and Hawtrey.....	5.1	20	17	15	12	10	9
Hawtrey and Pt. Dover Junction	1.2	5	4	4	3	2	2
Pt. Dover Junction and Windham	4.1	16	14	12	10	8	7
Windham and Waterford.....	6.6	26	22	20	16	13	12
Waterford and Villa Nova.....	4.9	20	16	15	12	10	8
Villa Nova and Townsend.....	2.3	9	8	7	6	4	4
Townsend and Hagersville.....	5.5	22	18	17	13	11	9
Hagersville and Dufferin	4.1	16	14	12	10	8	7
Dufferin and Cayuga.....	5.9	24	20	18	14	12	10
Cayuga and Canfield.....	6.4	26	21	19	15	13	11
Canfield and Attercliffe.....	7.4	29	25	21	17	15	12
Attercliffe and Montague.....	5.6	22	19	17	13	11	9
Montague and Perry	2.6	10	9	8	6	5	4
Perry and Welland	9.2	36	30	28	22	18	16
Welland and Montrose.....	10.2	41	34	31	24	20	17
Montrose and Montrose Junction	1.1	4	3	3	2	2	2
Montrose Junction and Falls View	0.3	1	1	1	1	1	1
Falls View and Niagara Falls....	1.1	4	3	3	3	2	2
Niagara Falls and Clifton.....	1.2	5	4	4	3	2	2

AMHERSTBURG DIVISION.

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

ST. CLAIR DIVISION.

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

PETROLIA DIVISION.

Between	Distance in Miles between Stations.	MILES PER HOUR					
		15	18	20	25	30	35
		Time in Minutes between Stations.					
Petrolia and Petrolia Junction...	5.0	20	17	15	12	10	9

NIAGARA DIVISION.

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

FORT ERIE DIVISION.

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

LEAMINGTON DIVISION.

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

AMHERSTBURG DIVISION.

TRAINS WEST.					Length of Siding in Feet.	Miles from Essex Centre.	STATIONS.	Miles from Amherstburg.	Telegraph Stations.	TRAINS EAST.				
1st Class Trains.										1st Class Trains.				
119 A	117 A	115 A	113 A	111 A						110 A	112 A	114 A	116 A	118 A
		Accom.	Accom.	Accom.						Accom.	Accom.	Accom.		
		P.M.	P.M.	A.M.						A.M.	A.M.	P.M.		
.....	6.00	12.25	6.25	8,464		D. Essex A	15.7	N	5.50	9.40	5.20	.....	.....
.....	6.10	12.38	6.38	1,410	4.3	. . . . . Edgars.	11.4	D	5.39	9.29	5.00	.....	.....
.....	6.18	12.48	6.46	.....	7.2	L. E. E. & D. R. Xing	8.5	.....	5.32	9.23	4.42	.....	.....
.....	6.20	1.05	6.48	3,013	7.9	. . . McGregor.	7.8	D	5.30	9.20	4.40	.....	.....
.....	6.35	1.20	7.03	18,670	14.8	. . Engine House. . .	0.9		5.15	9.05	4.25	.....	.....
.....	6.40	1.25	7.08	.....	15.7	A. . . Amherstburg. . . D	.....	D	5.10	9.00	4.20	.....	.....
		P.M.	P.M.	A.M.						A.M.	A.M.	P.M.		

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

Nos. 110, 111, 112, 113, 114 and 115 daily, except Sundays.

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

LEAMINGTON DIVISION.

TRAINS NORTH.					Length of Siding in Feet.	Miles from Sea Cliff Park.	STATIONS.	Miles from Comber.	Telegraph Stations.	TRAINS SOUTH.				
1st Class Trains.										1st Class Trains.				
136 A	134 A	132 A	130 A							131 A	133 A	135 A	137 A	
	Mail and Accom.	Detroit Accom.	Mail and Accom.			Mail and Accom.	Leam. Accom.	St Thomas Accom.						
	P.M.	A.M.	A.M.			A.M.	A.M.	P.M.						
						Sea Cliff Park (Lake Erie)	15.9							
	4.30	8.15	5.40	955	2.1	D. Leamington A	13.8	7.25	10.20	6.40				
	4.31	8.16	5.41		2.5	.. L.E.E. & D.R. Xing ..	13.4	7.24	10.19	6.39				
	4.38	8.22	5.49	125	5.3	..... Lewiston.	10.6	7.13	10.09	6.32			
	4.43	8.27	5.54	440	7.1	..... Blytheswood.	8.8	7.07	10.03	6.27			
	4.48	8.32	5.59		8.8	..... Oakland.	7.1	7.02	9.57	6.23			
	4.53	8.37	6.04	645	10.5	..... Staples	5.4	6.57	9.47	6.19			
	4.59	8.50	6.10		12.6	..... Rosslyn.	3.3	6.50	9.40	6.14			
				100	13.6	..... Pettit's Mill.	2.3						
	5.10	9.05	6.20	4,374	15.9	A. Comber. D		N	6.40	9.30	6.05			
	P.M.	A.M.	A.M.					A.M.	A.M.	P.M.				

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

Nos. 130, 131, 132, 133, 134 and 135 daily, except Sundays.

Leamington Division trains will have the right of Road over *Each other*.

LONDON DIVISION.

TRAINS SOUTH.								Miles from London.	STATIONS.	Miles from St. Thomas.	Telegraph Stations.	Telegraph Cable.	TRAINS NORTH.							
3rd Class.	First Class.												First Class.							2nd Class
16	14	12	10	8	6	4	2						1	3	5	7	9	11	13	15
Freight.	M. C. R.	Accom.	M. C. R.	Mail	M. C. R.	Accom.	Mail.						Accom.	M. C. R.	Mail.	Accom.	M. C. R.	Mail.	M. C. R.	Mixed.
A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.					A.M.	A.M.	P.M.	P.M.	P.M.				
7.30	1.25	8.50						D LONDON, M.C.R. A	D	M.C.	11.00	5.40	7.25							
6.20	6.00	1.50	8.30	5.40				... London, G.T.R. ...	14.96	N K2	6.20	1.10	4.35	10.15	5.55					
7.35	1.30	8.55						LONDON JUNCTION	14.48	N B.D	10.55	5.35	7.20							
* 6.40	* 7.48	6.16	* 1.38	2.03	* 9.04	8.42	* 5.51	4.96	... Westminister ...	10.00		6.09	* 10.45	12.56	4.22	* 5.24	* 10.05	* 7.07	* 5.42	
6.57	* 7.58	6.27	* 1.45	2.12	* 9.13	8.50	6.01	9.32	.....Glanworth.....	5.64	D R.O	6.01	* 10.86	12.48	4.13	* 5.17	* 9.56	6.57	5.28
7.12	* 8.08	6.35	* 1.51	2.20	* 9.20	8.59	* 6.09	13.07	...Yarmouth...	1.89		5.54	* 10.29	12.40	4.05	* 5.06	* 9.50	* 6.47	* 5.16	
7.25	8.15	6.40	1.55	2.25	9.25	9.05	6.13	14.96	..St. Thomas, G.T.R..		N S.M	5.50	10.25	12.35	4.00	5.00	9.45	6.40	5.10	
	8.25		2.00		9.30				ST. THOMAS, M.C.R.		N K		10.15			4.50		6.30		
A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.		A.		D.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	

†† No Side Tracks.

* Do not stop.

Trains between St. Thomas and London will use Eastern Standard time. The time shown in this Time-Table is "Central Standard" time.

Trains will be run between St. Thomas and London by the Rules and Regulations of the Grand Trunk Railway. Conductors and Engineers must provide themselves with copies of the Grand Trunk Time Tables before entering on the tracks of the Grand Trunk Railway.

See Special Grand Trunk Rule No. 4. No train must leave either London, London Junction, or St. Thomas when a train of the same class is due, unless instructions in Time Table give right of track to a specified meeting place, or a meeting order is received in writing from the Superintendent through the train despatcher.

Michigan Central trains will enter upon and leave the London and Port Stanley tracks at the "Y" switch, north of the Michigan Central crossing at St. Thomas. That portion of the track between the Loop Line crossing and the extreme South Semaphore, South of the Michigan Central crossing, will hereafter be considered within the yard limits at St. Thomas, and all trains and engines must run carefully when passing over this portion of the track. Michigan Central trains must stop at the Junction, and not leave the Y Switch to go on the London and Port Stanley Line until the track is seen and known to be clear, and the proper All Right signals are given by the Talbot street crossing watchman, who will have charge of the Switch.

Michigan Central trains in both directions must register at St. Thomas, and trains going north must obtain train orders at St. Thomas as called for by Special Grand Trunk Rule 16.

ST. CLAIR DIVISION.

TRAINS WEST.								TRAINS EAST.							
2nd Class.			1st Class.			Length of Sidings in Feet.	Miles from St. Thomas.	STATIONS.	Miles from Courtright.	Telegraph Stations.	1st Class.		2nd Class.		
89	87	85	83	81 A	80 A						82	84	86	88	
Mixed.	Mixed.	Mixed.		St. Clair Express.							St. Thomas Express.		Mixed.	Mixed.	Mixed.
		A.M.		P.M.							A.M.		P.M.		
		5.00		4.35	12.717	D	ST. THOMAS A	66.4	N		10.00		2.35		
		5.20		4.50	1,650	4.2	St. Clair Junction.	62.2	N		9.45		2.15		
		5.24		4.53		5.4	Air Line Crossing	61.0			9.42		2.05		
		5.33		5.02	778	9.4	Southwold	57.0			9.33		1.52		
		5.45		5.10	113	13.5	Delaware	52.9			9.24		1.41		
		6.05		5.22	1,450	19.3	Melbourne	47.1			9.13		1.25		
		6.15		5.29		22.3	G.T.R. Appin Xing	44.1			9.06		1.15		
		★ 6.20		★ 5.34		24.5	C. P. R. Xing.	41.9		★	9.01		★ 1.05		
		6.35		5.44	290	29.9	Walkers	36.5			8.51		12.48		
		6.45		5.56	1,900	35.3	Alvinston	31.1	D		8.39		12.30		
		7.18		6.07	1,783	40.9	Inwood	25.5	D		8.28		12.05		
		7.24		6.10	1,614	42.3	Weidman	24.1	D		8.25		11.55		
		7.33		6.14	633	43.8	Glen Rae	2.0			8.21		11.45		
		7.53		6.24		48.1	Oil City Junc.	18.3			8.11		11.27		
		7.55		6.27	1,908	48.2	OIL CITY	18.2	D		8.10		11.25		
		8.13		6.32	1,121	50.2	PETROLIA JUNC.	16.2			8.03		11.10		
		8.23		6.42	2,400	56.6	Brigden	9.8	D		7.51		10.55		
		8.38		6.48		59.8	Kimballs	6.6		†	7.44				
		9.05		6.58		65.8	Courtright Junc.	.6			7.32		10.32		
		9.10		7.00	2,563	66.4	A. COURTRIGHT.	D	D		7.30		10.30		
		A.M.		P.M.							A.M.		A.M.		

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

Nos. 80, 81, 84 and 85, daily, except Sundays.

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

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

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

No. 80 will wait at Oil City for No. 91.

PETROLIA AND OIL SPRINGS DIVISIONS.

TRAINS WEST.					STATIONS.	Miles from Petrolia.	Telegraph Stations.	TRAINS EAST.				
2nd Class.		1st Class.		Length of Siding in Feet.				Miles from Eddys.	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.			
	10.30			1390	D....EDDYS....A	12.2			9.50			
	10.30			2900	2.9 ....Oil Springs....	9.3 D	7.40	6.35	9.40			
	10.40	6.45	7.50		5.2 ...OIL CITY JUNC...	7.0	7.30	6.24	9.25			
	10.50	6.53	7.58		5.3 .....Oil City.....	6.9 D	7.28	6.18	9.24			
	10.51	6.55	8.00	1908	5.3 .....PETROLIA JUNC..	4.9	7.23	6.13	9.15			
	11.25	7.00	8.08	2809	7.3 A PETROLIA D	D	7.10	6.00	9.00			
	11.35		8.16									
	11.55	7.15	8.35	1344								
	A.M.	P.M.	A.M.				A.M.	P.M.	A.M.			

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

Nos. 90, 91, 92, 93, 94 and 95 daily, except Sundays.

MICHIGAN MIDLAND DIVISION.

TRAINS WEST.				Length of Siding in Feet.	Miles from St. Clair.	STATIONS.	Miles from Ridgeway.	Telegraph Stations.	TRAINS EAST.			
1st Class Trains.									1st Class Trains.			
127	125	123	121						120	122	124	126
		Detroit Accom.	Detroit Accom.						St. Clair Express	St. Clair Express.		
		P. M.	A. M.									
.....	4.00	7.35	1,500		D. So. ST. CLAIR A	15.0		10.00	5.55	.....
.....	4.20	7.55		8.0	.... Adair	7.0		9.35	5.35	.....
.....	4.40	8.15	1,000	15.0	A. .. LENCE. .. D			9.15	5.15	.....
		P. M.	A. M.						A. M.	P. M.		

Nos. 120, 121, 122 and 123, daily, except Sundays.

NIAGARA DIVISION.

TRAINS SOUTH							Length of Siding in feet.	Miles from Niagara.	STATIONS.	Miles from Fort Erie.	Telegraph Stations.	TRAINS NORTH.						
1st Class Trains.												1st Class Trains.						
63	61 B	59 B	57 B	55 A	53 A	51 A						50 A	52 A	54 A	56 B	58 B	60 B	62
	St. Cath Express	St. Cath Express	St. Cath. Express	Buffalo Express	Buffalo and St. Cath. Ex.	Buffalo & St. Cath. Ex.				Toronto & St. Cath. Ex.	Toronto Express.	Toronto & St. Cath. Ex.	St. Cath. Express	St. Cath. Express	St. Cath. Express			
	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.				A. M.	P. M.	P. M.	A. M.	P. M.	P. M.			
				6.05	12.30	8.20	900		D. NIAGARA A ON-THE-LAKE...	29.0	D	7.30	12.20	4.50				
								1.1	CHATAQUA JUNC.	28.5								
								2.1	PARADISE GROVE	27.5								
				8.20	12.43	8.35	400	6.3	Queenston	23.3		7.15	12.05	4.35				
				† 8.29	† 12.49	† 8.44	736	10.0	Stamford	19.6		† 7.07	† 11.54	† 4.24				
	6.30	12.50	8.45	* 6.35	* 12.55	* 8.50	940	12.0	ST. C. & N. C. JUNC.	17.6	D	* 7.02	* 11.48	* 4.18	9.18	4.23 7.38		
	6.33	12.53	8.48	6.38	12.58 1.03	8.53	2,800	12.7	Clifton	16.9	N	7.00	11.45	4.15	9.15	4.20 7.35		
				8.44	1.09	8.59	940	13.9	NIAGARA FALLS	15.7	D	6.54	11.39	4.09				
				8.46	1.13	9.01		15.0	Falls View	14.6		6.52	11.36	4.06				
				8.49	1.18	9.04							11.33	4.03				
				8.51	1.20	9.06		15.3	MONTROSE JUNC.	14.3		6.50	11.32	4.02				
				8.57	1.27	9.11	540	17.0	Chippawa	12.6	D	6.44	11.27	3.57				
				7.11	1.40	9.23	175	28.8	Black Creek	6.8		6.34	11.16	3.46				
				7.19	1.50	9.31	15,340	27.5	NIAGARA JUNC.	2.1		6.27	11.09	3.39				
				* 7.23	* 1.56	9.34	39,127	28.8	Victoria	0.8	N	* 6.24	* 11.06	† 3.30				
				7.27	2.02	9.37	1,050	29.0	Fort Erie		D	6.20	11.03	3.33				
				7.32	2.10	9.42			Black Rock		N	6.15	11.00	3.30				
				7.35		9.45							10.55	3.25				
				7.50	2.25	10.00			A. BUFFALO... D		N	6.00	10.40	3.10				
	P. M.	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.

Nos. 50, 51, 52, 53, 54, 55, 56, 57, 58 and 59 daily, except Sundays.

Nos. 60 and 61 Wednesdays and Saturdays only.

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

Clifton Yard extends from Clifton Station to St. C. & N. C. Junction.

No. 53 will not require orders to run from Niagara Junction to Black Rock ahead of No. 72.

See Fort Erie Division Trains.

FORT ERIE DIVISION.

TRAINS WEST.						STATIONS.	Miles from Welland.	Telegraph Stations.	TRAINS EAST.					
2nd Class		1st Class.			Length of Siding in feet.				Miles from Fort Erie.	1st Class.		2nd Class		
79	77	75 A	73 A	71 A						70 A	72 A	74	76	78
Way Freight.	Fort Erie Accom.	Chicago Express	American Express.	Mail				Mail.	American Express.	Fort Erie Accom.	Fort Erie Accom.	Way Freight.		
A.M.	A.M.	P.M.	A.M.	A.M.				P.M.	P.M.	P.M.	P.M.	P.M.		
.....	.....	11.00	8.45	5.00			D...BUFFALO...A	N	7.10	2.15	.....	.....
.....	.....	11.15	9.00	5.18			...BLACK ROCK...N	N	6.52	1.57	.....	.....
.....	.....	.....	9.05	5.24			...PORT ERIE...D	D	6.48	1.53	.....	.....
.....	11.30	11.20	9.10	5.28	1,050		...Victoria...N	N	6.43	1.47	12.35	.....	
5.40	11.35	* 11.25	* 9.13	5.31	39,127	0.8	...NIAGARA JUNC...N	N	6.38	* 1.42	12.30	.....	
5.45	11.40	* 11.28	9.16	5.34	15,340	2.1	...OLD PORT ERIE...N	N	6.33	1.38	12.25	.....	
.....	11.59	.....	.....	.....	.....	5.0	.....	.....	.....	12.05	.....	.....
6.00	.....	* 11.30	* 9.24	5.43	4,239	7.2	...Stevensville...D	D	6.22	* 1.27	.....	4.17
† 6.12	.....	.....	.....	5.50	.....	10.7	...Netherby...N	N	6.16	.....	.....	4.03
6.19	.....	* 11.44	* 9.32	5.55	4,180	12.0	...Brookfield...N	N	6.10	* 1.15	.....	3.55
6.35	.....	11.54	9.40	6.08	5,221	17.4	A...WELLAND...D	N	6.00	1.05	.....	3.40
A.M.	A.M.	P.M.	A.M.	A.M.					P.M.	P.M.	P.M.	P.M.		

* Do not stop. † Flag Station, stop only for passengers to get on or off. D, Day, and N, Night and Day Telegraph Stations.

Nos. 70, 71, 74, 75, 77, 78 and 79, daily, except Sundays. Nos. 72 and 73 daily, except Mondays.

No. 77 will run to Old Fort Erie regardless of No. 74.

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

See Niagara Division Trains

Nos. 6, 10 and 20 daily. Nos. 8, 12, 14 and 40 daily, except Sundays. No. 32 daily, except Mondays. Nos. 8 and 14 will take siding for all first class trains, except No. 7. No. 8 will not require orders to run from St. Clair Junction to St. Thomas ahead of Nos. 32 or 50. No. 40 will carry passengers. St. Thomas yard extends from first Overhead Bridge west of Air Line Crossing to Kettle Creek Bridge. Windsor yard extends from end of tangent west of Pelton to Passenger Station at Windsor Slip. Trains will be run between Susp. Bridge N. Y., and Buffalo, by the RULES and REGULATIONS of the New York Central and Hudson River N. R. Montrose yard extends from Montrose Junction to Montrose Draw Bridge. See St. Clair Division trains

RULES AND REGULATIONS.

Employees.	RULE 21. All persons upon entering the service of the Company will be furnished with a copy of the regulations, with which it will be their duty to make themselves fully acquainted, and they shall also make themselves thoroughly familiar with the time tables in force, and all special instructions issued by the Heads of Departments from time to time, as a strict obedience of them in every particular will be required. Special orders issued by the Heads of Departments will be kept for trainmen and yardmen in a book or on a bulletin board for that purpose at Clifton, Montrose, Fort Erie, Victoria, St. Thomas, Leamington, Round House, Windsor, Detroit, Engine House, Amherstburg, and So. St. Clair; for employees of the Locomotive Department on bulletin boards or books in the Engine Houses at Niagara-on-the-Lake, Montrose, Victoria, St. Thomas, Leamington, Round House, Engine House, and So. St. Clair. All employees connected with the movement of trains or engines, including yard and construction trains, must examine <i>daily</i> the books or bulletin boards upon which the special orders are published, before going on duty. In case employees have any doubt as to the meaning of any order, it is their duty to apply to the Head of their Department for explanation of the same. THE USE OF INTOXICATING LIQUORS IS FORBIDDEN UNDER ANY CIRCUMSTANCES.	It is customary, where flat cars are loaded with lumber, logs and other freight of like nature, for the shippers of such freight to furnish the stakes. It is the duty of all trainmen and switchmen to examine such stakes before moving the cars, and if it shall appear that such stakes are insufficient, or not in good order, they are instructed to decline to move the cars until proper stakes shall have been furnished.	Loading Cars with Lumber, Logs, Etc.
Obedience to Instructions.		At many of the stations on the road there are cattle guards within station limits. Trainmen and switchmen working about yards or at such stations are required to exercise great care to avoid injury in passing over such cattle guards.	Cattle Guards.
Special Orders		Attention is also called to the necessity of equal care in working about switches at stations and in yards to avoid injury by having feet caught in frogs, switches and guard rails.	Switches and Frogs.
Devote Time to Company's Service.	22. All persons employed by the Company are to devote themselves exclusively to the Company's service; residing at whatever place may be appointed; attending at such hours as may be required; and paying prompt obedience to all persons in authority over them.	Jumping on or off cars or engines in motion, entering between cars in motion to couple or uncouple them, and all similar imprudences, are forbidden.	Jumping On and Off.
Leave of Absence.	They are not allowed to absent themselves from duty, without first obtaining leave from their Division Superintendent. Their pay while absent will be stopped.	Every employee is required to exercise the utmost caution to avoid injury to himself or fellow employees, especially in coupling, switching or other movements of cars and trains.	Exercise Caution.
Each Employee to have and Understand Time Card and Rules.	23. Heads of Departments must know that all their subordinates are furnished with each issue of the time card before the same shall have taken effect, and will require receipt from them for the same. They must also know that the rules are read and understood. Due notice of the issue of a new time card must be given by special order as required by Rule No. 21, and the Chief Dispatcher of each Division must advise all telegraph offices by telegraph of the new card being issued before the same shall take effect.	Car repairers and other employees who have occasion to work on or about cars are strictly forbidden to commence work on any car, the nature of which requires them to place themselves in a position on, under or about the car, whereby its movement on the track could result in injury to them, without first properly protecting themselves with a red flag or flags by day, or red lights at night.	
No Outside Business.	Each Time Table, from the moment it takes effect, supercedes the preceding Time Table, and trains shall be run as directed thereby, subject to the rules. All regular trains on the road running according to the preceding Time Table shall, UNLESS OTHERWISE DIRECTED , assume the times and rights of trains of corresponding numbers on the new Time Table.	All employees must bear in mind that under the Telegraph System of working the Road, a train may be expected at any moment, and thus the necessity of the strictest watchfulness on the part of all.	Look out for Trains.
Uniforms	24. No employees of the Company are allowed to engage in trade, either directly or indirectly, for themselves or others, without special permission from the General Superintendent or Assistant General Superintendent. They are strictly forbidden to receive any fee or reward from the public, under any pretense whatever.	SPECIAL INSTRUCTIONS. To Station Agents.	
Care in Coupling Cars, Passing Under Bridges, and Avoidance of Carelessness.	25. Depot Masters, Passenger Conductors, Brakemen and Baggage Men, Station and Ticket Agents, Operators, Station Baggage Masters and Porters must provide themselves with full uniforms, Freight Conductors and Brakemen with badges, and must always wear them when on duty.	27. Station Agents are required to see that all the rooms, platforms and railroad grounds at their stations are kept neat and clean, and no waste made of supplies of any kind, and that cars are left far enough in on side track to stand parallel with and clear the Main Track, and that doors of cars on side tracks are kept closed, and that cars are secured by brakes or other wise so they cannot be blown on to Main track.	Station Ground
Ladders on Cars.	26. Great care must be exercised by all persons when coupling cars. Inasmuch as the coupling apparatus of cars and engines cannot be uniform in style, size or strength, and is liable to be broken, and from various causes, renders it dangerous to expose the hands, arms or persons of those engaged in coupling, all employees are ENJOINED , before coupling cars or engines, to examine so as to know the kind and condition of draw head, draw-bar, bumper, link and coupling apparatus, and to report any car or engine with a defective coupling to the Yard Master or Conductor, and are prohibited from placing in the trains any car with a defective coupling until they have first made such report of its defective condition.	They will also give particular attention to Semaphores. During snow and sleet storms, or when the snow is drifting, the cable and gears must be kept clear of snow and ice. At night the Watchman must see that it is done. This is important and must be strictly observed.	Care of Semaphores.
Freight Projecting Over end of Cars.	Coupling by hands is strictly forbidden in all cases, and each Yard Master, Switchman, Brakeman, or other employee, who may be expected to couple cars, is required at all times to use a stick for that purpose. Sticks will be furnished on application to the Train Master of the Division.	28. When switches are not actually in constant use, they should be PROPERLY SET AND LOCKED . Station Agents must be more than ordinarily careful to see, just before Express Trains are due to arrive, which are not timed to stop at their station, that switches are right and one or more signal men placed in the most conspicuous place where signal can be seen by engineer of expected train, with white flag by day and white light by night, to show that all is clear. At night the watchman on duty must know before express trains are due to arrive which do not stop, that switches are right and locked on main track. See Rule No. 5.	Setting up and Locking Switches.
	Extreme care must be taken by all employees riding on top of freight cars in passing under BRIDGES. The cars running over the road are of different heights, some of them not allowing a man to stand on them while passing under bridges. All employees must carefully inform themselves on this point, and take care to avoid injury to themselves from this cause.	To Trackmen.	
	The Montrose and Chippawa Draw Bridges, over Chippawa Creek and Black Bridge, half mile north of Stamford, will not clear the heads of trainmen standing on top of any freight car.	29. When the track is out of order and must be run over slowly, a blue and white flag 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. Where the track is impassable on main line between Windsor and Suspension Bridge, a Flagman must be sent out in both directions, with red flag and torpedoes by day, and red light and torpedoes by night, to flag approaching trains, as per rule 46. On other divisions where the track is impassable, a red flag must be placed in centre of track in both directions 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. On double as well as on single track, a red flag and torpedoes must be placed as above, in both directions from the impassable point.	When Track is Out of Order.
	Many of the foreign and line cars running over this road are not equipped with ladders like those on Michigan Central cars, some having the ladders on the ends, others on the sides, some having stirrups on the bottom of the car bodies and others without. Trainmen and switchmen will examine the ladders of all cars and note the situation and condition before making use of same.	30. At all times, whether a train is due by the card or not, 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 man must be sent in each direction with a red flag, which he must keep displayed between the tracks at least twenty-five telegraph poles from the spot, and two torpedoes must be placed ten telegraph poles beyond the flag.	Flagging Trains when Rails are Out.
	In the loading of lumber, rails, iron and other articles of like nature, it will frequently happen that the same will project over the ends of flat, coal or box cars. The attention of trainmen and switchmen is directed to this fact, and they are required to notice the manner in which such cars are loaded before attempting to couple or handle the same.	31. At all times, where work is going on that renders the track in the least degree unsafe for trains to pass at their usual speed, the blue and white flag must be set twenty-five telegraph poles from the spot in each direction, and placed upon Engineer's side of the track.	Flagging Trains for Unsafe Track.
		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.	Track Jacks.
		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.	Sand on Road Crossings.

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 same direction, they must keep at least two telegraph poles apart. No one except employees will be allowed to ride on hand cars.	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.	Reporting Casualties.
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.	46. When track is obstructed, Conductor will immediately send back Brakeman 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 Brakeman 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 Brakeman's signals, will immediately sound the whistle, as per Rule 3.	If Track is Obstructed.
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.	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.	Replacing Bridge and Track flags.
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.	47. When a Brakeman is recalled, in case there is not a clear view for the distance of Ten Telegraph Poles, in the rear of train, the train should be moved ahead, starting immediately on the sound of the whistle recalling the Brakeman, 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.	Recalling Brakeman.
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.	48. Engineers and Firemen 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.	Engineers and Firemen Look Back.
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. 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 sudden changes in weather.	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.	Breaking Train in two.
Repair Men.	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.	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.	One train helping another.
To Trainmen and Engineers.			
Trains Run Under Conductor's Order	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.	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.	Provide Trains.
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.	52. Conductors will not leave a Terminal Station, or pass any Division or Junction points, without knowing that all overdue trains, which would affect their rights, have arrived. Engineers will ask their Conductor if all over due trains have arrived.	Conductors Must go to Telegraph Office.
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.	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 Must Know of Trains Overdue.
Cover Red Lights on Way Car.	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.	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.	At the Brakes.
Head Lights on Engines.	42. No train will be run from one station to another with the engine behind it.	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.	Conductors at Rear End.
No Train to Run with Engine in Rear.	43. Each Passenger Train 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 train has come to a stop.	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.	Backing Trains over Road Crossings.
Bell Cord of Passenger Train.	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.	56. CROSSING SIGNALS, THE BELL MUST BE RUNG 80 RODS DISTANT FROM, AND UP TO, EACH ROAD CROSSING, AND ALWAYS WHEN MOVING ABOUT STATIONS.	Blocking Highway Crossings.
Running Switch.	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.		Ringling Bell at Road Crossings.
Engines taking water.			

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.

Keep Away
From Switch.

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

Examine
Switch Points.

Employees turning switches must *closely* examine all switch points, and know that the points come close to the inside of main rail.

Reporting
Number of
Cars, 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.

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.

Seating Pas-
sengers, etc.

60. Conductors of Passenger trains 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 and Cab bell tested from rear of trains 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 Con-
ductor's Air
Brake Valve.

Before starting from terminal stations, or when 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 Passenger 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.

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 Dispatcher's office of the Division that their train is laid up.

Report Delays
Passenger.

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

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 Dispatcher 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*.

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.

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 employees when sent by them on such special duty as will necessitate their riding on the engine.

Riding on
Engines.

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.

Engine Tools.

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 should Engineers 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.

Whistle and
Bell at
Stations.

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.

Caution
Approaching
Switches

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.

Speed
Approaching
Stations.

74. Unless otherwise ordered by Train Dispatchers no special train will be allowed to run over any portion of the road at a rate of speed exceeding 35 miles per hour.

Speed of
Excursion or
Special Pas-
senger trains

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.

Avoid Killing
Stock

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

Close Ash
Pan.

77. Engineers must test the air brake 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.

Test Air
Brakes Before
Stopping.

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

Torpedoes and
Fuses on
Engines.

MOVEMENT OF TRAINS.

General Rules.

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, Engine House, 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 employees 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.

Standard
Time.

Compare
Time.

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

All Trains
Register.

All Niagara Division Passenger and Special trains 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 Second Class 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 at Niagara Junction and Welland. Passenger and Special Trains at Fort Erie, and Second Class 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 Centre and Amherstburg.

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 Ridgeway.

All East bound Passenger and Special trains, except such as are starred, at Windsor, Essex Centre, Ridgeway, St. Thomas, and Waterford.

All West bound Second Class and Extra trains at Montrose, Welland, Waterford, St. Thomas and Ridgeway.

All East bound Second Class and Extra trains at Round House, Essex Centre, Ridgeway, St. Thomas, and Waterford.

All Niagara Division North bound Passenger and Special Trains at Fort Erie—and Second Class and Extra Trains at Victoria.

All Fort Erie Division East bound trains at Welland. West bound Passenger and Special trains at Fort Erie, and all west bound Second Class and Extra Trains at Victoria.

All St. Clair Division trains at St. Thomas.

Trains receiving running orders beyond the point where time card 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.

Rights of
Trains.

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 card 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 card 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.

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 Centre.

For Michigan Midland Division, read So. St. Clair.

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 Be-
fore Card Time

84. No train must, under any circumstance, leave a station before its card time, except by special orders from competent authority.

Ahead of Time

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

88. Full-Faced Figures denote that trains are to be met and passed. Meeting and Passing Points Full Faced Figures

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

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.

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 of the superior class train.

91. Trains possessing the right to the road are entitled to the main track at meeting points, but will promptly take 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

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, except at Ridgeway. East-bound trains will use the north and west-bound is the south siding.

South siding at Hawtrex extends to Pt. Dover Junction.

Hawtrex Siding

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.

On Double
Track use
Right Hand
Track.

93. Should a train that is being tagged 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 tagged train, which has the same rights as the tagging train, and no more.

Right of
Flagged
Train.

94. Delayed Passenger trains may regain their card 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.

Speed of
Trains

95. Trains going in the same direction must in no case leave a station within five minutes of each other, except between Windsor and Round House.

Never leave
Within Five
Minutes of
Another Train.

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.

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.

Stopping at
Stations.

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.

When Two
Trains are
Running in
Company.

98. All trains approaching Double Track termini in either direction will reduce speed to six 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.

Approaching
Double Track

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.

Double Track
Stations

SPECIAL INSTRUCTIONS IN REGARD TO MOVING TRAINS BY TELEGRAPH.

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.

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.

Look Out
For Trains.

Moving
Trains by
Special Order.

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

Signature to
Train Order

Telegraph Signals.	102. TELEGRAPH SIGNALS must not be used for any other purpose than an indication of awaiting orders, and must always be so regarded.	Running Ahead of Passenger Train.
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.	Displaying Telegraph Signal.
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.	Telegraph Signal for Special or Extra Trains.
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.	Operator Must Display Signal Before Sending Back "3."
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. "2"—(How do you understand this) "3"—(I understand I am to) "9"—(Correct.) 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, Nov. 16th, '90 C. & E. No.— Clifton. St. Thomas, Nov. 16th, '90 Opr.— Ridgeway.	
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, in 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.	
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 card passenger trains, the word <i>Special</i> 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 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 card freight trains, the word <i>extra</i> must be used to indicate such engine or freight train, as follows:& Engr. Run to.....Extra.	
	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.	
	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. 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.	
	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 Dispatcher can then issue the following order to the operator and get his understanding of it, according to Rule 112: "Take in your telegraph signals. 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 card, 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.	
	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 to get Orders.
	115. Conductors 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."	Conductors Must Have Proper Orders
	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 order from Dispatcher to follow.	A Flagged Train Must Not Use Orders of Train Flagging it.
	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 train thus held must, if the expected train does not get there, WAIT the usual FIVE minutes for safety before proceeding. Trains receiving orders to use time on PASSENGER train will have the right to use up to the time given in the order, and the PASSENGER train must keep at least five minutes behind the time given in the order.	Train With Right to Road Wait Five Minutes. Train ahead of Passenger Train.

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 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, 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 Time
To Protect
Itself.

122. When a SLOW train, moving in ADVANCE of a FAST train by special order, from any cause becomes unable to make its running time, the CONDUCTOR, as soon as he discovers such to be the case, will drop a flag man to warn the train following, and put his train upon the first switch he reaches, there remaining until he has received special orders to proceed, or until he can go ahead in accordance with the rights of his train. This rule, however, can be annulled at the option of the Train Dispatchers.

Running
Behind Card
Time.

123. When a train that is behind its card time receives an order from the Train Dispatcher to run to any point not less than a specified number of minutes behind its card 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 of working trains will not leave for their work until orders have been received from TRAIN DISPATCHER in accordance with rule 105.

Watchfulness
And Obedy
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
Card and Rule

129. SHOULD ANY ONE USING THIS CARD HAVE ANY DOUBTS AS TO ITS MEANING, IT IS THEIR DUTY TO APPLY TO THE SUPERINTENDENT'S OFFICE FOR PROPER EXPLANATION.

Take Safe
Side.

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

Rules
Cancelled

131. All former rules conflicting with the rules of this Time Table are CANCELLED.

LOCAL RULES.

132. All Passenger and special trains will reduce speed to FIFTEEN miles per hour through MONTROSE and WINDSOR yards.

Between west switch at Victoria and Fort Erie,

Trains running over Fort Erie Division MUST approach ALL Switches carefully, and with train under FULL control.

Between east switch at Engine House and Amherstburg.

WEST bound Second Class and Extra trains 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 Second Class and Extra trains must come to a full stop and obtain signal from Switchman that all is clear before crossing into yard.

133. All trains will approach St. Catharines and Niagara Central Junction, Montrose Junction, Niagara Junction, Welland Junction, St. Clair Junction, Oil City Junction, Petrolia Junction, Comber, Essex and curve west of Essex with extreme caution, and engineers of trains running off these branch lines will bring trains to a dead stand at least 100 feet from switch and not proceed until they are sure no train is approaching on main track. Second class Special and Extra trains on main line must also come to a dead stand before crossing these junction switches.

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

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.

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

All EAST bound FREIGHT trains approaching Montrose yard after passing the West Semaphore, will sound four long whistles and come to a full stop before entering the yard unless signalled ahead by the Switchtender.

No Trains will run over any portion of the Road at a greater rate of speed than their Order calls for.

The Time of Trains must not be taken until way car passes the station.

Transfer trains or yard engines may run between Montrose and Suspension Bridge, N. Y., as per Rule 81, and will not require orders from the Train Dispatcher.

All trains and engines must use 7 minutes between Railway and Church Streets, St. Thomas.

All trains or Engines must stop 100 feet before going in or out of any siding. Conductors must not allow their Brakemen to open Switch until his train is brought to a full stop 100 feet from switch.

Engineers MUST not allow steam to blow off.

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

Specials, Second Class 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.

No Employee must leave a Terminal Station or go on duty without a copy of this Time Table, with Rules and Regulations.

Trainmen's Bulletin Boards are placed at all Registering Stations for IMMEDIATE notices, and must be consulted by Conductors when registering. Conductors will notify their Engineers of all such notices. Engineers when they can do so, should also consult Trainmen's Bulletins.

No train will leave a station where it is passed by a PASSENGER train without getting further orders at that station, excepting EAST bound trains from Windsor, Ridgetown, Hagersville and Welland, WEST bound trains from Montrose, Canfield to Townsend, Maidstone Cross and Windsor.

Second-class 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 second-class and extra trains going in either direction must have their train under full control approaching the semaphore East and West of Cayuga Water Tank.

Speed Through
Yards Main
Line,
Niagara and
Ft. Erie Div.
Trains on Fort
Erie Division.

Amherstburg
Div.

Approach St.
Thomas Yard.

Main Line
and Niagara
Div.

Montrose
Transfer Trains

JOINT TRACKS.

N.Y.C.&H.R.R. 134. When running on the tracks of the New York Central and Hudson River Rail Road, Trains will be governed by Time Table and Regulations of that Company, and will be run on EASTERN STANDARD Time, which is 1 Hour faster than Central Standard Time. All Conductors and Engineers must provide themselves with copies of New York Central and Hudson River Rail Road Time Table before entering upon the tracks of the New York Central and Hudson River Rail Road.

All Trains and Engines running on New York Central and Hudson River Rail Road between INTERNATIONAL BRIDGE, EAST BUFFALO and BUFFALO must come to a FULL STOP before entering upon, or leaving the double track, and will not proceed until signalled to do so by the signal man.

Black Rock & Tonawanda. All trains and engines will run VERY SLOWLY and CAREFULLY while passing through BLACK ROCK, TONAWANDA and NORTH TONAWANDA.

G. T. R. 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.

Switch Lights at West End of International Bridge. 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.

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

Fort Erie Div. FORT ERIE Division Trains have RIGHT of road over NIAGARA Division Trains of SAME CLASS when going in either direction.

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

Petrolia and Oil Springs Division. ST. CLAIR Division trains have right of road over PETROLIA and OIL SPRINGS Division trains of same class when going in either direction.

R. H. L'HOMMEDIEU,
Assistant General Superintendent,
DETROIT.

DOUBLE TRACK.

Double Track is in use:—

Between Suspension Bridge, N. Y., and Canfield.....39.4 miles.
Between Springfield and Dutton.....32.1 miles.
Between Essex Centre and Windsor.....16.0 miles.

BRIDGES.

135. PASSENGER trains cross GRAND RIVER and KETTLE CREEK Bridges Main Line not exceeding 15 miles per hour.

Freight, Extra and Work trains cross GRAND RIVER and KETTLE CREEK Bridges not exceeding 10 miles per hour.

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

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

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.

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

Semaphores will show red and white flags by day, and red and white lights by night. White will be a signal that all is clear and to proceed, and red a signal to stop.

Bridge watchmen will examine cars as they pass them, and if they note anything 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.

ROBERT MILLER,
General Superintendent,
DETROIT.

J. B. MORFORD, Supt.
F. P. MACDONALD, Ass't Supt.
Canada and Mich. Midland Divisions.

ST. THOMAS.