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MICHIGAN CENTRAL RAILROAD

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

CANADA DIVISION

TIME TABLE No. 126

For the Information and Government of Employes

Effective 12.01 A.M.

Sunday, September 27th, 1931

EASTERN STANDARD TIME

Superseding Time Table No. 125 dated April 26th, 1931

STUDY THE SPECIAL INSTRUCTIONS AND NOTE ALL CHANGES

H. L. MARGETTS,
General Superintendent.

J. E. SCHWENDER,
Superintendent.

J. L. McKEE,
Asst. General Manager

HENRY SHEARER,
Vice-President and General Manager.

SUTHERLAND PRESS, LIMITED, ST. THOMAS, ONT.

COMPANY'S SURGEONS

MAIN LINE

DR. W. L. HARTMAN, Chief Surgeon, Detroit, Mich.
Office, Room 313 M.C. Depot, Phone Lafayette 7000, Line 210,
Residence, Phone Arlington 2623.

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

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

DR. GEO. P. MYERS, Local Surgeon, Detroit, Mich.
Office, 1752 David Whitney Bldg., phone Randolph 6519.
Residence, 18010 Greenlawn Ave., Phone University 2-5958.

DR. E. HOWARD HANNA, Local Surgeon, Detroit, Mich.
Office, 12th St. and West Grand Blvd., Phone Euclid 8300.

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

DR. G. F. LEWIS, Local Surgeon, Windsor, Ont.
Office and Residence, 109 Park St., phone 3-5711.

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

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

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

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

DR. J. D. CURTIS, Local Surgeon, St. Thomas, Ont.
Office, 552 Talbot Street, Phone 1816.
Residence, 34 Southwick Street, Phone 1821.

DR. D. S. CARRIE, Local Surgeon, St. Thomas, Ont.
Office, 550 Talbot Street, Phone 62.
Residence, 52 Stanley St., phone 1303.

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

DR. W. H. MARCY, Local Surgeon, Buffalo, N.Y.
Office and Residence, 32 W. Utica St., Phone Tupper 4269.

AMHERSTBURG BRANCH

DR. O. TEETER, Local Surgeon, Amherstburg, Ont.
Office and Residence, Gore Street, Phone No. 5.

NIAGARA BRANCH

DR. J. F. RIGG, Local Surgeon, Niagara-on-the-Lake, Ont.
Office and Residence, King St., Phone 92.

For the information of Enginemen and Trainmen, T. H. & B. and Canadian Pacific schedules are shown below.

T. H. & B. TRAINS

Welland	No. 76	Arrive	5.20 p.m.	No. 73	Leave	7.10 a.m.
Waterford	No. 1	"	9.18 a.m.	No. 2	"	11.40 a.m.
	No. 5	"	3.40 p.m.	No. 6	"	3.48 p.m.

All trains daily except Sunday.

CANADIAN PACIFIC TRAINS

WEST BOUND							EAST BOUND		
37	**21**	**635**	**19**				**20**	**38**	**22**
Daily	*Daily*	*Daily*	*Daily*				*Daily*	*Daily*	*Daily*
P.M.	P.M.	A.M.	A.M.		STATIONS		A.M.	A.M.	P.M.
11.00	3.00	7.15	3.15	Arr	**Detroit**	Lv	2.15	8.30	4.40
				Arr	**Windsor Dock**	Lv			
10.50	2.50	7.05	3.05	Lv	**Windsor**	Arr	2.25	8.40	4.50
10.40	2.40	6.50	2.55	Arr	**M.C.R.R.**	Lv	2.35	8.50	5.00
P.M.	P.M.	A.M.	A.M.				A.M.	A.M.	P.M.

All C.P.R. trains shown on the above schedule will operate through the tunnel and will be controlled by the M.C.R.R.

The new spur track located between west bound main track and east bound freight track east of train shed Windsor to be used for parking C.P.R. sleeper only.

C.P.R. engines will move to and from Windsor M.C.R.R. station via Essex terminal.

All engines must keep clear of these movements, towermen in Towers 1 and 2 will give special attention to these movements and will allow no yard movements to interfere with them.

SPECIAL INSTRUCTIONS

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

M. OTHER RAILROADS.

Between Buffalo, Black Rock, and Suspension Bridge, N.Y.; Michigan Central trains use New York Central tracks, and are subject to and will be governed by the Rules and Current Times-Table of that Railroad.

Between Black Rock and Bridgeburg Michigan Central trains use Canadian National tracks and are subject to and will be governed by the International Bridge rules.

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

Motor and steam engine crews, with or without cars, while coming from C. P. R. Interchange at Windsor, must protect against westbound C. P. R. trains.

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

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

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

Welland: T. H. and B. passenger trains 73 and 76 use Michigan Central tracks between Coyle Yard and Passenger Station.

3. STANDARD CLOCKS.

Detroit	Telegraph Office. / Stationmaster's Office.
Windsor	Telegraph Office.
Windsor Yard	General Yardmaster's Office. / Engine House.
Essex	Telegraph Office.
Comber	Telegraph Office.
Fargo	Telegraph Office.
St. Thomas	Telegraph Office. / Engine House.
Waterford	Telegraph Office.
Welland	Telegraph Office.
Montrose	General Yardmaster's Office. / Engine House.
Niagara Falls, Ont.	Telegraph Office.
Victoria	General Yardmaster's Office. / Engine House.
Bridgeburg	Telegraph Office.
Courtright	Telegraph Office.
Amherstburg	Freight Office.

All trains are run on EASTERN STANDARD TIME, except Michigan Midland Branch trains run on CENTRAL STANDARD TIME.

4. TIME-TABLES.

Between Buffalo, Black Rock, and Suspension Bridge, N.Y.; New York Central Time-table governs.

Between Windsor passenger station and Detroit; Detroit Yard Time-table governs.

14. WHISTLE SIGNALS.

Sound	*Indication*
O—O	Relief engine required at Terminal. To be sounded passing first two open signal stations after defect develops and operators must immediately inform train dispatcher.

19. MARKERS.

Trains with rear car (or engine under conditions when display of markers is required) if not equipped to display markers, as per rule 19, will display red flag by day and red light by night on rear of train.

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

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

"D-19. The following signals will be displayed, one on each side of the rear of every train, as markers to indicate rear of train; by day, marker lamps not lighted; by night, to the front and side, green lights; by night, to the rear, if the train is running with the current traffic, red lights; if standing on passing track, clear of main track, green light; if running against the current of traffic, a green light on the inside and a red light on the opposite side. The lights displayed to the rear must be changed from green to red before a train fouls the main track when leaving a passing track, or returns to the main track with the current of traffic."

21. EXTRA TRAINS.

Extra trains will omit the display of white signals.

26a. PROTECTION OF BOARDING CARS

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

30. ENGINE BELL.

The bell must be rung on all engines while in motion on the Niagara River Bridge.

32. LOCOMOTIVE STEAM WHISTLE.

The whistle must not be sounded within the city limits of St. Thomas, except when necessary to prevent accident.

36. MAINTENANCE OF WAY FLAGGING.

The following is supplementary to Maintenance-of-Way flagging Rule No. 36, Rules for the Government of the Operating Department.

Trackmen and Bridgemen before undertaking any work that may render the track impassable or unsafe for trains at the usual rate of speed, will, when notice of such work has been given to trainmen by Bulletin Order, protect the defective or working point as follows:

"A flagman with yellow flag by day and yellow light by night and torpedoes, must be stationed 3,600 feet in each direction from the defective or working point, flagman first placing two torpedoes on the rail, not more than 200 nor less than 100 feet apart, on the same side of the track as the engineer of an approaching train, 300 feet in advance of the point he is stationed. Further protection to be given by a red flag by day and, in addition, a red light by night placed on the engineer's side of the track 600 feet in advance of the defective or working point.

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

S-71. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC BY BLOCK SIGNAL INDICATIONS.

Main Line: Between Windsor, Niagara Falls, Ont., and Bridgeburg.

Conductor of Pere Marquette eastward freight trains upon arrival at Montrose, must report to the General Yardmaster's office for instructions, and between Montrose and Suspension Bridge must see that their trains clear the time of eastward passenger trains not less than 35 minutes.

83 TRAIN REGISTER STATIONS.

**Windsor	All eastward regular and extra passenger trains.
Windsor Yard	All freight trains.
St. Thomas	All St. Clair Branch Trains.
Welland	No. 190, and all extra trains that originate and terminate.
	All other trains that originate and terminate by operator.
Montrose	All freight trains.
*Niagara Falls, Ont.	All trains except Nos. 139 and 56.
Victoria	All freight trains.
Bridgeburg	All Niagara Branch trains. All other regular and extra passenger trains by operator.
Montrose Jct. / Niagara-on-the-Lake	All Niagara Branch Trains.

Continued on Page 2

TRAIN REGISTER STATIONS.

Continued from Page 1

St. Clair Jct., Oil City, Petrolia Jct., Petrolia, Courtright	All St. Clair Branch trains.
Essex, Amherstburg	All Amherstburg Branch trains.
Comber, Leamington	All Leamington Branch trains.

*Operators will register trains that are relieved of this duty.
**Operator will register all westward trains.

83. CLEARING OF TRAINS.

Single Track:

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

Richmond.
St. Clair Jct.
Oil City.
Petrolia Jct.
Eddy's.
Leamington.
Niagara Jct.
Montrose Jct.

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

Double Track:

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

Windsor	Eastward regular and extra passenger trains by terminal clearance.
Windsor Yard	Eastward freight trains by "Proceed" indication given by Tower 4 home interlocking signal.
St. Clair Jct.	Eastward St. Clair Branch trains verbally by despatcher.
St. Thomas	Eastward trains by a "Proceed" indication given by train order signal at Ball, or by Clearance Card Form "A" whenever the signal cannot be changed to "Proceed" indication, as prescribed by Time-table Rule 221a. Trains starting from yard tracks, in addition to the indication of the train order signal, must receive a "Proceed" hand signal from the operator before fouling main track.
	Westward St. Clair Branch Trains, by terminal clearance.
	All other westward trains, by "Proceed" indication given by "BX" Tower home interlocking signal.
Welland	Regular trains starting from Welland by Terminal Clearance, except Nos. 70, 72, 74, 80 and 82 will not require terminal clearance card or clearance card (Form A) or Caution card (Form C) except as prescribed by Rule 221a.
	Extra trains starting from Welland by train order and terminal clearance.
*Niagara Falls, Ont.	Westward Main Line regular and extra passenger trains and regular Niagara Branch trains by terminal clearance.
Montrose	Westward freight trains verbally by despatcher.
*Bridgeburg	Westward regular and extra passenger trains by terminal clearance.
Victoria	Westward freight trains verbally by despatcher.

*Operators will deliver terminal clearance to the engineer of Nos. 13, 15, 17, 39, 41, 45, 47, 51, 71 and 139 as these trains pass the office. In case of failure, the conductor will deliver the terminal clearance.

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

When means of communication have failed, operators may clear trains by terminal clearance provided they have no incomplete train order for train to which issued, writing thereon the words "wire failure." Freight trains receiving terminal clearance marked "wire failure," must clear the time of first-class trains in the same direction at the time they are due to leave the next station in the rear where time is shown. Operators must not issue nor Conductors and Enginemen accept a clearance, either form "A" or "B", marked "wire failure" as authority for a train or engine to start a return movement from any intermediate station, except from its authorized turning point.

83. BULLETIN BOARD OR BOOKS.

Detroit	Conductors' Room. Brakemen's Room.
Windsor	Telegraph Office.
Windsor Yard	General Yardmaster's Office. Enginehouse
St. Thomas	Telegraph Office. Enginehouse.
Waterford	Telegraph Office.
Welland	Yardmaster's Office.
Montrose	General Yardmaster's Office Enginehouse. Switch shanty west end of yard.
Niagara Falls, Ont.	Trainmen's Room
Victoria	General Yardmaster's Office. Enginehouse.
Bridgeburg	Waiting Room.
Buffalo	Station Master's Office.
Suspension Bridge	Station Master's Office.
Hamilton	Register Room at James St. Enginehouse.
Courtright	Telegraph Office.
Leamington	Waiting Room.

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

After such bulletin orders are posted and before starting their trip, engineers and conductors must provide themselves with a copy and have it with them while on duty during the entire period it remains in force, also acknowledge receipt thereof and promptly forward the receipt stub by train mail to Superintendent's office.

Copies of such bulletins will be obtainable at Stationmaster's office Detroit and Buffalo; telegraph office, Yardmaster's office and enginehouse at Windsor; crew despatcher's office and enginehouse at St. Thomas; yardmaster's office and enginehouse at Victoria; yardmaster's office and enginehouse at Montrose; and telegraph offices at Niagara Falls, Ontario and Bridgeburg.

90. PASSING TRACKS.

Capacity based on 44-foot cars.

Main Line:		
Attercliffe	North	84
	South	52
Buxton	North	81
	South	79
Canfield Jct.	North	119
	South	119
Dutton	North	78
Dufferin	North	60
Edward	North	64
	South	60
Essex	North	152
	South	126
Fargo	North	119
	South	123
Hagersville	Old North	84
	New North	119
	South	112
Highgate	North	84
	South	62
Iona	North	119
	South	119
Kingsmill	South	24
LaSalette	North	126
	South	125
Perry	North	125
	South	125
Ridgetown	North	93
	South	91
Ruscomb	North	75
	South	64
Springfield	North	119
	South	119
Stevensville	North	88
	South	80
Taylor	North	52
	South	70
Tilbury	North	125
	South	125
Tillsonburg	North	125
	South	125
Waterford	North	90
	South	125
Welland	North	125
	South	125
West Lorne	North	125
	South	125
Windham	North	88
Niagara Branch:		
Black Creek	West	6
Chippawa	West	9
Fort Erie	East	9
Niagara-on-the-Lake	East	14
Paradise Switch	East	30
Queenston	East	11
Stamford	West	93
St. David	West	6
St. Clair Branch:		
Alvinston	North	36
Brigden	North	12
	South	20
Courtright Jct.	South	20
Eddy's	North	12
	South	13
Glen Rae	North	8
Holmesdale	South	14
Inwood	South	16
Kimballs	South	4
Melbourne	South	31
Muncey	South	4
Oil City	South	13
Oil Springs	South	12
Petrolia	North	10
	South	13
Petrolia Jct.	South	24
Southwold	South	16
Walkers	South	12
Leamington Branch:		
Blytheswood	West	6
Sea Cliff Park	East	20
Staples	West	17
	East	8
Amherstburg Branch:		
Edgars	North	8
	South	8
Gordon	North	10
McGregor	South	25
Michigan Midland Branch:		
Adair	South	1

93. YARDS.

St. Thomas, Welland, Courtright, Oil City, Niagara-on-the-Lake	Limits defined by signs.

Windsor yard extends from yard limit sign east of Tower 4, to Windsor Dock.

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

Victoria yard extends from Bridgeburg Station to yard limit sign 1,000 feet west of the west switch of the long siding west of Niagara Jct. on main line, and from yard limit sign north of ship yard to Fort Erie on Niagara Branch.

Comber yard extends from station to one mile south of south leg of wye on Leamington Branch.

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

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

98. APPROACHING STATIONS AND JUNCTIONS.

Trains must approach Welland, Waterford, Comber and Essex prepared to stop when T. H. & B. and M. C. Branch trains are due to arrive and depart from such stations.

Eastward St. Clair Branch trains must come to a stop and not enter Main Line tracks at St. Clair Jct. until after permission has been obtained from the Despatcher and it is known that signals in both directions protect the movement.

Northward Niagara Branch trains must come to a stop at Montrose Junction and southward Niagara Branch trains must come to a stop at Niagara Junction, and not enter Main Line tracks until after permission has been obtained from the Despatcher and it is known that signals in both directions protect the movement.

98. RAILROAD GRADE CROSSINGS, JUNCTIONS AND DRAWBRIDGES GOVERNED BY INTERLOCKING SIGNALS.

Location	*Railroad*
Main Line :	
Windsor, Tower 1	East end of tunnel. East end of Dock Track. Station tracks west of station.
Windsor, Tower 2	East end of station tracks. West end of Elec. Rec. Yd.
Windsor, Tower 4	East Connection to Yards.
Pelton	P. M. Ry.
Essex, Talbot St.	W. E. & L. S. Ry.
Fargo	P. M. Ry.
BX Tower (St. Thomas)	L. & P. S. Ry. P. M. Ry. Connection.
Yarmouth	C. N. Ry.
LaSalette	C. N. Ry.
Hagersville	C. N. Ry.
Canfield Jct.	C. N. Ry.
E. & O. Crossing	T. H. & B. Ry.

No leverman on duty on Sundays nor on week days between 10.00 p.m. and 6.00 a.m. During these hours, routes will be set for movements on the M. C. and signals will govern the same as at other times. If the signal indicates "Stop," the train, after coming to a full stop, and after it is known that the derails are in position for a movement, may proceed over the crossing on hand signal from trainman without a clearance card (Form D). Rule 663 is modified accordingly.

Welland, Ship Canal	N. St. C. & T. Ry. T. H. & B. Ry. Jct. Drawbridge.
Welland, C.N. Crossing	C. N. Ry. M. C. R. R. Jct.
Montrose, Welland River	Drawbridge.
Suspension Bridge, Twr. 65	N. Y. C. R. R. Jct.

Main Line Yard Tracks, Spurs, etc.

Windsor, Dock Track:

College Ave ..... Hydro Elec. Ry.
Operated by M. C. trainmen.*

E. T. Crossing ..... E. T. Ry.
Postum Cereal Spur conn.
Operated by E. T. trainmen.

Windsor, Postum Cereal Spur:

Wellington Ave. ..... Hydro Elec. Ry.
Operated by M. C. trainmen.*

Windsor, Tower 3 ..... East end of Elec. Rec. Yd.
West end of E. B. Class Yd.

Tillsonburg:

Joint Track ..... C. P. Ry.

Victoria Park:

Am. Can. Co. Track .....
Operated by M. C. trainmen.*

Amherstburg Branch:

Essex, Talbot St. ..... W. E. & L. S. Ry.

McGregor ..... P. M. Ry.

Operated automatically. If on approaching the home signal, the signal does not clear immediately, and no train on the P. M. track is approaching, the conductor must go to the crossing and obtain permission from the P. M. despatcher to cross. After such permission is obtained and after making sure that no train on the P. M. track is approaching, the conductor may clear the signal on the M. C. by operating the time release as follows :

Turn knob marked "M. C. R. R." to the right until pointer is at zero, hold in this position for two seconds and release. Pointer will then return slowly to the normal position, after which M. C. R. R. signal should indicate — PROCEED WITH CAUTION.

If after operating the time release as above, the M. C. signal fails to operate, the conductor, after again making sure that no train on the P. M. track is approaching, and after making sure that the home signals on the P.M. are indicating "Stop," may give a hand signal from the crossing for the train to proceed over the crossing. Rule 663 is modified accordingly.

Quarries ..... E. T. Ry.
Operated by E. T. trainmen.

Leamington Branch:

P. M. Crossing ..... P. M. Ry.

St. Clair Branch:

Air Line Crossing ..... C. N. Ry.
Operated by M. C. trainmen.*

C. N. R. Crossing ..... C. N. Ry.
Operated by M. C. trainmen.*

C. P. R. Crossing ..... C. P. Ry.

Operated automatically. If on approaching the home signal, the signal does not clear immediately, and no train on the C. P. R. is approaching, the conductor must go to the crossing and observe the indicator lights marked "C. P. R. EAST" and "C. P. R. WEST."

Lights not lighted ..... Indicate train is approaching.
Light lighted ..... Indicate no train is approaching.

In either case, the conductor, after waiting a reasonable length of time and making sure that no train is approaching, may open the knife switch and give a hand signal to proceed over the crossing. Rule 663 is modified accordingly. After the train has passed over the crossing, the conductor must close the knife switch and lock the box.

Niagara Branch:

1,500 feet north of Hydro Power Canal ..... C. N. Ry.
Chippawa, Welland River ..... Drawbridge

*After passing over crossing, route must be set for foreign road.

98. RAILROAD GRADE CROSSINGS GOVERNED BY TWO-ARM SEMAPHORE AT CROSSING.

Location	*Railroad*
Leamington Branch:	
Leamington, Sea Cliff Park Spur	W. E. & L. S. Ry.
Operated by M. C. R. R.	Normal for W. E. & L. S. Ry.

Movements on M. C. R. R. governed by lower arm. on W. E. & L. S. Ry. by upper arm.

St. Clair Branch:

Courtright Jct. ..... P. M. Ry.
Operated by P. M. Ry. Normal for M. C. R. R.

Movements on M. C. R. R. governed by lower arm; on P. M. Ry. by upper arm.

Niagara Branch — South of Niagara Jct:

Niagara Jct. just south of Main Line ..... C. N. Ry.

Movements on M. C. R. R. governed by lower arm; on C. N. Ry. by upper arm. Normal for C. N. Ry.

Fort Erie ..... C. N. Ry.
Operated by C. N. Ry. Normal for C. N. Ry.

Movements on M. C. R. R. governed by lower arm; on C. N. Ry. by upper arm.

Niagara Branch and Lead from Main Line to West End of Yard:

Niagara Jct., just north of Main Line ..... M. C. R. R.

Movements on Niagara Branch governed by upper arm; on yard lead by lower arm. Normal for yard lead.

98. RAILROAD GRADE CROSSING GOVERNED BY SEMAPHORES NOT INTERLOCKED.

Location	*Railroad*
Niagara Branch — North of Niagara Falls:	
C. N. Ry. Crossing	C. N. Ry.
Operated by C. N. Ry.	Normal for M. C. R. R.

Two semaphores on each road, one on either side of crossing.

98. RAILROAD GRADE CROSSING GOVERNED BY HORIZONTAL REVOLVING SIGNAL AT CROSSING.

Location	*Railroad*
Main Line:	
St. Thomas Freight House Lead crossing Credit Main	M. C. R. R.

Arm at right angle to Credit Main indicates "Stop and Stay" to trains and engines on Credit Main and "Proceed over crossing" to trains and engines on freight house lead. Arm at right angle to freight house lead indicates "Stop and Stay" to trains and engines on freight house lead and "Proceed over crossing" to trains and engines on Credit Main. Normal for Credit Main.

98. RAILROAD GRADE CROSSINGS NOT GOVERNED BY SIGNALS.

Niagara Falls, Ont.: Crossing with N. St. C. & T. Electric Line at intersection of Queen and Erie Sts., on Niagara Branch.

St. Thomas: All trains and engines and L. & P. S. electric cars moving in either direction on Park track or extension track of north wye, must stop not less than 50 feet from the diamond where the tracks cross.

Amherstburg: Sandwich St. Border Brewers and Distillers limited tracks. All trains and engines must stop before crossing Hydro Electric Power Commission Electric Line in either direction and know way is clear, some member of the crew protecting movement over crossing by flag.

*Amherstburg: Crossing with S. W. & A. Electric Line one mile east of Amherstburg.

*Niagara-on-the-Lake: Crossing with N. St. C. & T. Electric Line on siding leading to Dominion Canners Co., Limited.

*Trains need not stop before reaching crossing, but must approach crossing with care and at a speed not exceeding 6 miles per hour. Rule 98 is modified accordingly.

Michigan Midland Branch:

Between St. Clair Springs and Carlton, at crossing with D. B. C. & W. R. R., Michigan Midland-Branch trains must come to a stop before passing the stop boards, placed at each side of crossing, and not proceed until signalled ahead by a trainman stationed at the crossing.

104. NORMAL POSITION OF SPECIFIED SWITCHES.

St. Clair Jct.; St. Clair Branch switch set for north siding.

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

*Bridgeburg: Double track switch east of station set for westward track.

Niagara Jct. and Montrose Jct.: Junction switches set for main line.

*Operator will open switch for Nos. 8, 10, 32, 40, 44 and 48 and close it behind eastward passenger trains only.

109. TRACK PANS.

On double track, passenger trains must not scoop water from opposite pans at the same time. Eastward passenger trains to have preference.

Freight trains must hold back, when necessary, to let passenger trains clear the pan.

D-151. DOUBLE TRACK.

Between Windsor, Suspension Bridge and Bridgeburg.

D-154. MOVEMENT AGAINST THE CURRENT OF TRAFFIC.

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

221. TRAIN ORDER SIGNALS.

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

Rule 221a will apply on Main Line between Windsor, Niagara Falls, Ont., and Bridgeburg.

The normal indication of the train order signal, controlling movement of Eastward trains at Ball, will be "STOP" and trains moving in the direction specified, will be governed as follows:

When approaching Ball, the engineman, after he has seen the train order signal in its normal "STOP" position, will sound engine whistle signal (14j); if no orders are held for delivery to such train, or to another train moving in the same direction, the operator will then change the signal to indicate "Proceed" and it must be acknowledged by engine whistle signal (14g). When orders are held for delivery to a train or trains other than to the train to be cleared, or when "19" orders, train messages or clearance card only are to be delivered, the signal may be changed to "Caution" after the engine whistle signal (14j) has been given, but will not be acknowledged by engine whistle signal. When the signal has been changed to "Caution" or "Proceed" as herein prescribed, it must be returned to the normal "Stop" position as soon as a train has passed. While "Stop' or "Caution" is indicated, or if indicating "Caution" or "proceed" before engineman has seen signal in its normal "stop" position, and engine whistle signal (14j) sounded, trains must not proceed without a clearance card. Rule 221a in its application to Ball is modified accordingly.

374 TIME DAY TRAIN ORDER AND BLOCK STATIONS ARE OPEN.

(*Open Week-days only)

*Alvinston	8:30 a.m.	to	5:30 p.m.
*Amherstburg	8:00 a.m.	to	5:00 p.m.
*Brigden	8:00 a.m.	to	5:00 p.m.
*Brownsville	8:00 a.m.	to	5:00 p.m.
*Buxton	7:00 a.m.	to	4:00 p.m.
*Chippawa	8:00 a.m.	to	5:00 p.m.
*Comber	6:30 a.m.	to	3:30 p.m.
*Courtright	8:00 a.m.	to	5:00 p.m.
*Dutton	8:00 a.m.	to	5:00 p.m.
*E. & O. Crossing	6:00 a.m.	to	10:00 p.m.
*Fletcher	7:00 a.m.	to	4:00 p.m.
*Highgate	7:40 a.m.	to	4:40 p.m.
*Inwood	8:20 a.m.	to	5:20 p.m.
*Iona	8:00 a.m.	to	5:00 p.m.
*Leamington	8:00 a.m.	to	5:00 p.m.
*Maidstone	6:00 a.m.	to	3:00 p.m.
*Melbourne	7:57 a.m.	to	4:57 p.m.
*Mull	7:30 a.m.	to	4:30 p.m.
Niagara Falls, Ont.	7:30 a.m.	to	11:30 p.m.
*Oil Springs	8:00 a.m.	to	5:00 p.m.
*Perry	5:00 a.m.	to	9:00 p.m.
*Petrolia	8:00 a.m.	to	5:00 p.m.
Ridgetown	6:00 a.m.	to	10:00 p.m.
*Rodney	8:00 a.m.	to	5:00 p.m.
*Ruscomb	6:30 a.m.	to	3:30 p.m.
*Springfield	5:00 a.m.	to	9:00 p.m.
*Stevensille	6:30 a.m.	to	3:30 p.m.
*St. David	1:00 p.m.	to	4:30 p.m.
Tilbury	5:00 a.m.	to	9:00 p.m.
*Windham	8:00 a.m.	to	5:00 p.m.
*Woodslee	6:20 a.m.	to	3:20 p.m.

401. COMMUNICATION OF SIGNAL ASPECTS.

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

502. AUTOMATIC BLOCK SIGNALS.

Main Line:

Between Windsor, Suspension Bridge and Bridgeburg.

Certain automatic block signals located on ascending grades or immediate thereto carry the letter 'G' (yellow) attached to signal mast. When such signals are giving a permissive 'Stop and then Proceed' indication they may be passed without stopping by freight trains having tonnage in excess of engines' starting capacity by proceeding at speed not exceeding ten (10) miles per hour expecting to find the track occupied, a switch open, a car foul, a broken rail or other obstruction in the block. Other trains will be governed as prescribed by Rule 505.

504—Rule 504 page 139, and Signal Diagrams, Figures 15 to 24 incl. page 130, is changed to read as follows:

Approach indication—Proceed at a speed reduced to not exceeding one-half the maximum authorized at point involved (not exceeding thirty miles per hour) prepared to stop at the next signal.

Name—Approach Signal.

AUTOMATIC TRAIN STOP.

From	*Via*	*To*
Eastbound		
Signal No. 2232 located 7000 feet east of Windsor depot.	Bridgeburg	Signal No. E164 located 1700 feet west of Bridgeburg depot.
	Niagara Falls	Signal No. 122 located about one mile east of C. N. Ry. crossing, Welland.
Westbound		
Signal No. E163 located 1700 feet west of Bridgeburg depot.	Bridgeburg	Signal No. 2243 located 1000 feet east of Windsor station.
Signal No. 111 located about two and one half miles east of C. N. Ry. crossing, Welland.	Niagara Falls	

Engines equipped with automatic train stop in passenger and freight service operating in territory where automatic train stop device is installed, must have train stop device cut in and in working order. Enginemen and firemen must be qualified on Rules for Enginemen and Firemen for operation of Automatic Train stop.

In automatic train stop territory when train stop device on locomotive becomes inoperative after leaving terminal, enginemen must give extra precaution to the observance of signal indications.

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

701. STATION PROTECTION SIGNALS.

Manual.

North of Chippawa: Interlocked with the north switch of the siding and the switch to the interchange track.

North of Niagara Falls, Ont.: Interlocked with switches to freight house, C. N. interchange, and Electric Light Co. spur.

South of N. St. C. & T. Jct.: Interlocked with Junction switch.

North of N. St. C. & T. Jct.: Interlocked with Junction switch.

South of St. David: Interlocked with the switch to the Cement Mill spur.

Automatic.

St. Thomas: Signal X32 located 2,500 feet east of Passenger Station, controls movement of westward trains on track known as the old Credit Main and used as main track by Canadian Pacific trains.

817. OBSERVANCE OF MOVING TRAINS.

(a) All employes who are in a position to do so must observe all moving trains for defects such as hot journals, connection dragging, loose and swinging car doors, brakes sticking, flat wheels or other unsafe conditions, and, if any indication of a condition endangering the train or other train is observed, they must immediately inform the crew of such train by the prescribed signal of conditions which might endanger the safe operation of trains.

(b) Code of signals to be used:

Hot Journals.

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

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

Connections dragging.

By day or night: Give "Stop" signal.

Car Door swinging or about to fall.

By day: Raise and lower right hand slowly full length of body.*
By night: same signal to be given by lamp.*
*In addition, give "Stop" signal.

Brake sticking.

By day: Shove hand in sliding movement out from body.*
By night: Same signal to be given with lamp.*
*In addition give "Stop" signal to freight trains.

Flat Wheels.

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

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

All Clear.

By day or night: Give "Proceed" signal.

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

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

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

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

Rear trainman of all trains must exchange signals with the forward trainman of freight trains.

(e) Trainmen of any moving train, from the rear platform, must observe the general condition of trains met or passed on double-track and exchange signals with each other; such observation to cover the entire train.

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

Continued on Page 7

OBSERVANCE OF MOVING TRAINS.

Continued from Page 6

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

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

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

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

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

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

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

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

1111. LEAVING CARS ON SIDINGS.

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

1145. SCALE TEST CARS.

Scale Test Cars will be handled only in slow or local freight trains and must be placed next ahead of caboose, and the speed of such trains shall not exceed 25 miles per hour while scale test cars are handled in train.

1226. DIMMING HEADLIGHTS.

Additional to rule:

(f) When closing up close behind trains ahead.

(g) During fog in day time, headlights must be kept lighted when running.

1401. SPEED RESTRICTIONS.

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

	Main Line	Branch Lines
Passenger, Mail, Express	70	30
Passenger, Mail, Express, when double heading	65	30
Passenger, Mail, Express, with freight equipped cars	40	30
Freight trains	40	30
Engines other than suburban tank engines equipped with pilot running backward	20	15
All engines running backward handling passenger or mixed trains on branches		15
Engines running backward by night over public crossings	15	15
Switch engines	20	20
Track pans (Summer Apr. 1-Oct. 31)	50	
Track pans (Winter Nov. 1-Mar. 31)	40	
St. Clair Branch, over heavy rail, St. Clair Jct. to Courtright		40
Railroad grade crossing interlocked	Passenger 35, Freight 20	
Drawbridges	Passenger 25, Freight 15	

When taking a diverging route from one track to another..10

Trains with dead engines not having all side or main rods connected 20

Trains handling cranes, clam-shells and steam shovels moving on own wheels 20

Engines, class H-7.....40

Engines, class H-7 and J1B, when on 80 lb. rail.....25

Engines, class H-7 and J1B, on passing tracks and sidings..10

Freight engines (class G-2, G-6, G-80, G-81, H-6, H-7, and H-10) must not be used in passenger train service, except on mixed trains or in case of emergency, and when so used the speed must be restricted as follows:

G-6.....45

H-6, H-7, and H-10.....40

G-2, G-80, and G-81.....35

Main Line:

Windsor: Between London St. Bridge and Windsor Dock Station 6

Trains and engines using industrial track over Wellington Avenue must flag movements over this public crossing.

Windsor Yard: Trains and engines using track from a point about one hundred (100) feet east of C.P.R. Interchange Office at Windsor, where we connect with the Essex Terminal Railway, will not exceed a speed of fifteen (15) miles per hour, from that point to Windsor Tunnel Station expecting to find yard crews working on the main track.

Tower 4: Westward movement through crossover switches.. 6

Essex: Curve west.....55

St. Thomas: Between Moore St. and second overhead bridge east 30

Between Moore and Church Street.....10

Tillsonburg: Over all public crossings on down-town track.. 6

Waterford: Eastward trains from passenger station over track pan.....40

Townsend Centre to gravel pit, Waterford: Westward trains on curves.....50

Dufferin to Grand River: Eastward trains on curves.....55

Welland: On curve east of Canadian National Crossing.....40

Montrose Yard.....30

Victoria Park to Niagara Falls, Ont., over all street crossings 10

Niagara Falls, Ont., where track is not fenced in.....10

Victoria Yard: Westward trains.....30

Victoria Yard: Eastward trains.....30

Niagara Branch:

Engines, class G2, G6, G80, K80 between Niagara Jct. and Montrose Jct.....20

Niagara-on-the-Lake and Niagara Falls, Ont.: Where track is not fenced in.....10

Over Welland Avenue, also the intersection at Bridge St. and Victoria Avenue.....10

Between Niagara Jct. and Fort Erie.....10

St. Clair Branch:

Petrolia: Over Queen Street.....10

Courtright: Over River Road.....10

Melbourne: Over No. 2 Provincial Highway.....10

1402. ENGINE AND CAR RESTRICTIONS.

Kettle Creek Bridge:

Trains will not exceed a speed of 30 miles an hour.

Niagara River Bridge:

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

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

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

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

International Bridge:

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

All Main Line Bridges:

200,000 lbs. gross cars must be separated by at least three cars weighing not more than 160,000 lbs. gross.

Pere Marquette engines as comparing in weight with Michigan Central engines as indicated below, will be governed accordingly in the observance of restrictions shown herein.

Class C Nos. 601-625, same as M.C. G-6 engine.

Class C-1 Nos. 351-365, same as M.C. G-80 engine.

Class C-2 Nos. 298-313, same as M.C. G-80 engine.

Class P-2 Nos. 701-710, same as M.C. K-80 engine.

1405. SPECIAL USE OF TRACKS.

Tillsonburg:

No. 2 south Siding will be used jointly by Michigan Central and Canadian National for switching freight house and delivering cars to Canadian Pacific.

1410. LOCATION OF DESPATCHERS AND BLOCK TELEPHONES.

Main Line:

Windsor Yard..... In booths at east end of Eastbound Classification Yard.
Pelton..... In interlocking tower.
Essex tank..... In box, west end of pump house.
Essex..... In booth at east end of south passing track.
Tilbury..... In booth at east end of south passing track.
Charing Cross..... In freight house.
Fargo..... In booth at east end of south passing track.
Ridgetown..... In heater house.
Muirkirk..... In freight house.
Taylor..... In station.
Iona..... In booth west end north passing track.
Shedden..... In freight house.
St. Clair Jct..... In office.
St. Thomas..... In crew despatcher's office. In switch shanty, Ross St.
Kingsmill..... In freight house.
Aylmer..... In freight house.
Springfield ..... In booth at west end of north passing track.
Tillsonburg..... In booth at east end of south passing track.
Cornell..... In booth.
Hawtrey..... In booth.
LaSalette..... In booth north side east end south passing track.
Waterford..... In booth west of T. H. & B. wye. In booth west end north passing track.
Townsend..... In freight house.
Hagersville..... In booth east end south passing track. In booth west end new north passing track.
Dufferin..... In freight house.
Lythmore..... In station.
Edward..... In station.
Canfield Jct..... In booth at west end of north passing track.
Canfield Jct..... In booth at east end of south passing track.
Attercliffe..... In freight house.
E. & O. Crossing..... East side of tower, north side of door.
Montague..... In freight house.
Perry..... In booth at east end of south passing track.
Forks Creek..... In pump house.
Welland..... In shanty west of new south passing track and in east and west towers.
Montrose..... In yard office and in switch shanty at west end of yard.
Victoria Park..... In box at east end of station.
Brookfield..... In booth south side track.
Niagara Jct..... Opposite tower in booth. West end of yard in booth.
Victoria..... In old yard office and in car inspector's shanty in west bound yard.
International bridge.. In telegraph office, west end of bridge.
Buffalo..... Stationmaster's office.

At all D* and DN* stations on Main Line, despatchers telephones are located in the freight house for trainmen's use when operators are not on duty.

Niagara Branch:

Chippawa..... On east side of station.
Montrose Jct..... In station.
Stamford..... In box on pole.
Niagara-on-the-Lake.. In freight office.

Conductor or engineman must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employes exchanged to avoid misunderstanding.

SWITCHING REGULATIONS

1. TRANSFER RUNS.

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

2. SHOVING INTO TRACKS AND DOUBLING OVER.

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

3. BUMPING POSTS.

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

4. SWITCHING INDUSTRIAL, TEAM AND OTHER TRACKS.

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

5. SHOVING DOWN GRADE.

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

6. PROTECTING TRAIN.

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

7. SIGNALS.

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

8. SWITCHES.

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

9. SWITCHTENDERS.

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

10. UNFINISHED AND IMPROPER LOADING OF CARS.

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

11. INTERLOCKING CROSSINGS.

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

12. SWITCHING OVER HIGHWAY CROSSINGS.

When necessary to switch over highway crossings, a member of the crew will be stationed on the crossing to afford protection to pedestrians and vehicles.

13. FOULING CROSSINGS.

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

14. HUMP SWITCHING.

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

15. LEAVING CARS.

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

16. CORNERING CARS.

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

17. RUNNING SWITCHES.

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

18. ROUGH SWITCHING.

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

19. HANDLING PASSENGER EQUIPMENT.

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

20. SWITCHING IN INDUSTRIES.

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

21. REPORTING ACCIDENTS.

A preliminary report of all derailments and accidents must be telephoned to Superintendent's office at once, giving full information as to location, cause, delay and extent of damages, so far as it is possible to do so. Statements of all accidents must be promptly made out giving particulars of accidents in detail, stating where employees were at the time of accident and what they were doing and forward to Superintendent's office.

22. WEIGHING CARS.

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

T. L. COUGHLIN, Train Master, St. Thomas.

C. C. HARDISON, Asst. Train Master. Niagara Falls, Ont.

H. M. SENFF, Supervisor Passenger Service. Detroit.

W. H. McNABB, Chief Train Despatcher, St. Thomas.
W. A. JOHNSTON, Night Chief Train Despatcher.

P. J. McNABB
GEO. ROURKE
W. E. WEBSTER
E. A. CONNOY
W. J. SECKER
E. E. BRIDGE
S. T. JAMES
A. E. ALLEN
R. W. WALTHERS
R. R. SUTTON

Despatchers.

Continued on Page 11

BUFFALO TO ST. THOMAS

Miles from Buffalo via Bridgeburg	STATIONS	WESTWARD—FIRST CLASS 17	13	47	71	5★	23★	15	75	139	77	45
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Monday	Daily Except Sunday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
0.00	Buffalo	2.25	3.35	3.52	4.32	5.31	6.46	7.46	7.56	.....	10.16	1.31
2.98	Terrace	.....	.....	.....	.....	s 5.42	s 6.56	s 7.57	s 8.07	.....	s10.26	s 1.42
7.05	Black Rock	s 2.46	s 3.56	s 4.13	s 4.53	s 5.56	.....	s 8.08	s 8.15	.....	s10.35	s 1.53
.....	Niagara Falls, N. Y.	.....	.....	.....	.....	.....	s 7.36	.....	.....	.....	.....	.....
.....	Suspension Bridge	.....	.....	.....	.....	.....	s 7.45	.....	.....	9.45	.....	.....
.....	Niagara Falls (ONT.) DN★	.....	.....	.....	.....	.....	s 7.50	.....	.....	9.52	.....	.....
.....	Victoria Park T	.....	.....	.....	.....	.....	★ 7.57	.....	.....	9.58	.....	.....
.....	Falls View	.....	.....	.....	.....	.....	s 7.59 / 8.04	.....	.....	10.00	.....	.....
.....	Montrose Jct. T	.....	.....	.....	.....	.....	8.05	.....	.....	10.01	.....	.....
.....	Montrose T	.....	.....	.....	.....	.....	8.07	.....	.....	10.03	.....	.....
7.92	Bridgeburg DN	2.52	4.03	4.19	s 5.01	s 6.15	.....	8.15	s 8.23	.....	s10.43	s 2.01
9.07	Victoria T	2.54	4.07	4.21	5.04	6.18	.....	8.17	8.26	.....	10.46	2.04
9.96	Niagara Jct. T	2.55	4.08	4.22	5.06	6.23	.....	8.18	8.28	.....	10.48	2.06
15.07	Stevensville D★	3.00	4.13	4.27	5.12	s 6.30	.....	8.23	8.35	.....	f10.55	2.12
20.49	Brookfield T	.....	.....	.....	5.22	s 6.38	.....	.....	8.41	.....	11.02	.....
25.23	Welland DN	3.10	4.23	4.37	★ 5.35	s 7.00	s 8.17	8.33	s 9.00	10.15	s11.15	s 2.29
34.56	Perry DN★	3.19	4.32	4.47	A. M.	f 7.10	8.27	8.42	A. M.	10.25	A. M.	2.41
41.55	E. & O. Crossing DN★	3.26	4.39	4.54	.....	7.19	8.34	8.49	.....	10.33	.....	2.49
50.08	Canfield Jct. DN	3.35	4.48	5.03	.....	f 7.29	8.43	8.58	.....	10.43	.....	3.01
54.90	Edward T	3.40	4.53	5.08	.....	f 7.34	8.48	9.03	.....	10.48	.....	3.08
66.48	Hagersville DN	3.52	5.05	5.20	.....	s 7.52	★ 9.02	9.15	.....	11.01	.....	★ 3.25
74.30	Villa Nova T	4.00	5.13	5.28	.....	f 8.01	9.12	9.23	.....	11.10	.....	3.36
79.23	Waterford DN	4.05	5.18	5.33	.....	s 8.07	s 9.21	9.28	.....	11.16	.....	s 3.49
85.80	Windham D★	4.12	5.25	5.40	.....	s 8.17	9.28	9.35	.....	11.23	.....	3.58
89.92	La Salette DN	4.16	5.29	5.45	.....	s 8.23	9.32	9.39	.....	11.28	.....	4.03
101.66	Tillsonburg DN	4.28	5.41	5.57	.....	s 8.38	s 9.44	9.51	.....	11.41	.....	s 4.19
107.50	Brownsville D★	.....	.....	.....	.....	s 8.47	.....	.....	.....	.....	.....	4.28
112.93	Springfield DN★	4.39	5.52	6.09	.....	s 8.56	9.56	10.02	.....	11.53	.....	★ 4.35
115.40	Aylmer T	.....	.....	.....	.....	s 9.00	★10.00	.....	.....	.....	.....	★ 4.39
118.16	Kingsmill T	.....	.....	.....	.....	s 9.05	10.04	.....	.....	.....	.....	4.44
122.45	Yarmouth DN	4.48	6.01	6.19	.....	9.11	10.09	10.11	.....	12.04	.....	4.51
125.30	Ball DN	4.51	6.04	6.23	.....	9.16	10.13	10.14	.....	12.08	.....	4.56
126.12	St. Thomas DN	s 4.53	★ 6.06	s 6.25	.....	s 9.18	s10.15	s10.16	.....	s12.10	.....	s 4.58
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.
		17	13	47	71	5★	23★	15	75	139	77	45

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

No. 5. Stop on signal at Netherby, Montague, Lythmore, Dufferin, Townsend, Townsend Centre, Hawtrey and make regular stop at Attercliffe and Cayuga to receive and discharge passengers and handle mail.

No. 13. Stop at St. Thomas to discharge passengers from points east of Buffalo.

No. 23. Stop on signal at North Tonawanda to receive passengers for St. Thomas and west thereof; on signal at Victoria Park to discharge passengers from Buffalo and east thereof, and to receive passengers; on signal at Fraser to receive and discharge passengers; on signal at Hagersville to discharge passengers and to receive passengers for west of St. Thomas; on signal at Aylmer daily except Sunday to discharge passengers from Welland and Waterford and points east thereof and to receive passengers for points west of St. Thomas.

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

No. 71. Stop on signal at Welland to discharge passengers from New York and points off B. & A.

No. 139. Will not carry passengers.

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BUFFALO TO ST. THOMAS

Miles from Buffalo via Niagara Falls	STATIONS	WESTWARD—FIRST CLASS 79	51	83	39	41	SECOND CLASS 49
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
0.00	Buffalo	2.46	5.21	5.51	9.41	11.36	.....
2.98	Terrace	s 2.56	s 5.33	s 6.01	s 9.52	s11.47	.....
6.87	Black Rock	s 3.06	s 5.42	s 6.11	s10.03	s11.58	.....
25.08	Niagara Falls, N. Y.	.....	.....	.....	.....	.....	.....
26.89	Suspension Bridge	.....	.....	.....	.....	.....	.....
27.52	Niagara Falls (ONT.) DN★	.....	.....	.....	.....	.....	.....
28.72	Victoria Park T	.....	.....	.....	.....	.....	.....
29.83	Falls View	.....	.....	.....	.....	.....	.....
30.12	Montrose Jct. T	.....	.....	.....	.....	.....	.....
31.17	Montrose T	.....	.....	.....	.....	.....	.....
.....	Bridgeburg DN	s 3.14	5.50	s 6.19	10.10	s12.05	A. M.
.....	Victoria T	3.17	5.53	6.22	10.13	12.08	9.05
.....	Niagara Jct. T	3.19	5.55	6.24	10.15	12.10	s 9.10
.....	Stevensville D★	f 3.25	6.00	f 6.32	10.20	12.16	A. M.
.....	Brookfield T	f 3.32	.....	6.40	.....	.....	.....
41.28	Welland DN	s 3.45	s 6.11	s 6.55	10.35	s12.28	.....
50.61	Perry DN★	P. M.	6.21	P. M.	10.45	12.38	.....
57.60	E. & O. Crossing DN★	.....	6.28	.....	10.52	12.46	.....
66.13	Canfield Jct. DN	.....	6.37	.....	11.01	12.56	.....
70.95	Edward T	.....	6.42	.....	11.06	1.01	.....
82.53	Hagersville DN	.....	6.54	.....	11.18	f 1.14	.....
90.35	Villa Nova T	.....	7.02	.....	11.26	1.23	.....
95.28	Waterford DN	.....	7.08	.....	11.32	f 1.30	.....
101.85	Windham D★	.....	7.15	.....	11.39	1.38	.....
105.97	La Salette DN	.....	7.20	.....	11.43	1.43	.....
117.71	Tillsonburg DN	.....	7.32	.....	11.55	1.56	.....
123.55	Brownsville D★	.....	.....	.....	.....	.....	.....
128.98	Springfield DN★	.....	7.43	.....	12.06	2.08	.....
131.47	Aylmer T	.....	.....	.....	.....	.....	.....
134.21	Kingsmill T	.....	.....	.....	.....	.....	.....
138.50	Yarmouth DN	.....	7.52	.....	12.15	2.19	.....
141.35	Ball DN	.....	7.56	.....	12.19	2.23	.....
142.17	St. Thomas DN	.....	s 7.58	.....	s12.21	s 2.25	.....
	ARRIVE	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.
		79	51	83	39	41	49

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

Continued on Page 13

ST. THOMAS TO DETROIT

WESTWARD—FIRST CLASS

Miles from Buffalo via Bridgeburg	STATIONS	39	41	17	13	47	11	5	15	23	139	45
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday & Monday	Daily	Daily	Daily Except Monday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A M.	A. M.	A. M.	P. M.	P. M.
126.12	St. Thomas.....DN	12.24	2.30	4.58	6.13	6.30	8.15	9.23	10.19	10.20	12.16	5.03
126.31	B X Tower.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
130.35	St. Clair Jct.....T	12.33	2.40	5.07	6.23	6.39	8.25	9.32	10.28	10.30	12.26	5.13
135.18	Shedden.....T	.....	.....	.....	.....	.....	s 8.32	.....	.....	10.35	.....	.....
139.11	Iona.....D★	12.42	2.49	.....	6.32	6.48	s 8.38	.....	.....	10.39	12.36	5.23
145.05	Dutton.....D★	.....	.....	.....	.....	.....	s 8.48	.....	.....	★10.45	12.43	.....
151.58	West Lorne.....DN	12.54	3.02	5.27	6.45	7.01	s 8.59	9.52	10.48	★10.54	12.51	5.36
155.99	Rodney.....D★	.....	.....	.....	.....	.....	s 9.06	.....	.....	★11.01	.....	.....
159.46	Taylor.....T	1.03	3.11	.....	6.54	.....	f 9.12	.....	.....	11.06	1.00	5.44
161.95	Muirkirk.....T	.....	.....	.....	.....	.....	s 9.16	.....	.....	.....	.....	.....
164.11	Highgate.....D★	1.09	3.17	.....	7.00	.....	s 9.19	.....	.....	11.12	1.07	5.49
169.75	Ridgetown.....DN★	1.15	★ 3.24	5.45	7.06	7.19	s 9.28	10.10	11.06	s11.20	1.14	★ 5.55
175.62	Mull.....D★	.....	.....	.....	.....	.....	s 9.38	.....	.....	.....	.....	.....
180.62	Fargo.....DN	1.26	3.35	5.56	7.17	7.30	s 9.46	10.21	11.17	11.33	1.27	6.06
182.85	Charing Cross.....T	.....	.....	.....	.....	.....	s 9.50	.....	.....	★11.37	.....	.....
189.27	Buxton.....D★	1.35	3.45	.....	7.26	7.39	s10.00	10.30	.....	11.45	1.37	6.15
193.30	Fletcher.....D★	.....	.....	.....	.....	.....	s10.07	.....	.....	11.49	.....	.....
200.42	Tilbury.....DN★	1.46	★ 3.57	6.15	7.38	7.50	s10.19	10.41	11.36	s11.58	1.50	★ 6.28
206.83	Comber.....D★	1.53	★ 4.05	.....	7.45	7.57	s10.29	10.48	.....	12.07	1.58	★ 6.36
211.83	Ruscomb.....D★	1.58	4.11	.....	7.50	8.02	s10.37	10.53	.....	12.13	2.04	6.42
215.76	Woodslee.....D★	2.02	★ 4.17	.....	7.54	8.06	s10.44	10.57	.....	12.19	2.09	6.47
221.30	Essex.....DN	2.08	4.24	6.35	8.00	8.12	s10.53	11.03	11.56	s12.28	2.15	6.53
225.83	Maidstone.....D★	2.13	4.30	.....	8.05	8.17	s11.01	11.08	.....	12.33	2.20	6.58
230.14	Pelton.....T	2.18	4.36	6.44	8.10	8.22	11.08	11.13	12.05	12.38	2.26	7.03
232.82	Tower 4.....DN	2.21	4.40	6.47	8.13	8.25	11.13	11.16	12.08	12.41	2.30	7.07
235.71	Windsor.....DN	s 2.25	s 4.47	s 6.51	★ 8.18	s 8.30	s11.17	s11.20	s12.13	s12.48	s 2.35	s 7.12
238.49	Detroit.....DN	2.40	5.05	7.05	8.35	8.45	11.40	11.35	12.30	1.10	2.50	7.30
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A.M.	P. M.	P. M.	P. M.	P. M.
		39	41	17	13	47	11	5	15	23	139	45

No. 13. Stop at Windsor to discharge passengers from points east of Suspension Bridge.

No. 23. Stop on signal at Dutton, West Lorne and Rodney to discharge passengers and to receive passengers for Windsor and west thereof. On signal at Charing Cross, daily except Sunday to receive and discharge passengers.

No. 41. Stop on signal at Ridgetown, Tilbury, Comber and Woodslee to receive passengers for Windsor and west thereof and at Ridgetown to discharge passengers from St. Thomas and east.

No. 45. Stop on signal at Ridgetown Sundays, to discharge passengers from St. Thomas and east thereof and receive passengers for Windsor and west thereof; on signal at Tilbury and Comber Sundays, to receive passengers for Windsor and west thereof.

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ST. THOMAS TO DETROIT

WESTWARD—FIRST CLASS | SECOND CLASS

Miles from Buffalo via Niagara Falls	STATIONS	3	51	101
		Daily Except Sunday	Daily	Daily Except Sunday
	LEAVE	P. M.	P. M.	A. M.
142.17	St. Thomas.....DN	5.05	8.01	7.15
142.36	B X Tower.....DN	.....	.....	.....
146.40	St. Clair Jct.....T	5.15	8.11	s 7.30
151.23	Shedden.....T	s 5.21	.....	A. M.
155.16	Iona.....D★	s 5.26	8.20	.....
161.10	Dutton.....D★	s 5.35	.....	.....
167.63	West Lorne.....DN	s 5.45	8.33	.....
172.04	Rodney.....D★	s 5.52	.....	.....
175.51	Taylor.....T	f 5.57	8.41	.....
178.00	Muirkirk.....T	s 6.03	.....	.....
180.16	Highgate.....D★	s 6.07	8.47	.....
185.80	Ridgetown.....DN★	s 6.17	8.52	.....
191.67	Mull.....D★	s 6.27	.....	.....
196.67	Fargo.....DN	s 6.35	9.03	.....
198.90	Charing Cross.....T	s 6.40	.....	.....
205.32	Buxton.....D★	s 6.48	9.12	.....
209.35	Fletcher.....D★	s 6.56	.....	.....
216.47	Tilbury.....DN★	s 7.08	9.24	.....
222.88	Comber.....D★	s 7.18	9.31	.....
227.88	Ruscomb.....D★	s 7.26	9.37	.....
231.81	Woodslee.....D★	s 7.32	9.42	.....
237.35	Essex.....DN	s 7.40	9.48	.....
241.88	Maidstone.....D★	s 7.47	9.54	.....
246.19	Pelton.....T	7.53	10.00	.....
248.87	Tower 4.....DN	7.57	10.03	.....
251.76	Windsor.....DN	s 8.07	s10.07	.....
254.54	Detroit.....DN	8.30	10.25	.....
	ARRIVE	P. M.	P. M.	A. M.
		3	51	101

Continued on Page 15

DETROIT TO ST. THOMAS

EASTWARD—FIRST CLASS

Miles from Detroit	STATIONS	40	2	56	44	12	8	48	10	58		
		Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
0.00	Detroit.....DN	4.03	5.50	8.35	4.28	4.45	5.55	7.00	8.30	11.40		
2.78	Windsor.....DN	s 4.18	s 6.05	s 8.50	s 4.43	s 5.00	s 6.10	s 7.15	s 8.45	s 11.55		
5.67	Tower 4.....DN	4.22	6.09	8.54	4.47	5.06	6.14	7.19	8.49	12.00		
8.35	Pelton.....T	4.25	6.12	8.57	4.50	5.12	6.17	7.22	8.53	12.04		
12.66	Maidstone.....D★	.....	s 6.17	.....	.....	s 5.20	.....	.....	8.59	12.10		
17.19	Essex.....DN	4.34	s 6.23	9.06	4.59	s 5.29	6.26	7.31	9.05	f 12.17		
22.73	Woodslee.....D★	.....	s 6.31	.....	.....	s 5.39	.....	.....	9.10	★12.25		
26.66	Ruscomb.....D★	4.43	s 6.38	9.15	5.09	s 5.47	6.35	7.40	9.14	12.30		
31.66	Comber.....D★	.....	s 6.46	.....	.....	s 5.56	.....	.....	9.19	★12.38		
38.07	Tilbury.....DN★	4.54	s 6.56	9.26	5.20	s 6.07	6.46	7.51	9.26	★12.47		
45.19	Fletcher.....D★	.....	s 7.07	9.33	5.27	s 6.19	.....	7.58	.....	12.56		
49.22	Buxton.....D★	5.05	s 7.13	9.37	5.31	s 6.25	.....	8.02	9.37	1.01		
55.64	Charing Cross.....T	.....	s 7.24	.....	.....	s 6.36	.....	.....	.....	.....		
57.87	Fargo.....DN	5.14	s 7.28	9.46	5.40	s 6.40	7.05	8.11	9.47	1.13		
62.87	Mull.....D★	.....	s 7.36	9.51	5.45	s 6.47	.....	8.16	9.52	1.19		
68.74	Ridgetown.....DN★	5.25	s 7.46	f 9.57	5.51	s 6.58	7.16	8.22	f 9.59	★ 1.28		
74.38	Highgate.....D★	.....	s 7.56	.....	.....	s 7.10	.....	.....	.....	1.37		
76.54	Muirkirk.....T	.....	s 8.00	.....	.....	s 7.16	.....	.....	.....	.....		
79.03	Taylor.....T	.....	f 8.05	10.08	6.02	f 7.21	.....	8.33	10.14	1.43		
82.50	Rodney.....D★	.....	s 8.10	.....	.....	s 7.29	.....	.....	.....	1.47		
86.91	West Lorne.....DN	5.43	s 8.19	10.16	6.10	s 7.40	7.33	8.41	10.24	1.52		
93.44	Dutton.....D★	.....	s 8.32	.....	.....	s 7.52	.....	.....	.....	2.01		
99.38	Iona.....D★	.....	s 8.43	.....	.....	s 8.08	.....	.....	10.37	2.09		
103.31	Shedden.....T	.....	s 8.51	.....	.....	s 8.17	.....	.....	.....	.....		
108.14	St. Clair Jct.....T	6.04	9.01	10.36	6.31	8.25	7.53	9.00	10.47	2.20		
112.18	B X Tower.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....		
112.37	St. Thomas.....DN	s 6.13	s 9.15	s 10.45	s 6.40	s 8.40	s 8.02	s 9.10	s 10.57	s 2.30		
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		
		40	2	56	44	12	8	48	10	58		

The passing point for trains 8 and 12 will be arranged by the train despatcher.

No. 58. Stop on signal at Woodslee, Comber, Tilbury and Ridgetown to discharge passengers from Windsor and points west thereof and at Ridgetown to receive passengers for St. Thomas and east.

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DETROIT TO ST. THOMAS

EASTWARD—FIRST CLASS | SECOND CLASS

Miles from Detroit	STATIONS	106
		Daily Except Sunday
	LEAVE	P. M.
0.00	Detroit.....DN	.....
2.78	Windsor.....DN	.....
5.67	Tower 4.....DN	.....
8.35	Pelton.....T	.....
12.66	Maidstone.....D★	.....
17.19	Essex.....DN	.....
22.73	Woodslee.....D★	.....
26.66	Ruscomb.....D★	.....
31.66	Comber.....D★	.....
38.07	Tilbury.....DN★	.....
45.19	Fletcher.....D★	.....
49.22	Buxton.....D★	.....
55.64	Charing Cross.....T	.....
57.87	Fargo.....DN	.....
62.87	Mull.....D★	.....
68.74	Ridgetown.....DN★	.....
74.38	Highgate.....D★	.....
76.54	Muirkirk.....T	.....
79.03	Taylor.....T	.....
82.50	Rodney.....D★	.....
86.91	West Lorne.....DN	.....
93.44	Dutton.....D★	.....
99.38	Iona.....D★	.....
103.31	Shedden.....T	P.M.
108.14	St. Clair Jct.....T	s 6.05
112.18	B X Tower.....DN	.....
112.37	St. Thomas.....DN	s 6.20
	ARRIVE	P. M.
		106

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ST. THOMAS TO BUFFALO

EASTWARD—FIRST CLASS

Miles from Detroit via Bridgeburg	STATIONS	58	40	190*	70	72	56*	74	2*	80	44	8
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
112.37	St. Thomas.....DN	2.35	6.19	.....	.....	.....	10.45	.....	2.30	.....	6.40	8.05
113.19	Ball.....DN	2.37	6.21	.....	.....	.....	10.47	.....	2.32	.....	6.42	8.07
116.04	Yarmouth.....DN	2.41	6.24	.....	.....	.....	10.50	.....	2.35	.....	6.46	8.10
120.33	Kingsmill.....T	2.47	.....	.....	.....	.....	.....	.....	s 2.40	.....	.....	.....
123.09	Aylmer.....T	2.51	.....	.....	.....	.....	.....	.....	s 2.45	.....	.....	.....
125.56	Springfield.....DN*	2.55	6.33	.....	.....	.....	10.59	.....	s 2.49	.....	6.56	8.19
130.99	Brownsville.....D*	3.01	.....	.....	.....	.....	.....	.....	s 2.58	.....	.....	.....
136.83	Tillsonburg.....DN	3.09	6.44	.....	.....	.....	f 11.10	.....	s 3.08	.....	7.08	8.30
148.57	La Salette.....DN	3.23	6.56	.....	.....	.....	11.22	.....	s 3.24	.....	7.20	8.42
152.69	Windham.....D*	.....	.....	.....	.....	.....	.....	.....	s 3.32	.....	.....	.....
159.26	Waterford.....DN	s 3.38	7.08	.....	.....	.....	*11.33	.....	s 3.45 3.50	.....	7.32	8.53
164.19	Villa Nova.....T	3.46	7.13	.....	.....	.....	11.39	.....	s 3.58	.....	7.37	8.58
172.01	Hagersville.....DN	f 3.57	7.21	.....	.....	.....	11.47	.....	s 4.15	.....	7.45	9.06
183.59	Edward.....T	4.13	7.33	.....	.....	.....	11.59	.....	f 4.34	.....	7.57	9.18
188.41	Canfield Jct.....DN	4.19	7.38	.....	.....	.....	12.04	.....	f 4.41	.....	8.02	9.23
196.94	E. & O. Crossing...DN*	4.31	7.47	.....	.....	.....	12.13	.....	4.53	.....	8.11	9.32
203.93	Perry.....DN*	4.40	7.54	A. M.	A. M.	A. M.	12.20	P. M.	s 5.05	P.M.	8,18	9.39
213.26	Welland.....DN	s 4.56	* 8.10	8.15	s 9.55	s 11.45	s 12.31	s 3.15	s 5.25	s 7.10	* 8.31	9.49
218.00	Brookfield.....T	.....	.....	.....	f 10.01	.....	.....	.....	s 5.32	.....	.....	.....
223.42	Stevensville.....D*	.....	8.20	.....	f 10.07	11.56	.....	f 3.26	s 5.41	7.21	8.43	9.59
228.53	Niagara Jct.....T	.....	8.25	.....	10.13	12.02	.....	3.32	5.48	7.27	8.49	10.04
229.42	Victoria.....T	.....	8.27	.....	10.15	12.04	.....	3.34	5.50	7.29	8.52	10.05
230.57	Bridgeburg.....DN	.....	8.31	.....	s 10.19	s 12.08	.....	s 3.38	s 5.55	s 7.33	s 8.57	10.07
.....	Montrose.....T	5.13	.....	8.27	.....	.....	12.46	.....	.....	.....	.....	.....
.....	Montrose Jct.....T	5.15	.....	8.29	.....	.....	12.48	.....	.....	.....	.....	.....
.....	Falls View.....	s 5.16 5.21	.....	8.30	.....	.....	s 12.49 12.54	.....	.....	.....	.....	.....
.....	Victoria Park.....T	* 5.24	.....	8.32	.....	.....	12.56	.....	.....	.....	.....	.....
.....	Niagara Falls, (ONT.)DN*	s 5.32	.....	s 8.38	.....	.....	s 1.01	.....	.....	.....	.....	.....
.....	Suspension Bridge.....	s 5.42	.....	s 8.45	.....	.....	s 1.08	.....	.....	.....	.....	.....
.....	Niagara Falls, N. Y....	s 6.05	.....	8.55	.....	.....	s 1.27	.....	.....	.....	.....	.....
231.44	Black Rock.....	.....	s 8.37	.....	s 10.25	s 12.14	.....	s 3.44	s 6.03	s 7.39	s 9.04	s 10.13
235.51	Terrace.....	s 6.47	s 8.52	.....	s 10.44	s 12.34	s 2.09	s 4.02	s 6.26	s 8.09	s 9.26	s 10.23
238.49	Buffalo.....	7.00	9.05	.....	10.55	12.45	2.22	4.15	6.40	8.20	9.40	10.37
	ARRIVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P. M.	P. M.
		58	40	190*	70	72	56*	74	2*	80	44	8

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

No. 2. Stop on signal at Hawtrey, Townsend Centre, Townsend, Dufferin, Lythmore, Montague, Netherby and make regular stop at Cayuga and Attercliffe to receive and discharge passengers and handle mail.

No. 58. Stop on signal at Victoria Park to let off passengers from Windsor and west thereof; will make regular stop at Tonawanda, and at Black Rock reduce speed to 5 miles per hour to deliver way-bill mail.

No. 40. Stop at Welland to set off Chicago-Niagara Falls sleeper.

No. 56. Stop on signal at Waterford to discharge passengers for T.H. & B. At Black Rock reduce speed to 5 miles per hour to deliver way-bill mail.

No. 190. Stop on signal at Fraser to receive and discharge passengers.

No. 44 Stop at Welland to discharge passengers.

Continued from Page 16

ST. THOMAS TO BUFFALO

EASTWARD—FIRST CLASS

Miles from Detroit via Niagara Falls	STATIONS	82	48	10	SECOND CLASS 46
		Daily	Daily	Daily	Daily Except Sunday
	LEAVE	P. M.	P. M.	P. M.	A. M.
112.37	St. Thomas.....DN	.....	9.15	11.05	.....
113.19	Ball.....DN	.....	9.17	11.07	.....
116.04	Yarmouth.....DN	.....	9.20	11.10	.....
120.33	Kingsmill.....T	.....	.....	11.16	.....
123.09	Aylmer.....T	.....	.....	*11.21	.....
125.56	Springfield.....DN*	.....	9.29	*11.26	.....
130.99	Brownsville.....D*	.....	.....	*11.34	.....
136.83	Tillsonburg.....DN	.....	9.40	*11.44	.....
148.57	La Salette.....DN	.....	9.52	12.00	.....
152.69	Windham.....D*	.....	.....	.....	.....
159.26	Waterford.....DN	.....	10.03	*12.13	.....
164.19	Villa Nova.....T	.....	10.08	12.19	.....
172.01	Hagersville.....DN	.....	10.16	f 12.28	.....
183.59	Edward.....T	.....	10.28	12.41	.....
188.41	Canfield Jct.....DN	.....	10.33	12.47	.....
196.94	E. & O. Crossing.....DN*	.....	10.41	12.57	.....
203.93	Perry.....DN*	P.M.	10.48	1.06	.....
213.26	Welland.....DN	s 10.05	10.59	s 1.17	.....
.....	Brookfield.....T	.....	.....	.....	.....
.....	Stevensville.....D*	10.16	11.09	1.29	A. M.
.....	Niagara Jct.....T	10.22	11.14	1.34	s 9.55
.....	Victoria.....T	10.24	11.16	1.36	10.00
.....	Bridgeburg.....DN	s 10.28	11.20	s 1.40	A. M.
223.37	Montrose.....T	.....	.....	.....	.....
224.42	Montrose Jct.....T	.....	.....	.....	.....
224.71	Falls View.....	.....	.....	.....	.....
225.82	Victoria Park.....T	.....	.....	.....	.....
227.02	Niagara Falls (ONT.) DN*	.....	.....	.....	.....
227.65	Suspension Bridge.....	.....	.....	.....	.....
229.46	Niagara Falls, N. Y....	.....	.....	.....	.....
247.67	Black Rock.....	s 10.34	s 11.26	s 1.48	.....
251.56	Terrace.....	s 10.54	.....	.....	.....
254.54	Buffalo.....	11.05	11.54	2.30	.....
	ARRIVE	P. M.	P. M.	A. M.	A. M.
		82	48	10	46

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

No. 10 Stop on signal at Tillsonburg to discharge passengers and to receive passengers for Bridgeburg and east thereof; on Signal at Aylmer, Springfield and Brownsville to discharge passengers from St. Thomas and west thereof and at Waterford to discharge passengers from St. Thomas and west thereof and to receive passengers for Buffalo and beyond.

ST. CLAIR BRANCH

Miles from St. Thomas	WESTWARD—SECOND CLASS 105 Daily Except Sunday P. M.	103 Daily Except Sunday P. M.	101 Daily Except Sunday A. M.	STATIONS LEAVE ARRIVE	EASTWARD—SECOND CLASS 102 Daily Except Sunday P. M.	104 Daily Except Sunday P. M.	106 Daily Except Sunday P. M.	Miles from Petrolia
0.00			*7.15*	*St. Thomas*.....*DN*			*6.20*	
4.23			s 7.30	St. Clair Jct.....T			s 6.05	
5.40			f 7.35	Air Line Crossing			f 5.50	
9.35			f 7.43	Southwold			f 5.38	
13.54			f 7.53	Muncey			f 5.29	
19.27			s 8.05	Melbourne.....D★			f 5.17	
22.29			f 8.13	C.N.R. Crossing			f 5.05	
24.50			8.18	C.P.R. Crossing			4.53	
25.75			f 8.27	Appin Road			f 4.50	
29.89			f 8.36	Walkers			s 4.40	
35.28			s 8.50	Alvinston.....D★			s 4.25	
40.99			s 9.15	Inwood.....D★			s 4.10	
42.30			f 9.25	Weidman			f 4.05	
43.80			f 9.30	Glen Rae			f 4.01	
44.98	P. M.	P. M.	f 9.35	Holmesdale	P. M.	P. M.	f 3.57	
	3.13			Eddy's		3.08		12.04
	s 3.28			Oil Springs.....D★		s 3.00		9.25
48.19	3.41		s 10.00 / 10.05	Oil City		s 2.50 / 2.45	3.50	6.86
50.17		12.30	s 10.15	Petrolia Jct.	12.25	s 2.40		4.88
			f 10.21	Corey	f 12.19			3.52
			10.35	Petrolia.....D★	12.05			0.00
56.56		s 12.55		Brigden.....D★		s 2.25		
59.81		f 1.02		Kimballs		f 2.16		
65.82		1.16		Courtright Jct.		s 2.04		
66.38		1.20		Courtright.....D★		2.00		
	P. M.	P. M.	A. M.	ARRIVE LEAVE	P. M.	P. M.	P. M.	
	105	**103**	**101**		**102**	**104**	**106**	

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

Time shown at St. Thomas is for information only.

No. 102. Will wait at Petrolia for No. 101.

No. 104. Will wait at Courtright for No. 103.

No. 106. Will wait at Oil City for No. 101.

LEAMINGTON BRANCH

Miles from Comber	SOUTHWARD—Second Class 163 MIXED Saturday Only P. M.	161 MIXED Daily Except Sunday A. M.	STATIONS LEAVE ARRIVE	NORTHWARD—Second Class 160 MIXED Daily Except Sunday A. M.	162 MIXED Saturday Only P. M.	Miles from Sea Cliff Park
0.00	4.25	11.00	Comber.....D★	9.08	4.10	15.91
3.31	f 4.32	f 11.10	Rosslyn	9.01	f 4.01	12.60
5.40	s 4.39	s 11.18	Staples	s 8.55	s 3.55	10.51
7.10	f 4.45	f 11.25	Oakland	f 8.49	f 3.49	8.81
8.79	s 4.51	s 11.34	Blytheswood	s 8.44	s 3.44	7.12
10.57	f 4.57	f 11.41	Wigle	f 8.37	f 3.37	5.34
12.29	5.02	11.47	Gravel Pit Switch	8.34	3.34	3.62
13.44	5.07	11.52	P.M. Crossing	8.31	3.31	2.47
13.79	5.10	12.01	Leamington.....D★	8.30	3.30	2.12
15.91			Sea Cliff Park			0.00
	P. M.	P. M.	ARRIVE LEAVE	A. M.	P. M.	
	163	**161**		**160**	**162**	

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

Nos. 162 waits at Leamington for No. 161.

Nos. 160, 161, 162 and 163 will cary passengers.

AMHERSTBURG BRANCH

Miles from Essex	WESTWARD—Second Class 111 MIXED Daily Except Sunday A. M.	STATIONS LEAVE ARRIVE	EASTWARD—Second Class 110 MIXED Daily Except Sunday P. M.	Miles from Amherstburg
0.00	10.00	Essex.....DN	1.20	16.88
4.78	s 10.10	Edgars	s 1.10	12.10
7.23	s 10.22	P.M. Crossing	s 1.02	9.65
7.92	s 10.25	McGregor	s 12.58	8.96
11.54	f 10.33	Auld	f 12.49	5.34
12.67	f 10.37	Southwick	f 12.45	4.21
14.17	f 10.41	Quarries	s 12.40	2.71
15.73	s 10.45	Gordon	s 12.35	1.15
16.88	10.55	Amherstburg.....D★	12.30	0.00
	A. M.	ARRIVE LEAVE	P. M.	
	111		**110**	

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

No. 110 waits at Amherstburg for No. 111.

NIAGARA BRANCH

Miles from Bridgeburg	NORTHWARD—Second Class	STATIONS	SOUTHWARD—Second Class	Miles from Niagara-on-the-Lake
	49		46	
	Daily Except Sunday		Daily Except Sunday	
	A. M.	LEAVE ARRIVE	A. M.	
0.00	.....	Bridgeburg.....DN.	.....	29.55
1.15	.....	Victoria.....T	.....	28.40
2.04	9.10	Niagara Jct.....T	s 9.55	27.51
		3.91		
	s 9.30	Fort Erie.....	9.35	.....
	A. M.		A. M.	
6.77	.....	Black Creek.....	.....	22.78
12.56	.....	Chippawa.....D*	.....	16.99
14.29	.....	Montrose Jct.....T	.....	15.27
14.57	.....	Falls View.....	.....	14.98
15.67	.....	Victoria Park.....T	.....	13.88
16.87	.....	Niagara Falls, Ont.....DN*	.....	12.68
17.52	.....	N. St. C. & T. Jct.....	.....	12.03
18.21	.....	C.N.R. Crossing.....	.....	11.34
19.52	.....	Stamford.....T	.....	10.03
21.53	.....	St. David.....D*	.....	8.02
23.30	.....	Queenston.....	.....	6.25
29.55	.....	Niagara-on-the-Lake.....T	.....	0.00
	A. M.	ARRIVE LEAVE	A. M.	
	49		46	

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

Between Bridgeburg and Niagara Jct. and between Montrose Jct. and Niagara Falls, Ont., Niagara Branch will be governed by schedules shown on Main Line Times-Table.

No. 46 waits at Fort Erie for No. 49.

MICHIGAN MIDLAND BRANCH

Miles from St. Clair Springs	WESTWARD	STATIONS	EASTWARD	Miles from Richmond
		LEAVE ARRIVE		
0.00	.....	St. Clair Springs.....	.....	14.73
2.05	.....	Carlton.....	.....	12.68
4.78	.....	Butlins.....	.....	9.95
8.02	.....	Adair.....	.....	6.71
14.73	.....	Richmond.....	.....	0.00
		ARRIVE LEAVE		

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

SPEED SCHEDULE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.88	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.70
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

MICHIGAN CENTRAL RAILROAD
CANADA DIVISION
LAKE
HURON
LAKE
ONTARIO
LAKE
ERIE
LAKE
ST. CLAIR
DETROIT
CITY DIVISION
BAY
WINDSOR
TOWER
PELTON
MAIDSTONE
RUSCOMB
COMBER
TILBURY
FLETCHER
BUXTON
SOUTHWICK
GORDON
AMHERSTBURG
QUARRIES
AULD
McGREGOR
EDGARS
ESSEX
WOODSLEE
WIGLE
SEA CLIFF PARK
ROSSLYN
PETTIT MILL
STAPLES
OAKLAND
BLYTHESWOOD
GRAVEL PIT SWITCH
LEAMINGTON
CHARING CROSS
FARGO
MULL
RIDGETOWN
HIGHGATE
MUIRKIRK
TAYLOR
RODNEY
WEST LORNE
DUTTON
MUNCEY
IONA
SHEDDEN
SOUTHWOLD
AIR LINE CROSSING
ST THOMAS
YARMOUTH
KINGSMILL
ALYMER
SPRINGFIELD
BROWNSVILLE
TILLSONBURG
CORNELL
HAWTREY
LA SALETTE
WINDHAM
WATERFORD
VILLA NOVA
TOWNSEND
HAGERSVILLE
DUFFERIN
LYTHMORE
GAYUGA
EDWARD
CANFIELD JCT
ATTERCLIFFE
MONTAGUE
PERRY
NIAGARA FALLS
VICTORIA PARK
FALLS VIEW
MONTROSE
FRASER
NIAGARA-ON-THE-LAKE
QUEENSTON
ST. DAVID
STAMFORD
JOHN ST.
SUSPENSION BRIDGE
NIAGARA FALLS N.
MONTROSE JCT
BLACK CREEK
BRIDGEBURG
BLACK ROCK
TERRACE
BUFFALO
WELLAND
BROOKFIELD
NETHERBY
STEVENSVILLE
VICTORIA
PORT ERIE
COURTRIGHT
COURTRIGHT JCT
RICHMOND
ADAIR
BUTLINS
CARLTON
ST. CLAIR SPRINGS
KIMBALL
BRIGDEN
COREY
PETROLIA
OIL CITY
HOLMESDALE
GLEN RAE
WEIDMAN
INWOOD
ALVINSTON
WALKERS
C.P.R. CROSSING
APPIN
MELBOURNE
OIL SPRINGS
EDDYS
PETROLIA JCT