

**SAFETY FIRST**

**CANADIAN NATIONAL RAILWAYS**

**CENTRAL REGION**

**SOUTHERN ONTARIO DISTRICT  
ST. THOMAS DIVISION**

**WABASH RAILROAD COMPANY  
BUFFALO DIVISION**

**TIME 82 TABLE**

**Taking Effect at 12.01 A.M., Sunday, Nov. 27th, 1949**

**GOVERNED BY EASTERN STANDARD TIME**

**FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY**

**☛ CHECK THE DAYS OF THE WEEK WITH CARE**

**READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE**

**THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION**

**DESTROY ALL FORMER TIME TABLES**

**THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. ALL EMPLOYEES WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS  
MUST HAVE A COPY OF THE RULES ACCESSIBLE AND A COPY OF THE CURRENT TIME TABLE WITH THEM WHILE ON DUTY.**

**A. J. LOMAS,**  
VICE-PRESIDENT,  
TORONTO

**W. H. KYLE,**  
GENERAL MANAGER,  
TORONTO

**O. A. BOIVIN,**  
GEN'L SUPT. TRANSPORTATION,  
TORONTO

**N. A. WALFORD**  
GENERAL SUPERINTENDENT,  
TORONTO

**J. G. GORDON,**  
SUPERINTENDENT TRANSPORTATION,  
TORONTO

**ST. THOMAS DIVISION**

PAGE	SUB-DIVISION	FROM	TO	MILES
3	Grimsby	Suspension Bridge	Junction switch Welland Subdivision	2.33
3	Welland	Junction switch Grimsby Subdivision	Welland Jct.	16.58
4	Cayuga	Black Rock	St. Thomas	119.04
6	Chatham	St. Thomas	Windsor	107.22
<b>TOTAL</b>				<b>245.17</b>

Despatching Office—St. Thomas, Ont. Telegraph Call "DI"

A. R. WILSON,  
Superintendent,  
St. Thomas.

J. W. FARRAH,  
Asst. Superintendent,  
St. Thomas.

J. B. CURRAH,  
Superintendent Terminals,  
Black Rock.

W. E. HUGHES,  
Division Master Mechanic,  
London.

A. W. LOUCH,  
Terminal Trainmaster,  
Windsor.

J. C. PULFORD,  
Passenger Trainmaster,  
Toronto.

T. G. ROBERTS,  
Road Foreman of Engines,  
London.

J. SOLAVE,  
Road Foreman of Engines,  
Hamilton.

H. A. SHIPP,  
Road Foreman of Engines,  
Wabash Railroad Company,  
St. Thomas.

L. A. SEARS, Chief Despatcher.

J. M. BUCKSTEIN, Asst. Chief Despatcher

B. H. WILLS  
W. H. CORNELL  
H. E. BENNER  
C. L. UPFOLD  
H. T. FALLS  
T. E. HUGHES  
F. L. SMITH

Despatchers.

A. L. KRAFFT  
L. C. HAYES  
J. A. HILL

Relieving  
Despatchers.

# GRIMSBY AND WELLAND SUBDIVISIONS

WESTWARD TRAINS					Time Table No. 82 Effective Nov. 27th, 1949  <b>STATIONS</b>	EASTWARD TRAINS												
THIRD CLASS		FIRST CLASS				FIRST CLASS						THIRD CLASS						
97	107	91	95	93		184	84	102	186	86	90	182	198	196				
Wabash Red Ball Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Sunday only	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Sunday only	Passenger Daily Ex. Sunday	Passenger Daily	Wabash Red Ball Freight Daily	Wabash Red Ball Freight Daily	Wabash Red Ball Freight Daily					
L 10.30	L 7.00 A 7.05 L 7.15	L 4.45	L 12.45 A 12.50 L 1.00	L 6.30 A 6.35 L 6.45	A 2.00	A 4.45 L 4.35 A 4.25	A 11.05 L 11.00 A 10.46	A 4.35 L 4.30 A 4.18	A 4.45 L 4.40 A 4.33	A 11.00 L 10.56 A 10.50	A 12.30	A 8.30	A 3.20					
10.35	A 7.18 PM	A 4.48 PM	A 1.03 PM	A 6.48 AM	L 1.55 AM	L 4.19 AM	L 10.42 AM	L 4.14 PM	L 4.29 PM	L 10.46 PM	L 12.15	L 8.10	L 3.05					
10.36											12.14	8.09	3.04					
10.45											12.05	8.00	2.55					
11.05											11.50	7.45	2.40					
11.13											11.40	7.30	2.30					
A 11.25											L 11.30	L 7.15	L 2.20					
Daily	Daily	Daily	Daily	Daily	Sunday only	Daily Ex. Sunday	Daily	Sunday only	Daily Ex. Sunday	Daily	Daily	Daily	Daily					
97	107	91	95	93	18.91 miles					184	84	102	186	86	90	182	198	196

## GRIMSBY AND WELLAND SUBDIVISION FOOTNOTES

All westward trains will obtain terminal clearance at Freight Yard.

**\*Freight Yard**.....Operator register first class trains. Conductors of first class trains not required to deliver register ticket.

**\*Port Robinson**.....Operator register all trains. Eastward trains to Niagara Falls will not require terminal clearance when passing from double to single track.

**\*Welland Jct.**.....Operator register all trains. Conductor deliver register ticket when practicable. Train order signals do not affect trains moving through Wye tracks from Cayuga Subdivision to Welland Subdivision and from Welland Subdivision to Cayuga Subdivision.

**Emergency Telephone** { At Switch to Cyanamid Lead, Mileage 1.04, on pole.  
Switch, Mileage 1.56, on pole.  
At Switch leading into Chemical Co. Plant, Mileage 9.07, in shanty.  
N.Y.C. Ry. Crossing, Mileage 14.87, in tower.

### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

**Suspension Bridge, N.Y.**.....Connection New York Central, Erie and Lehigh Valley Railroads.

**Mileage 1.61**.....Grimsby Subdivision: Crossing New York Central Railway, not interlocked. Two arm signal, operated by member of crew. Lower arm governs movement on Canadian National track.

**Junction Switch**.....Junction Grimsby and Welland Subdivisions; Interlocked; No derails.

**Mileage 0.13**.....Welland Subdivision; Crossing New York Central Railway; No derails. (B.T.C. 44229).

**Port Robinson (M. 9.75)**.....Junction Thorold Subdivision. Normal position of Junction Switch is when set for movements to and from Thorold Subdivision.

**Mileage 14.87**.....Crossing and Junction New York Central Railway; Interlocked. (B.T.C. 65001).

**T.H. & B. Jct. M.15.01**.....Junction T.H. & B. Ry.

**Welland Jct. (M. 16.58)**—Crossing Cayuga Subdivision—non interlocked. Junction Cayuga and Humberstone Subdivisions. Signal No. 175 is two position upper quadrant semaphore type located at north east corner of crossing. Upper arm shows indication and governs trains in both directions on the Cayuga Subdivision. Lower arm shows indication and governs trains in both directions on the Humberstone Subdivision. Normal position of these fixed signals is "Stop" and will only be changed to "Proceed" to allow a train to pass, after which signal must be restored to the normal position. End of double track is 1680 feet east of station. Westward trains must not foul crossover at end of double track (mileage 16.26) until "proceed" signal received from operator at station. Normal position of east switch of crossover at end of double track is for movements to and from east Buffalo wye track. Normal position of west switch of crossover at end of double track is for westward main track.

### YARD LIMIT BOARDS

**Niagara Falls**..... Yard limits extend from east end of steel arch bridge to yard limit boards 7895 feet west of Clifton (Welland Subdivision) and 725 feet west of St. Davids (Grimsby Subdivision).

**Port Robinson**..... 2989 feet West of Station.  
5563 " East of Station.

**Welland and Welland Jct.,**  
combined Yard Limits extend from..... 9014 " East of Welland Station to  
4000 " South of Welland Jct., Humberstone Sub-division.

### SPEED RESTRICTIONS

Passenger trains.....	40
Freight trains, engine with caboose or light engines.....	30

**Grimsby Subdivision— PERMANENT SLOW ORDERS**

Mileage		Miles per hour
0.34	Niagara Falls, Steel Arch Bridge, Niagara River.....	10
0.60 to 2.22	Niagara Falls to Clifton, Passenger trains.....	40
	Freight trains, engine with caboose, or light engines.....	25

**Welland Subdivision—**

0.00 to 0.61	Curve.....	20
2.62	Stamford, Dorchester Road (Passenger trains) (B.T.C. 60862).....	35
9.07	Welland Chemical Company track.....	10
9.92 to 10.31	Port Robinson, Gauntlet (B.T.C. 33281).....	15

For further speed restrictions see page 9.

### OTHER TRACKS

	Car Capacity	Points face	Mileage	
<b>Can. Cellucotton Products Co. Ltd.</b> .....	12	West	0.61	Welland Subdivision
<b>Canadian Ohio Brass Co.</b> .....	20	East	0.91	
<b>Ramapo Iron Works</b> .....	24	East	1.69	
<b>H.E.P. Comm.</b> .....	18	East	6.80	
<b>Chemical Co.</b> .....	350	East	9.07	

### SUSPENSION BRIDGE—

All movements over Suspension Bridge are controlled by the Signalman in the New York Central Interlocking Tower No. 65.

Enginemen must pass an examination before the N.Y.C. Superintendent at Buffalo or his representative, on eyesight, location of and rules governing use of signals, before handling an engine, with or without cars, over any portion of N.Y.C. tracks.

Passenger trainmen must join and leave their trains at the N.Y.C. station, Suspension Bridge, and assist in directing passengers from one train to another.

### NIAGARA FALLS—

Passenger Conductors must know immediately customs and Immigration officials have completed their inspections to avoid any delay to train waiting for such advice.

Conductors of passenger trains entering Canada from Suspension Bridge, N.Y., must receive release from Canadian customs and immigration officers before allowing any person to detrain at Niagara Falls, Ontario.

Conductors of passenger trains entering United States from Niagara Falls, Ontario must receive release from Canadian customs before leaving Niagara Falls station, and must also receive release from United States customs and immigration officers before allowing any person to detrain at Suspension Bridge, N.Y. Conductors will be held personally responsible for observance of these instructions.

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of Niagara Falls, except when necessary to prevent accident. (B.T.C. 43682).

This does not prohibit the sounding of whistle when necessary for train operation.

The limits of the City of Niagara Falls extend from mileage .00 to 1.15 Grimsby Subdivision.

Eastward passenger trains arriving Niagara Falls will stop with engine clear of "Stop" board east of station.

Movements over crossovers immediately east of Niagara Falls station are governed by hand signal from switchtender.

Engines must not enter covered portion of coal dock; a reach of cars must be used.

### PORT ROBINSON—

Yard limit board, located 5563 feet East of station on West side of Thorold Subdivision main track, governs both Thorold and Welland Subdivisions.

### PORT ROBINSON—WELLAND JCT.—

Double track extends from West crossover Port Robinson to crossover 1680 feet East of Welland Jct. station.

The main tracks are gauntleted between mileage 9.90 and 10.33. Movement through gauntlet governed by signals as follows:

Westward HOME signal No. 121 interlocked, located 500 feet East of East end of gauntlet.

Eastward STOP and PROCEED Automatic signal No. 136, located 4,200 feet West of signal No. 128.

Eastward HOME signal No. 128 interlocked, located 500 feet West of West end of gauntlet. (B.T.C. 33281).

Cars or engines must not be left standing between "End of block" signs.

### WELLAND—

Cars must not be left standing closer than 200 feet from Lincoln Street, and 100 feet from Hagar Street.

All movements made on Industrial track serving Union Carbide Co. West of Bain Ave. must be brought to a full stop before crossing N.Y.C. track. (B.T.C. 21213).

### SHORT HAULS OR WAY FREIGHTS

Switching extra leaves Niagara Falls 8.00 a.m., daily except Sunday, for Welland Jct. and return.

# CAYUGA SUBDIVISION

WESTWARD TRAINS					EASTWARD TRAINS														
THIRD CLASS		SECOND CLASS		FIRST CLASS	Symbols	Miles from N.Y.C. Connection Black Rock	Station Number	STATIONS		Train Order or Telephone	Car Capacity		FIRST CLASS	SECOND CLASS		THIRD CLASS			
97	91	355	233	STATIONS				Siding	Other Tracks		356	238	82	402	98	96			
Wabash Red Ball Freight	Wabash Red Ball Freight	Mixed	Mixed	WC	0.17	5410	BLACK ROCK	T	Yard.	T	Yard.	Mixed	Mixed	Wabash Red Ball Freight	Freight	Wabash Red Ball Freight	Wabash Red Ball Freight		
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	KWC	1.04	5411	FORT ERIE	T	Yard.	T	Yard.	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily		
	L <sup>PM</sup> 6.00			Y	1.58		FORT ERIE YARD	T						A <sup>PM</sup> 12.30	A <sup>PM</sup> 6.20	A <sup>PM</sup> 8.00	A <sup>AM</sup> 3.20		
	6.08			•	3.11		DUFF	T						12.15	6.00	7.42	3.05		
	6.18			•	8.23	5414	STEVENSVILLE	T	103	8				11.59	5.45	7.35	2.50		
	6.25			•	11.84		ROBBINS	P	113					11.50	5.35	7.25	2.40		
	L <sup>PM</sup> 11.25	6.35		•	17.58	5416	WELLAND JCT	T	66	Yard.				11.30	5.15	7.15	2.20		
11.35	6.45			•	21.59	5417	FEEDER SIDING	P	73					10.55	4.40	6.45	1.45		
11.55	7.02			•	32.92	5419	MOULTON	T	61	9				10.25	4.10	6.20	1.20		
12.11	7.15			•	42.78	5421	GANFIELD JCT	P	86					10.05	3.50	6.00	1.00		
12.25	7.25			•	49.03	5422	CAYUGA	T	109	30				9.50	3.35	5.50	12.45		
12.35	7.35			•	54.47	5424	NELLES CORNERS	P	84	10				9.35	3.20	5.40	12.35		
12.50	7.50	L <sup>PM</sup> 12.05	L <sup>AM</sup> 10.55	•	62.67	5425	JARVIS	T	73	30		A <sup>AM</sup> 10.55	A <sup>PM</sup> 5.45	9.15	3.00	5.25	12.05		
12.58	7.58	S 12.15	S 11.05	•	68.70	5426	RENTON	P	73	10		S 10.45	S 5.35	9.05	2.50	5.15	11.55		
1-12	8.12	S 12.40	S 11.15	•	73.23	5427	SIMCOE	T	820 N94	40		S 10.35	F 5.25	8.50	2.35	5.05	11.40		
1-15	8.15	12.45	A 11.19	•	74.34	5428	SIMCOE JCT	P				10.10	L 5.23	8.30	2.20	4.57	11.20		
1-27	8.25	S 12.55	A	•	77.78	5429	NIXON	T	84	11		S 10.00	PM	8.20	2.10	4.50	11.10		
1-38	8.35	S 1.25		•	82.98	5430	DELHI	T	47	107		S 9.44		8.10	1.55	4.40	10.55		
1-48	8.48	S 1.40		•	89.86	5431	COURTLAND	T	80	19		S 9.05		7.55	1.40	4.25	10.40		
1-59	8.59	S 2.00		•	94.36	5433	TILSONBURG	T	842 N37	30		S 8.45		7.45	1.30	4.15	10.30		
2-02	9.02	S 2.15		•	96.03	5434	TILSONBURG JCT	P				S 8.30		7.40	1.25	4.10	10.25		
2-10	9.10	S 2.25		•	100.37	5435	CORINTH	P	79	10		S 8.10		7.33	1.15	4.00	10.15		
2-23	9.25	S 3.10		•	108.40	5436	AYLMER	T	83	92		S 7.45		7.20	12.55	3.40	9.55		
2-32	9.40	S 3.20		•	113.61	5437	NEW SARUM	P	77	26		6.45		7.05	12.40	3.20	9.40		
A <sup>AM</sup> 2.45	A <sup>PM</sup> 9.50	A <sup>PM</sup> 3.45		•	119.04	5438	ST. THOMAS	T		Yard		L 6.30		L <sup>AM</sup> 6.50	L <sup>PM</sup> 12.30	L <sup>PM</sup> 3.05	L <sup>PM</sup> 9.30		
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	KWC								Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily		
97	91	355	233				119.04 miles					356	238	82	402	98	96		

### CAYUGA SUBDIVISION FOOTNOTES

- \*Duff.....Westward trains will obtain train orders and terminal clearance.
- \*Welland Jct.....Operator register all trains. Conductor deliver register ticket when practicable. Train order signals do not affect trains moving through Wye tracks from Cayuga Subdivision to Welland Subdivision and from Welland Subdivision to Cayuga Subdivision.
- \*Jarvis.....Register station for No. 356 and No. 355; and for trains to and from Hagersville Subdivision.
- \*Simcoe.....Register station for trains to and from Simcoe Subdivision. Operator register No. 238.
- \*Simcoe Jct.....Trains may leave without terminal clearance. Trains from Simcoe Subdivision will obtain train orders and terminal clearance before leaving the Simcoe Subdivision station.

#### EMERGENCY TELEPHONES LOCATED AT FOLLOWING POINTS:

- Stevensville.....In Waiting Room.
- Marshville, mileage 25.14.....In booth east of road crossing
- T.H. & B. Crossing Mileage 34.32..In Tower.
- Darling Road, mileage 41.00.....Opposite tool house.
- Canfield Jct.....In N.Y.C. Tower.
- Cayuga.....West end of bridge in box on pole.
- Nelles Corners.....East end of Station.
- Jarvis.....Outside entrance to Office.
- Courtland.....In Waiting Room.
- Tillsonburg Jct., mileage 96.16.....In box on pole at west switch.
- Aylmer.....In cabin at coal dock.
- N.Y.C. Crossing Mileage 115.19...In Tower.
- C.P.R. Crossing Mileage 117.75...In Tower.
- St. Thomas.....In Yard Office.

#### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

- Black Rock**.....Connection New York Central, Erie, and Delaware, Lackawanna and Western Railroads.
- Mileage 0.27.....Drawbridge Erie Canal (known as Harbour Draw); Interlocked. (B.T.C. 39930).
- Mileage 0.62.....Drawbridge International Bridge over Niagara River; Interlocked (B.T.C. 39930).
- Fort Erie**.....Junction New York Central Railway—Interlocked.
- Fort Erie Jct.**.....Junction Dunnville Subdivision with wye track Fort Erie Yard.
- Welland Jct. (M. 17.58)**.....Crossing Humberstone Subdivision—not interlocked. Junction Humberstone and Welland Subdivisions. Signal No. 175 is two position upper quadrant semaphore type located at northeast corner of crossing. Upper arm shows indication and governs trains in both directions on the Cayuga Subdivision. Lower arm shows indication and governs trains in both directions on the Humberstone Subdivision. Normal position of these fixed signals is "Stop" and will only be changed to "Proceed" to allow a train to pass, after which signal must be restored to the normal position.
- Mileage 18.10.....Drawbridge, Welland Canal; Interlocked. (B.T.C. 44530).
- Mileage 18.50.....Crossing Niagara, St. Catharines and Toronto Railway; Interlocked. No derails. (B.T.C. 12905).
- Mileage 34.32.....Crossing Toronto, Hamilton and Buffalo Railway; Interlocked. No derails. (B.T.C. 65305).
- Canfield Jct**.....Crossing and Junction Dunnville Subdivision; Interlocked. (B.T.C. 67787).
- Jarvis**.....Junction Hagersville Subdivision.
- Simcoe Jct**.....Junction Simcoe Subdivision
- Mileage 93.82.....Crossing and Junction Canadian Pacific Railway. Automatic Interlocked. (See Special Instructions page 9). (B.T.C. 51331). (Rules 501 to 513 incl. applicable.)
- Tillsonburg Jct**.....Junction Burford Subdivision.
- Mileage 115.19.....Crossing New York Central Railway; Interlocked. (B.T.C. 64928).

Mileage 117.75.....Crossing and Junction Canadian Pacific Railway; Interlocked. (B.T.C. 65549).

**St. Thomas**.....Junction Chatham Subdivision; Crossing and Junction L. & P.S. Ry.; Not interlocked; Signal No. 1190 governs crossing, main track, siding and shop track.

#### YARD LIMIT BOARDS

**Black Rock-Fort Erie** yard limits extend from connections with D.L. & W., Erie and N.Y.C. Rys. at Black Rock to yard limit boards 183 feet West of Duff (Cayuga Subdivision) and 1688 feet West of Fort Erie West Station (Dunnville Subdivision).

<b>Welland Junction</b> .....	6602 feet	West of station.
	4664 "	East of station.
<b>Cayuga</b> .....	4500 "	East of station.
	3500 "	West of station.
<b>Jarvis</b> .....	2752 "	East of station.
	3595 "	West of station.
<b>Simcoe</b> .....	3895 "	East of station.
	3500 "	West of station.
<b>Aylmer</b> .....	1000 "	East of station.
	8100 "	West of station.
<b>St. Thomas</b> .....	7665 "	East of station.

#### SPEED RESTRICTIONS

	Miles per hour
Passenger trains.....	65
Freight trains.....	50
Engines with cabooses or light engines.....	40

#### PERMANENT SLOW ORDERS

Mileage		Miles per hour
0.18	Black Rock—through turnouts.....	8
0.27	Drawbridge Erie Canal.....	10
1.03	International Bridge.....	10
1.05	Fort Erie—through turnouts.....	15
	Trains must not occupy less than six minutes between Black Rock and Fort Erie.	
18.02	Welland Jct., Highway (B.T.C. 57338).....	15
42.78	Canfield Jct.—passenger trains (B.T.C. 68043).....	50
93.82	Diamond Crossing, Canadian Pacific Railway (B.T.C. 52326).....	20
117.59 to 119.04	Within yard limits St. Thomas.....	10

For further speed restrictions see page 9.

#### ENGINE RESTRICTIONS

Engines not permitted beyond frog leading to team track when switching Canners' Siding, Delhi.

OTHER TRACKS	Car Capacity	Points face	Mileage
<b>Scottish Fertilizer Co</b> .....	23	West	18.39
<b>R.C.A.F. No. 1, Index 7648A</b> .....	..	West	106.70

#### BUFFALO AND BLACK ROCK—

Signal 001, located 500 feet east of Niagara Subway, normal position "Stop." Trains coming from N.Y.C. must stop at this signal unless hand signal received from switchtender on the ground.

The following whistle signals will be given by eastward trains, when crossing the International Bridge after passing the west switch to siding on Squaw Island:—

N.Y.C. (Entrance to their Black Rock Yard).....	One	(1) whistle.
N.Y.C. (leading to the City).....	Three	(3) whistles.
Erie.....	Four	(4) "
D.L. & W.....	Five	(5) "

Unlawful for any employee to permit whistle of the locomotive under his control to be blown, except for necessary signal purposes, penalty \$25.00.

#### INTERNATIONAL BRIDGE

Train movements between Fort Erie and Black Rock are governed by signal indication. Enginemen and trainmen operating between these points must have in their possession a copy of the International Bridge Company's rules and regulations, and will be governed by same.

#### FORT ERIE—

Track between mileage 1.04 (Fort Erie) and the first switch east of mileage 3.11 (Duff) is abandoned as main track and is a yard track. Normal position of first switch east of mileage 3.11 will be for eastward yard.

Westward passenger trains must pull clear of the switches leading to the International Bridge before stopping for Customs examination.

**Fort Erie Yard—No. 218 will back to Fort Erie via yard track, arriving at 12.15 p.m.**

#### WELLAND JCT.—

Siding Welland Junction located North side of track extends from a point 0.86 mile East on Cayuga Subdivision to crossover switch located East of Bridge just East of Welland Jct. Station.

Westward trains moving from Cayuga Subdivision to Welland Subdivision must, unless otherwise directed, use this siding, and the East Buffalo Wye Track.

Eastward trains moving from Welland Subdivision to Cayuga Subdivision must use the west Buffalo Wye Track.

Approach signal west of N.S. & T. Ry. crossing protects movements over this crossing and Canal Bridge, when top arm at horizontal or Red light displayed indicates stop for N.S. & T. crossing, at 45° above horizontal or Yellow light, clear for N.S. & T. crossing but stop for canal drawbridge. At 90° above horizontal or Green light clear for N.S. & T. crossing and canal drawbridge.

#### CANFIELD JUNCTION—

Track connecting the Cayuga and Dunnville Subdivisions is used as a team track.

#### SIMCOE—

Bridge, Mileage 73.03, height 2 ft. 8 inches from base of rail, 3 ft. 6 inches from rail. Movement of depressed flat cars permitted at slow speed and with extreme caution.

Westward freight trains to stop clear of Norfolk St. Crossing, cutting engine off to take water.

Air Brakes must be coupled and working between cars and engine when making movements on Riddell and McIntosh spur.

#### AYLMER—

All switching movements over Forest St. Crossing on Canner's Siding must be protected by a member of the crew.

Trainmen will not ride on cars passing coal dock.

Westward trains must not block John Street Crossing when taking coal.

#### ST. THOMAS—

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of St. Thomas except when necessary to prevent accident. (B.T.C. 27803).

This does not prohibit the sounding of whistle when necessary for train operation. The limits of the City of St. Thomas extend from mileage 118.46 Cayuga Subdivision to mileage 0.49 Chatham Subdivision.

When storing train in north siding St. Thomas, same must be left eight car lengths in clear at east end to allow yard engine to switch C.P.R. interchange.

Cars left standing on the North and South passing tracks must be kept back not less than seventy-five feet from the Balaclava Street Line. (B.T.C. 72109).

#### SHORT HAULS AND WAY FREIGHTS

Wayfreight leave Fort Erie Yard 7.15 a.m. Monday, Wednesday and Friday for St. Thomas.

Wayfreight leave St. Thomas 7.15 a.m. Tuesday, Thursday and Saturday for Fort Erie Yard.



# CHATHAM SUBDIVISION

WESTWARD TRAINS							STATIONS	Time Table No. 82 Effective Nov. 27th, 1949	Train Order or Telephone	Car Capacity	EASTWARD TRAINS										
THIRD CLASS			FIRST CLASS								FIRST CLASS					THIRD CLASS					
475	97	91	105	83	183	117	9	STATIONS			12	18	118	16	10	82	402	98	96	476	
C.N.R. Manifest Daily Ex. Sunday	Wabash Red Ball Freight Daily	Wabash Red Ball Freight Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Sunday only	Passenger Daily	Passenger Daily				Passenger Daily	Passenger Daily Ex. Sunday	Passenger Sunday only	Passenger Daily	Passenger Daily	Wabash Red Ball Freight Daily	Freight Daily	Wabash Red Ball Freight Daily	Wabash Red Ball Freight Daily	C.N.R. Manifest Daily	
L 3:05	L 3:05	L 10:05						ST. THOMAS	T	Yard						A 6:25	A 12:15	A 2:45	A 9:15		
3:15	3:15	10:15						PAYNES	P	93	4					6:15	12:05	2:36	9:05		
3:20	3:20	10:20						BAIRDS	P	91						6:05	11:55	2:28	8:55		
3:25	3:25	10:25						LAWRENCE	T	16						5:55	11:45	2:20	8:45		
3:28	3:28	10:28						THAMES RIVER	P	72						5:50	11:40	2:15	8:40		
3:31	3:31	10:31						MIDDLEMISS	P	12						5:45	11:35	2:10	8:35		
3:40	3:40	10:40						EKFRID	P	80						5:35	11:25	2:00	8:25		
L 2:10	L 3:52	L 10:50	L 9:57	L 6:51	L 5:45	L 12:44	L 4:52	GLENCOE	T	Yard	A 11:20	A 3:23	A 3:45	A 6:23	A 2:23	5:25	11:10	1:50	8:15	A 11:45	
2:20	4:02	11:02	10:03	6:59	5:53	12:50	5:02	NEWBURY	T	W43	45	11:13	3:13	3:37	6:16	5:10	11:00	1:40	8:00	11:30	
2:30	4:10	11:10	10:08	7:08	6:02	12:56	5:11	BOTHWELL	T	W23	30	11:06	3:04	3:29	6:10	5:00	10:50	1:30	7:50	11:20	
2:42	4:22	11:22	F*10:15	7:17	6:12	F 1:05	5:23	THAMESVILLE	T	E39 W37	20	10:57	2:53	3:17	F*6:03	4:45	10:35	1:17	7:35	11:05	
2:52	4:31	11:31	10:21	7:26	6:20	1:12	5:32	NORTHWOOD	T	W85	10	10:50	2:43	3:07	5:57	4:35	10:25	1:05	7:25	10:55	
3:20	4:50	11:50	8 10:35	7:43	6:40	S 1:28	5:58	CHATHAM	T	Yard	8 10:39	L 2:31	S 2:55	L 5:45	L 1:35	4:15	10:05	12:50	7:05	10:40	
				7:53	6:50			PRAIRIE SIDING	P	14			F 2:12	F 2:40							
3:45	5:10	12:10	10:48	8:00	6:58	1:41	6:16	JRANNETTE'S CREEK	T	W39	42	10:20	2:05	F 2:33	5:19	3:40	9:30	12:20	6:30	10:05	
3:56	5:20	12:20	10:54	8:09	7:06	* 1:47	6:26	STONEY POINT	T	22		10:14	1:55	S 2:23	1:00	3:30	9:20	12:08	6:20	9:55	
4:10	5:35	12:35	11:01	8:20	7:17	1:56	6:39	BELLE RIVER	T	W45 E56	20	10:06	1:44	F 2:12	5:07	3:15	9:05	11:55	6:05	9:40	
4:24	5:50	12:50	11:09	8:31	7:28	2:04	6:53	TECUMSEH	T	E70	30	9:58	1:32	F 2:01	4:58	2:55	8:45	11:40	5:45	9:25	
4:50	6:05	1:05	8 11:18	8:43	7:38	S 2:13	7:07	WALKERVILLE	T	Yard	S 9:50	B 1:22	B 1:52	S 4:51	12:35	2:40	8:30	11:25	5:30	9:10	
A 5:00	A 6:30	A 1:30	A 11:25	A 8:50	A 7:45	A 2:20	A 7:15	WINDSOR	T	Yard	L 9:45	L 1:15	L 1:45	L 4:45	L 12:30	L 2:30	L 8:20	L 11:15	L 5:20	L 9:00	
Daily Ex. Sunday	Daily	Daily	A 12:10	A 9:35	A 8:25	A 3:05	A 8:05	DETROIT	T		L 8:55	L 12:20	L 1:05	L 3:45	L 10:30	Daily	Daily	Daily	Daily	Daily	
475	97	91	105	83	183	117	9	107.22 miles			12	18	118	16	10	82	402	98	96	476	

### CHATHAM SUBDIVISION FOOTNOTES

*Times shown at Detroit for information only.*

**\*Glencoe.**... Operator register all trains. Eastward trains to St. Thomas will not require terminal clearance when passing from double to single track.

**\*Chatham.** Register station for trains originating and terminating at Chatham.

**Windsor.**... Initial station for Chatham Subdivision trains.

\*No. 9 stop at Newbury, Bothwell, Thamesville, Northwood and Tecumseh daily except Sunday.

\*No. 16 and 105 stop on flag Thamesville Sunday only.

\*No. 117 stop at Stoney Point to detrain passengers from London and beyond.

\*No. 10 stop at Bothwell Saturday and Sunday to detrain passengers from Windsor and Chatham.

**Emergency Telephones to train despatcher:** St. Thomas—in yard office; switch-tender's cabins located at West End and St. George Street; Frome—M. 6:28, in shelter; Lawrence, waiting room; Chatham Jct., interlocking tower; Chatham, at switch to Industrial track; Prairie Siding, Passenger shelter; Belle River, waiting room; Essex Terminal interchange, yardman's cabin.

**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

**St. Thomas.**... Junction Cayuga Subdivision; Crossing and junction L. & P.S. Ry.; signal No. 1190 governs crossing, main track, siding and shop track. Not interlocked.

**Mileage 5.46.**... Crossing New York Central Railway; Interlocked. (B.T.C. 56342).

**Glencoe.**... Junction Longwood and Alvinston Subdivisions. End of double track 897 feet east of train order signal. Normal position of switch at end of double track is for eastward movements to Longwood Subdivision. Normal position of junction switch is for Longwood Subdivision.

**Mileage 60.77.**... Crossing and Junction Chesapeake & Ohio Ry.; Interlocked. (B.T.C. 57867)

**Mileage 65.84.**... Crossing Canadian Pacific Railway. Automatic Interlocked. (Rules 501 to 513 incl. applicable.)

Movements against the current of traffic are governed by dwarf signals without any approach signals. (B.T.C. 65698). (See Special Instructions, page 9).

#### YARD LIMIT BOARDS

St. Thomas	8884 feet	West of station.
Glencoe	4437 "	East of station (Longwood subdivision).
Glencoe	5648 "	East of station (Chatham subdivision).
Glencoe	5803 "	West of station.
Chatham	7702 "	East of station.
Chatham	8578 "	West of station.
Windsor	15,831 "	East of Walkerville station to end of track, West end Windsor station platform.

#### ENGINE AND CAR RESTRICTIONS

Chatham Jct—Short Wye—Heaviest engine permitted. 2500-2600 Class.

#### SPEED RESTRICTIONS

Miles per hour		Miles per hour	
Passenger trains West of Glencoe	80	Freight trains West of Glencoe	60
Passenger trains East of Glencoe	65	Freight trains East of Glencoe	50
		Wabash K-3 Engines	50
		Engine with caboose or light engine	40

#### PERMANENT SLOW ORDERS

Mileage		Miles per hour
0.00 to 1.68	Within yard limits St. Thomas	10
5.30 to 5.60	Approach N.Y.C. Ry. crossing (B.T.C. 55107)	15
27.51	All trains from The Longwood Subdivision	25
27.73	All trains moving to and from St. Thomas	25
60.38 to 61.16	Approach C. & O. Ry. Crossing (B.T.C. 57867)	15
60.87 to 61.93	Chatham, all Public Road Crossings except Degge St.	25
60.93	Chatham—Degge St. (B.T.C. 42683)	10
62.23	Chatham, through Industrial Spur	5
65.84	Crossing C.P.R.—Passenger trains. (B.T.C. 65698)	50
99.18	Tecumseh, switching Fine Foods Siding	5
104.00 to 107.29	Pillette Road, to Windsor, passenger trains	25
	Other trains	20
105.51	Windsor, Montreuil Road, 11.00 p.m. to 7.00 a.m. (B.T.C. 53264)	10
	For further speed restrictions see page 9.	

#### OTHER TRACKS

Other Tracks	Car Capacity	Points face	Mileage
Oil Siding	12	West (off Westward track)	41.17
Elevator Siding	18	West (off Westward track)	81.85
<b>ST. THOMAS</b> —Sounding of whistle on any locomotive or any car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of St. Thomas, except when necessary to prevent accident. (B.T.C. 27803). This does not prohibit the sounding of whistle when necessary for train operation. The limits of the City of St. Thomas extend from mileage 0.49 Chatham Subdivision to mileage 118.46 Cayuga Subdivision.			
<b>THAMESVILLE</b> —No cars will be placed on any track within 200 feet of either side of Victoria Street. All switching movements over crossing must be protected by a member of the crew. (B.T.C. 50852).			
<b>CHATHAM JCT.</b> —All movements over Park St. crossing on Wilson's spur and on Chesapeake & Ohio Ry. must be protected by a member of the crew.			
<b>CHATHAM</b> —Industrial track leading to Dominion Sugar Company plant crosses Canadian Pacific Railway siding and main track—Interlocked. (B.T.C. 67039). Westward freight trains, requiring water at Chatham, must leave their train east of Chatham Jct., unless train will clear between St. George St. and William St. No car will be placed on any track within a distance of 300 feet of Lacroix St. Crossing. (B.T.C. 81259). All movements on sidings over Lacroix St. must be protected by a member of the crew. (B.T.C. 58461).			

All movements on industrial spur track over Richmond St. crossing must be protected by a member of the crew. (B.T.C. 39573).

All movements on Canadian Leaf Tobacco Siding over Pattenon Ave. must be protected by a member of the crew.

All movements over St. George St., Ontario Steel Co. siding must be protected by member of crew.

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any highway crossing within the limits of the City of Chatham, except when necessary to prevent accident. (B.T.C. 61081).

This does not prohibit the sounding of whistle when necessary for train operation.

The limits of the City of Chatham extend from mileage 60.77 to mileage 62.49.

**PRAIRIE SIDING**—All switching movements over public road crossing just west of station must be protected by a member of the crew.

**BELLE RIVER**—Air brake must be coupled and working between cars and engine when making movements in Canner's Siding.

**WALKERVILLE**—Industrial Area tracks connecting with Eastward main track at Mileage 102.65 east of Windsor and extending distance of 4.5 miles southward crossing Tecumseh and Pillette Roads. All movements over Pillette Road must be stopped at Stop boards on either side and protected by a member of the crew. (B.T.C. 42378). Gates at Tecumseh Road Crossing must be operated by yardmen and must be down before passing over crossing. Instructions for operation of gates are contained on blue print in box.

**WINDSOR**—Trainmen must flag all movements over Sandwich St., Montreuil Road and Roads leading into Ford No. 1 plant and Ford's Power House. (B.T.C. 18482). Switching operations over George Ave. not to exceed 6 miles per hour (B.T.C. 49106). Locomotives must not pass point on Walker's Dock Track designated by sign and Red light.

Westward trains must not foul crossover switch opposite coal trestle except on hand signal from switch-tender at middle switches.

All switching movements between hours 11.00 p.m. and 7.00 a.m. over Montreuil Road Crossing must be protected by a member of the crew. (B.T.C. 53264).

Engines must not enter covered portion of coal dock; a reach of cars must be used.

Conductors of passenger trains being ferried from Detroit to Windsor must not permit equipment to be pulled off ferry until release has been received from Canadian customs and immigration officers. Conductors of passenger trains being ferried from Windsor to Detroit must not permit equipment to be placed on ferry until release has been received from Canadian customs, and be governed by G.T.W. instructions for handling at Detroit. Conductors will be held personally responsible for observance of these instructions.

**DETROIT**—Passenger trainmen must join and leave their train at Detroit and assist in directing passengers.

**MANIFEST TRAINS.**... See page 10.

**SHORT HAULS AND WAY FREIGHTS**

Way freight leave St. Thomas 7.30 a.m. Monday, Wednesday and Friday for Windsor. Way freight leave Windsor 7.30 a.m. Tuesday, Thursday and Saturday for St. Thomas

## SPECIAL INSTRUCTIONS

1. Time will be transmitted at 11.00 a.m. daily except Sunday.
2. Engine whistle signal 14(k) must be sounded by a train displaying green signals for following section, when passing section men, bridge men and other workmen.  
Engine whistle signal 14(1) is amended from its present form to be: Two long, one short, and one long (— — 0 —). (B.T.C. General Order 578).
3. At places where the sounding of engine whistle is prohibited, the speed of any train running against the current of traffic must be so reduced that train may be stopped within distance enginemen can see that track is clear.
4. In the application of Rule 91, the restrictions on a train following a train carrying passengers will also apply to a train following a light engine without conductor, and the restrictions on a light engine following any train will also apply to an engine moving with caboose only. Rule 91, last paragraph.—The interval required between FREIGHT TRAINS, under the conditions specified, is increased to not less than twenty (20) minutes.
5. No car or dead engine shall be left on or obstruct a track used for meeting or passing trains without permission from Superintendent or Assistant Superintendent.
6. No light engine nor two or more light engines coupled, when the movement is either on single track or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a conductor.
7. To prevent accidents to passengers alighting from cars standing on bridges adjacent to stations, trainmen will not announce station stops until after train has passed over the structure.
8. Unless otherwise provided, the position of switches at junction points with other subdivisions is normal when set for main traffic subdivision, and unless otherwise provided the position of switch at the end of double track is normal when set for trains from single to double track.
9. Unless otherwise directed, dead engines handled in trains must be handled with the pilot end ahead, must be placed at least five cars from the train engine, and if more than one dead engine is handled in train, they must be separated by at least five cars.
10. Wrecking cranes handled in any train must not be moved at speed exceeding the following:
  - Where speed restriction for freight trains is forty miles per hour or over—restriction thirty-five miles per hour.
  - Where speed restriction for freight trains is forty to twenty-five miles per hour—restriction twenty-five miles per hour.
  - Where speed restriction for freight trains is less than twenty-five miles per hour—restriction twenty miles per hour, or as much below this as is necessary to safety.
 Speed entering or leaving sidings must not exceed ten miles per hour. Care must be exercised in handling on down-grades and rounding sharp curves. During all movements in trains, boom of wrecking cranes must be secured.
  - Pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment moving on its own wheels must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to car and secured by safety chains which must also be wired. This will not necessitate the taking off of cable, but ample slack must be left in cable to allow for free movement of cars.
  - Unless further restricted by special instructions, trains handling such equipment must not exceed twenty miles per hour. Speed must always be regulated to safety limit when rounding curves.
  - When possible at least three cars must be placed between this equipment and engine handling train.
  - Pile drivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers, must be placed immediately ahead of caboose when handled on freight or work trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframes they may be handled in any location in work, freight, or mixed trains.
  - Jordan spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty-five miles per hour. In cases in which these machines must be handled with rear end forward speed restriction of twenty miles per hour must be observed.
  - Caterpillar machines of all types, hoists, drag lines, or any other equipment which is moved on cars in trains must be loaded and secured in accordance with existing A. of A.R. rules governing the loading of commodities on open top cars (Pages 58 and 59, Supplement No. 1, effective May 15, 1948).
  - Conductors will be held responsible for strict observance of this rule.
  - Exceptions covering movements in work trains: When any of the above equipment is moved in work trains to or from or at point of work, the above requirements as to securing of equipment or method of loading do not apply. In such movements the equipment must be secured and handled in a manner that will ensure safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required in paragraph one of this rule.
  - Prior to placing work equipment or dead engines in any train, Yardmasters or Agents must obtain authority from the Chief Dispatcher, or Chief Traffic Supervisor who will arrange for Form 19 train order to be issued calling the attention of the crew to the equipment being handled and speed restrictions applicable. When the work equipment or dead engines are to be moved beyond the Chief Dispatcher's or Chief Traffic Supervisor's territory, they will be responsible to advise the adjoining Chief Dispatcher of the movement, and speed restrictions applicable.
  - 11. Air brakes must be in service while switching occupied passenger equipment, also when switching equipment on or off occupied passenger equipment. Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made.  
Air brakes should be applied on auxiliary cranes, hoists, pile drivers, snow plows, spreaders, passenger coaches or other equipment when placed on turntable before engine is uncoupled to ensure full control and safe handling.

12. It is forbidden to handle freight cars in main line passenger trains, unless such freight cars are equipped with air brakes, communicating signals, steel or steel-tired wheels, and trucks designed for use in passenger train service; provided, however, that it shall be permissible to use such freight cars in passenger service when baggage cars or freight cars especially equipped as aforesaid become disabled or unfit for use while in transit and such cars only are available to receive the baggage or freight as the case may be to avoid unnecessary delay in forwarding the same. In this event, cars must not be loaded beyond their marked capacity, and the speed must not exceed thirty-five miles an hour.

No branch line passenger train on which is placed a freight car not equipped as provided in the above paragraph, shall be allowed to exceed the speed in any one mile prescribed for mixed trains on that Subdivision, and shall not in any case exceed thirty-five miles per hour, and such restrictions shall be covered by train order. (B.T.C.- G.O. 571).

No freight, merchandise or lumber car shall be placed in any passenger train in the rear of any passenger car in which any passenger is carried.

13. A blue flag by day and a blue light by night, required by Rule 26, must be displayed at a height of five feet above rail level on a steel frame secured to the rail; day signals to be of rigid material 22" x 28" in size with rounded corners, painted royal blue with a border of white on both sides one and one-half inches in width set at right angles to the track, and located between the switch and the first engine, car or train occupying the track. All switches leading to repair track are to be locked with special locks, and keys carried by the foreman in charge of the repair work, or by other responsible party, whose duty it shall be to see that employees and workmen so engaged are warned and are clear from cars or engines before any switching movement is made on such tracks, and also that the switches are locked after the switching movement is completed. (B.T.C. General Order 258).

14. General Order No. 600, Board of Transport Commissioners for Canada.  
IT IS ORDERED:

1. That every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam power shall strictly conform to the following rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains namely:—

(1) \*Through and local trains, double track, right hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on the right hand side only are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.

(2) \*Through and local trains, double track, left hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.

(3) \*Through and local trains, single track. When running all vestibule doors and platforms are to be kept closed.

\*Note.—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5 and 6 hereof.

(4) Suburban trains, double track, right hand operation. Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(5) Suburban trains, double track, left hand operation. Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(6) Suburban trains, single track. All vestibule doors and platforms may be kept open.

(7) Secure vestibule doors and platforms. When permissible to have vestibule doors and platforms open when running, these must be securely fastened.

(8) Guard rails or side gates. These appliances will be handled as prescribed for the handling of vestibule doors and platforms.

(9) Vestibule curtains. These appliances will be kept drawn and securely fastened, except during switching operations.

(10) Tail gates, chains, or bars. The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it.

2. That, when vestibule doors and platforms, side gates or guard rails (if required by the said regulations to be kept closed when running) are closed as the train moves away from stopping point and remain closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations herein approved are being complied with.

14A. Where passenger equipment is to be cut off enroute, or where a train is to be cut at a terminal, Trainmen and Yardmen must see that tail gates, chains, or bars on all cars involved are properly closed and secured before switching is commenced, whether cars are occupied or not, except at final terminals where it is definitely known that the train is empty.

14B. General Order No. 707, B.T.C.—Marshalling of Equipment of passenger trains.

(1) There shall be a buffer car between the locomotive and the first coach carrying passengers. In local and mixed train services, a combination baggage or express car with passenger compartment shall be considered a buffer car within the meaning of this rule, if the baggage or express end of such car is next to the locomotive.

(2) No wooden mail, express or baggage car occupied by any employee or other person shall be marshalled between the locomotive and steel equipment, or between other steel units.

(3) All passenger trains shall be marshalled in such a manner that no wooden coaches carrying passengers are placed between cars of steel construction and that all wooden coaches are placed on rear of the trains.

(4) A car or coach with steel underframe shall not be deemed to be a wooden car or coach within the meaning of this Order.

15. Not more than one engine must be used in placing cars on or removing them from coal chutes. Air brakes must be coupled and working between cars and engine and not more than two cars must be moved up ramp at the same time.

16. "Backup" air hose, equipped with air whistle, must be in service on rear platform of all passenger trains moving backwards, and whistle sounded approaching public highway crossings, or where necessary to warn persons crossing or approaching the track.

17. Stand pipes on double track must be left with spout pointing in the direction of the current of traffic.

18. In all cases of derailments or accidents to passenger cars lighted with Pintsch or Commercial Acetylene Gas, the supply of gas must be shut off, if possible, by closing the stud valves in storage tanks underneath the body of car. Key for this purpose is located in the gauge box underneath the car.

19. When a train or engine passes over any highway crossing protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing for it to be protected by member of crew. (B.T.C. 493).

20. At highway crossings where member of crew is required to protect the movement of vehicles over the railway, a hand signal shall be used by day and a clear white light by night. (B.T.C. 484).

Where instructions require that all switching movements over a highway crossing shall be protected by a member of the train crew, these instructions include the movements of the engine over the crossing either before, during or after the switching movements take place.

21. Before moving or coupling on to cars being loaded or unloaded at freight sheds, team tracks and other places, or boarding outfit cars, snow plows, flangers, other units of work equipment and dead engines, persons in on or about them must be warned to avoid injury.

22. In the event of a headlight failure between Sunset and Sunrise rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the engineman will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten miles an hour over any public highway crossing not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding as shown in the time table, is reached, where an examination must be made and, if possible, the headlight put in good working condition.

In case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates, or automatic signal at a speed not exceeding twenty miles an hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying a proper light.

While proceeding to the first station and/or repair point, the whistle signal for all highway crossings not protected by watchman, gates, or automatic signal must be given the second time approaching all such crossings.

Repairs to the equipment must be effected at the first repair point, or the engine replaced. (First repair point is such a place at which the company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment). (B.T.C. General Order 522).

The engineman must advise despatcher from the first open communicating station when he is proceeding with temporary headlight.

In the event of an engine whistle failure occurring while train is enroute, engineman will proceed to first repair point, running with caution approaching and passing public highway crossings and stations; at first repair point repairs must be made.

23. Rule 93 amended, (Paragraph 5). By night or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within Yard Limits. (B.T.C. General Order 509).

24. Rule 98 (Paragraph 3) amended. At railway crossings at grade, unless otherwise permitted by Order of the Board of Transport Commissioners for any specific crossing, the speed of any train must not exceed thirty-five miles per hour until the entire train has passed the crossing. (B.T.C. G.O. 603).

25. Rule 99 (Paragraph 5) requires that when the flagman has gone out the necessary distance under the conditions existing he will place two torpedoes on the rail. It must be further understood that when the flagman goes beyond this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.

26. Rule 103 amended, (Paragraphs 1 and 2)—When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates, or otherwise) a man must take a position on the leading car for the purpose of giving signals necessary to such movement.

Whenever in any city, town or village, cars not headed by an engine, or its tender, are passing over or along a highway at rail level, which is not adequately protected by gates or otherwise, a man must be stationed on the leading car to warn persons standing on, or crossing, or about to cross, the track. (B.T.C., G.O. 708).

27. Where public highway crossings are located, trainmen of trains leaving cars on tracks adjacent to main tracks, or occupying sidings, and when separating train to conform to Rule 103 (3rd paragraph) must, when practicable, see that cars are left standing at least one hundred feet from such highway crossings.

28. Whenever it is necessary, after arrival, for a mixed train to back up the passenger cars away from a station platform in order to perform switching, unloading of freight, or other service, a second stop must be made at such platform before final departure, if there are any passengers to detrain or entrain.

29. In mixed trains, one or more cars must be handled between postal, express or passenger cars, and car or cars containing oil or gasoline.

Continued on page 8

SPECIAL INSTRUCTIONS—Continued

30. HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES AND CARS PLACARDED "DANGEROUS" AND "POISON GAS" IN TRAINS.

GENERAL INSTRUCTIONS—

Cars containing EXPLOSIVES or tank cars placarded DANGEROUS must not be handled in a train which carries passengers, except on lines where there are no regular trains operating in freight service only.

Cars containing EXPLOSIVES must have air and hand brakes in service, and the train and engine crew must be advised in writing of the presence and location in the train of such cars.

Cars containing EXPLOSIVES must not be placed in trains next to dead engines, loaded tank cars, refrigerator cars equipped with automatic refrigeration of the gas-burning type, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting on account of rough handling may break through end of car containing EXPLOSIVES; nor next to cars containing lighted heaters, stoves or lanterns; nor next to cars with live stock or poultry in charge of an attendant.

Cars containing class "D" Poison (Radioactive materials) must not be placed in trains next to cars placarded "Explosives" or next to carload shipments of undeveloped film. In event of derailment or damage to lading, the lading must be isolated if possible, and must not be handled until directed by competent authority, and persons must keep a reasonable distance away from lading.

Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, pipe or similar articles which are liable to shift.

ON THROUGH OR LOCAL FREIGHT TRAINS THE FOLLOWING ALSO APPLIES:

Cars containing EXPLOSIVES must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car; on local freight trains, they must not be placed nearer than the second car from the engine or caboose; and on through and local trains they must not be placed next to box cars placarded DANGEROUS unless the remainder of the train consists only of such cars.

Placarded loaded tank cars must not be placed in through freight trains nearer than the sixth car from the engine or caboose, and in local freight trains not nearer than the second car from the engine or caboose, when length of train permits; this does not apply when train consists of loaded tank cars only.

WHERE ONLY A MIXED TRAIN SERVICE IS OPERATED OR WHERE PASSENGERS ARE CARRIED IN THE CABOOSE OF A FREIGHT TRAIN, THE FOLLOWING ALSO APPLIES:

A car containing a shipment of EXPLOSIVES not exceeding 1000 lbs. must be so placed in the train that not less than three freight cars are between it and the car carrying passengers and not less than one freight car between it and the engine hauling the train.

A car containing a shipment of EXPLOSIVES in excess of 1000 lbs. must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine hauling the train.

NOTE.—Not more than one car of EXPLOSIVES may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, a car containing EXPLOSIVES must be placed between freight cars not bearing DANGEROUS or POISON GAS placards.

Tank cars placarded DANGEROUS must not be placed next to cars carrying passengers or next to the engine. (B.T.C. G.O. 598).

WABASH ENGINES—ADJUSTED TONNAGE RATING

Car Factor	WINDSOR-to-ST. THOMAS ST. THOMAS to NIAGARA FALLS and FORT ERIE YARD				ST. THOMAS to WINDSOR				NIAGARA FALLS and FORT ERIE YARD to ST. THOMAS				Car Factor
	8				8				7				
	Class	A	B	C	D	A	B	C	D	A	B	C	
K3	5200	4550	4100	3650	5000	4400	3950	3500	4250	3850	3530	3200	K3
J2	3200	2800	2615	2245	3050	2670	2400	2140	2400	2175	1990	1805	J2

Class A. Rate. Temperature above 30 degrees F. and not much wind.

Class B. Rate. Temperature between zero and 30 degrees F. or strong head or side wind.

Class C. Rate. Temperature between zero and 30 degrees F. and strong head or side wind, or temperature below zero and not much wind.

Class D. Rate. Temperature below zero and strong head or side wind. This rating should be adhered to as much as possible. Authority to reduce tonnage for any reason must be secured from Assistant Superintendent.

Rating shown on this table may be increased where grade and other conditions permit. The adjusted tonnage in any train is determined by multiplying the total number of cars in train by the car factor and adding the result to the actual tons in train. Conductors will show on all reports both the actual and the adjusted tons.

CANADIAN NATIONAL FAIR WEATHER EQUATED TONNAGE RATING

Car Factor	WEST AND NORTH										CONTROLLING GRADE	BETWEEN	CONTROLLING GRADE	EAST AND SOUTH										Car Factor		
	Engine Capacities													BETWEEN	BETWEEN	Engine Capacities										
	26%	34%	38%	40%	45%	50%	53%	55%	57%	60%						60%	57%	55%	53%	50%	45%	40%	38%		34%	26%
12	2110	2840	3080	3240	3650	4050	4300	4460	4750	5000	Komoko—Glencoe (London Div.)	Glencoe and Windsor	Glencoe—Komoko (London Div.)	4890	4650	4150	4000	3770	3390	3010	2860	2560	1960	10		
12	2350	3080	3430	3610	4050	4500	4800	4980	5500	5780	Fort Erie Yard—Pt. Robinson	Fort Erie Yard and Pt. Robinson	Fort Erie Yard—Pt. Robinson	5620	5350	4780	4600	4330	3900	3470	3300	2950	2250	12		
12	1440	1890	2110	2220	2500	2780	2950	3060	3450	3630	Niagara Falls—Pt. Robinson	Niagara Falls and Port Robinson	Niagara Falls—Pt. Robinson	5890	5600	4980	4800	4520	4070	3620	3440	3080	2350	12		

GENERAL INSTRUCTIONS

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

Example:—(1) 42 cars..... Total gross weight..... 2100 tons  
Car factor... 10 x 42 cars..... 420 tons  
EQUATED TONS..... 2520 tons  
(2) 84 cars..... Total gross weight..... 1680 tons  
Car factor... 10 x 84 cars..... 840 tons  
EQUATED TONS..... 2520 tons

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade. The principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded, partly loaded or empty cars.

3. Established ratings will be exceeded by 1% i by so doing another car can be handled in the train.

4. The equated ratings shown are "A" for fairweather. These ratings will be reduced as authorized by ratings "B" to "K" for temperature.

TONNAGE REDUCTIONS

TEMPERATURES	Weather condition modifications	
	Rating	Reduction in tonnage
Above Freezing (32°F above)	A	Nil
32° above to 16°F above (or bad rail)	B	5%
15° above to Zero	C	10%
Zero to 10° below	D	15%
11° below to 20° below	E	20%
21° " to 25° "	F	25%
26° " to 30° "	G	30%
31° " to 35° "	H	35%
36° " to 40° "	I	40%
41° " to 45° "	J	45%
46° " to 50° "	K	50%

GENERAL INSTRUCTIONS—Continued

The Chief Dispatcher will issue special instructions in case of storm or temperatures lower than those shown.

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Dispatcher and Yardmaster in such cases.

6. Any necessary adjustment in ratings shown in tables will be made by the General Superintendent Transportation.

7. When an engine of different capacity from those shown in the table is used, the proper equated tonnage will be arrived at by taking the rating of the engine with the closest percentage capacity, dividing this rating by its percentage capacity and multiplying the result by the percentage of capacity of the engine to be used.

Example: To find the equated rating of a 38% engine:  
Published rating of 40% engine = 2500 tons  
Equated tonnage rating of 38% engine = 2500 x 38 = 2375 Equated Tons.

40

8. To determine proper tonnage for pusher, double header or helper engines, unless special rating is given, add to equated rating of the first engine 100% of the equated rating in effect for each class of helper.

9. In making up trains, weights must be obtained by taking tare and contents from the waybill. When tare weights are not available, they will be estimated, the following weights being used as a guide:

Passenger cars—4 wheel trucks	40 tons.	Stock cars	18 tons.
Passenger cars—6 wheel trucks— (Baggage, Colonist and Coach)	70 tons.	Hopper cars	24 tons.
Passenger cars—6 wheel trucks— (Tourist, Sleepers, etc.)	87 tons.	General service	23 tons.
Express refrigerator cars	40 tons.	Steel and steel frame gondola cars	27 tons.
Freight refrigerator cars	30 tons.	Steel underframe gondola cars	20 tons.
Steel automobile and box cars	25 tons.	Hart convertible	21 tons.
Steel frame automobile and box cars	21 tons.	Flat cars	18 tons.
Wooden frame automobile and box cars	18 tons.	Depressed flat cars	28 tons.
		Caboose or van	20 tons.

GENERAL INSTRUCTIONS—Continued

Agents will see that tare weight of all cars loaded in their territory is shown on the waybill in the space provided for it. This tare weight to be obtained from the actual inspection of the car and not to be estimated. In the case of cars loaded at blind sidings, the conductor lifting car will make a note of the tare weight and see that same is properly entered on waybill.

10. In computing tonnage, fully loaded cars of grain, coal, rails, lumber, pulpwood, ties, etc., where weights are not given on the waybill, will be considered as carrying the marked carrying capacity of the car.

11. When dead engines are included in a train, four times the car factor will be added to the actual weight of each engine. Weights of engines being hauled dead are to be taken as under:

65% to 51% engines..... 175 tons      30% to 21% engines..... 100 tons  
50% to 40% engines..... 150 tons      20% to 15% engines..... 75 tons  
40% to 31% engines..... 125 tons      Below 15% engines..... 50 tons

Example: Established rating 3000 equated tons.

Car factor 10.  
50 cars, gross weight..... 2070 tons  
2—53% dead engines, gross weight... 350 tons  
Car factor 10 x 58..... 580 tons

EQUATED TONNAGE..... 3000

12. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.

13. When an engine is unable to handle the authorized rating a joint message, signed by Conductor and Engineman, will be sent to the Assistant Superintendent, advising the reduction made and giving the reason for same.

14. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating when tonnage is available.

When double heading, an engine of less than 35% tractive effort must be placed ahead of a larger engine. These instructions also apply to assisting engines.



### INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS OVER SPRING SWITCHES

Spring switches are indicated by signpost with the letters "S.S."

Sand must not be used while passing over spring switches.

Do not operate spring switch by hand until points are closed. Heavy springs are compressed when wheels force the switch points open. If handle of switchstand is released with springs compressed, the force in the spring will be transmitted to the trainman and may cause injury. If absolutely necessary to deviate from the above instructions, trainmen must exercise great care to keep away from the handle when it is being released.

Trailing movements may be made over spring switches without operating the switch by hand.

A trailing movement over a spring switch must not be reversed, or "back-up" movement made, until the train has moved completely through the switch points, or that part of the train standing on the switch uncoupled and moved clear of the switch points and switch set by hand.

Fixed signals, for movements facing the switch, indicate "Stop" unless the points are free from obstruction and have returned to their normal position. Such signals must be approached at a speed that will enable the stop to be made before reaching the switch, and if indicating "stop" the switch must be inspected by a trainman to ensure that it is in a safe and proper position before proceeding. A "proceed" signal indicates that the switch points are in a position for movement over the switch.

If spring switch is at the end of a siding in automatic signal territory and is equipped with a "Leave Siding Indicator" trainmen will be governed as follows:

Press switch indicator button as usual and then unlock and open box marked "push button" and press button. If (a) the switch indicator shows "block clear" this will cause it to show "block occupied" and the signal on the post (leave siding signal) to display a yellow indication. This indicates that the main track signal in the rear is indicating "Stop" or "Stop and Proceed". Main track may then be occupied.

If (b) the switch indicator shows "Block Occupied" the yellow indication (leave siding signal) will not be displayed until the Operator at the station receives authority from the Dispatcher and no train is in or closely approaching the block wherein the spring switch is located, and the main track signal in the rear indicates "Stop" or "Stop and Proceed". Rules 510, 511 and 512 apply.

#### GENERAL SPEED RESTRICTIONS

Conductors and enginemen, especially those in passenger service, are cautioned not to run their trains at excessive rate of speed, particularly on descending grades, around sharp curves or through crossovers, junction stations and large yards. Safety to passengers and property is of the first consideration.

The figures in this time table do not excuse or authorize the non-observance of any speed restrictions which may be otherwise specified.

Where a speed restriction is prescribed, either by timetable, train order or bulletin, specified speed must not be exceeded in any one mile.

	Miles per hour
Passenger trains handling Caboose.....	60
Engines running tender first, other than suburban tank engines equipped with pilot on tender. (B.T.C.-G.O. 710).....	25
Switch engines under steam.....	25
Engines from which engine trucks, pony trucks, or side rods have been removed, and switch engines not under steam.....	15
Trains handling dead engines other than those specified above.....	25
Trains handling scale test car. (See Special Instructions No. 10).....	30
Santa Fe Type engines.....	30
Mikado engines on passenger trains.....	60
Consolidation engines on passenger trains.....	50
Northern type engines (except U-4 class—6400) on passenger trains when handling less than nine cars.....	70
Auxiliary Cranes—(See Special Instructions No. 10.)	
Spreaders, when being worked in ice cutting, ballasting and other operations, frequent inspection must be made of equipment to see that everything is in order. (See Special Instructions No. 10).....	12
Snow plows in operation. Speed of snow plows must be reduced to ten (10) miles per hour well in advance of operating through station yards, approaching and passing station platforms, truss and girder bridges, and other important structures which extend above the level of the rail, requiring taking in of wings.	

### SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

TO ALL EMPLOYEES

1. Employees must be thoroughly conversant with the Brake and Signal Equipment and instructions issued in connection therewith, and must report promptly any trouble or defects.

#### RESPONSIBILITY

2. The Engineman and Conductor are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed or hose uncoupled. Engineman must personally handle brake valve when making all tests.

#### TERMINAL, ROAD AND RUNNING TESTS

3. These must be made in accordance with the instructions contained in Air Brake Regulations, and printed separately as Book A (Form 8914), issued January, 1938.

Engine and Train Crews operating in United States territory must be governed by I.C.C.-A.A.R. Train Brake Test requirements.

#### DOUBLE HEADING, ASSISTING AND PUSHER SERVICE

4. When two or more engines are used in any train all hose must be coupled, and brakes tested and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all except the leading engine. In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the engine-man's valve of the engine remaining with the train.

#### OBSERVING AIR GAUGES

5. Air gauges on engines and cabooses must be observed frequently to see that maximum pressure is being maintained.

#### SETTING OUT CARS

6. When cars are set off at any point between terminals auxiliary reservoirs must be bled before the hand brakes are applied.

#### STANDING ON GRADES

7. When the engine, either with or without cars, is to be uncoupled from the train on a grade, a sufficient number of hand brakes must first be applied to hold the portion of the train to be left standing. After recoupling, hand brakes must not be released until it is known that the train air brake system is fully recharged.

#### CALLING FOR BRAKES

8. A call for brakes when running must be promptly responded to by each Trainman opening a Conductor's valve and then applying hand brakes.

#### RETAINING VALVES

9. Retaining valves must be used when descending the grades designated in special instructions.

#### OPERATIVE BRAKES

10. All trains must have 100% of brakes operative when leaving terminals, except in case of emergency, and must not be run with less than 85% at any time. When cars with brakes cut out are moved in trains, not more than two of such cars shall be handled together, unless they are at the rear of the train ahead of the caboose.

All trains going to the United States must have 100% of brakes operative leaving the last terminal and must not be run with less than 85% at any time. When necessary to cut out brakes on any cars en route in such trains they must be placed together at the rear of the train ahead of the caboose before entering that territory.

#### HOURS OF SERVICE FOR TRAIN ORDER OFFICES

Train Order Offices, other than twenty-four hour Offices, will be open as follows:—

Stevensville.....	(except Sunday) 7.30 a.m. to 4.30 p.m.
Moulton.....	(except Monday) 10.30 p.m. to 6.30 a.m.
Jarvis.....	(except Sunday) 8.30 a.m. to 6.30 p.m.
	(except Monday) 10.00 p.m. to 6.00 a.m.
Nixon.....	(except Sunday) 8.30 a.m. to 5.30 p.m.
Delhi.....	(except Sunday) 7.30 a.m. to 6.30 p.m.
Courtland.....	(except Sunday) 8.30 a.m. to 5.30 p.m.
Tillsonburg.....	(except Sunday) 8.30 a.m. to 5.30 p.m.
	(except Monday) 10.30 p.m. to 6.30 a.m.
Lawrence.....	(except Sunday) 7.30 a.m. to 4.30 p.m.
Newbury.....	8.00 a.m. to 5.00 p.m.
Bothwell.....	8.00 a.m. to 5.00 p.m.
Thamesville.....	8.00 a.m. to 5.00 p.m.
Northwood.....	8.00 a.m. to 5.00 p.m.
Jeannettes Creek.....	8.30 a.m. to 5.30 p.m.
Stoney Point.....	8.30 a.m. to 5.30 p.m.
Belle River.....	8.30 a.m. to 5.30 p.m.
Tecumseh.....	(except Sunday) 8.30 a.m. to 5.30 p.m.

### INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY AUTOMATIC INTERLOCKED SIGNALS, OVER CROSSINGS AT GRADE WITH:

Canadian Pacific Railway.

Mileage 93.82—Cayuga Subdivision.

Mileage 65.84—Chatham Subdivision.

1. When complying with Rule 503 (b) trainman must go to the crossing and unlock box marked "Switch", which is protected with switch lock. After waiting five minutes from the time his train stopped, if the lamps inside this box marked with the name or initials of the opposing railway are lighted, and no train is seen approaching on that railway, he must open knife switch and then give signal to proceed. If lamps are not lighted, he will assure himself that no train is approaching on the opposing railway before opening knife switch. After a portion of his train has passed the home signal, he will close the knife switch and lock the box.

2. When operating against the current of traffic or where dwarf signal is located at end of siding, or side-track, the procedure given in paragraph 1 must be followed whenever the dwarf signal indicates "Stop".

3. When a reverse movement is to be made after passing through route between home signals, trainman must push the button in box attached to home signal, which will clear this signal when there is no opposing train approaching the crossing.

#### REGARDING GENERAL RULE "N"—RESTRICTED CLEARANCES

Employees are hereby advised that "Tell-Tales" give warning of close approach to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.

They are hereby forbidden to ride on top of cars at any other points where Restricted Overhead Clearances exist, or on side of cars at any points where Restricted Side Clearances exist; they are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks they will not be marked or indicated by tell-tales or restricted clearance signs nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.

All employees concerned will be governed accordingly.

#### LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS

Sub-division	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Over-head
GRIMSBY	Niagara Falls	Cinder Pit Tracks Mileage 1.14	Hoist Bridge	Both	O.H.
WELLAND	Welland	Ramapo Iron Works	Bldg.-Crane & wires	Both	O.H.
	"	Consolidated Foundry & Forgings	Doorway S. end south plant	"	"
	"	United Steel Corpn.	Bldg.-Cran & wires	"	"
CAYUGA	Black Rock Yard	Freight Shed Track	Crane Building	North	O.H.
	St. Thomas	Coaling track	Building	North	O.H.
	"	Cinder Track	Hoist	South	"
	"	Cinder Pit	"	Both	"
CHATHAM	Fort Erie	Cinder Pit Track	Hoist	Both	O.H.
	Bothwell	Team Track	Elevator Spout	North	"
	Chatham	Chrysler Co.	Buildings	Both	O.H.
	Walkerville	Ford-Sandwich St.	Buildings	"	"
	"	Ford-South Plant	Machine Shop	"	"
	"	" " "	Foundry Bldg.	"	"
	"	" " "	Body Plant	"	"
	Windsor	Cinder track	Hoist	"	"

#### WATCH INSPECTORS

Station	Inspector	Address
Windsor.....	Messrs. Grayson.....	131 Ouellette Ave.
Chatham.....	J. Duncan Keats.....	158 King St. West.
St. Thomas.....	Jackson's Limited.....	316 Talbot St.
Welland.....	A. P. Brown.....	47 Main St. West.
Niagara Falls.....	E. C. Cole.....	353 Queen Street.
Fort Erie.....	W. Gibson.....	44 Jarvis Street.
Buffalo.....	Striker & Huetter.....	780 Tonawanda Street

MANIFEST TRAINS—CHATHAM SUBDIVISION

A-475 Lve. London.....	1.45 a.m.	Arr. Windsor.....	6.00 a.m. Ex. Sun.	A-476 Lve. Windsor.....	3.45 p.m.	Arr. London.....	10.30 p.m. Ex. Sun.
475 Lve. London.....	2.55 a.m.	Arr. Windsor.....	6.20 a.m. Ex. Sun.	2-476 Lve. Windsor.....	8.50 p.m. Ex. Sun	Arr. London.....	12.15 a.m. Ex. Mon.
477 Lve. London.....	9.00 a.m.	Arr. Windsor.....	4.00 p.m. Daily	476 Lve. Windsor.....	9.15 p.m.	Arr. London.....	2.45 a.m. Daily

LIST OF COMPANY'S SURGEONS

Dr. K. E. DOWD, Chief Medical Officer, Montreal, Que.  
 Dr. A. J. GILCHRIST, Regional Medical Officer, Toronto, Ont.

STATION	SURGEON	DISTRICT
BELLE RIVER....	DR. E. J. DUPUIS.....	East Switch Stoney Point to West Switch Tecumseh.
BUFFALO.....	DR. J. A. METZEN.....	Buffalo and Black Rock.
CHATHAM.....	DR. J. R. MARTIN.....	Vosburg to East Switch Stoney Point.
DUNNVILLE.....	DR. HERBERT WALKER....	East Switch Wainfleet to West Switch Canfield Junction, and to East Switch Moulton.
FORT ERIE.....	{ DR. J. R. MENCKE..... DR. A. E. COLLINS..... (associate) Dr. C. W. Streets Dr. A. S. Hammond	Fort Erie to West Switch Stevensville, and to West Switch Ridgeway.
Wabash Local Surgeon—	Fort Erie—Dr. C. W. Streets.	
"	"	—Buffalo—Dr. Stuart A. Good, 56 Devonshire Terrace, Kenmore and corner Emslie and Seneca Streets, Buffalo, N.Y.
"	"	Alternate—Dr. Joseph Galdys, 740 Seneca Street.
"	"	—Niagara Falls, Ont.—Dr. A. B. Whytock.
"	"	—St. Thomas—Dr. R. J. Bristow.
"	"	Alternate—Dr. Gordon Porter.

STATION	SURGEON	DISTRICT
GLENCOE.....	DR. L. W. M. FREELE....	West Switch Lawrence to East Switch Bothwell, and Glencoe to West Switch Komoka and Alvinston Subdivision.
JARVIS.....	DR. E. M. JONES.....	West Switch Jarvis to East Switch Canfield Jct., and from Jarvis to South Switch, Caledonia.
NIAGARA FALLS..	DR. G. C. MCGARRY..... DR. A. B. WHYTOCK	Niagara Falls and St. Davids to East Switch Port Robinson.
ST. THOMAS.....	DR. R. J. BRISTOW.....	East Switch Aylmer to West Switch Lawrence.
SIMCOE.....	DR. E. S. COPEMAN.....	East Switch Delhi to West Switch Jarvis.

MEDICAL CLINIC

Canadian National Express Building, No. 1 Simcoe Street, Toronto, Ont., Telephone Waverley 7811, local 339. (Hours 9.00 a.m. to 5.00 p.m. Monday to Friday; 9.00 a.m. to 12.30 p.m. Saturday.)

STATION	SURGEON	DISTRICT
THAMESVILLE....	DR. R. H. WALKER.....	East Switch Bothwell to Vosburg.
TILLSONBURG....	DR. H. J. ALEXANDER....	East Switch Delhi to East Switch Aylmer, and Tillsonburg to West Switch Norwich Jct. B. & T.
WELLAND.....	DR. M. A. RENAUD.....	East Switch Moulton to West Switch Stevensville, to East Switch Port Robinson.
WINDSOR.....	DR. S. RUTHERFORD..... DR. H. CRASSWELLER	West Switch Tecumseh to Windsor inclusive.

INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian consideration and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must

- rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher of the District.
3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.
  4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by the friends or the Municipal Authorities.
  5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time, all concerned including the Hospital Authorities, should be advised of the

- circumstances under which application for admission is being made and particulars of this should appear on the casualty report.
6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Medical Officer and General Auditor.
  7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid only and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

SIMPLE RULES FOR FIRST AID TREATMENT OF INJURIES

The control of hemorrhage is the first duty of the First Aider.  
**Question:** What simple methods should be employed in the control of hemorrhage?  
**Answer:** Constriction above the wound sufficiently firm to control bleeding, using a handkerchief, necktie, rope or cord. While this method calls for sufficient pressure to control the bleeding, there is danger in tying too tightly or in keeping it on too long. Lay patient down, elevate bleeding part, cover wound with clean, dry dressing and secure with bandage.  
 Slight hemorrhage can be controlled by latter method by placing firm pad on dressing immediately over wound and secure by bandage. In all cases where possible, the Company's standard First Aid Dressing should be used.  
 In case of severe hemorrhage, secure medical assistance as soon as possible.

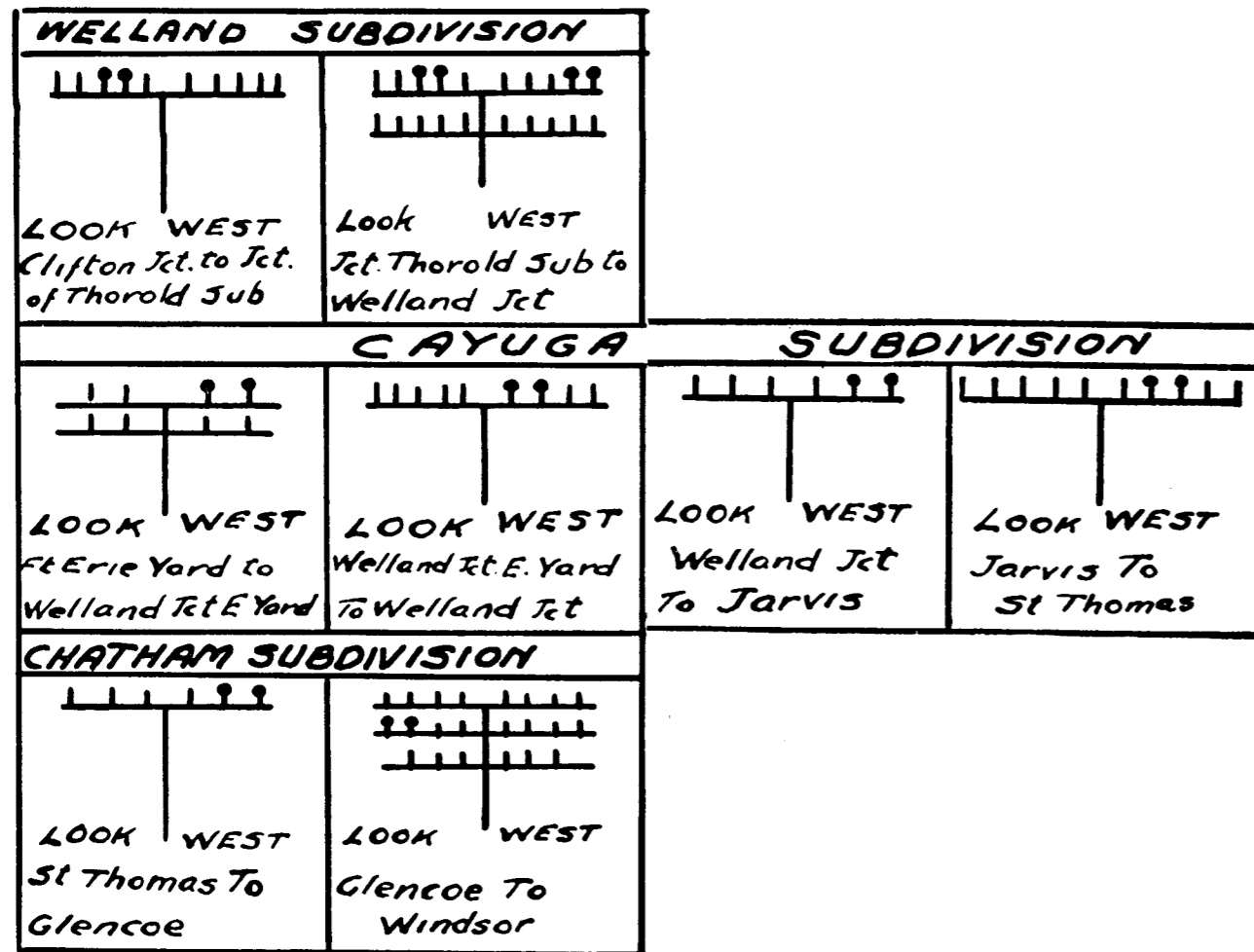
A fracture means a broken bone, and should be treated "on the spot" before patient is moved from scene of injury. The chief object of the treatment of fractures is to prevent a simple fracture becoming compound. A simple fracture has no connection with the air. In a compound fracture, air comes in contact with the broken bone through a wound in the flesh.  
**Question:** What apparatus is required for the treatment of fractures?  
**Answer:** Splints and Bandages.  
**Question:** What special feature is required in splints?  
**Answer:** Must be firm enough and long enough to support joints above and below fractured bone.

**Question:** How should bandages be applied?  
**Answer:** Firmly but not so tight as to constrict circulation.  
**Note:** Procure services of doctor as soon as possible.  
**Question:** What should be done for an unconscious person?  
**Answer:** If face is pale—keep head low and turned to one side. If face is flushed, raise head slightly, turn to one side. In both conditions, loosen clothing, procure an abundance of fresh air. Cover up and keep warm until arrival of doctor.  
**Question:** How should Burns and Scalds be treated?  
**Answer:** Do not break blisters, exclude air by covering with clean, dry dressing and secure with bandage. Keep patient warm and procure medical assistance as soon as possible.

# DIAGRAM SHOWING LOCATION OF DESPATCHERS PHONE WIRES FACE DIRECTION NAMED AND COUNT CROSSARMS FROM TOP DOWN

**ST. THOMAS**

**DIVISION**



The emergency telephone wire must be hooked up as close as possible to the pole, first scraping any corrosion off the pole-line wire in order to establish contact with the Train Despatcher.

**DESPATCHERS PHONE WIRES SHOWN THUS:- ?**

## SPEED SCHEDULE

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Miles per Hour	Time per Mile	
5.00	12 minutes	0 second
10.00	6 minutes	0 second
15.00	4 minutes	0 second
20.00	3 minutes	0 second
25.00	2 minutes	24 seconds
30.00	2 minutes	0 second
35.00	1 minute	43 seconds
40.00	1 minute	30 seconds
45.00	1 minute	20 seconds
50.00	1 minute	12 seconds
55.00	1 minute	5 seconds
60.00	1 minute	0 second
65.00	0 minute	55 seconds
70.00	0 minute	51 seconds
75.00	0 minute	48 seconds
80.00	0 minute	45 seconds