

GRAND TRUNK RAILWAY SYSTEM

SAFETY

ST. THOMAS DIVISION

FIRST

EMPLOYEES' TIME TABLE No. 8

To take effect at 12.01 o'clock a.m. Sunday, November 26th, 1922

(SUPERSEDES PREVIOUS EDITIONS OF RULE No. 7)

EAST
STANDARD
TIME
STATION
RULES

This Time Table is for the government and information of the employees only, and the Company reserves the right to vary therefrom. Regulations, see Book of Rules.

READ RULES AND SPECIAL INSTRUCTIONS CONCERNING THE OPERATION OF TRAINS. IMPORTANT CHANGES IN THE SCHEDULE OF TRAINS MAY BE MADE. For Operating Rules and General Regulations, see Book of Rules.

ON SINGLE TRACK EAST OR SOUTHBOUND TRAINS, TRAINS GOING IN THE OPPOSITE DIRECTION, IN ACCORDANCE WITH RULE No. 72.

DESTROY FORMER TIME TABLES

C. G. BOWKER,
OPERATING MANAGER

R. H. FISH,
GENERAL SUPERINTENDENT.

W. S. WILSON,
SUPT. TRANSPORTATION.

H. W. MATTHEWS,
SUPERINTENDENT.

SPEED SCHEDULE

Miles per			Miles per			Miles per			Miles per		
Hour.	Time per Mile.		Hour.	Time per Mile.		Hour.	Time per Mile.		Hour.	Time per Mile.	
4.00	15 min.	0 sec.	16.98	3 min.	32 sec.	20.81	2 min.	53 sec.	26.67	1 min.	16 sec.
5.00	12 "	0 "	17.06	3 "	31 "	20.93	2 "	52 "	26.87	2 "	14 "
6.00	10 "	0 "	17.14	3 "	30 "	21.06	2 "	51 "	27.07	2 "	13 "
7.00	8 "	34 "	17.22	3 "	29 "	21.18	2 "	50 "	27.27	2 "	12 "
8.00	7 "	30 "	17.31	3 "	28 "	21.30	2 "	49 "	27.48	2 "	11 "
9.00	6 "	40 "	17.39	3 "	27 "	21.43	2 "	48 "	27.69	2 "	10 "
10.00	6 "	0 "	17.48	3 "	26 "	21.56	2 "	47 "	27.91	2 "	9 "
11.00	5 "	27 "	17.56	3 "	25 "	21.69	2 "	46 "	28.12	2 "	8 "
12.00	5 "	0 "	17.66	3 "	24 "	21.82	2 "	45 "	28.35	2 "	7 "
13.00	4 "	36 "	17.73	3 "	23 "	21.95	2 "	44 "	28.57	2 "	6 "
14.00	4 "	17 "	17.82	3 "	22 "	22.08	2 "	43 "	28.80	2 "	5 "
15.00	4 "	0 "	17.91	3 "	21 "	22.22	2 "	42 "	29.03	2 "	4 "
15.06	3 "	59 "	18.00	3 "	20 "	22.36	2 "	41 "	29.27	2 "	3 "
15.13	3 "	58 "	18.09	3 "	19 "	22.50	2 "	40 "	29.51	2 "	2 "
15.19	3 "	57 "	18.18	3 "	18 "	22.64	2 "	39 "	29.75	2 "	1 "
15.25	3 "	56 "	18.27	3 "	17 "	22.78	2 "	38 "	30.00	2 "	0 "
15.32	3 "	55 "	18.37	3 "	16 "	22.93	2 "	37 "	30.25	1 "	59 "
15.38	3 "	54 "	18.46	3 "	15 "	23.08	2 "	36 "	30.51	1 "	58 "
15.45	3 "	53 "	18.56	3 "	14 "	23.23	2 "	35 "	30.77	1 "	57 "
15.52	3 "	52 "	18.65	3 "	13 "	23.38	2 "	34 "	31.03	1 "	56 "
15.58	3 "	51 "	18.75	3 "	12 "	23.53	2 "	33 "	31.30	1 "	55 "
15.65	3 "	50 "	18.85	3 "	11 "	23.68	2 "	32 "	31.58	1 "	54 "
15.72	3 "	49 "	18.95	3 "	10 "	23.84	2 "	31 "	31.86	1 "	53 "
15.79	3 "	48 "	19.05	3 "	9 "	24.00	2 "	30 "	32.14	1 "	52 "
15.86	3 "	47 "	19.15	3 "	8 "	24.16	2 "	29 "	32.43	1 "	51 "
15.93	3 "	46 "	19.25	3 "	7 "	24.32	2 "	28 "	32.73	1 "	50 "
16.00	3 "	45 "	19.35	3 "	6 "	24.49	2 "	27 "	33.03	1 "	49 "
16.07	3 "	44 "	19.46	3 "	5 "	24.66	2 "	26 "	33.33	1 "	48 "
16.14	3 "	43 "	19.57	3 "	4 "	24.83	2 "	25 "	33.64	1 "	47 "
16.22	3 "	42 "	19.67	3 "	3 "	25.00	2 "	24 "	33.96	1 "	46 "
16.29	3 "	41 "	19.78	3 "	2 "	25.17	2 "	23 "	34.29	1 "	45 "
16.36	3 "	40 "	19.89	3 "	1 "	25.35	2 "	22 "	34.62	1 "	44 "
16.44	3 "	39 "	20.00	3 "	0 "	25.53	2 "	21 "	34.95	1 "	43 "
16.51	3 "	38 "	20.11	2 "	59 "	25.71	2 "	20 "	35.29	1 "	42 "
16.58	3 "	37 "	20.22	2 "	58 "	25.90	2 "	19 "	35.64	1 "	41 "
16.67	3 "	36 "	20.34	2 "	57 "	26.09	2 "	18 "	36.00	1 "	40 "
16.74	3 "	35 "	20.45	2 "	56 "	26.28	2 "	17 "	36.36	1 "	39 "
16.82	3 "	34 "	20.57	2 "	55 "	26.47	2 "	16 "	36.73	1 "	38 "
16.90	3 "	33 "	20.69	2 "	54 "						

FORT ERIE SUBDIVISION

19th DISTRICT

WESTBOND TRAINS

Time Table No. 6 Effective November 20th, 1922		Trains Westbound		FIRST CLASS			SECOND CLASS			THIRD CLASS		
STATIONS		D. Day N. Night	Water Coal	1	8			855		91		
				Western Express	Western Express			Way Freight Ex. Sunday		Western Red Ball Freight Daily		
BUFFALO.....		D		Daily	Daily							
BLACK ROCK.....		D		12.50AM	8.30AM							
0.02L. MERE CANAL DRAWBRIDGE.....		N		1.40	9.05							
0.03L. NIAGARA RLY. DRAWBRIDGE.....		N										
0.86L. BRIDGEBURG.....		D		1.46	9.11							
1.46L. PORT ERB. 54th St. Vaux.....		D	W C							10.30AM		
2.90L. M.C. RY. CROSSING.....		D	N	1.50	9.15					10.40		
8.08L. STEVENSVILLE.....		D	N	1.57	9.22			8.50AM		10.55		
11.63L. ROSENTHAL.....		D	N	2.02	9.26			9.01		11.05		
17.31L. WELAND JCT.....		D	W	2.15AM	9.40AM			9.20AM		11.20AM		
				Daily	Daily			Ex. Sunday		Daily		
				1	8			855		91		

Way Freight Extra will leave Fort Erie 8.30 a.m., except Sunday, for Stevensville. No. 365 will carry passengers.

Stations indicated by * have no side track.

Nos. 1 and 6 are scheduled to meet at M.C.K. Crossing. Freight trains on yard track will provide sufficient room for trains to cross safely.

FORD ERIE SUBDIVISION

19th DISTRICT

EASTBOUND TRAINS

[illegible]

Way Treblebi Extra will leave Stevensville 4.30 p.m., except Sunday, for Fort Rte.

No. 350 will carry passengers.

Stations indicated by * have no side track.

Nos. 1 and 6 are scheduled to meet at M. C. R. Crossing. Freight trains on yard lead in use provide sufficient room for train to leave station.

T. J. CASSIDY, Train Master,

19th DISTRICT

WELLAND SUBDIVISION

19th DISTRICT

WESTBOUND TRAINS

THIRD CLASS										SECOND CLASS										FIRST CLASS										Times		Effective November 24th, 1922					
81		191		857		855		161		67		139		125		137		185		65		3		128		138		1		D Dry N Wet		Water P		STATIONS		Miles from Sav. Brk.	
Wabash Red Ball Freight		Wabash Red Ball Freight		Mixed		Wabash Red Ball Freight		Passenger		Passenger		Passenger		Passenger		Passenger		Express		Wabash Express		Wabash Express		Passenger		Passenger		Wabash Express									
Daily		Daily		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Daily		Daily		Ex. Sunday		Ex. Sunday		Daily									
7.00 AM		7.10		7.20		7.35		7.45		7.55		8.05		8.15		8.25		8.35		8.45		8.55		9.05		9.15		9.25		9.35		9.45		9.55		10.05	
11.30 AM		8.00		8.05		8.10		8.15		8.20		8.25		8.30		8.35		8.40		8.45		8.50		8.55		9.00		9.05		9.10		9.15		9.20		9.25	
11.45		8.15		8.25		8.35		8.45		8.55		9.05		9.15		9.25		9.35		9.45		9.55		10.05		10.15		10.25		10.35		10.45		10.55		11.05	
12.15 PM		8.45		9.05		9.15		9.25		9.35		9.45		9.55		10.05		10.15		10.25		10.35		10.45		10.55		11.05		11.15		11.25		11.35		11.45	
12.35		9.05		9.15		9.25		9.35		9.45		9.55		10.05		10.15		10.25		10.35		10.45		10.55		11.05		11.15		11.25		11.35		11.45		11.55	
12.40		9.10		9.20		9.30		9.40		9.50		10.00		10.10		10.20		10.30		10.40		10.50		11.00		11.10		11.20		11.30		11.40		11.50			
12.55		9.35		9.45		9.55		10.05		10.15		10.25		10.35		10.45		10.55		11.05		11.15		11.25		11.35		11.45		11.55		12.05		12.15			
1.10		10.00		10.10		10.20		10.30		10.40		10.50		11.00		11.10		11.20		11.30		11.40		11.50		12.00		12.10		12.20		12.30		12.40			
1.35		10.20		10.30		10.40		10.50		11.00		11.10		11.20		11.30		11.40		11.50		12.00		12.10		12.20		12.30		12.40		12.50		1.00 PM			
1.50		10.35		10.45		10.55		11.05		11.15		11.25		11.35		11.45		11.55		12.05		12.15		12.25		12.35		12.45		1.05 PM		1.15 PM		1.25 PM			
2.15		10.50		11.00		11.10		11.20		11.30		11.40		11.50		12.00		12.10		12.20		12.30		12.40		12.50		1.00 PM		1.10 PM		1.20 PM		1.30 PM			
2.20		10.55		11.05		11.15		11.25		11.35		11.45		11.55		12.05		12.15		12.25		12.35		12.45		12.55		1.05 PM		1.15 PM		1.25 PM		1.35 PM			
2.35		11.05		11.15		11.25		11.35		11.45		11.55		12.05		12.15		12.25		12.35		12.45		12.55		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM			
2.50		11.25		11.35		11.45		11.55		12.05		12.15		12.25		12.35		12.45		12.55		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM			
3.05		11.40		11.50		12.00		12.10		12.20		12.30		12.40		12.50		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM			
3.27		11.55		12.05		12.15		12.25		12.35		12.45		12.55		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM		2.30 PM			
3.35		12.01 PM		12.11 PM		12.21 PM		12.31 PM		12.41 PM		12.51 PM		1.01 PM		1.11 PM		1.21 PM		1.31 PM		1.41 PM		1.51 PM		2.01 PM		2.11 PM		2.21 PM		2.31 PM		2.41 PM			
4.10		12.30		12.40		12.50		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM		2.30 PM		2.40 PM		2.50 PM		3.00 PM		3.10 PM			
4.25		12.40		12.50		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM		2.30 PM		2.40 PM		2.50 PM		3.00 PM		3.10 PM		3.20 PM			
4.45 PM		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM		2.30 PM		2.40 PM		2.50 PM		3.00 PM		3.10 PM		3.20 PM		3.30 PM		3.40 PM			
Daily		Daily		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Daily		Daily		Ex. Sunday		Ex. Sunday		Daily		Daily		Ex. Sunday		Ex. Sunday			
91		191		857		855		161		67		139		125		137		185		65		3		128		138		1		D Dry N Wet		Water P		STATIONS		Miles from Sav. Brk.	
Wabash Red Ball Freight		Wabash Red Ball Freight		Mixed		Wabash Red Ball Freight		Passenger		Passenger		Passenger		Passenger		Passenger		Express		Wabash Express		Wabash Express		Passenger		Passenger		Wabash Express									
Daily		Daily		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Daily		Daily		Ex. Sunday		Ex. Sunday		Daily									
7.00 AM		7.10		7.20		7.35		7.45		7.55		8.05		8.15		8.25		8.35		8.45		8.55		9.05		9.15		9.25		9.35		9.45		9.55		10.05	
11.30 AM		8.00		8.05		8.10		8.15		8.20		8.25		8.30		8.35		8.40		8.45		8.50		8.55		9.00		9.05		9.10		9.15		9.20		9.25	
11.45		8.15		8.25		8.35		8.45		8.55		9.05		9.15		9.25		9.35		9.45		9.55		10.05		10.15		10.25		10.35		10.45		10.55		11.05	
12.15 PM		8.45		9.05		9.15		9.25		9.35		9.45		9.55		10.05		10.15		10.25		10.35		10.45		10.55		11.05		11.15		11.25		11.35		11.45	
12.35		9.05		9.15		9.25		9.35		9.45		9.55		10.05		10.15		10.25		10.35		10.45		10.55		11.05		11.15		11.25		11.35		11.45		11.55	
12.40		9.10		9.20		9.30		9.40		9.50		10.00		10.10		10.20		10.30		10.40		10.50		11.00		11.10		11.20		11.30		11.40		11.50			
12.55		9.35		9.45		9.55		10.05		10.15		10.25		10.35		10.45		10.55		11.05		11.15		11.25		11.35		11.45		11.55		12.05		12.15			
1.10		10.00		10.10		10.20		10.30		10.40		10.50		11.00		11.10		11.20		11.30		11.40		11.50		12.00		12.10		12.20		12.30		12.40			
1.35		10.20		10.30		10.40		10.50		11.00		11.10		11.20		11.30		11.40		11.50		12.00		12.10		12.20		12.30		12.40		12.50		1.00 PM			
1.50		10.35		10.45		10.55		11.05		11.15		11.25		11.35		11.45		11.55		12.05		12.15		12.25		12.35		12.45		1.05 PM		1.15 PM		1.25 PM			
2.15		10.50		11.00		11.10		11.20		11.30		11.40		11.50		12.00		12.10		12.20		12.30		12.40		12.50		1.00 PM		1.10 PM		1.20 PM		1.30 PM			
2.20		10.55		11.05		11.15		11.25		11.35		11.45		11.55		12.05		12.15		12.25		12.35		12.45		12.55		1.05 PM		1.15 PM		1.25 PM		1.35 PM			
2.35		11.05		11.15		11.25		11.35		11.45		11.55		12.05		12.15		12.25		12.35		12.45		12.55		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM			
2.50		11.25		11.35		11.45		11.55		12.05		12.15		12.25		12.35		12.45		12.55		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM			
3.05		11.40		11.50		12.00		12.10		12.20		12.30		12.40		12.50		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM			
3.27		11.55		12.05		12.15		12.25		12.35		12.45		12.55		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM		2.30 PM			
3.35		12.01 PM		12.11 PM		12.21 PM		12.31 PM		12.41 PM		12.51 PM		1.01 PM		1.11 PM		1.21 PM		1.31 PM		1.41 PM		1.51 PM		2.01 PM		2.11 PM		2.21 PM		2.31 PM		2.41 PM			
4.10		12.30		12.40		12.50		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM		2.30 PM		2.40 PM		2.50 PM		3.00 PM		3.10 PM			
4.25		12.40		12.50		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM		2.30 PM		2.40 PM		2.50 PM		3.00 PM		3.10 PM		3.20 PM			
4.45 PM		1.00 PM		1.10 PM		1.20 PM		1.30 PM		1.40 PM		1.50 PM		2.00 PM		2.10 PM		2.20 PM		2.30 PM		2.40 PM		2.50 PM		3.00 PM		3.10 PM		3.20 PM		3.30 PM		3.40 PM			
Daily		Daily		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Daily		Daily		Ex. Sunday		Ex. Sunday		Daily		Daily		Ex. Sunday		Ex. Sunday			
91		191		857		855		161		67		139		125		137		185		65		3		128		138		1		D Dry N Wet		Water P		STATIONS		Miles from Sav. Brk.	
Wabash Red Ball Freight		Wabash Red Ball Freight		Mixed		Wabash Red Ball Freight		Passenger		Passenger		Passenger		Passenger		Passenger		Express		Wabash Express		Wabash Express		Passenger		Passenger		Wabash Express									
Daily		Daily		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Ex. Sunday		Daily		Daily		Ex. Sunday		Ex. Sunday		Daily									
7.00 AM		7.10		7.20		7.35		7.45		7.55		8.05		8.15		8.25		8.35		8.45		8.55		9.05		9.15		9.25		9.35		9.45		9.55		10.05	
11.30 AM		8.00		8.05		8.10		8.15		8.20		8.25		8.30		8.35		8.40		8.45		8.50		8.55		9.00		9.05		9.10		9.15		9.20		9.25	
11.45		8.15		8.25		8.35		8.45		8.55		9.05		9.15		9.25		9.35																			

WELLAND SUBDIVISION

19th DISTRICT

[illegible]

O. W. DUFF, *Chief Train Dispatcher.*

T. J. CASSIDY, *Train Master*.

18th and 19th DISTRICTS

WINDSOR SUBDIVISION

WESTBOUND TRAINS

THIRD CLASS										SECOND CLASS										FIRST CLASS										STATIONS		Miles from Suspension Bridge	

18th and 19th DISTRICTS

[illegible]

No. 354 will carry passengers. Stations and
O. W. DUFF, Chief Train Despatcher.

T. J. CASSIDY, *Train Master.*

SPECIAL INSTRUCTIONS.

The unauthorized use of hand carts, motor carts, velocipedes, and push carts is forbidden. See special regulations governing their use posted in all section tool houses.

Engineers, trainmen and yardmen are warned not to ride on top or side of engines or cars passing through any tunnel, subway, or under any overhead bridge protected by cell-tails, or where it is known such structure will not clear a man on top of car. They are also warned not to ride on side of engine or car passing high switch stands, water-tower columns, stock chutes or other obstructions known to be closer than six feet to the nearest rail, and when approaching or passing over any through truss bridge.

For greater safety at meeting and passing points as well as junctions, trains pulling into the siding must always possible pull in with the rear end entirely clear, then if necessary stop and wait for brakemen who have closed the switch at the rear end of the train, instead of stopping with the rear car foul of the main track, waiting for brakemen, then pulling into clear. The switch must not be closed until the train is in order.

"TELL TALES" OR WARNING SIGNALS

[illegible]

In future employees guilty of removing or intentionally damaging these tapes, except to repair or renew same, will be dismissed from the service of this company. Conductors will be expected to promptly report such cases by wire, also notifying the Terminal Superintendent or Trainmaster by wire where tell tales or warning signals are required, or where they are not in proper place.

(ii) No car or dead engine must be placed on or in a passenger train without protection, or permission from Train Master. Conductors must attach defective cards properly filed out, to cars found in their trains with defective air brakes or defects.

Brake aloof keys must not be removed for any purpose. When removed, it allows brake brakes to drop down. If removed, they must be replaced.

Brake aloof keys must not be removed for any purpose. When removed, it allows brake brakes to drop down. If removed, they must be replaced.

just before trains are placed on the ferry boats. The vestibule doors and traps of coaches must be closed when not in use, except rear vestibule of rear car.

Grand Trunk engines of the 500 class and consolidated engines of the 600 class must be used. See Division between Welland Inc. and Glenora Inc.

(d) Engines of the 100, 200, 486, 500, 600 and 700 class or engines of same weight, thereby actuating lever in vertical position.

(e) On double track water cranes must be left with spout pointing in direction traffic moves.

the non-observance of Statutory or other By-laws, as to speed and the special places.

Conductors and Engineers, especially those in passenger service, are cautioned not to run their trains at an excessive rate of speed; particularly on descending grades, around sharp curves, or through junction stations and large yards; safety

No passenger train must exceed a speed of 50 miles per hour, freight train, engine with caboose or light engine, 30 miles per hour.

On double track, when it is necessary to operate against current of traffic, reducing the number of engines running tender first, with or without cars, including pilot and assisting engines, must not exceed a speed of twenty miles per hour, except specially constructed suburban type engines.

SPECIAL SPEED RESTRICTIONS

Eastbound trains will not exceed speed of between Decaturville and Cayuga and eastbound extra trains will not exceed speed of between these points.

Trains must not exceed a speed of twenty (20) miles per hour in both directions between Mile Post 60 and Cayuga station.

All trains will be required to cross the following bridges and spans	
thirty (30) miles per hour.	
Thames River.....	Mileage 134.63
".....	" 119.63
Kettle Creek.....	" 83.63
Tillamook.....	Mileage 94.63
".....	" 83.63
Deli.....	" 83.63

Trains must not exceed a speed of ten (10) miles per hour within yard limits of the following cities and towns—Niagara Falls, St. Thomas, Chatham, Wakeville, Windsor.

A speed of 4 miles per hour must not be exceeded passing over Welland Canal drawbridge.

Trains must not exceed eight miles an hour.

Feeder Bridge, M.P. 20.46—The speed over the International Bridge, the speed over the Steel Arch Bridge between Niagara Falls, Ont., and Suspension Bridge, N.Y., must not exceed 8 miles an hour. Pusher engines must not be used to assist trains across the Bridge except in case an eastbound train should stall.

Wabash GI and 22 engines must not exceed a speed of 15 miles per hour over Canal Feeder Bridge, M.P. 20.46.

SUSPENSION BRIDGE—All movements over Suspension Bridge are controlled by the Tower No. 85 at Suspension Bridge.

Bridge, N.Y.—16th District trains in approaching Niagara Falls must stop before crossing 17th District to enter yard. Conductors of these trains as well as conductors of Westbound 19th District and 17th District freight trains must see that the train is protected by junction signal before crossing 17th District.

Eastbound trains approaching Niagara as a rule proceed southward and are guided by the semaphore, which is south of the Westbound track.

CLIFTON JUNCTION—All eastbound trains, both from Hamilton and St. Thomas Divisions, must come to a FULL STOP before passing Clifton Junction, which connects STAFFORD—Coast-or switch; just west of the junction, the signal box will have the flashing passing track light flash red, and must be kept set for the passing track, the flashing passing track will flash red, and must be kept set for the passing track.

JUPITERAUL—Udalauf for engine or car to stand unattended upon any crossing, penalty \$60.00.

Udalauf for any employee to permit, while on the locomotive under his control, to pass over any crossing without the proper signals, penalty \$25.00.

to be blown, except for necessary signal or caution, heavily \$25.00.
No Conductor, Engineer, Yardmaster or other person having in charge any locomotive or car, shall allow locomotive or car to stand on any street crossing more than three minutes and no car allowed to stand on street crossing, unless attached to locomotive, nor shall any running switch be made so that car pass over street at grade after it is detached from

BLACK ROCK—Semaphore Signal governing westbound trains coming from N.Y.C. train, penalty 350.00.

over westbound Wye track in located on north side of westbound main track about 500 feet east of Niagara Street Subway, normal position is Danger. Trains and engines will not pass this Semaphore until "Proceed" signal is displayed. All trains and engines must move cautiously through the "Y" and men in charge must see to rear protection while occupying that track, and must also promptly clear the "Y" when instructed by the

The following whistle signals must be given by eastbound trains, when crossing the switchman.

N.Y.C. (Entrance to their Black Rock Yard)	One	(1)	whistles.
N.Y.C. (leaving to the City)	Three	(3)	"
Erie	Four	(4)	"
Erie	Two	(2)	"

D. L. & W...... Five (5)

INTERNATIONAL BRIDGE—(Between Bridgeburg and Black Rock)—All trains running between Bridgeburg and Black Rock in either direction must receive special orders from the Dispatcher at International Bridge Office.

The International Bridge Company's rules and regulations are printed separately and copies can be had from Heads of Departments. No excuse from any employee connected with running of trains for not having a copy in his possession at all times will

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

PORT ERIE—Westbound freight trains leaving the North Yard, must pull through the switches at the Erie Railroad yard before crossing the Erie Railroad tracks at the Erie Railroad yard.

WELAND JUNCTION—Trains from Port Robinson must not pass the "Y" or to earnphore at Weland Junction, when at danger, to pull into the Buffalo

down main line over diamond. At night and
Trains using the "v" tracks will be governed by yard movements.
(log) weather a Bagman must be sent ahead, and trains must move expecting to find
tracks occupied.

The double track from Pt. Robinson extends to the switch located fourteen
miles from the town of Pt. Robinson, and is located in the 10th District.

Engines, with or without cars, will use the right hand track in the direction for which the train is moving. In observing these instructions, it will be necessary for Watchmen to be trained from Ft. Erie to use the right hand track on the Fort Erie subdivision, to a train from Ft. Erie to use the left hand track. Normal position of switch at the end of the small bridge 800 feet east of station.

Over just one day, almost orange with
of double track east of Remington, will be for eastbound train
Normal position of switch west of small bridge, where eastbound Wyre track com
with 10th District tracks from St. Thomas, will be for eastbound trains from St. Thom
Grand Trunk 600, 650 and 700 class engines and Washburn 2000 class engines ha
must be loaded from the north. Wyre

cars to get out or pick up on the short stud track leading from the access road. The cars are not allowed to leave the track until the switch is closed enough cars attached to engine to prevent it going in on the switch account of curve sharp for these engines.

hour.

Suburban trains, single track.—All doors and platforms may be kept open, and when open are to be securely fastened.

Movable Guard Rails.—When there are movable guard rails on non-ventilable or open ventilable cars, guard rails must be kept closed, except that when trains are standing they are to be opened only on the side at which passengers are to be received or discharged.

Ventilable Cars.—When rear car is observation car side gates and platforms must be kept closed when running.

Tail Gates, chain or bar.—Tail gate, chain or bar at rear of last car in train must be kept closed.

“Suburban trains.” as used in this Order, means, and applies only to, trains within communication limits when carrying communication traffic.

Order 282. In all cases of derailment or accidents to passenger cars lighted with Pritchard Gas or Commercial Acetylene, the supply of gas must be shut off, if possible, by closing the stud valves in storage tanks underneath the body of the car. Arrangements must be made to place a key securely in the gauge box underneath the car where it will readily be accessible. Instructions must be issued to train and wrecking crews to govern this matter so that there will be no misunderstanding in case of accident.

Order 336. Paragraphs 6 and 9 of Rule No. 69, Book of Operating Rules and General Regulations, effective June 18th, 1911, are changed to read as follows:—
If recalled before another train arrives, he must, in addition to the two torpedoes, leave a fuse burning red at the point he returns from, and while returning to his train, when snow plows or flangers may be running, curvature, weather, or other conditions governing, a fuse burning red must be placed at such points or times as the flagman may find necessary to insure full protection, to maintain the proper interval between trains, a fuse burning red must be left by the protected train, at the point from which it moves.

Flagmen must each be equipped for day time with a red flag 22 x 28 inches, on a staff, at least six torpedoes and five red fuses; and for night time, when weather or other conditions obscure day signals, a red light, a white light with a supply of matches, at least six torpedoes and five red fuses.

WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 362 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

DATED JULY 4, 1913

To all Conductors, Enginemen, Trainmen and other Employees concerned.

Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens lands adjacent to the right-of-way, shall report same by wire to the Superintendent, giving exact location by mileage, and also to the agent or person in charge at the next or nearest point where there is telegraph or telephone communication.

Enginemen, on discovering or receiving notice of a fire, shall notify the first sectionmen met of such fire by three short blasts of the whistle, repeated twice thus: 000-000-000.

No employee shall damage or cause injury to any of the fire protective appliances on any engine. The back dampers of engines shall not be opened while running ahead, nor

the front dampers while running tender first, except when there is snow on the ground and it is necessary to take such action in order to have engine steam properly.

Fires, live coals or hot ashes shall not be deposited on the tracks or right-of-way (except in pits provided for the purpose) unless extinguished immediately thereafter. On no account shall ash pans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from box cars shall be covered with earth or otherwise completely extinguished.

To all Agents, Dispatchers and Operators.

All employees having received instructions to report to fire occurring on or adjacent to the right-of-way, it shall be the duty of Agents, Dispatchers and Operators, on receiving such report, to notify immediately the Section Foreman and the Local Fire Inspector of the Railway Commission, also the Superintendent and Supervisor of Track by wire, giving the exact location by mileage of the fire, its extent, and any other information which may be of value, particularly as to the number of men needed to fight it.

To Section Foremen, Extra Gang Foremen, Bridge Foremen, Telegraph or other Construction Gangs, and other track employees.

In all cases of fire discovered burning upon or near the right-of-way it shall be your duty to proceed immediately to such fire and, if possible, to extinguish it. If the place of the fire is along a main line, you shall be held responsible for the fact that this is a most important duty, and the procedure over all other work in which track employees may be engaged at the time, except such as is immediately necessary to the safety of trains. In event the fire cannot be extinguished by individual efforts, additional help must be requested immediately by telegraph or telephone message to the Supervisor of Track or Superintendent. The section foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation to determine the origin of the fire, and submit a full report to his Supervisor. A report must be given of all details possible of every fire starting or burning within three hundred feet of the track, regardless of its size or the amount of damage done.

Employees shall at all times keep the right-of-way free from dead or dry grass, weeds and other combustible debris. Between April 1st and November 1st, no tea, cuttings, debris or litter upon or near the right-of-way shall be burned, except under and upon the supervision of the Superintendent or his authorized representative. No burning of any kind shall be permitted without the written permission or under the direction of the Chief Fire Inspector or other authorized officer of the Board.

To Superintendents, Supervisors of Track and other Officers Concerned.

If the fire is of such extent that the section gang or other local force cannot control it, the Superintendent or his authorized representative, or in his absence his representative, must immediately arrange for the dispatch of the Supervisor of Track or other competent officer, with the necessary additional men who can be drawn from those available in any Department, and all necessary fire fighting appliances, to the scene of the fire, and must so arrange the train service that they will get to the fire with the least possible delay in order that no time may be lost in getting it under control.

The officer in charge must also arrange to obtain promptly complete statements from all witnesses, so that origin of and responsibility for the fire may be accurately determined.

Where fires have been reported within three hours from the time of the passage of any engine, said engine must be examined upon arrival at its terminal and a signed record kept of its condition.

Penalty.—

General Order No. 362 of the Board of Railway Commissioners provides as follows:—

“If any employee or other person included in the said regulations, fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence.”

Sections 277, 278 and 293. At all railroad crossings at rail level not interlocked and equipped with details all trains must come to a full stop before crossing over such crossings. Penalty \$100.00.

Sections 279 and 294.—Every employee who willfully allows any engine tender or car to stand on any part of a highway more than five minutes or in obstructing public traffic more than five minutes is liable to a penalty not exceeding \$50.00.

Section 303.—The station agent or other person in charge must record with white chalk on blackboard provided for the purpose, the probable time of arrival of passenger trains that stop at station where notice is posted. Penalty \$5.00.

Section 304.—Every employee of any company who directs or knowingly permits any freight, merchandise or lumber car to be placed in any passenger train in the rear of any passenger car in which any passenger is carried is guilty of an indictable offence.

Section 305.—During the time navigation is open or swing bridges used to allow boats to pass every train shall stop before coming on or crossing over such bridges and not proceed until proper signal has been given, except on the side swing bridge is interlocked. Penalty \$400.00 or six months imprisonment or both.

Section 308.—Any engine approaching a highway crossing at rail level must sound whistle at least eighty rods before reaching such crossing. The bell shall be rung continuously from the time of the sounding of whistle until engine has crossed such highway except within the limits of cities or towns where municipal by-laws are in force prohibiting such sounding of whistle and ringing of the bell. Penalty \$5.00 for each offence.

Section 309.—No train shall pass in or through any thickly populated portion of any city, town or village at a greater speed than ten miles an hour unless the track is fenced or properly protected. Penalty \$100.00.

Section 423.—Every Conductor, Engineer, Train Dispatcher, Telegraph Operator, Station Agent, Switchman, Signman, Tender, or any other person who is intoxicated or under the influence of liquor while on duty in charge of or in aid of, and shall be punished by a fine not exceeding \$400.00 or imprisonment not exceeding five years or both.

Section 424.—Every person who sells, gives or barter any spirituous or intoxicating liquor to or with any servant or employee of any company while on duty is liable on summary conviction to a penalty not exceeding \$50.00 or to imprisonment with or without hard labor for a period not exceeding one month or both.

18th District

18th District		Caracas
Station	Eastbound.	36 Cars.
Tecumseh	Westbound	50 "
Belle River	Eastbound	55 "
Jeanette Creek	Westbound	45 "
	Eastbound	30 "
Chatham	Westbound	200 "
	Eastbound	00 "
Northwood	Westbound	75 "
	Eastbound	05 "
Thamesville	Westbound	45 "
	Eastbound	22 "
Bothwell	Westbound	25 "
	Eastbound	34 "
Newbury	Westbound	34 "
	Eastbound	05 "
Glencoe	Eastbound.	80 "
19th District		36 Cars.
Ekfrid	North Side2	45 "
	North Side1	70 "
Middlemas	North Side	50 "
Thames River	North Side	42 "
Lawrence	North Side	42 "
Bairde	North Side	05 "
Payne	North Side	02 "
New Sarum	North Side	82 "
Aylmer	North Side	80 "
Corinth	North Side	38 "
Tillsonburg	North Side	46 "
	South Side	00 "
Courtland	North Side	65 "
Dohl	South Side	80 "
Nixon	North Side	60 "
Simcoe	South Side	20 "
Renton	North Side	71 "
Jarvis	South Side	84 "
Nelles Corners	South Side	76 "
Cayuga	South Side	30 "
	North Side	63 "
Cumfeld Jct.	South Side	65 "
	North Side	45 "
Darling Road	North Side	78 "
Moulton	North Side No. 1	70 "
	North Side No. 2	78 "
Marshville	South Side	43 "
	North Side	33 "
Feeder Siding	North Side	48 "
Weiland Jct.	North Side	70 "
	South Side	75 "
Welland	North Side	76 "
Stearford	South Side	83 "
Robbins	North Side	70 "
Steevesville	North Side	108 "

The clearance at the following structures is less than six feet from the nearest rail and no employee must ride on the side of cars or engines next thereto while passing same:

19th District

[illegible]

19th District—Continued

Allymer.....	Freight house on team track.
"	Cattle chute.
"	Pump and scale loading platform.
"	Pearse elevator on "Q" siding.
"	Coal shed.
"	Canning factory loading platform.
St. Thomas.....	Freight house on "Q" siding.
"	Swift's Coal Shed.
"	Cattle Dock.
Thames River.....	Water tank.
"	Cattle chute.
Lawrence River.....	Grain warehouse.
"	Cattle pen (chute is clear but sides project).
Middlesex.....	Cattle pen (chute is clear but sides project).
Extrude.....	
Glencoe.....	Coal chute.
"	Coal shed.
"	Cattle pen.
"	Freight shed.
Portwell.....	Freight shed.
Tamworth.....	Freight shed.
Northwood.....	Cattle pen.
"	Coal shed.
Chatham Jct.....	Elevator.
"	Chatham Packing Co. building.
"	Chatham Packing Co. yard.
"	Merritt Barn Good Co. Siding.
"	Trucks along building.
Chatham.....	Freight shed.
"	Dowley Spring & Action Co. office bldg.
"	Gray Dorr Shed on freight shed track (weave).
"	Crossover Switch stand west of station.
"	Gray Dorr Platform on deadend north of freight house siding.
"	Hays Wheel Co. shed.
"	Can Die Molasses Steel Co. building.
"	Imperial Oil Co. Gate post.
"	Imperial Oil Co. unloading platform.
"	Water spout on west bound main line.
"	Parke shed on C.W. & L.E. transfer.
"	Cattle pen.
"	Libby McNeill and Libby buildings on Industrial spur.
"	Cement shed Warehouse on Industrial spur.
Prairie Sliding.....	No. 1 elevator.
"	No. 2 elevator.
Jeanette & Creek.....	Loading platform back of station.
"	Cattle Pen.
Stoney Point.....	Elevator.
Tecumseh.....	Loading platform.
"	Canning factory loading platform.
Walkerville.....	Ford buildings on Ford Motor siding.
"	Studebaker unloading platform.
"	Freight shed and platform.
"	Buildings on Walkers siding.
"	Loading platform on Walkers building.
Windsor.....	Freight shed.
"	Freight platform.
"	Elevator on track No. 7 eastbound yard.
"	Car Stions Building.

To Passenger Trainmen:—
Passenger trainmen on duty must not occupy a seat with passengers, neither must they at any time occupy a seat in the smoking compartment of any car. Conductors and trainmen, other than the baggage man, must not ride in the baggage car, except when their duties require them to do so.

See Book of Instructions (Form 8.C.D. 103, Revised May 1st, 1915), pertaining to Steam Heat and Various Hot Water Circulating Systems.

their duties require them to do so.

WABASH ENGINES **ADJUSTED TONNAGE RATING**

Between
ST. THOMAS and WINDSOR
to
ST. THOMAS
NIAGARA FALLS and FORT ERIE

NIAGARA FALLS and FORT ERIE
to
ST. THOMAS

Car Factor	a				b				Car Factor
	Class	A	B	C	D	A	B	C	D
Class A Rate	A	B	C	D	A	B	C	D
Class B Rate	2285	2040	1800	1720	1880	1830	1690	1555
Class C Rate	2180	2260	2035	1890	2190	2015	1850	1705
Class D Rate	1790	1830	1600	885	1500	1380	1275	1175
Class E Rate	1400	1280	1170	1065	1210	1110	1025	945
Class F Rate								
Class G Rate								
Class H Rate								
Class I Rate								
Class J Rate								
Class K Rate								
Class L Rate								
Class M Rate								
Class N Rate								
Class O Rate								
Class P Rate								
Class Q Rate								
Class R Rate								
Class S Rate								
Class T Rate								
Class U Rate								
Class V Rate								
Class W Rate								
Class X Rate								
Class Y Rate								
Class Z Rate								

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 trainmaster.
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 tonnage in train.
Conductors will allow on all reports both the actual and the adjusted tonnage.

GRAND TRUNK ENGINE RATING IN TONS

Class of Engine	17 x 24 inch Cylinder Small Freight Engines		18 x 28 inch Cylinder Small Mopul Engines		Consolidated Compound 600 and 700 class		Super Heater 600 and 700 class		Mikado 600 class		Richmond Compound Freight Engines		Ten Wheel Passenger Engines	
	Dead Freight	Manliest Freight	Dead Freight	Manliest Freight	Dead Freight	Manliest Freight	Dead Freight	Manliest Freight	Dead Freight	Manliest Freight	Dead Freight	Manliest Freight	Dead Freight	Manliest Freight
Windsor to St. Thomas	800	800	1350	1100	2250	2000	2475	2200	2375	2850	1850	1700	1950	1700
St. Thomas to Fort Erie and Niagara Falls	700	800	1000	900	2050	1800	2250	2000	2375	2850	1650	1500	1850	1500
Niagara Falls and Fort Erie to St. Thomas	800	480	850	750	1800	1600	2250	2000	2375	2850	1600	1450	1800	1350
St. Thomas to Windsor	800	700	1100	1000	2050	1800	2250	2000	2375	2850	1700	1550	1900	1550

AIR BRAKE AND AIR SIGNAL RULES

GENERAL NOTICE

The following rules are issued for the government of all employees whose duties bring them in contact with the operation of the Air Brake and Air Train Signal. If in the judgment of anyone whose duty it is to enforce a rule, such rule cannot be or ought not to be enforced, he must at once bring it to the attention of those responsible for its enforcement, that prompt report will be made of any difficulty experienced in controlling trains.

Rule No. 1
Engineers, trainmen, inspectors and Air Brake repair men must be thoroughly conversant with the operation and care of the Air Brake and Air Train Signal.

Rule No. 2

RESPONSIBILITY
The Conductor and Engineer are both responsible for seeing that the brakes in perfect working order, and properly connected throughout the entire train, before starting from terminal stations and points at which it has been disconnected.

Rule No. 3

PIPES, UNDER LOCOMOTIVE TENDER
The brake pipe and Air Signal pipe, under locomotive tender, must always be blown out thoroughly just before the air hose are coupled. The inspectors or trainmen making couplings must do this.

Rule No. 4

TERMINAL TEST
When a train has been coupled to a train at the initial point of its run (and after taking slack of same) a terminal test of brakes must be made. Test to consist of a car to car examination to note that brake can be applied and released from locomotive, adjust piston travel, stop leakage, and do any other brake work possible to put train in a serviceable condition.

Rule No. 5

BLEEDING OFF BRAKES
Bleeding off a train while road engine is coupled to train is prohibited, except when a leak is found. When a leak is found, the engine and cause cannot be remedied; it must then be cut out by closing cut out cock in cross over pipe, and auxiliary reservoir bled; release valve attached to auxiliary reservoir on passenger cars must be left open and remaining brakes in train again tested as per Rule No. 8.

RUNNING TEST

Rule No. 6

Engineers on passenger trains, after leaving a terminal or any point where the make-up of their train has been changed, must, as soon after starting as the speed of the train will permit without closing the engine throttle, apply the brakes sufficiently to stop the train in good working order, and noting that the length of the train line changes in keeping with the length of the train with all trains at a safe distance before commencing the descent of steep grades, approaching railway crossings at grade, junctions, draw-bridges, and points where trains are to be met or passed, in fact at all places where failure of the brakes would be attended with accident.

Rule No. 7

CONDUCTOR MUST STOP TRAIN
If Engineer fails to observe Rule No. 6, Conductor must stop train by opening conductor's valve and ascertain cause of such failure. A report must be made of all such cases.

Passenger cars of recent build are fitted with two complete brake equipments, which may be applied or released in both service and emergency applications. The latter are applied and released in the same brake rods, and are controlled by the same handle. In addition to both connected to the same brake rods, and the equipment there are two large supplementary reservoirs, but through which the air is not supplied. The handles of cut-out cocks in pipes leading to these reservoirs being in a closed position.

ROAD TEST

Rule No. 8

When train, for any reason, is parted between air cars or air hose has burst, after all couplings have been united, brakes must be applied and released from Engineer's brake valve, and trainmen must see that brake on car immediately behind the point of separation, and on last two cars, operate properly. If a car is taken into a passenger train, the signal to apply brakes must be given from the air signal on that car, but signal to release brakes must be given from air signal on first car in train. In every case of a broken brake on passenger trains the signals to apply and release brakes must be given from train signal.

Rule No. 9

Before starting trains, trainmen must see that all brakes are released and brake-shoes clear of the wheels.

Rule No. 10

AIR GAUGES
Conductors must consult the air-gauges in caboose frequently and Engineers must likewise consult Engine air-gauge to be sure that full pressures are being maintained at all times.

Rule No. 11

CUTTING OUT BRAKES
Brakes must be cut out when any portion of the rigging has failed, where with proper handling, continual sticking, occurs, or where the air hose is broken, or at pressure of more than two consecutive brakes must not be cut out, and none on the car next to Engine which must always have a quick action triple valve in good working order.

Rule No. 12

NOTIFY ENGINEER
Engineer must be notified at once when it is necessary to cut out any brake in his train.

Rule No. 13

DEFECTIVE BRAKE PIPE ON PASSENGER CAR

Should the brake pipe on a passenger car be defective, so that it cannot be used in a train, it must not be sent out of any terminal point on a passenger train, without authority from the trainmaster or Superintendent, and when such is given, the car must be placed on rear end of the train and its hose coupled to the car ahead, and all train pipe angle cocks opened, except the one on head end of car with defective pipe. To guard against running back in case it uncouples on a grade, a brakeman must ride in this condition prepared to use hand-brakes which must be applied to both the defective, and it is necessary to haul the car. Should the car be placed second from the rear, and the hand-brake on the last car known to be in good condition. The car must be set out at the first opportunity.

Rule No. 14

DEFECTIVE ENGINEERS' BRAKE VALVE

Engineers must not attempt to handle an air-brake train down any grade if Engineer's valve is defective in service or lap position, or if air-pump is unable to keep the train line (brake-pipe) properly supplied with air.

Complaints have been received of the brakes dragging on these as well as on other cars in longer passenger trains, and when such a condition develops, all concerned must be guided by Rule No. 5, which as will be noted prohibits the indiscriminate bleeding off of brakes by trainmen. Instead of resorting to this method of releasing stuck brakes, a clear and distinct release brake signal as per rules must be given to the Engineer, by the train signal, and engineer must release brake with his brake valve. If brake cannot be released

Rule No. 15

CALLING FOR BRAKES
A call for brakes from an Engine when running, must be promptly responded to by each trainman operating a Conductor's valve, and then applying hand-brakes. Conductor's valve must not be closed until train stops. Under no other circumstances must hand-brakes be applied on cars upon which the air-brake is being used.

Rule No. 16

STANDING ON GRADES
When necessary for a train with an engine to stand on a grade for over five minutes, all-brakes must be released and train held by hand-brakes. If cars are to be detached from a train or engine, the air-brakes must be released and hand-brakes immediately applied before they are detached, and held applied until signal is received from engine to release same.

Rule No. 17

When cars upon which the air-brake is working are set out at any point, the auxiliary reservoir must be bled before hand-brake is applied to secure cars in adding.

Rule No. 18

DOUBLE HEADEND OF LOCOMOTIVE
When two or more engines are coupled in the same train, the air hose must be united and the brakes tested and operated from the head engine. For this purpose a cut-out cock in the brake pipe just below the brake valve on all engines except the leading engine, must be closed, air-pumps kept running, brake valve handle in running position, and the maximum air pressure maintained. This procedure must also be followed when handling dead engine in train, but in this case the pump, of course, cannot be run.

Rule No. 19

EMERGENCY APPLICATION OF BRAKES
Brakes must not be applied quickly only when necessary to avoid accident, and in such cases engine must not be reversed if active brake is operating. Brake valve handle must be placed in the emergency position, and the engine must be stopped. The cause must be removed. On freight trains the brakes must not be released until after the train has stopped.

Rule No. 20

USE OF SAND
Sand must always be used in emergency.

Rule No. 21

PARTING AIR HOSE
When hand-brakes are applied it must be allowed to continue running until stop is completed.

Rule No. 22

Air hose must not be pulled apart forcibly; instead, they must be separated by hand.

Conductors on freight trains must attach an air brake defect card to the cross-over pipe of every car which has a defective brake and which is not already so carded. Note A.—Remember a loaded train cannot be stopped in the same distance as an empty train. B.—Remember a loaded train cannot be stopped in the same distance as an empty train. C.—Remember a loaded train cannot be stopped in the same distance as an empty train. D.—Remember a loaded train cannot be stopped in the same distance as an empty train. E.—Remember a loaded train cannot be stopped in the same distance as an empty train. F.—Remember a loaded train cannot be stopped in the same distance as an empty train. G.—Remember a loaded train cannot be stopped in the same distance as an empty train. H.—Remember a loaded train cannot be stopped in the same distance as an empty train. I.—Remember a loaded train cannot be stopped in the same distance as an empty train. J.—Remember a loaded train cannot be stopped in the same distance as an empty train. K.—Remember a loaded train cannot be stopped in the same distance as an empty train. L.—Remember a loaded train cannot be stopped in the same distance as an empty train. M.—Remember a loaded train cannot be stopped in the same distance as an empty train. N.—Remember a loaded train cannot be stopped in the same distance as an empty train. O.—Remember a loaded train cannot be stopped in the same distance as an empty train. P.—Remember a loaded train cannot be stopped in the same distance as an empty train. Q.—Remember a loaded train cannot be stopped in the same distance as an empty train. R.—Remember a loaded train cannot be stopped in the same distance as an empty train. S.—Remember a loaded train cannot be stopped in the same distance as an empty train. T.—Remember a loaded train cannot be stopped in the same distance as an empty train. U.—Remember a loaded train cannot be stopped in the same distance as an empty train. V.—Remember a loaded train cannot be stopped in the same distance as an empty train. W.—Remember a loaded train cannot be stopped in the same distance as an empty train. X.—Remember a loaded train cannot be stopped in the same distance as an empty train. Y.—Remember a loaded train cannot be stopped in the same distance as an empty train. Z.—Remember a loaded train cannot be stopped in the same distance as an empty train.

by this method, while train is running, a stop signal must be given, when the act of applying the brakes to bring the train to a stop, will, in most cases, cause a sufficient difference in air pressure to make the cut-out cock on the defective car properly by signal or otherwise of necessity in train for releasing satisfactorily, as in the majority of cases he can provide for this in the manipulation of his brake valve handle.

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 injured person is 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 telegram 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.

LIST OF COMPANY'S SURGEONS

COL. J. ALEX. HUTCHISON, M.D., Chief Medical Officer, Montreal, Que.

STATION	SURGEON	DISTRICT
BUFFALO	Dr. J. H. POTTER	Buffalo and Black Rock.
FORT ERIE	Dr. W. DOUGLAS	Fort Erie inclusive to East Sennapore Westland Junction.
NIAGARA FALLS	Dr. F. W. E. WILSON	Niagara Falls to East Sennapore, Port Robinson.
WELLAND	Dr. S. N. DAVIS	East Sennapore Moulin to East Sennapore Westland Junction, L.L. to East Sennapore Port Robinson.

T. G. RODDICK, M.D., Consulting Surgeon, Montreal, Que.

STATION	SURGEON	DISTRICT
DUNSMITH	Dr. N. HOPKINS	East Switch Canfield Junction to East Dunsmith.
JARVIS	Dr. C. A. M. THURSTON	Sennapore Moulin.
SAGINAW	Dr. W. J. MCKAY	West Switch Jarvis to East Switch Canfield Junction.
TULSONBURG	Dr. W. A. MCKINLEY	West Sennapore Jarvis to East Sennapore Delhi.
ST. THOMAS	Dr. W. H. BENNETT	East Sennapore Delhi to East Sennapore Aymer.
	Dr. F. O. LAWRENCE	East Sennapore Aymer to West Sennapore Lawrence.

P. G. BROWN, Division Surgeon, Toronto, Ont.

STATION	SURGEON	DISTRICT
CUMBER	Dr. J. Y. McLAUGHLIN	West Sennapore Lawrence to East Sennapore Bathwell.
BATHWELL	Dr. A. D. GRAMM	Town of Bathwell.
CHATHAM	Dr. J. W. COULTER	West Sennapore Bathwell to East Sennapore St. Clair.
BELLE RIVER	Dr. A. H. C. TROTTER	East Sennapore St. Clair to West Sennapore Tecumseh.
WINDSOR	Dr. J. GOW	West Sennapore Tecumseh to Windsor inclusive.

F. A. RUTHERFORD,
Passenger Train Master,
TORONTO.

