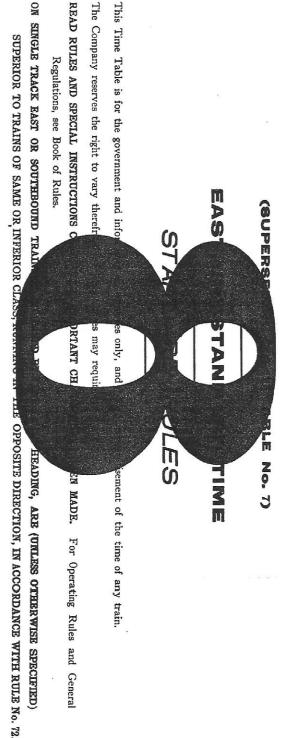
TRUNK RAILWAY SYSTEM

ST. THOMAS DIVISION

EMPLOYES, TIME TABLE No.

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



DESTROY FORMER 4 3 M TABLES

C. G. BOWKER,
OPERATING MANAGER

R. H. FISH,
GENERAL SUPÉRINTÉNDENT.

W. S. WILBON,
SUPT. TRANSPORTATION.

H. W. MATTHEWS,

SPEED SCHEDULE

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T. J. CASSIDY, Train Master.

O. W. DUFF, Chief Train Despatcher.

WINDSOR SUBDIVISION

18th and 19th DISTRICTS

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SPECIAL INSTRUCTIONS.

Operating Rules and General Regulations in book form, effective June 18th, 1911.

We work the movement of trains on this time tuble.

No Engineer of Conductor must undertake to handle an engine with or without care over any portion of these divisions until he has learned the road, location and use of signals, passed an examination on Grand Trunk operating rules, and provided himself with copy of current time table. USE OF MOTOR CARS, VELOCIPEDES, ETC.

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

INSUPPICIENT CLEARANCES

Enginemen, 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 rell-tales, or where it is known such structure will not dear a man on top of car. They rell-tales, or where it is known such structure will not dear a man on top of car. They rell-tales, or where it is known such structure will not dear a man on top of car. They real-tales or other obstructions known to be deser than six text to the nearest rolumns, stock chutes or other obstructions known to be deser than six text to the nearest real, and when approaching to passing over any through truss bridge.

TRAINS ENTERING SIDINGS

STANDARD TIME
Standard Clocks indicating Standard Time are located at:
Windsor Windsor St. Thomas
St. Thomas
Fort Erie (North Yard)
Simone

Train Registers are located

TRAIN REGISTERS

For greater safety at meeting and passing points as well as junctions, trains pulling into the siding must when possible pull in with the rear end entirely clear, then if necessary stop and wait for hackenan who has closed the switch at the rear end of the train, intered of nopping with the rear car foul of the main track, waiting for brakeman, then pulling into clear. The switch must not be closed out if the train is into clear.

On either side of overhead bridge that will not clear a man on top of a box car, tell takes or warning signals consisting of pieces of tops, suspended from a wire have been located, the idea being to have the ropes strike a man whose duty requires him to be on top of the cars in sufficient time to enable him to sit down on ear before coming to and cop of the cars in sufficient time to enable him to sit down on ear before coming to and cop of the cars in sufficient time to enable him to sit down on ear before coming to and cop of the cars in sufficient time to enable him to sit down on ear before coming to and cop of the cars in sufficient time to enable him to sit down on ear before coming to and cop of the cars in affected time to enable him to sit down on ear before coming to and cop of the cars in affected time to enable the down on early the same of striking the bridge.

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Conductors of trains not re
to operator, who will register the
Conductor must register.

For 18th District
Windsor and Gleinooe
For 19th District
Niagara Falls
Canfield Jet.
Velland Jet.
For Erie (North Yard)
Welland Jet.
Port Robinson
Port Robinson
Fort Robi

Glencoe Ningara Falls Dinck Kock

It will St. Thomas

It will not be necessary for trains to obtain terminal clearance when
double to single track at the following stations:

Port Robinson

Glencoe

Ochrone

Port Robinson

passing from

BULLETIN STATIONS
Welland Jct. Fort Erie
Ningara Falls Black Rock

Enginemen, trainmen and yardmen must see that air brakes are in service while switching Plassenger Equipment.

Plassenger Equipment must not be detached from engine while in motion when same is occupied or when such Equipment will come in contact with passenger curs which are HANDLING PASSENGER CARS
and yardmen must see that air brakes are in service while bridge, some trainmen have tied ropes together and thrown them up over wires so that the sope would clear a man on top of a car, threby exposing other employes to imminent danger.

In future employes guilty of removing or intentionally displacing these ropes, except to regair or renew same, will be dismissed from the service of this Company, the content of the con

HANDLING DEAD ENGINES

In handling dead engines in trains, they must be hauled with the pilot end ahead and must be placed at least five cars from the train engine. If more than one dead engine in train, they must be separated by at least five cars and not more than food end engine will be handled in one train. Speed of trains handling dead engines must not exceed twenty-five miles per foor.

When Freight Trains handle passenger cars "Deadliead," such cars must be placed tend of the calboose. When the passenger cars carry passengers, they must be placed rear of the caboose, on rear of train.

(a) No car or dead engine must be placed on or foul of a passing track without protection, or permission from Train Master.

Conductors must anoth defect cards properly filled out, to care found in their trains with defective air brakes or couplers.

Brake slove keys must not be removed for any purpose. When removed, it allows he slove to trop down. If any found out, they must be replaced, brakes in oiler come of coacles, must be excitiguished when the doors are locked, it is the first trains are pieced on the ferry boats.

It has brain are pieced on the ferry boats.

It is resthible doors and traps of coacles must be closed when not in use, except rear vestibile of run car.

Yes that of run car, the point of the 500 class and consolidated engines of the 500 class must be come for the following lever in fortanta position on H. & B. care have struck and injured men; when cars are unfounded lever in vertical position, and roo class or engines of the 100, 200, 485, 500, 600 and 700 class or engines of same weight must not be coupled when passing over any bridge.

(a) Engines of the 100, 200, 485, 500, 600 and 700 class or engines of same weight must not be coupled when passing over any bridge.

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

QENERAL SPEED RESTRICTIONS

The figures in this Time Table are not to excuse or authorize the non-observance of Statutory or other By-laws, as to speed at special places.

Electric headlights on locomotives will be dimmed:

(a) Where yard engines are employed.

(b) At necting point.

(c) Approaching stations where:

(d) Mare are to be made.

(e) Ingine are to be made.

(e) Ingine receiving or discharging passengers.

(f) Trains receiving or discharging passengers.

(i) Trains receiving or discharging passengers.

(ii) Trains are to be made.

(iii) Trains are to be made.

(iv) When standing.

(iv) When standing.

(iv) When standing.

(iv) On two or more tracks when approaching trains running in opposite direction.

(iv) When standing.

(iv) On two or more tracks when approaching trains running in opposite direction.

(iv) On two or more tracks when approaching trains running in opposite direction.

(iv) On two or more tracks when approaching trains running in opposite direction.

(iv) On two or more tracks when approaching trains running in opposite direction.

(iv) On two or more tracks when approaching trains running in opposite direction.

(iv) On two or more tracks when approaching trains running in opposite direction.

(iv) Train orders or clearly trains a stand of caboose when the train is handling as many as 6 cars other than those referred to. Oonductors and Engineers, especially those in passenger service, are eautioned 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 to passengers and property is of the greatest consideration.

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

A speed of 6 miles per hour must not be exceeded when passing through Crossovers or the end of double track.

The end of double track with or without cars, including pilot and assisting 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 anulurian type engines.

On double track, when it is necessary to operate against current of traffic, reduce on double track, when it is necessary to operate against current of traffic per hour over highway crossings at Teamsel and Thamesville protected by electric bells, as bells do not signal the approach of traffic against the current of traffic.

Trains when running with snow plows of any description must reduce speed when passing trains on double tack. The men in charge of the plows must lift the flange and close the wings when passing trains on double track.

USE OF BACK-UP AIR HOSE

A back-up air hose equipped with air whistle must be in service on rear platform of all passenger trains moving backwards and sounded sproaching public highway or where necessary to warm people crossing or approaching the track.

WHISTLE SIGNAL APPROACHING CURVES

WHISTLE SIGNAL APPROACHING CURVES

Engines on all trains shall sound whistle signal 14 (1) when approaching curves where very or track the state of the contract.

USB OF TRACE IN OPPOSITE DIRECTION OF TRAPFIC
When engines are required to use track in opposite direction to current of traffic
whiste must be sounded at frequent intervals as a warning to employees and others on
whiste must be sounded by the state of about to crass track, except at places where it would be unlawful to outdown whistle at
or about to crass track, except at places where it would be unlawful to detance engineer
such places speed must be reduced so that train may be stopped within distance engineer
can see that track is clear.
BLOCKING LIGHT ENGINES OR ENGINES WITH CABOOSE
Light Engine, or Engines with Caboose, must be blocked a telegraph station behind
all trains. Rule No. 91 will govern when telegraph or telephone is not working.

This must not exceed a speed of tent (10) miles persioner within yeld indic ablowing clies and townts-biagen fields. Ste exceeded passing over Welland Canal drawbidges.

The speed over the International Bridge must not exceed eight miles and Surgarian and the property of the property o

4	9
The west main lime switch on	SPECIAL INSTRUCTIONS—Continued CANFIELD JUNCTION—Great care must be observed by all Train and Enginemen towing through the "Y" connection and all concerned must watch closely and be governed.
19th	rear c
District trac	RUCTIONS- are must be o all concerned
5	mus Co
connected with	ntinued yed by all Trai t watch closely
the	n and
interlocking	Enginemen be governed
4 (0	ی

plant, and cannot be opened or closed until distant semploare is either raised or lowered from the signal tower, and the rack connecting the 19th and 20th Districts is used as a loading track, and it The track connecting the 19th and 20th Districts is used as a loading track, and it must be known that there are no care on it before using it.

SIMCOE JUNCTION—Eastbound trains that require it, must receive a clearance on all trains due at Simcoe, Junction before leaving Nixon.

Trains moving from Simcoe, 21st district, to 50th district trains.

NIXOM—South passing track at Nixon is frequently used as a storage track. Trainmen and enginemen may expect to find cars in this siding at all times.

AYLMÉR—In case of necessity, engines may take water from the hydrant east of station on receiving special authority by wire; hose and coupling with wreach can be procured from Agent and must be returned.

ST. THOMAS—The Switchman at the west end of the yard will control the movement of eastbound trains, when entering the yard, by hand signals.

The sounding of the unjtine whistle except to avoid accident or in cases of necessity, is prohibited in the city limits, which extend from Woodworth Avenue on the east, to Kettle Greek on the west.

ST. STRECOSE—Double track order board located 50 feet south of telegraph office governs Windoo and Kond located on north side of telegraph office governs with the street crossing.

STRECTS—The westbound trains, will pull foul of reseasorer switch apposite the coal WINDSOR—No westbound train will pull foul of reseasorer switch apposite the coal trested train at Detoit and must assist in directing passenger from one train to the other, and at starting see that they are confortably seated.

YARD LIMIT BOARDS ARE LOCATED AS FOLLOWS:-

20th District	
183 " West of M.C.R. Crossing	Fort Erle
	Fort Eric
6220 " West of the Lassenger Depot.	Niagara Falls
570 " East of the Passenger Depot.	Niagara Falls
4525 " West of the l'assenger Depot.	Welland
: 4	Welland
	Welland Jct
3300 North of the Lussenger Depot.	
2300 " West of the l'assenger Depot	
3625 East of the l'assenger Depor-	
2190 It. East of the l'assenger Depor.	Glencoe
19th District	
2290 " East of the Lassenger Debor-	
5705 " East of the Passenger Depor-	
7	Walkerville
18th District	
Comment of the second s	The Parity of Parity of the Pa

RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES

District

19th District

RAILROAD CROSSINGS, JUNCTIONS, DRAWBRIDGES-Continued

Tillsonburg (1/2 mile east).. Canadian Pacific Railway crossing; Interlocked. junction with Canadian Pacific Railway. Also

Welland Jet. (6.69 milea west) Niagara, St. Catharines and Toronto Raliway (Electric) crossing governed by semaphores; Interlocked; No derails.

Welland Jet. (9.44 milea west) Drawbridge governed by semaphores; Not interlocked; No derails.

......19th District (Pt. Colborne Subdivision) crossing, governed by semaphores interlocked; no derails.

Welland (1—miles west)... Michigan Central Railway crossing: Interlocked. Also junction with Michigan Central Railway.

Welland (Main Street).... Crossing N.W. & L.E. Ry, (Electric) lending to M. Beatty & Sons Works; No semphores or derails. Trainmen must flag over this Crossing.

Praw Draw Bridge, governed by semaphores which govern west of gauntlet; Not interlocked; No derails. The contract of

(Electric) sema-

and

Fort Eris (South Yard)....Michigan Central Railway crossing, governed phores; Not interlocked; No derails. Fort Erie (North Yard) ... Michigan Central Railway crossing, governed phores; Not interlocked; No derails. by by semasema-

Bridgeburg......Junction with Michigan Central Railroad and 20th Dist.
M.P. 0.33 (0.33 miles west of
Black Rock)......Draw Bridge of International Bridge over Niagara R Black Rock..... "Draw Bridge of International Bridge over Niagara River, governed by semaphores; Not interlocked; No derails, Sundard semaphore span, governing eastbound movements is located inside Main Bridge, 290 feet west of Draw. Sandard semaphore governing westbound movements is located on the north side of westbound track, 195 feet from east end of Main Bridge.

M.P. 0.02 (0.02 miles west of Black Rock) "Draw Bridge of International Bridge over Eric Canal (known as Harbor Bridge Draw), governed by semaphores: Not interlocked: No detrails; standard semaphore governing eastboand movements on Main Line only is located on South side of track, 280 feet west of Harbor Bridge.

River na and

GAUNTLET NEAR PORT ROBINSON

About 1,800 feet of the track between Port Robinson Junction and a point about 800 feet West of the West end of Chippewa Cat Bridge has been gauntieted (the rails of the Westbound track being hid on the ties of the Eastbound track). The use of this piece of track will be governed by semaphores placed about 100 yards distant, in either direction, from the end of the gauntiet.

All trains, in each direction, will come to a full stop before passing these semaphores, and will not proceed until the position of semaphore indicates that the track is clear.

All trains must be prepared to stop approaching the gauntlet from either direction, Enginemen and Trainmen keeping a sharp lookout for trains ahead which may be stopped at the semaphore. This will not relieve crews of trains stopped by semaphore from protecting the rear of their trains, in accordance with the Rules.

Double Arm Standard Semaphore located 2500 feet east of P.Robinson station on north side of Main Line, top arm governs trains from Niagara Falls, lower arm governs trains from Merritton.

ORDERS FROM THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL BOARD OF RAILWAY COMMISSIONERS FOR CAMADA, EXTRACTS FROM THE RAILWAY ACT, SOME MUNICIPAL BY-LAWS AND INSTRUCTIONS AFFECTING TRAIN AND

Order 16. Every electric bell upon the line of any milway company subject to the legislative authority of the Parliament of Canada, installed for the purpose of protection, shall be inspected every morning by the sectionman in whose division or section such bell is, or other employee of the milway company specifically charged with such duty by the company and teared by placing a wire across the rail, upon each side of the crossing, or by enablishing electrical connection by any other device or method which will indicate whether one to the bell is in good sorbing order. If the bell fails to ring or rings convictions of a fagman shall be placed at such crossing at once whose duty it shall be properly to protect the same until such bell is required. Notice of such non-repair shall be given at once to the expartment having charge of the operation and repair of such bells, more to the department having charge of the operation and repair of such bells.

That failure to comply with the provisions of this Order shall subject the defaulter to a fine of \$50; payment of which may be ordered by the Board upon proof of the offence.

Order 20—Every Railway company is forbidden to handle freight ears in through line passenger trains, unless such freight ears are equipped with air brakes, ared tired wheels, and apocial trucks designed for use in through passenger train service. Provided, however, that every such company shall be at liberty to use such freight ears in its through passenger service when its baggage ears or freight ears, especially equipped as a doresuld, become disabled or mift for use while in transit, and such ears only are available to receive the baggage error freight, as the cars must not be loaded beyond their marked capacity, and the speed of train must not exceed thirty-five miles an hour. Penalty, fine of fitry dollars (\$50.00) for every such offence.

Order 35. Every Railway company is directed to keep all its pasenger stations writing rooms and closets clean and well ventiliated; to keep the said closets and those portions of its pasenger stations, where germs of disease are liable to exist, properly disposed, and to get reports at least monthly from its employes charged with the care of passenger stations on the cleanliness, ventilation and disinfection of its said stations, waite ing rooms and closets. To keep all its cars in which passengers may travly, including the closets and smoking apartments of such cars, its which passengers may travly, including the closets and smoking apartments of such cars, it which passenger may travly, including the placet, to have at least one employe one very passenger train whose duty it shall be to see heated, to have at least one employe one very passenger train whose duty it shall be to see heated, to have at least one employe one very passenger train whose duty it shall be to see heated, to have at least one employe one very passenger train whose duty it shall be to see

To adopt a by-law (if no such by-law has already been adopted) under Section 307 of the Railway Act; prohibiting spiriting in passenger stations, waiting rooms, closets, or other premises of the Company and in or upon the platforms of cars in which passengers may travel, except in receptacles suitable for the purpose, and providing a penalty for breach thereof, and to post up and maintain in a completious place in its passenger stations, and in outh places in its cars, in which passengers may travel where smoking is permitted and only a such places in the provide and the penalty for breach thereof. Such notices in the Province not places in the passenger stations and in its passenger stations and in its cars in which passengers may travel where smoking is permitted; and to have such complicions empired and washed clean whenever smoking is permitted; and to have such carbidons empired and washed clean whenever in the passenger and passenger and it stations haven or suspected to have contained, any passengers or passenger suffering from any infectious disease.

To fumigate thoroughly all altering cars which are regularly in service at least once every thirty days.

And it is further ordered that every such Railway company be liable to a penalty in a sum not exceeding fifty dollars (\$40,00) for every failure to comply with any of the provisions of this Order, and that every Railway employe whose duty its to carry out any of the provisions of this Order, be liable to a penalty of not less than two dollars (\$2,00) nor every failure to do so. Conductors will be held responsible for seeing that the train potters or brakenen keep clean, well ventilated and duty oold weather, properly heated, the interior of cars in their charge. Agents will be held responsible for seeing that passenger suctions, waiting rooms and closets are kept clean, well ventilated, and properly disinfected.

Order 63. 1. That every railway company subject to the legislative authority of the Parliament of Canada, operating by steam power any railway or railways, any part or parts of which is or are constructed of, or upon, wooden treatles, the whole of which cannot be seen from an approaching train for a distance of at least one thousand feet, do, during not be seen that of May, June, July, August, Spetember and October of each year, provide, place and keep a watchman, track walker, fire alarm signal, ballast flooring, rise covering over agap and interactions, or approved fire-proof paint, as hereinated infected, for the purpose of protecting the said treatles from fire; each such company having the option of adopting any of the said foregoing methods of protection.

2. That every such company shall cause to be placed and maintained at every trestle less than thirty feet in length, one burrel of a capacity of at least forty-five gallous, and trestles of over thirty-feet in length a like barrel upon or mar each end, with intermediate barrels of the libre capacity not more than one hundred and fifty feet upart; Provided, bowever, that pile treeties over streams or other bodies of water need not be furnished with intermediate burrels.

That every such company shall cause the said barrels to be kept filled with water.

ORDERS FROM THE RAILWAY COMMITTEE OF -Continued. THE PRIVY COUNCIL

- 4. That every such company shall cause all brush and dead grass to be removed theneath and around every such tresite, and shall cause its right of way crossed by tresite to be kept free from combustible matter. from
- 5. That, on or in the neighborhood of Itaber lands, or in localities distattlement, every such company shall cause to be provided pails for use at all trest watchmen and track-walkers shall carry such pails while upon duty at trestles. s distant from all trestles, and esties,
- 6. That where the protection provided is by watchman or track-walker, all treates on main lines shall be inspected at least twice each 24 hours, at intervals of not less than 8 hours, and once every 24 hours on branch lines.
- 7. That in the event of any such barrel or pail not being in good and efficient condition for holding water, every such watchman or track-walker shall forthwith repair or replace the same, or if it cannot be done by him, he shall forthwith report such condition to his superior officer. Every such watchman or track-walker shall see that water branes are at all times kept filled to within ten inches of the top, or forthwith report same to his superior officer. Every such watchman or track-walker, whenever any such treatle is injured by fire, shall, as soon as possible thereafter, report the same to his superior officer.
- 8. That the fire alarm signals be equal, in the opinion of an Engineer of the Montauk Thermostat. Board to
- That if fire-proof paint is used, one coat thereof, at least equal to the Clapp Fire-proof Paint, be applied at least every five years.
- 10. That the ballast flooring be of gravel and be at least equal to the standard of the flooring adopted by the Great Northern Railway Company, plans of which are on file with the Board under file No. 4966, case 1860. This flooring consists in a complete coating of gravel from beneath the head of the rail to the ties, and extends laterally from outside guardrail to outside guardrail.
- tine or galvanized iron covering. 11. That if zinc or galvanized iron is used, the caps, stringers, and the outside or the ter posts of every such treatle, and, if the company desires, the ties, be covered with a
- 12. That every such watchman or track-malker failing or neglecting to make importion in accordance with the foregoing regulations, or failing or neglecting to make any of the reports herein required of him, or otherwise debuilting in any of the duties imposed upon him by this order, shall be subject to a penalty of fitteen dollars for each such failure or neglect.
- That every such railway company shall cause every such watchman walker to be furnished with a copy of this Order. 9 track-
- General Order No. 188 as amended by General Order No. 248. Maintenance of Way Flagging Rules for Impassable Track:—
- Bofore undertaking any work which will render the main track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the company, shall protect the same as follows:
- 2. (a) On double track; (b) on three or more tracks; (c) in mountain territory, on all lines with frequent or fast train service: and
- Send out a flagman in each direction with stop signals, at least--1,500 feet in daytime, if there is no down grade towards the obstruction wite, and there is a clear view of 6,000 feet from an approaching train. within one
- 3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.
- 5,400 feet if there is a down grade towards the obstruction within one mile.
- The figuran must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, it possible, 1,500 feer, first placing, two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the Engineer of an approaching train, 300 feet beyond such position. The figurant must display a red fing by day and a red light by night, and remain in such position until recalled or relieved.
- 3. On other lines-
- (a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the Engineer of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:—
- the (b) By day place a red flag and, in addition, by night a red I track as the Engineer of an approaching train, so that it will light, on the same side of I be clearly in his view, at be
- 3,800 feet from the defective or working point if there is no down grade towards obstruction.

 5,400 feet if there is a down grade within one mile of the obstruction, or as m farther as may be necessary to ensure full protection. much

- th @ Place two torpedoes (not same side as the Engineer more than 200 or of an approaching train, 300 feet 180 feet apart) on the 33
- tions, 3 d) Between sunset and sunrise, and during stormy, foggy or smoky weather condi-fagmen must be placed instead of the outer nignals referred to in clause (b).
- 4. Trains stopped by flagman, as per Rule 2 and Rule 3 (d), shall be governed by this instructions and proceed to the working point or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge.
- 5. Trains stopped by red signal, as per Rule 3 (b), shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.
- 6. In the event of train order protection being provided, the defective or working point must be marked by signals placed in both directions as follows:—Yellow flags by day, and in addition, yellow flight by night, 3,600 feet from the defective or working point; red flags by day, and in addition, red lights by night 300 feet from the defective or working point; red flags by day, and in addition, red lights by night of the proposelying train, except on double track where trains run to the left, in which case signals shall be placed to the left hand side as seen by an Engineer of an approaching train, and there is a clear view of at least 1,200 feet.
- 7. W addition. When weather or other conditions obscure day signals, night signals must be used in
- 8. "Frequent service" shall mean nine or more trains a day, and "fast train shall mean a service at a speed of thirty-five miles or more an hour. service"
- 0. That the Brennan signal device as approved by the Board, or a signal of an equally serviceable type attached to the base of the rail, to be approved by the Board, be used to display the signal directed to be provided under Rules 3 (b) and 6 (Yellow Signal) of this Order and Rule 35 (Yellow Signal) of the Uniform Code of Operating Rules.
- 10. Flagmen must each be equipped for daytime with a red flag and four torpedoes, and or night time, and when weather or other conditions obscure day signals, with a red light, white light, four torpedoes, three red tusees, and a supply of matches.

Maintonance of Way Employees will provide manual flagging protection on all districts.

Order No. 236-

- 1. Whereas subsection 3 of Section 264 of the Railway Act provides that— There shall also be such a number of cars in every train equipped with power or train brakes that the engineer of the locamotive drawing such train can control its speed, or bring the train to a stop in the quickest and best manner possible, without requiring brakeman to use the common hand brake for the purpose.

 Therefore, at least eighty-five per cent (85%) of the number of cars in every train shall be equipped as above required.
- 2. When more than one engine is attached to a train the engineer of the leading engine shall operate the brakes.
 In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be mute to see that the same are operative from the Engineer's valve of the engine remaining with the train.
- 3. No light engine, nor two or more light engines coupled, when the movement is either on a single track or against the current of trailic on a double track, shall be run a greater distance than twenty-five miles in any one direction without a Conductor appointed for service as such and possessed of the qualifications set out in Paragraph (b) of Section 6 of this Order.
- 4. No Railway Company shall permit any employe to engage in the operation of trains, or handle train orders, without first requiring such employe to pass an examination on train rules and undergo a satisfactory eye and ear test by competent examiner.
- 5. (a) Locomotive engineers must be at least twenty-one years of age, undergo a satisficitory eye and ear test by a competent examiner, and pass an examination on train rules and regulations and the proper care and operation of locomotives and air brakes.
- (b) Conductors must be at least twenty-one years of age; undergo a satisfactory eye and ear test, and pass an examination on train rules and regulations and the operation of air brakes.
- (c) Telegraph or telephone operators engaging in the operation of trains or handling train orders must be at least eighteen years of age; write a legible hand; and pass an ex-amination on train rules and regulations. Telegraph operators must be able to send and receive messages at the rate of not less than twenty words a minute.
- line (d) Train dispatchers must be at least twenty-one years of age; be familiar with the over which they have charge and pass an examination on train rules and regulations.
- (e) Railway companies shall (within ninety days from the date of this order) file with the Board a copy of each examination paper for the examinations herein required to be passed by the employes of such railway company.

- All railway companies shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association, governing the loading of lumber, loga and stone upon open care, and the loading and carrying of structural material, plates, rails and girders; and no material of any kind shall be carried on the roofs of cars.
- least open (a) All open drains crossing tracks in railway yards shall be safely covered for at t five feet from the gauge side of each rail, except in time of flood, when temporary a drains may be provided if necessary.
- (b) No semaphores, signals, poles, high material, erected or placed in future, shall be the nearest rail. or intermediate switchstands, or piles nearer than six feet from the gauge side
- (c) No structure, except mail cranes, which shall be erected and maintained as directed by Order of the Board No. 5647, dated November 20th, 1908, over four feet, high shall hereafter be placed within its feet from the gauge side of the nearest mil without first obtaining the approval of the Board.
- (d) Water stand-pipes shall not be nearer than two fe widest engine cab, and the sport of the stand-pipe shall, we parallel with main track, and enginemen are required to see any such pipe. Penalty \$50.00. feet and six inches from when, not in use, be fast ee that this is done after u tened using
- Order No. 237. Where two main tracks parallel each other and are less than twenty feet from centre to centre, whether such tracks are for double or single track operations, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track.
- Order 285—Strike out the first paragraph of Double Track Rule 38, and substitutes "D 35. A yellow flag or yellow light placed beside the track on the same side as engineer of the approaching train, or where the practice is for trains to run to the left, a yellow flag or yellow light placed on the left side of the track, as well as on the same side the track of the track as well as on the same side the track as well as on the same side to the track as well as on the same side the proaching train shall have a least view of said signal for a distance of a least 1200 feet, and the same side as the controlled hour, unless otherwise instructed, and the speed of the train will be controlled hour, unless otherwise instructed, and the speed of the train will be controlled hour, unless otherwise instructed as of the track on the same side as the engineer of an approaching train, or on the left side of the track if so operated, at a point beyond the slow track, indicates that full speed may be renewed."

Order No. 256. Amend Rule No. 102 as follows.

- "(1) 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 flagman must take a compleusous position on the front of the leading car."
- (2) Whenever in any city, town or village, cars not headed by an engine are passing over or along a highway which is not adequately protected by gates, or otherwise, at rail level, a man must take a conspicuous position on the forenost car to warn persons on the highway."
- Order 297—Strike out the present Rule 33, and substitute.

 "Watching stationed at public road crossings must by say display standard metal disc, and by night a green light to warn pedestrians and persons in vehicles that a train is approaching. Red signals must be used by them only when necessary to stop trains."

Order 258-(As amended by Order 347).

- "That all railway companies within the legislative authority of the Parliament of Canada, operating by seem be and they are hereby directed to elaphay blue flag by days and blue light by night required by Rua 266 of the General Train and Interlocking rules, and a height of five feet above the Rua 266 of the General Train and Interlocking rules, at a height of five feet above the level, on a steel frame secured to the rail. "Day signals may be of rigid material 22 × 28" in size, with counded convers painted royal blue, as with a border of whitee on both sides one and one-hall inches in width set at right angles with a border of white on both sides one and one-hall inches in width set at right angles with a border of white section between the switch and the first engine, car or trail way be locked the trails. That all switches leading to repair tracks of every such rullway be locked the trails party, whose duty is shall be to see that employees and workmen to engaged rare warned and are clear from cars or engines before any switching inovernent is made on such tracks, and sloo that the switches are locked after the switching movement is
- Order No. 363. Rules and Regulations Governing the Handling of Guard Ralls, Yestibule Doors, and Platforms on Passenger Cars.
- Through and local (except suburban) trains, double track, right hand openation.—When running, all doors and platforms except those or rear right hand side of last car are to be kept closed. When standing, the right hand doors and platform, only, are to be opened, except when necessary to open left hand doors to receive or discharge passengers.
- Through and local (except suburban) trains, single track.—All d platforms except those on rear of last car are to be kept closed when running. doors
- Suburban trains, double track, right hand operation.—Doors and plat-terms on right hand side of train may be kept open and when open are to be securely fastened. Those on left hand side must be kept closed except when necessary to open them to receive or discharge passengers.

and Suburban trains, single track.—All when open are to be securely fastened. doors and platforms may 6 kept open,

Morable Guard Ralls.—When there are movable guard rails on non-veatibule or open ventibule 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.

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

Tail Gates, chain or bar.—Tail gate, it invariably be kept closed. , chain 9 and bar applies only to, trains within at rear of last car in train

Order 282. In all cases of derailment or accidents to passenger can lighted with Pinteh Cas or Commercial Acceydene, 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 can 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. "Suburban trains," as used in this Order, means, commutation limits when carrying commutation traffic.

Order 336. Paragraphs 6 and 9 of Rule No. 99, Book of Operating Rules and General Regulations, Effective June 18th, 1911, are charged to read as follows—
If recalled before another train arrives, he must, in addition to the two topedoes, leave a fusee burning red at the point he returns from, and white returning to his train, when snow plows or flangers may be running, curvature, weather, or other conditions governing, a fusee burning red must be placed at each points or times as the flagman may find necessary to insure full protection, to maintain the proper interval between trains, a fusee 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 22×28 inches, on a staff, at least six torpedoes and five red fuseen; and for night time, and 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 fusees.

WORKING INSTRUCTIONS IN CONVIBCTION WITH GENERAL ORDER NO. OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA DATED JULY 4, 1913

To all Conductors, Enginemen, Trainmen and other Employee

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 write to the Superintendent, giving exact location by mileage, and also to the agent or person in charge at the next or neurest 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 it is necessary to take such action in order to have engine steam properly.

Fire, live coals or hot ashes shall not be deposited on the tracks or right-of-way (except in pits provided for the purpose) indices extinguisted inmediately thereafter. On no account shall sain pans be dumped, or ashed the real cash coales be thrown out on the right-of-way while tunning. Durning or annotativing waste taken from hot boxes shall be covered with earth or otherwise completely extinguished.

To all Agents, Dispatchers and Operators.

All employes having received instructions to report to fires occuring 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 Impector of the Railway Commission, also the Superintendent and Supervisor of Track by wire, giving the exact location by milesge of the fire, lies excent, and any other information which may be of value, particularly as to the number of men needed to fight it.

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

To

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 earlinguish it, remaining at the place of the fire as fong as may be necessary to do so. It should be distinctly understood that this is a most important duty, and demands precedence over all other work in which track employes may be engaged at the time, except such as is immediately necessary to the satety 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 admits a full report to his Supervisor. A report must be submitted giving all details possible of every fire nearing or burning within three hundred feet of the track, regardless of its size or the amount of damage done.

Employes shall at all times keep the right-of-way free from dead or dry grass, weeds and other combustible debris. Between April ast and November let no ties, cuttings, debris or litter upon or near the right-of-way shall be burned, except under such upervision as will prevent such fire from apreading beyond the strip being charted. Officer of the Railway Commission may at any time require that no such burning be done along specified portions of the line, except with the written permission or under the direction of the Chief Fire Imspector or other authorized officer of the Board.

Superintendents, Supervisors of Track and other Officers Concerned.

To

If the fire is of such extent that the section gang or other local force cannot control it unaided, the Superintendent, or in his absence his representative, must immediately arrange for the despatch of the Superinter 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 witnesses, so that origin of and responsibility for the fire may be accurately determined.

Where fires have been reported wengine, said engine must be examined of its condition. ed upon arrival at its terminal and a signed record kept

Penalty.-

and

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 lability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."

Sections 277, 278 and 393. At all railroad crossings at rail level not interlocked and equipped with derails all trains must come to a full stop before coming on or crossing over such crossings. Penalty \$100.00.

Sections 279 and 394.—Every employe who wilfully allows any engine tender or car to stand on any part of a highway more than five minutes or in shunting obstructs public traffic more than five minutes in liable to a penalty not exceeding \$50.00.

Section 304.—Every employe 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 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 305.—During the time navigation is open or swing bridges used to allow beats to pass every train shall stop before coming on or crossing over such bridge and not proceed until proper signal has been given, except where such swing bridge is interlocked. Penalty \$400.00 or six months imprisonment or both.

Section 366.—Any engine approaching a highway crossing at rail level must song on this te at least eighty rods before reaching such crossing. The bell shall be song continuously from the time of the sounding of whatele 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 \$8.00 for each offence.

Section 389.—No train shall pass in or through any thickly peopled portion of a city, town or village at a greater speed than ten miles an hour unless the track fenced or properly protected. Penalty \$100.00.

Section 423.—Every Conductor, Engineer, Train Dispatcher, Telegraph Operator, Station Agent, Switchman Signalman, Bridge Tender, or any other person who is intoxicated or under the influence of liquor while on duty in charge of or in any employment having to do with the movement of trains a upon any railway is guilty of an offence 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 barters any spirituous or intoxicating liquor to or with any servant or employs 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.

CAPACITY OF PASSING TRACKS (Exclusive of Engine) 18th District

TOTAL PROPERTY.	Canacity	
Tecumseh	80 Cars.	
Belle River	550	
Creek	305	
	200	Port R
NorthwoodWestbound	75 "	Wellar
Thamesville	25 *	E 1
	222	x h
(Westbound	34 C	
Newbury Enstbound	34	
Glencoe	808	
19th District		Wella
	35 Cars.	Black
North Side	70	
	50 "	Steve
North	42	Wella
Balrde	95 *	Mare
	52 "	Darii
North	86	Cayu
Corinth	00 E	
Tillsonburg (South Side	45 *	Nelle.
Side	200	
North Side	86 *	Jarvi
North Side	88	
	71 .	Rent
South	2 00	Sime
South	36	
Cayuga North Side	04	Delh
	450	
Darling Road	35	Cour
Moulton	70	
Side	333	Corli
	48	-
	70	_
Welland	76	
North		
Robbins	108	
		-

See Book of Instructions (Form S.O.D. 105, Revised May 1et, 1918), pertaining Hot Water Olrowiating Systems. To Passenger Trainanon:— Passenger trainmen on duty must not occupy a seat with passengers, they at any time occupy a seat in the smoking compartment of any car, and trainmen, other than the baggagemen, must not ride in the baggage car, their duties require them to do so.	From the meanest rail and rio employed miles from the for cars or engines nout thereto while passing sarres; Sand House. South corner Round House. West corner Machine Shop. Coal chute. Fright and and platform. Cattle feeding pears. Cattle feeding pears. Cattle feeding pears. Cattle feeding pears. Cattle pen. Coal shed. Cat shed on Rampoo siding cast of N.S. & T. Diamond. Coke shed on Rampoo siding cast of N.S. & T. Diamond. Coke shed on Rampoo siding geat of N.S. & T. Diamond. Coke shed on Rampoo siding geat of N.S. & T. Diamond. Coal shed. Cattle pen. Orthory of the pen. Cattl
s (Form 9.0.D. 103, Revised May 1st, 1915), pertaining to Steam Heat and Various thet Water Olroulating Systems. assenger Trainmen:— Passenger trainmen on duty must not occupy a seat with passengers, neither must at any time occupy a seat in the smoking compartment of any car. Conductors rainmen, other than the baggageman, must not ride in the baggage car, except when duties require them to do so.	

St. Thomas Swift Coal Shed. Thamse River. Water tank. Lawrence. Canting factory loading platform. St. Thomas Swift Coal Shed. Thamse River. Can Dock. Water tank. Lawrence. Cat the chute. Middlemias Cattle Pen (Chute is clear but sides project). Ekfrid. Ekfrid. Cattle Pen (Chute is clear but sides project). Ekfrid. Cattle Pen (Chute is clear but sides project).	19th District—Continued AylmerFreight house on team track.	
unce, le loading platform, devator on 'Q' siding. factory loading platform, factory loading platform, onl Shed. ck. nk. nk. nk. nute. if Chute is clear but sides project). en (Chute is clear but sides project.). for (Chute is clear but sides project.).	9th District—Continued	

18th District
a Cattle neg.
* Freight shed.
BothwellFreight shed.
Lime shed.
:
Charles Tet Charles Packing Co. building.
Chatham Packing Co. Packing Case Shed.
". Merritt Bent Goods Co. Siding Tel. Poles along building.
Chatham Freight sheet.
" Gray Dort Shed on freight shed track (caves).
Crossover Switch stand west of station.
:
a
Canada Concrete Pipe Co. Coal & Stone Bint, Industrial Spur.
Imperial Oil Co. Gate post.
at Water mout on west bound main line.
a Parks shed on C.W. & L.E. transfer.
Cattle pens.
Rennie Seed Warehouse on Industrial spur.
Prairie Siding Cattle chute.
No. 2 elevator.
Jeannetre's Creek Londing platform back of station.
Stoney Point, Elevator.
Tecument
Walkerrille. Ford buildings on Ford Motor siding.
Studebaker unloading platform.
Buildings on Walkers siding.
WindsorFreight shed.

St. Thomas Div.

WABASH ENGINES ADJUSTED TONNAGE RATING

ST. 7	Between THOMAS and WII	Between ST. THOMAS and WINDSOR ST. THOMAS	OR			NIAGAI	NIAGARA FALLS and FORT ERIE	nd PORT I	ares
VIN	GARA FAL	to NIAGARA FALLS and FORT ERIE	RT ERIE				ST. THOMAS	MAS	
Car		0					GT .		Car
Class	>	늄	c	ㅂ	>	₩	c	A	Class
G1	2265	2060	1900	1720	1990	1830	1690	1555	67
G1-S, J2	2490	2260	2085	1890	2190	2015	1850	1705	G1-S-J2
F.7	1790	1680	3 500	. 886	: 500	1380	1275	: 175	F.7
	100	1000	4	1066	1210	1110	1025	945	HII

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 between zero and not much wind.

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

Class C. Rate. Temperature between zero and 30 degrees F, and strong head or side wind, or temperature between zero and not much as possible. Authority to reduce tonance for must be secured from trainmaster.

Kathing shown on his table may be increased where grade and other conditions permit.

Rathing shown on his table may be increased where grade and other conditions permit.

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GRAND TRUNK ENGINE RATING IN TONS

Windsor to St. Thomas. St. Thomas to Fort Eric and Niegara Falls St. Thomas Falls and Fort Eric to St. Thomas St. Thomas to Windsor. St. Thomas to Windsor.				Class of Engine
800 800 800	Rieight	Dead	Canada Sana	17 x 24 inch
74800	Traffer.	Manifest	- 13	th Cylinder
1000 1000 1100	T. Broad	Dead		18 x 26 inch Small Mogul
1100 760 1000	an organi	Manifest		h Cylinder ul Engines
212050 050 050		Dond		Consolidate 600 and
1800 1860 1850		Manifest Freight		solidated Compound 600 and 700 class
2256 2256	200	Dead		Super 600 and
1980 1815 2035	2000	Manifest Freight		Heater 700 class
2870 2860 2878	20.50	Dead Freight		Mileado 600 class
2.510 2.510	2900	Manifest Freight		ado cinas
1500	1850	Dead Freight		Richmond Freight
1500 1560	1700	Freight		Compound Engines
1500 1700	1850	Freight	1	Ten Wheel Passenger Engine
1380	1700	Freight	Marillant	Vacel Engines

AIR BRAKE AND AIR SIGNAL RULES

GENERAL NOTICE

The following rules are issued for the government of all employes whose duties bring them in contact with the operation of the Air Brake and Air Train Signal. If in the judge them in contact with the operation of the Air Brake and Lair Train Signal. If no to be ment 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 in authority. It is also expected that prompt report will be made of any difficulty experienced in controlling trains.

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

Rule No. N

that the brake is in perfect train, before starting from

RESPONSIBILITY

The Conductor and Engineer are both responsible for seeing working order, and properly connected throughout the entire terminal stations and points at which it has been disconnected.

PIPES, UNDER LOCOMOTIVE TENDER
The brake pipe and Air Signal pipe, under locomotive tender, m out thoroughly just before the air hose are outpled. The inspectors couplings must do this. TERMINAL TEST

When an engine has been coupled to a train at the initial point of its run (and after taking shade of same) a terminal test of brakes must be made. Test to consist of a cur 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 service able condition. must trainmen making

Rule No. UN

BLEEDING OFF BRAKES

Bleeding off trakes white road engine is coupled to train is prohibited, except when a Bleeding off trakes white road engine and cause cannot be remedied; it must then be cut by closing cut out cock in cross over pipe, and auxiliary reservoir below attached to auxiliary reservoir on passenger cars must be left open and remaining brakes n train again tested as per Rule No. 8.

Engineers on passenger trains, after leaving a terminal or any point where the make-up of their train has been changed, must, us soon after starting as the speed of the train will permit without closing the engine throttle, apply the brakes sufficiently to know that they are in good working order, and noting that the length of the train into exhaust is in keeping with the length of the train.

This neutralso he done 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.

Rute No. 7
CONDUCTOR MUST STOP TRAIN
II Engineer fails to observe Rule No. 6, Conductor must stop
ductors' 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 apply and release in both service and emergency applications. The brake cylinders are both connected to the same brake rods, and therefore, assist each other. In addition to the arrillinary reservoir belonging to each brake equipment there are also two large supplementary reservoirs but are not used at present by this Company, the handles of cut-out cooks in pipes leading to these reservoirs being wired in a closed position.

ROAD TEST

When trait, for any reason, is parted between air cars, or air hose has burst, after all couplings have again been united, tonkes must be applied and released from Engineer's brake valve, and trainmen must see that brake on our immediately behind the point of separation, and on last two cars, operates properly. If a cir 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 the air signal on that car, but signal to release brakes must be given from are signal on the properties of testing air brakes on passenger trains the signal on apply and release brakes must be given from train signal.

Before starting clear of the wheels. trains, trainmen Rule No. 9 must see that all brakes are released and brake-shoes

AIR GAUGES
Conductors must oc
wise consult Engine air-g consult the air-gauge in caboose frequently and Engineers must like-ir-gauge to be sure that full pressures are being maintained at all times. Rule No.

Rule No.

CUTTING OUT BRAKES

Brakes must be cut out when any portion of the rigging has failed, where with proper Brakes must be cut out when any portion of the rigging has failed, where exhaust, or at handling, continual sticking occurs, or where there is a leak at triple valve exhaust, or at pressure retaining valve, which cannot be stopped, but they must not be cut out uncoexample, More than two consecutive brakes must not be cut out, and none on the can 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 CILL out any brake in his train.

Z. 13

DEFECTIVE BRAKE PIPE ON PASSINGER CAR

Should the brake pipe on a passenger car be defective, so that it cannot be used in a train, the car must not be east 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 alread on rear end of the train and its hose coupled to the car alread and all train pipe-angle placed on rear end of the train and rear and the superior of the car and the car and be rearred, as Brakenan must ride in this car and be prepared to use hand-brakes which must previously be known to be in good condition.

Should the air-brake and the hand-brake both he defective, and it is necessary to hand the ear, it must be placed accord from the train, 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 system is defective in service or lap position, or if air-pump is unable to it (brake-pipe) properly supplied with air. grade if Engineer's

CALLING FOR BRAKES

A call for brikes from an Engine when running, must be po
A call for brikes from an Engine when running, must be po
each trainman opening a Conductor works will we and then applying has
when must not be closed until train sports. Under no other cill
brakes be applied on cars upon which the air-brake is being used. g hand-brakes.
g hand-brakes.
r circumstances y responded to by thes. Conductor's tances must hand-

STANDING ON GRADES Rule No. 16

When necessary for a train with an engine to stand on a grade for over alre-brakes must be released and rasin held by hand-brakes. If caracted from a train or engine, the air-brakes must be released and hand-brakes at applied before they are detached, and held applied until signal is received for release same. r five minutes, re to be detach-iran media tely from engine to

When cars reservoirs must Rufe No. 17
upon which the air-brake is working are set out at any point, be bled before hand-brake is applied to secure cars in aiding. the auxiliary

DOUBLE HEADENG OF LOCOMOTIVES

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 purposes a cur-out cock in the brake pipe just below the brake valve on all engines except the leading ergine, must be closed, air-pumps kept running, brake valve handles in running position, and the maximum sir pressures maintained. This procedure must also be followed when handling dead engine in train, but in this case the pump, of course, cannot be run.

USE g OF SAND

Rule No. 28

Sand must always be used in emergency.

When sand is once started it must be allowed to continue running until stop is completed.

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 driver brake is operating. Brake valve handle must be placed in emergency position, and left there until the rain has stopped or the cause removed. On freight trains the brakes must not be released until after the train has stopped.

PARTING AIR
Air hose must EXOSE Rule No. 21 st not be pulled apart forcibly; instead, they must be separated by hand

Rule No. 22

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 &...—Remember a loaded train cannot be stopped in the same distance as an empty train—all other conditions being the same.

Note B...—On level track all the braking power is available for stopping, while on descending grades a portion must be utilized to prevent increase in speed; therefore, the necessity for having trains under control from the start, Note C...—Keep in mind also that on level track, a train running 20 miles per hour, will require from tunes the distance to stop as compared with a train ranning ten miles per hour, and a thirty mile per hour train will require nine times the Distance to Stopass compared with a ten mile per hour train.

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 indiscriminates bleeding off of brakes by trainmen. Instead of resorting to this method of releasing stuck brakes, a clear and distinct release hake sign as per rules must be given to the enginer; by the train air signal, and engineer must release brake with his brake valve. If brake cannot be released

by this method, while train is running, a stop signal must be given, when the act of applying the brake to bring the train to a stop, will in most cases, cause a sufficient difference in all pressure to make the nast attempt on the part of the engineer to refeate, necessful. It is only fair to engineer to let him know promptly by signal or otherwise of any brake in train not releasing attainctorily, 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 EMPLOYES

- In assisting in providing medical relief for persons injured, the Company has in view humaniturian 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 humaniturian duty in cause of injury to persons other than passengers or employes while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and aurgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it age and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of aurgical operations or elaborate aurgical dressings such as setting fractures, etc. The further disposal of the injured person must dressings such as setting fractures, etc.
- of the District. rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher
- 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. The employes of the Company immediately handling the case should make every offort to see that the injured purson is given in charge of friends or the Municipal Authorities.
- 5. Where it is impossible to reach friends or Municipal Authorities such as in cases occuring 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.

- 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. Employes 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

BUFFALO......Dr. J. H. POTTER.

STATION

SURGEON

NIAGARA FALLS. . DR. F. W. E. WILSON. FORT ERIE.....DR. W. DOUGLAS...

.DR. S. N. DAVIS. .

Welland Junction, L.L. to East Semaphore phore Port Robinson.	,Niagara Falls to East Semaphore, Port Robinson.	Fort Eric inclusive to East Semaphore Web- land Junction.	Buffalo and Black Rock.	DISTRICT
St. ThomasI	TILLSONBURGI	:	DUNNVILLEI	NOLLVLS
DR. F. O. LAWKENCE	DR. D. A. BOLBY (Acting) DR. W. H. BENNETT	OR. W. JACQUIIS	DR. N. HOPKINS	SURGEON
ST. THOMASDR. F. O. LAWKENCEEast Semiphore Aylmer to West Semaphore Lawrence.	DR. D. A. Bount (Noting) Delhi. Tillsonburg Dr. W. H. Bennett	Dr. W. Jacquis. West Switch Jarvis to East Switch Cannedd Dr. D. J. McKay. West Sensible larges to East Senaphore	Dr. N. Hopkins	DISTRICT

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

	NOITATE	SURGEON	DISTRICT	CT		
to East	GLENCOSDR	GLENCOSDR. J. V. McLACHLINWest Semaphore Lawrence to East Semaphore Bothwell.	. West Semaphore L. phore Bothwell.	awrence to	E	st Sema-
Canfield	BOTHWELLDR	BOTHWELL DR. A. D. GRAHAM Town of Bothwell.	. Town of Bothwell.			
emaphore	Силтили	CHATHAMDr. J. W. COULTERWest Semaphore Bothwell to East Semaphore St. Clair.	West Semaphore Bo St. Clair.	thwell to Ea	S 38	emaphore
emaphore	BELLE RIVERDR	BELLE RIVER Dr. A. H. C. TROTTIER East Semaphore St. Clair to West Semaphore Tecumsch.	East Semaphore St. Tecumseh.	Clair to We	at S	emaphore
emaphore	WINDSORDR	WINDSORDR. J. GOWWest Semaphore Tecumseh to Windsor inclusive.	.West Semaphore inclusive.	Tecumseh	10	Windsor

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

