

EXAMINED FOR
INDEX OF STATIONS

TIME **88** TABLE

EFFECTIVE 12.01 A. M.

EASTERN STANDARD TIME

Sunday, April 25th - 1971

FOR EMPLOYEES ONLY

SAFETY OFFERS SECURITY

EDITORIAL ROOM

APR 22 1971

AMFD

OFFICIAL GUIDE

H. M. BABCOCK
General Manager

J. A. HILL
Superintendent

THE TORONTO HAMILTON & BUFFALO RY. CO.

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**SERVICE
WITH
COURTESY**

J. G. BELDHAM
Trainmaster
Safety Agent

F. N. FOSTER
Trainmaster
Road Foreman of Engines

Train Dispatchers:

E. M. TRITTON	C. D. CAMPBELL
A. CAPPADOCIO	J. B. BAIN
G. S. SPENCER	R. BAXTER

COMPANY MEDICAL OFFICERS

Hamilton	Dr. N. E. Price, Chief Medical Officer, Medical Arts Building	(416) 522-6207
Brantford	Dr. D. R. Young, 35 Charlotte Street	(519) 752-2632
Dundas	Dr. B. F. Guyatt, 190 King Street West	(416) 628-6151
Dunnville	Dr. D. B. McInnis, 420 Lock Street West	(416) 774-7541
Fenwick	Dr. J. E. Dowd, Canboro Road	(416) 892-2232
Port Colborne	Dr. A. V. McAvoy, 247 Main Street West	(416) 835-1197
Smithville	(West Lincoln Memorial Hospital) Main Street East, Grimsby	(416) 945-2253
Stoney Creek	Dr. M. S. Heddle, 25 Lake Avenue Drive	(416) 682-8391
Welland	Dr. A. D. Rice, 123 Main Street West	(416) 732-1234

WESTWARD — INFERIOR DIRECTION			WELLAND SUBDIVISION			EASTWARD — SUPERIOR DIRECTION		
THIRD CLASS	FIRST CLASS		Miles from Welland	STATIONS	Sliding Capacity No. of 50 foot Cars	FIRST CLASS		
59	51	376				376		
Daily	Daily	Daily	0	WELLAND		A.M.		
P.M.	P.M.	P.M.	0.38	P.C. JCT		11.30		
11.00	11.00	4.49	1.11	GOYLE		11.26		
11.13	11.13	4.51	6.48	XKY		11.24		
		4.57	14.44	FENWICK	SPUR 12	11.18		
11.33	11.33	5.08	17.33	ST. ANNS	SPUR 8			
11.55	11.55	5.18	26.65	{ JCT. WITH DUNNVILLE S.D. SMITHVILLE Y	N 49 N 109	11.07		
12.05	12.05	5.25	31.06	VINEMOUNT	N 96	10.57		
12.15	12.15	5.30	35.68	STONEY CREEK	N 134	10.50		
12.25	12.25	5.35	37.57	KINNEAR	SPUR 12	10.45		
A.M.	P.M.	5.40		HAMILTON		10.40		
59	51	371		HAMILTON		10.35		
						A.M.		
						376		

CENTRALIZED TRAFFIC CONTROL territory extends from Hamilton to Mileage 0.50 and movements in this territory will proceed on signal indication. Rules 261-273 apply and automatic block signal and interlocking rules govern.

The main tracks between Mileage 0.50 and Mileage 2.30 will be designated as follows:

Normal Westward — No. 1 Main North Track.
Normal Eastward — No. 2 Main South Track.

The main tracks between Ottawa Street, Mileage 34.80, and Aberdeen, Mileage 39.34, will be designated as follows:
Normal Westward - No. 1 Main North Track
Normal Eastward - No. 2 Main South Track

*Exception: Hamilton Tunnel - Single Track between MacNab Street and Main Street.

Westward first class trains will not get train orders or clearances at Welland.

Operator at Coyle will register all first class and eastward extra trains. Westward extra trains will get clearance at Coyle.

A bulletin board is located in Kinnear office.

Hamilton is a register station for first class trains only.

Train Order Signal as covered by Special Instruction Rule 246 is located in the telegraph office at Hamilton.

The superiority of regular trains is not effective on the single track between P.C. Junction, Welland, and the switch of the double track at east end of Coyle Yard, but regular trains must not be delayed by other movements.

The rules and regulations of the Penn Central will govern train movements between Welland and P.C. Jct.

These schedules do not constitute authority for train movements on P.C. tracks.

See Special Instructions Welland Subdivision, pages 17-18.

RAILWAY CROSSINGS AT GRADE
C. N. R.mileage 36.90 Interlocked

RAILWAY CONNECTIONS
P.C. Welland
N. St. C. & T. Coyle
C. P. R. & C. N. R. Hamilton

HAMILTON TERMINALS—C. P. R. TRAINS

FIRST CLASS

Miles from Hamilton	WESTWARD INFERIOR DIRECTION	STATIONS	322	Daily	P.M.
0	HAMILTON MAIN ST. JCT	Movement by signal indication. Automatic block signal system. C.T.C.	5.40		
1.30			5.44		
Miles from Hamilton	EASTWARD SUPERIOR DIRECTION		321	Daily	A.M.
0	HAMILTON MAIN ST. JCT	Movement by signal indication. Automatic block signal system. C.T.C.	10.35		
1.30			10.31		

The main tracks between Ottawa Street, Mileage 34.80, and Aberdeen, Mileage 39.34, will be designated as follows:

Normal Westward - No. 1 Main North Track
Normal Eastward - No. 2 Main South Track

Exception: Hamilton Tunnel - Single Track between MacNab Street and Main Street.

Hamilton interlocking limits extend from Main Street Junction and the east end of Aberdeen Yard to Ottawa Street, Mileage 34.80. Rules 261-273 apply and interlocking and block signal rules govern.

Hamilton is a register station for first class trains only.

Train Order Signal as covered by Special Instruction Rule 246 is located in the telegraph office at Hamilton.

Bulletin board and comparison clock are located in office, Engine Terminal, Chatham St.

See Special Instructions Hamilton Terminals, pages 18-19-20.

WHISTLING BY-LAW: HAMILTON

The sounding of locomotive whistles within the City limits of Hamilton as such limits existed in the year 1927 (between Stroud Road on the west, Mileage 40.14, and Kenilworth Avenue on the east, Mileage 34.29), for the purpose of signalling in switching operations, or when any locomotive or train is approaching any highway crossing, is prohibited, except when absolutely necessary as a signal of danger.

WESTWARD — INFERIOR DIRECTION		WATERFORD SUBDIVISION		EASTWARD — SUPERIOR DIRECTION		
		Miles from Welland	TIME TABLE No. 88 EFFECTIVE April 25th, 1971	No. of 60 foot Cars		
		STATIONS				
		37.57	O HAMILTON.....K			
	Movement by signal indication. Automatic block signal system. Two Tracks*	39.34	O ABERDEEN.....KWZ			
		40.38	JCT. WITH H. & D. BRANCH	14		
		40.84	RANGES	20		
		48.93	SUMMIT	16		
		52.58	JERSEYVILLE	SPUR 8		
		58.94	GAINSVILLE	16		
		62.23	O BRANTFORD.....YZ			
		72.85	SCOTLAND	20		
		80.57	WATERFORD.....YZ	SPUR 7		
			RULE 93A APPLIES			

*Exception: Hamilton Tunnel — single track between MacNab Street and Poulette Street.

Train Order Signals as covered by Special Instruction Rule 246 are located in the telegraph office at Hamilton.

Lake Erie & Northern Railway trains operate over T. H. & B. Waterford Subdivision trackage between Mileage 62.20, Brantford and Mileage 80.20 Waterford.

Bulletin board and comparison clock are located in telegraph office, Brantford.

The rules and regulations of the Penn Central will govern train movements between Waterford and Waterford Junction.

These schedules do not constitute authority for train movements on Penn Central tracks.

See Special Instructions Waterford Subdivision, pages 20-21-22.

RAILWAY CONNECTIONS

C. P. R.....Hamilton
L. E. & N.....Brantford
C. N. R.....Brantford
P. C.....Waterford

NORTHWARD INFERIOR DIRECTION		DUNNVILLE SUBDIVISION		SOUTHWARD SUPERIOR DIRECTION	
		Miles from Smithville	TIME TABLE No. 88 EFFECTIVE April 25th, 1971 STATIONS	Siding Capacity	
		19.01	PORT MAITLAND . . . YZ	10	
		14.41	DUNNVILLE . . . Z	SPUR 15	
		14.28	C.N.R. CROSSING		
		9.80	C.N.R.-N. & W. CROSSING		
		9.46	E. & O. CROSSING		
		7.68	PORT DAVIDSON	SPUR 10	
		0	SMITHVILLE . . . YZ	24	
			RULE 93A APPLIES		

Train Order Signal governing Southward trains is located fifty feet south of Smithville south wye switch.

Southward trains which have received train orders will not require a clearance at Smithville unless signal is displayed "Stop for Orders".

See Special Instructions Dunnville Subdivision, page 20.

RAILWAY CROSSING AT GRADE

P. C. (E. & O.)	mileage 9.46	Interlocked
C. N. R. - N. & W.	mileage 9.80	Interlocked
C.N.R.	mileage 14.28	Interlocked

MILEAGES

Hamilton to Welland	Miles
Smithville to Port Maitland	37.57
Hamilton to Waterford	19.36
Welland to Port Colborne	43.00
	6.72
	<hr/>
	106.65

GENERAL SPEED RESTRICTIONS

(unless otherwise restricted — see special instructions)
SPEED RESTRICTIONS APPLY TO ENTIRE TRAIN

	Welland	Dunnville	Waterford	Hamilton	H. & D.
	Subdivn.	Subdivn.	Subdivn.	Terminals	Branch
Passenger, mail and express trains.....	80	35	40	20	15
Passenger, mail and express trains with freight equipment.....	50	35	40	20	15
Freight trains.....	50	35	40	20	15
Mixed trains.....	50	35	40	20	15
Diesel locomotives light, or with caboose, and work trains.....	50	35	40	20	15
Diesel switch locomotives — NW-2, 51, 52, 53, 54.....	50	35	40	20	15
Diesel switch locomotives — SW-9, 55, 56, 57, 58.....	55	35	40	20	15
Diesel road-switchers — GP-7, 71 to 77 inc.....	55	35	40	20	15
Diesel Passenger Locomotives — GP-9, 401, 402, 403.....	75	35	40	20	15
xTrains handling Diesel Wrecking Crane TH&B X-766.....	25	25	25	15	10
xTrains handling Diesel Wrecking Crane TH&B X-766 on curves.....	20	20	20	15	..
xTrains handling Diesel Wrecking Crane TH&B X-766 on descending grades.....	25	15	15	15	..
xTrains handling cranes, ditcher, clam shells, or steam shovels moving on own wheels.....	25	20	20	20	15
xAmerican Diesel Crane TH&B X-755, handled in trains with pinion gear removed	25	25	25	20	15
xAmerican Diesel Crane TH&B X-755, Self-propelled with boom attached or detached, with or without cars.....	5	5	5	5	5

xAmerican Diesel Crane TH&B X-755, Self-propelled with boom attached, through turnouts.....	3	3	3	3	3
Scale test cars, must be handled on rear of trains	25	25	25	20	..
Trains using main line turnouts, or crossovers.....	15	10	10	15	10
Trains using other than main line turnouts or crossovers.....	..	..	..	10	..
Trains using turnout at end of double track, mileage 2.30.....	30	..	..	..	..
Trains using turnout at east end Stoney Creek Siding, mileage 31.05.....	30	..	..	..	..
Trains using turnout at Ottawa Street, Hamilton, mileage 34.80.....	30	..	..	30	..
Diesel towed dead or with pinion gear removed.....	40	30	35	20	..
Rail detector cars.....	40	30	40	20	..
All movements over P.C., C.N.R.-N. & W., C.N.R. interlockings.....	..	15	..	..	..
All movements over C.N.R. interlocking, Victoria Ave., Hamilton, mileage 36.90	20	..	..	20	..
Circus trains with freight equipped cars.....	30	20	30	20	15
Diesel locomotives operating through water.....	3	3	3	3	3

NOTE: Diesel locomotives must not be operated through water more than 3 inches over top of rail.

Restricted speed will apply for all movements through sidings, but must not exceed 15 M.P.H.

Except where speed restrictions apply, the speed of all trains will be left to the judgment of the engineman and conductor; conditions will govern at all times. Local Locomotive and Car restrictions are published under instructions for each subdivision.

x — Booms should be in trailing position.

SPECIAL INSTRUCTIONS

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

Employees must be familiar with and be governed by the Company's Safety Rules and Instructions.

Employees should not ride trains or locomotives except when necessary in the performance of their duties. Off duty employees are prohibited from riding trains or locomotives, except when authorized.

Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, 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. Foremen will be personally responsible for educating their men accordingly.

Employees are prohibited from riding tops of cars that are not equipped with roof running boards.

On cushion underframe "house" cars equipped with long draw bars, employees must not attempt to move from car to car using top running boards.

Employees riding the head end of train or engine movements between yards should be in cab of locomotive while passing over crossings at grade.

At passenger terminals and all stations where passenger trains are scheduled to stop, a suitable train schedule board must be maintained and the probable arrival of trains will be posted thereon.

When trains are delayed for five minutes at meeting points waiting opposing or following trains, conductors must get in touch with train dispatcher either through operator on duty or by use of dispatcher's telephone connections and ascertain if dispatcher desires to advance the train or give more time on following trains. Delays to trains occasioned by hot boxes, locomotive trouble, equipment failures, etc., should, whenever possible, be immediately reported to the dispatcher for his information.

Conductors handling dimensional shipments must notify the Dispatcher.

Air hose must be coupled and air brakes in operation when switching passenger equipment.

When locomotive or cars are being coupled to any passenger equipment, a stop must be made within ten (10) feet of such equipment and then proceed to make coupling.

When a locomotive consisting of more than two (2) units is being coupled to train, stop must be made within ten (10) feet from point of coupling.

When reverse movement is being made on freight trains with locomotive consisting of more than three (3) units, the extra units furthest from train must be isolated.

An unattached locomotive, car or other unit must not be left standing within interlocking limits of a railway crossing at grade; nor in automatic block signal system territory on the movable portion of a drawbridge.

ELECTRICALLY LOCKED SWITCHES:

Electrically locked switches are in use in C.T.C. territory at various locations. (Rule 104C.)

Electrically locked switches at crossovers are also protected by bolt locking device.

Switch lock machines are installed adjacent to the switch to be so controlled and door protecting the control lever is secured with a switch lock.

To operate an electrically locked switch, trainman must unlock the door and note indication; then raise the handle from its locking position. If, when handle is raised, indicator shows switch to be unlocked then handle may be moved fully left to unlock the switch. If indicator shows switch to be still locked then handle must be left in raised position while the time-locking runs out; when this occurs, indicator will show unlocked and handle may then be moved fully left and switch thrown in the usual manner. Do not lower the handle after once raising or time limit for release will be lost.

After use, switch must be left normal and control handle returned to the locking position, fully right, so that door may be closed and secured with switch lock. (Rule 104C.)

FOOT TREADLE LOCKS

Foot treadle locks have been applied to main track switches at the following locations:

West end of north yard, Coyle.
West end of south yard lead, Aberdeen
Entry to Dundas Branch.
West end of siding, Rifle Ranges.
West end of siding, Summit.
East end of siding, Jerseyville.
West end of siding, Scotland.
East end of Waterford yard.
North and South ends of team track, Dunnville.
Entry to Westinghouse Branch, Barton Street, Hamilton Belt Line.

To operate switch, lock must first be removed and hook taken out of slot in foot treadle; treadle depressed and switch will then release for hand throw in the usual manner. To lock after use, insert hook in treadle slot and place lock in keeper.

WEIGHING CARS

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

SHOVING INTO TRACKS AND DOUBLING OVER

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

STOP BLOCK

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

LIGHTWEIGHT PASSENGER EQUIPMENT

When lightweight passenger cars equipped with roller bearings are uncoupled from a locomotive, enough hand brakes must be set to prevent cars from moving. When switching, the air brakes on such equipment must be used. Each hand brake operates the brake on one side of the truck only, and the brakes on both ends and both sides of car must be observed to know that they are operative.

USE OF SAND WHEN STOPPING

When locomotives operating light in Interlocking, C.T.C. or Automatic Block Signal territory are required to use sand in stopping, the locomotive must be moved off the sanded rail immediately to ensure proper operation of the automatic signals.

The use of sand by locomotives operating on fuel oil, gasoline fueling or storage tracks is prohibited.

LEAVING CARS ON SIDINGS

When it is necessary to set off cars because of hot journals, train crew must see that fire in journal box is completely extinguished and cover on journal box closed.

Inspection should be made to see that fire has not reached the underside of car floor near journals before car is left unattended.

MARSHALLING OPEN TOP LOADS

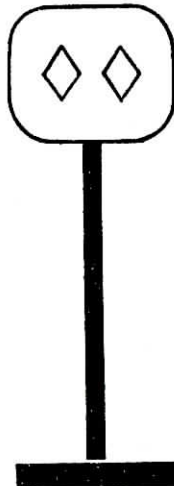
Flat and open top cars containing open loads of rail, pipe, timber, poles, beams and any other similar material shall not be placed next to tank cars, nor as the head car or rear car of any train without being separated by one car between either the locomotive or caboose.

CAR DOORS

The doors of empty cars in trains must be closed and secured. The doors of loaded cars must be closed, secured and sealed except when left open for proper ventilation.

STANDARD RESTRICTED CLEARANCE

Standard Restricted Clearance signs, as shown at right approved by the Canadian Transport Commission, will be erected where the side or overhead clearance is less than standard.



These signs are painted yellow on both sides with no lettering and are approximately 8 inches by 10 inches, and erected on a post.

Employees are warned of close clearances at locations where these signs are now or may in future be erected.

General Rule F — Train and engine service employees must submit proper statements on prescribed forms.

Rule 2 — Uniform Code of Operating Rules is supplemented as follows: prescribed certificate must be filed with the Superintendent during the month of May each year.

Rule 3 — Employees required to use railway grade watches must, unless otherwise directed, submit them to a designated watch inspector for examination and record during the months of May and November.

6 — The following additional sign shown opposite certain station names in the timetable, indicates:

"O" — TRAIN ORDER OFFICE

14 (I) Whistle signals for crossings should be spaced so last blast of whistle will not be completed before reaching the crossing.

17 — Headlights on freight and passenger locomotives will be kept burning during day and night hours.

34 — Should operating conditions require engineman to depend upon the fireman for proper observation of clearances, position of switches, signal indications, etc., enginemen will be held responsible for requiring the firemen to be in a position at all times to transmit promptly, signal indications and observe any danger of unsafe operation or impending damage to the Company's property.

40 — MAINTENANCE OF WAY FLAGGING:

(a) Before undertaking any work which may render the main track unsafe for movements at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2000 yards from the defective or working point.

(b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

(c) Flagman must not return until recalled or relieved.

(d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.

(e) On the approach of a train flagman must display stop signals, using lighted fuseses at night or in obscure weather.

(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.

(g) Flagmen must each be equipped for daytime with

A red flag on a staff,
At least eight torpedoes and
Seven red fuseses; and

For night time and when weather or other conditions obscure day signals,

A red light,
A white light,
A supply of matches,
At least eight torpedoes and
Seven red fuseses.

The foregoing may be modified when required as prescribed by Uniform Code of Operating Rules, 41, 42, 43 and 44.

83F — Bulletin Orders which are in effect and which are not issued the first of each month, are posted in a Permanent Bulletin Order Book located at each Bulletin Order Office. Employees in addition to knowing what Bulletin Orders are on the Bulletin Board, must also know what Orders are in the Permanent Bulletin Order Book.

90A — Will apply on all train movements, including yard runs. Trainmen when riding locomotives must ride on leading unit.

91 — Unless otherwise directed, an absolute block must be maintained both ahead of and following a snow plow train.

93 — All trains will approach and pass through the following yards: Aberdeen, Brantford and Waterford, prepared to stop unless main track is seen or known to be clear.

Signboards on all subdivisions which govern the movement of trains, have been reflectorized.

Yellow lights will not be displayed on yard limit or permanent speed restriction signs.

93A — Applies on Waterford and Dunnville subdivisions.

103 — Where crossing protection signals are in service, trainmen and enginemen finding any of them not working and crossing unprotected, must stop, protect movement over crossing and report signal failure to Train Dispatcher promptly as possible. When making reverse or switching movements over such crossings, trainmen must first know that signals are operating, or protect the movement.

Where automatic protection devices are operated by the use of switch keys, movements must not obstruct the crossings in less than twenty seconds after the protection has been activated by switch key.

When a locomotive consisting of more than two units is required to make back-up movements over or along a public road at grade, the provisions of Rule 103 must be applied.

104 — Switches on all Subdivisions are equipped with reflectorized targets.

104B — When a train or engine is required to move over a dual control switch under a Stop indication, movement must not be made until after selector lever has been taken out of "power" position and placed in "hand" position. Hand throw lever must be operated until switch points are seen to move with the movement of hand throw lever. Switch must then be lined for the route to be used. Selector lever must be left in hand position until entire movement has cleared the switch.

111 — The following code of signals will be used in the application of Uniform Code of Operating Rule 111:

HOT JOURNALS — By Day: Hold nose with first finger and thumb of right hand and point down toward track with left hand. In addition, give a stop signal. By Night: Swing lamp in small vertical circle. In addition, give a stop signal.

CONNECTION DRAGGING: By Day or Night: Give a stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL OFF — By Day: Raise and lower right hand full length of body slowly. By Night: Same signal with hand lamp. In addition give stop signal.

BRAKES STICKING — By Day: Shove hand in sliding movement out from body. By Night: Same signal to be given with lamp in hand. Also give stop signal to freight trains.

FLAT WHEELS — By Day: Place palms of both hands together in a horizontal position. By Night: Hold lamp in a horizontal position at arms' length.

HEADLIGHT NOT BURNING — By Day: Point to your eyes in full view of engineer or fireman.

ALL CLEAR — By Day or Night: "Proceed" hand signal (12-c).

112—When switching in sidings where there is a descending grade, hand brakes must be set on the leading cars that are being shoved into such sidings, as well as on the cars to which coupling is to be made. This with a view of controlling movements in case coupling should not make or cars part during switching movements.

114—HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES IN YARDS AND ON FREIGHT TRAINS

The following apply to cars bearing placards reading:

EXPLOSIVES

HANDLE CAREFULLY KEEP FIRE AWAY

Cars containing explosives must not be cut off while in motion and must be coupled carefully. Others cars must not be allowed to strike cars containing explosives. Avoid all shocks to such cars. Cars must not be placed next to cars placarded **DANGEROUS INFLAMMABLE** or **ACID** when possible to avoid so placing.

When handling cars in yards they must not be coupled to locomotive but must be protected by a car between; they must be so placed in yards that they will be subject to as little handling as possible and be removed from all danger of fire.

Cars must not be placed on tracks under bridges and should not be placed in or alongside passenger sheds or stations and, when avoidable, locomotives on parallel tracks must not be allowed to stand opposite or near them.

Cars must not be handled with doors open.

Cars must not be placed in a passenger train.

When handled in through trains, cars must not be nearer than sixteenth car from locomotive or occupied caboose, if length of train will permit.

In local freight trains and transfer runs, cars should be near the middle of train and must not be nearer than second car from locomotive or caboose.

Cars must not be placed next to dead locomotives, loaded tank cars, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar articles liable to break through end of car from rough handling; nor next to refrigerator car equipped with gas burning automatic refrigeration; nor next to car containing lighted heaters, stoves or lanterns; nor next to cars of live stock or poultry in charge of an attendant.

Written notice must be given to the Train and Engine crew of freight train or transfer run of the presence and location in their train of cars placarded "EXPLOSIVES." Cars must have air and hand brakes in service.

246 — LOCATION OF SIGNALS:

TRAIN ORDER SIGNALS: consisting of a red light (day and night) are located in the telegraph office at Hamilton. The train order signal affects only trains required to obtain a clearance at the station named. When train orders are waiting such trains, a red light will be displayed. When there are no train orders on hand the light will not be displayed.

SPECIAL INSTRUCTIONS WELLAND SUBDIVISION

LOCOMOTIVE AND CAR RESTRICTIONS: (See General Speed Restrictions, pages 10-11)

Passenger trains must not exceed a speed of sixty-five (65) miles per hour between Vinemount and Sherman Avenue, Hamilton, mileage 35.94.

Westward passenger trains must not exceed a speed of forty (40) miles per hour, nor use less than six and one-half (6½) minutes between Vinemount and Stoney Creek.

Westward freight and work trains must approach summit of grade at Vinemount under full control and not exceed a speed of thirty-five (35) miles per hour, nor use less than eight (8) minutes between Vinemount and Stoney Creek.

All westward freight trains must stop to insure full control before accepting Restricting Signal 290 to enter siding at Stoney Creek.

Permanent SLOW signs at mileage 29.82 and mileage 30.29: trains in either direction must not exceed a speed of thirty-five (35) miles per hour between these signs.

Locomotives of all classes are restricted to 10 miles per hour on wye tracks, Coyle yard.

Permanent SLOW signs at mileage 0.50 and mileage 1.35: trains in either direction on eastward and westward main tracks must not exceed a speed of twenty (20) miles per hour between these signs.

The physical characteristics of the Superior Propane Company Siding require that switching moves must be made with air brakes coupled and in operation on cars being handled. Care must be exercised when coupling onto cars spotted and cars left on spot must be properly secured.

To eliminate damage to footboards of diesel units when switching General Refractories at Smithville, the trailing units in either direction must be isolated and have hand brake applied to keep slack stretched.

AUTOMATIC CROSSING PROTECTION

INDUSTRIAL PARK ROAD — SMITHVILLE — MILEAGE 16.82

Movements out of Exomet Company siding must not enter the crossing until key controller located near switch has been operated and crossing protection started. When protection starts, key may be removed and protection will cease operating when movement clears crossing.

South wye switch at Smithville, mileage .40, Dunnville Subdivision, is equipped with spring switch. 104 A.

Conductors of eastward Freight Trains shall accompany portion of train being delivered to Welland in order to properly protect the delivery and storing of these cars.

The switch at the East end of double track Coyle, is a dual control switch. Rule 104B.

Eastward or westward movements finding signals at this location in stop position must immediately communicate with the operator at Welland drawbridge for instructions.

Trainmen must notify drawbridge operator in advance of all switching movements over double track switch in order to avoid delays waiting route.

A light indicator opposite the main track switch at the east end of Coyle Yard gives the following indications:

RED..... Movements from yard tracks must not foul main track, and when in this position it indicates the signals have been cleared for other trains to use main track and main line switch must not be opened.

YELLOW.... Movements from yard to main track may be made after main track switch has been opened. If signal governing movements to P.C. does not give proceed indication, trainman will wait five minutes and then call the Welland drawbridge operator and be governed by his instructions.

MANUAL CONTROL OF CROSSING PROTECTION 3-A HIGHWAY COYLE

When movement over crossing is not to be made immediately, crossing protection signals must be stopped and gates raised.

Key control boxes for manual operations of crossing protection are located as follows:

Eastward and Westward tracks — on concrete posts north side of tracks.

Controls for starting and stopping the protection for switching moves on other than main tracks are located in metal boxes on concrete posts south side of tracks.

Detailed operating instructions are posted in Coyle Office.

SPECIAL INSTRUCTIONS PORT COLBORNE SUBDIVISION

The rules and regulations of the Canadian National-Norfolk and Western Railways will govern train movements between Welland and Port Colborne.

Southbound movements enroute Port Colborne must obtain permission from Operator at WX Tower before fouling C.N.R.-N. & W. main track.

Movements between Welland Junction and T. H. & B. Junction will be made with the current of traffic, unless otherwise authorized.

Sidings known as No. 1 North, Nickel Yard and No. 1 South, Macey Yard must not be blocked without permission of C.N.R. Train Dispatcher.

Within the limits of the Town of Port Colborne the sounding of locomotive whistle is prohibited, except to give such signals as are necessary to train operation only, or when necessary to prevent accident.

SPECIAL INSTRUCTIONS HAMILTON TERMINALS

HAMILTON INTERLOCKING (CTC)

Hamilton interlocking limits extend from Main Street Junction and the east end of Aberdeen Yard to Ottawa Street, Mileage 34.80. Rules 261-273 apply and interlocking and block signal rules govern.

When trains are held, crews must communicate with Train Dispatcher at once.

Conductors are responsible for knowing that their train or locomotive movement is announced to the Train Dispatcher before accepting signal indication to enter C.T.C. territory at the east end of Aberdeen Yard.

Account close clearance of passenger platform canopy, dimensional loads or cars must be handled via No. 1 Freight Track at Hamilton Station.

Employees must not ride on sides or tops of cars or locomotives operating upon the passenger platform tracks at Hamilton.

A mechanical delivery device located south of No. 1 Freight Track, Hamilton Station, opposite the dispatcher's office, is used to deliver instructions to crews of C.P. trains to or from Kinnear. It may also be used to deliver instructions to T. H. & B. crews when advised by dispatcher.

It is designed to hold instructions in high position for pick-up by headend crew and in low position for crew at rear of train.

RESTRICTING SIGNALS 290

Must not be accepted for movements through Hamilton Tunnel unless specifically authorized by Train Dispatcher.

WHISTLING BY-LAW: HAMILTON

The sounding of locomotive whistles within the City limits of Hamilton as such limits existed in the year 1927 (between Stroud Road on the west, Mileage 40.14, and Kenilworth Avenue on the east, Mileage 34.29), for the purpose of signalling in switching operations, or when any locomotive or train is approaching any highway crossing, is prohibited, except when absolutely necessary as a signal of danger.

LOCOMOTIVE AND CAR RESTRICTIONS (See General Speed Restrictions, pages 10-11)

All movements are restricted to twenty (20) miles per hour through Hamilton Interlocking from east end of Aberdeen Yard and Main Street Jct. to Sherman Avenue, Mileage 35.94, except:

Through turnout, Main Street Jct. — fifteen (15) miles per hour.

Locomotives pushing cars through Hamilton Tunnel—ten (10) miles per hour.

Trains must not exceed a speed of fifteen (15) miles per hour between east end of Aberdeen Bridge and Stroud's Road, west end of Aberdeen Yard.

When switching or doubling heavy cuts of cars at the east end of Aberdeen Yard, extreme care must be exercised to ensure that the movement of such cuts can be properly controlled.

Yardmasters and Conductors must regulate the size of these cuts or, if necessary, have air brakes cut in and in operation to ensure full control.

Locomotives must not be operated over the trestle, Westinghouse Plant, Aberdeen Avenue.

All movements over Aberdeen Avenue must be protected by one of the train crew.

When placing cars at piggyback track, Engine Terminal, slack must be stretched to insure cars are together. Slack must then be pushed in so that ramp plates will be in proper position when lowered. Hand brakes must be applied on all cars spotted on this track and crews must exercise care when coupling to the ramp and when uncoupling therefrom. When switching piggyback cars, ramp plates must be in the raised position and secured.

Eighty-five per cent (85%) of the number of cars in all yard movements in either direction between Aberdeen Yard and Forest Avenue or Kinnear Yard shall be equipped with air brakes in working order.

The headlight or a white light must be displayed to the front of all movements through Hamilton Tunnel. Fusees must be available for immediate use by the flagman in case movement is stopped. Trains should not be stopped within the tunnel if it is possible to pull clear.

Locomotives manned by C.P.R. crews must not be turned on Kinnear Wye unless accompanied by qualified T. H. & B. employee. (See Special Instructions, Hamilton Belt Line re Automatic Interlocking — Kinnear Wye, page 25).

MANUAL CONTROL OF HIGHWAY CROSSING PROTECTION, WENTWORTH STREET, HAMILTON

When movement over crossing is not to be made immediately, the crossing protection signals must be stopped.

Control boxes for manual operation of crossing protection are located as follows:

Westward Track (No. 1 Main) — On signal box immediately east of Wentworth Street.

Eastward Track (No. 2 Main)—On relay house at C. N. R. interchange switch, Wentworth Street.

To start crossing protection, insert switch key and turn to "START," then remove key.

To stop crossing protection, insert switch key and turn to "STOP," then remove key.

Gates must be down before movement fouls crossing.

All westward freight trains with over twenty-six (26) cars will stop clear of crossing unless "Clear" signal indications are received at Wentworth Street.

**T. H. & B. — C.N.R. INTERLOCKED GRADE CROSSING
VICTORIA AVENUE — MILEAGE 36.90**

Trains may pass interlocking signal in the stop position to operate through crossover to switching lead at Victoria Avenue only after switches have been reversed.

Upon leaving switching lead, eastward movements over crossing may only be made on Proceed Signal indication from governing interlocking signal.

**SPECIAL INSTRUCTIONS
DUNNVILLE SUBDIVISION
LOCOMOTIVE AND CAR RESTRICTIONS**

(See General Speed Restrictions, pages 10-11)

Diesel Derrick TH&B X-766 must not be operated between Dunnville and Port Maitland without permission of Superintendent.

Trains must not exceed a speed of fifteen (15) miles per hour between approach and home signals, E. & O., C.N.R.-N. & W. and C.N.R. crossings.

Trains and locomotives must not exceed fifteen (15) miles per hour over Broad Street Crossing, Dunnville (Provincial Highway No. 3), mileage 14.38.

Trains of more than twenty-two (22) cars must not pass the Penn Central at E. & O. crossing southward, nor the Canadian National-Norfolk and Western crossing northward, until the route is given to them for movement over both crossings. This in order to prevent trains stopped by interlocking signals standing foul of one of these crossings.

Signalmen at E. & O. and C.N.R. - N. & W. crossings will be on duty 11.00 a.m. to 8.00 p.m. daily except Saturdays, Sundays and Holidays. At other times signals will be set clear for the other railways and against T.H. & B. Ry. movements, the towers locked and keys retained by signalmen.

South wye switch at Smithville, mileage .40, Dunnville Subdivision, is equipped with spring switch. 104 A.

Dunnville Subdivision switches are equipped with reflectorized switch targets.

**T.H. & B. - C.N.R. AUTOMATIC INTERLOCKING —
MILEAGE 14.28**

A flagging box is located on east side of signal bungalow near diamond. Rule 672.

YARD LIMITS

SMITHVILLE—Yard limits extend to yard limit board approximately 800 yards south of wye switch on Dunnville subdivision.

DUNNVILLE — PORT MAITLAND — Yard limits extend from yard limit board at mileage 13.06 to Slip Dock, Port Maitland.

The spur sidings at Port Davidson and Dunnville are also used for storage purposes. Crews using these tracks will expect to find them occupied.

**SPECIAL INSTRUCTIONS
WATERFORD SUBDIVISION
LOCOMOTIVE AND CAR RESTRICTIONS**

(See General Speed Restrictions, pages 10-11)

Eastward passenger trains must not exceed a speed of thirty (30) miles per hour nor use less than twelve (12) minutes between Summit and Dundas, mileage 42.10.

Eastward freight and work trains must not exceed a speed of twenty (20) miles per hour nor use less than twenty-one (21) minutes between Summit and Dundas, mileage 42.10.

Permanent **SLOW** signs mileage 59.00 and mileage 60.18, Cainsville fill: trains must not exceed a speed of fifteen (15) miles per hour between these signs.

Permanent **SLOW** signs mileage 42.27 and mileage 42.63, west of Dundas: trains must not exceed a speed of twenty (20) miles per hour between these signs.

Trains handling Diesel Derrick TH&B X-766 must not exceed the following speeds:

Waterford Wye Bridges	M. 80.10	10 MPH
Grand River Bridge	M. 62.82	6 MPH
Locks Bridge	M. 60.18	15 MPH
Fairchilds Creek Bridge	M. 57.55	10 MPH
Ancaster Subway	M. 41.14	15 MPH
Aberdeen Ave. Subway	M. 39.27	15 MPH

The speed of trains between Port Street, Brantford, mileage 62.10 and Sherwood Drive, West Brantford, mileage 63.54, must not exceed six (6) miles per hour.

Trains and locomotives must not exceed fifteen (15) miles per hour for a distance of 150 yards approaching and crossing Cayuga Street, Brantford, mileage 61.97.

All train and switching movements over Market Street, Brantford, mileage 62.57, must be brought to a stop before proceeding over the crossing, and such movement protected by a member of the crew.

Trains and locomotives must not exceed fifteen (15) miles per hour for a distances of 265 yards approaching and crossing Burford Road, Brantford, mileage 64.02.

Trains and locomotives must not exceed twenty (20) miles per hour over Mount Pleasant Road crossing, mileage 68.53.

Waterford Subdivision switches are equipped with reflectorized switch targets.

Locomotives must not be operated over the Canada Glue Company hopper, Brantford.

Hydraulic ramp at Massey-Ferguson Verity Works, No. 1 Warehouse Track, Brantford, is protected by lights as follows:

Flashing Red — Ramp is foul
Flashing Green — Ramp is clear

When any one of the following switches:

West end, Mohawk Yard	Mileage 61.81
Massey-Ferguson Company	Mileage 61.90
Sternson Limited	Mileage 61.91

has been reversed, the automatic crossing protection at Cayuga and Mohawk Streets will cut out until westward movement occupies the positive approach circuit which extends 190 feet eastward from Mohawk Street. Under these circumstances, westward movements must not exceed a speed of six (6) miles per hour approaching these crossings until Mohawk Street has been occupied.

Switching moves made in the Propane siding at Scotland must be made with air brakes coupled and in operation on cars being handled.

Eastward freight and work trains must be carefully inspected before passing Summit to make sure that running gear and brake rigging are in good order and train in safe condition. After train is brought to a stop, upon signal of the Conductor or Trainman the Engineman will apply brakes by making a service reduction of not less than fifteen pounds. Trainman will examine the brake on each car and see that it applies and releases properly.

When train enters siding at Summit or Jerseyville, this inspection will be made in the siding.

Conductors of eastward trains must contact Train Dispatcher for instructions on completion of inspection at Summit or Jerseyville.

All trains must stop before fouling P.C. tracks at Waterford.

Before occupying P.C. tracks permission must be obtained from P.C. Train Dispatcher and trainmen must know that tracks are clear before proceeding.

Telephones are located near east and west wye switches.

Conductors on westward extra trains must register as soon as possible their arrival at Waterford with T. H. & B. Train Dispatcher and must also communicate with Dispatcher immediately prior to leaving Waterford on eastward extra trains.

**AUTOMATIC CROSSING PROTECTION WEST HAMILTON
BETWEEN STROUD ROAD AND EWEN ROAD
MILEAGES 40.14 TO 40.92**

Westward trains or locomotives must not exceed ten (10) miles per hour for a distance of 400 feet approaching and crossing Stroud Road, mileage 40.14.

Train or locomotive movements must not accelerate after passing "Start Timing Circuit" signs, mileage 39.84 and mileage 40.78, Waterford Subdivision, until "End Timing Circuit" sign has been passed.

Train or locomotive movements which stop after passing "Start Timing Circuit" signs may only proceed at a speed of ten (10) miles per hour until "End of Timing Circuit" sign has been passed.

The positive ringing circuit on No. 1 South extends 139 feet east of Stroud Road and the positive ringing circuit on the Main track extends 111 feet east of Stroud Road. Occupancy of these two sections of track will activate the crossing protection continuously without cutout.

Westward train or locomotive movements occupying main track for 30 seconds or more within 268 feet of sign located east of Stroud Road will cut out the crossing protection at Stroud Road and subsequent movement over that crossing will require protection in accordance with the Rules.

YARD LIMITS

ABERDEEN — Yard limits extend from yard limit board east of Aberdeen bridge to yard limit board west of the west switch at Ranges.

BRANTFORD — Yard limits extend from 170 yards west of York Farms Limited switch to 390 yards east of switch of Canada Glue Co.

WATERFORD — Yard limits extend from Waterford Jct. to yard limit board 800 yards east of east wye switch.

The sidings at Ranges, Summit, Cainsville and Scotland are also used for team track and storage purposes. Crews using these tracks will expect to find them occupied.

H. & D. BRANCH

LOCOMOTIVE AND CAR RESTRICTIONS

(See General Speed Restrictions, pages 10-11)

Diesel Derrick TH&B X-766 must not be operated between H&D Jct. and Dundas without permission of Superintendent.

Speed must not exceed ten (10) miles per hour within the limits of the Town of Dundas.

Movements within 500 feet of Leland Avenue must not exceed ten (10) miles per hour.

Automatic crossing protection and stop boards protect Main Street West crossing, Hamilton, mileage 0.24.

Trainmen must not ride on the top of cars within the Town of Dundas, account of less than standard clearance of overhead wires.

Train or locomotive movements beyond H. & D. Jct. on the H. & D. Branch will be made only under train orders.

All movements on the H. & D. Branch, including the tracks serving the Canada Crushed & Cut Stone Ltd. quarries, must have air hose coupled and air brakes in operation. When cars are left standing, sufficient hand brakes must be applied to prevent cars from moving. (Rule 112).

When nearing crossings of Provincial highway at Main St., Dundas (near Town Hall) and King St. (West end of Town) engineman will sound signal (14-L) prolonging last blast until locomotive, or leading freight car is on the highway, and all members of crew must take every precaution to avoid accident.

Switching moves in Building siding, Bertram's, must be made with air brakes coupled and in operation on cars being handled. Cars must not be stored on track outside building.

SPRING SWITCHES

Two spring switches are located in the main track leading to the Canada Crushed & Cut Stone Ltd., one of them located just west of east switch of passing siding, the other just west of the west switch of passing siding. Movements to the quarry tracks may run through these switches at a speed not to exceed ten (10) miles per hour, but must continue until entire movement is clear. Switches must be set by hand before a reverse movement is made. These switches, when not in use, must be left in derailing position.

**SPECIAL INSTRUCTIONS
HAMILTON BELT LINE**

Bulletin boards are located at Kinnear and Fisher yard offices.

YARD LIMITS

Belt Line yard limits extend from Kinnear yard to the Westinghouse Company on the Short Belt and from Kinnear to Wellington Street and Kinnear to east end of Hamilton Industrial Lead, Beach Branch.

LOCOMOTIVE AND CAR RESTRICTIONS

	Miles per Hour
Main Line, Kinnear to American Can Company.....	15
Except:	
Beach Road Crossing.....	20
Westward movements, Gage Ave. to Birmingham St.	10
Westinghouse Branch.....	6
Westinghouse Branch, over Lottridge Street.....	4
Beach Branch.....	15
Beach Branch, over Ottawa Street.....	10
Beach Branch, Industrial Lead, Strathearne Ave....	5

Diesel Derrick TH&B X-766 must not be operated over industrial trackage, Hamilton Belt Line without permission of Superintendent.

Locomotives and cars must not be moved beyond the north side of Princess Street at Canadian Westinghouse Company, Westinghouse Branch.

Locomotives must not be operated over trestle of Hamilton Foundry Company, Westinghouse Branch. Empty idlers must be used.

Movements over the following crossings must be protected by a member of the crew:

Burlington Street, all crossings;
Ottawa Street;
Beach Road and Kenilworth Avenue — Industrial Lead;
Kenilworth Avenue, at National Steel Car.

STOP BOARDS

In addition to automatic crossing protection, stop boards are installed at the following locations:

Gage Avenue, Westinghouse Branch;
Sherman Avenue, main line;
Wentworth Street, main line;
Victoria Avenue, main line;
Strathearne Avenue, Beach Branch, westward movements.

The Yard Foreman or Engineman in charge of any movement from Kinnear to Barton Street or north thereof, or from Barton Street to any point north thereof, and southward from Fisher yard, Beach Branch Junction or Barton Street, must first secure clearance form "E" issued by Train Dispatcher.

Yard Foreman or Engineman must obtain permission from Train Dispatcher before turning on the wye at Kinnear and must report to Train Dispatcher immediately upon return to the yard.

Before undertaking any switching between Kinnear and Barton Street on the Belt Line, Yard Foreman must get permission from Train Dispatcher and immediately after completion of switching report to Train Dispatcher.

Switching at Lawson Lumber Company, Dunsmure Road Plant, must be done by northward movements only.

When locomotive is returning to Kinnear after switching at Lawson Lumber Siding, the centre section of the Main Street automatic crossing protection circuit, which extends 36 feet north of the street, must be occupied and automatic flasher lights must operate for twenty seconds before locomotive enters the crossing.

Before switching moves are made at the Bridge & Tank Company or main track occupied in this area, Yard Foreman must obtain permission from the Train Dispatcher and must advise when switching has been completed.

Eighty-five per cent (85%) of the number of cars in all yard movements in either direction between Kinnear and Barton Street, Fisher Yard or Adams Yard shall be equipped with air brakes in operation.

There is a heavy descending grade in both directions approaching the undercrossing of the C. N. R., with a highway crossing at grade just north of the undercrossing. All movements must be handled with extreme care. Crews must avoid close clearances at this location.

There is a heavy descending grade from Victoria Avenue to Wellington Street and cars must be handled with extreme care to prevent getting away. Between these points air brakes must be in operation on all cars.

An automatic signal No. B-04 is located 172 yards east of Gage Avenue, Fisher Yard. Signal gives the following indications: 292, 285, 281, and governs southward movements between this location and the automatic color light "Station Protection Signal" located immediately north of the clearance point of the Westinghouse Branch main line switch, Barton St. The Yard Foreman in charge or a member of the crew of movement stopped by signal B-04 must at once go to the telephone located in booth at switch of Beach Branch Jct., and call the Train Dispatcher.

The color light signal B-02 located immediately north of the clearance point of the Westinghouse Branch main line switch, Barton Street, is a Station Protection Signal which will display indications: 291B, 281, and is track circuited to a point five yards south of Barton Street and there marked "End of Auto Block."

Yard Foreman must inform Train Dispatcher before performing switching at industries immediately south of Barton Street and must report into clear when returning to Westinghouse Branch. While such switching is in progress, trains with excess of starting tonnage should not be permitted to accept a "clear" indication from signal B-04 until movement is reported into clear on Westinghouse Branch.

GAGE AVENUE AUTOMATIC CROSSING PROTECTION

Trains or locomotives approaching Gage Avenue must not accelerate after passing timing circuit signs. Movements which stop after passing these signs may only proceed at a speed of 5 MPH until the crossing is reached.

BIRMINGHAM ST. AUTOMATIC CROSSING PROTECTION

Birmingham Street is protected by short arm gates, flasher lights and bells.

For manual control, detailed operating instructions are posted in box on south side of crossing and in Fisher Yard Office.

T. H. & B.-C. N. R. INTERLOCKING - IRONDALE

The crossing of the C. N. R. at Fisher Yard is controlled by interlocking signals. Signals governing movements are located 35 yards from each side of crossing and operate from the tower. The normal position of these signals is clear for the C. N. R. All trains must come to a stop before passing over this crossing. Levers will be operated by train crew.

T. H. & B.-C. N. R. GRADE CROSSING — OTTAWA STREET

Sign boards reading "STOP" are located within one hundred (100) feet of crossing governing all approaches thereto. All train and engine movements must stop at "STOP" boards and not proceed until the proper signal is received.

A high mast semaphore type signal governs movements over crossing and is controlled by a two position lever at base of mast.

The top semaphore arm governs C. N. R. movements in both directions and the lower arm governs T. H. & B. movements in both directions.

Normal position of signal will indicate proceed for C. N. R.

Signal will be manually operated by a member of the crew.

T. H. & B.-C. N. R. AUTOMATIC INTERLOCKING — GAGE AVENUE

The crossing of the C. N. R. at Gage Avenue, Beach Branch, is protected by an automatic interlocking plant. When in normal position, signals will indicate "Proceed" for the C. N. R. Trains must not exceed a speed of ten (10) miles per hour in either direction for a distance of 500 feet approaching home signals and within the interlocking. Rule 672.

AUTOMATIC INTERLOCKING — KINNEAR WYE

The east and west legs of wye at Kinnear are equipped with interlocked, automatic, electrically operated, dual control machines to operate derails located approximately 500 feet south of Cumberland Avenue. Derails are normally in the derailing position and are protected with color light signals governing northward movements which will display Red — "STOP" or Yellow — "RESTRICTING". Track circuits which extend 39 feet south of signals must be occupied for 25 seconds to line derails, switch at Cumberland Avenue, and activate signals.

The north switch of wye is an interlocked, automatic, electrically operated, dual control switch located 90 feet north of Cumberland Avenue. Southward movements over this switch will be governed by a three-position color light signal, which will display indications as follows:—

- (a) When control lever in Kinnear Office is positioned to the right (normal) switch will line for the east leg of wye and signal will indicate Red — "STOP" or Green — "SLOW CLEAR".
- (b) When control lever is positioned to the left, switch will line for the west leg of wye and signal will indicate — Red — "STOP" or Yellow — "RESTRICTING".

Before any movements start southward enroute to Kinnear, crews must notify Kinnear Office so that control lever may be lined for the leg of wye to be used.

Conductor must obtain permission from Train Dispatcher before turning equipment on the wye at Kinnear Yard and must report to Train Dispatcher immediately upon return to the yard. A key controller has been installed on the signal mast approximately 90 feet north of Cumberland Avenue to permit northward movements to return southward without clearing the entire approach circuit which extends over Main Street. Operation of controller by turning switch key to left will release time-locking in approximately 30 seconds and provide route and signal for southward movement in accordance with the position of traffic control lever in Kinnear Yard Office as detailed above.

When necessary to double southward movements into the yard, move should be made on the leg of the wye for which route was initially lined. When returning to train after cut is made, dual control derails and switch must be placed in hand throw position.

Derail on Mercury Mills siding is interconnected with interlocking and signal system of wye tracks. Rule 104E applies.

SPRING SWITCH

A spring switch is located at Beach Branch Junction, the normal position of which will be for movements on the main line of Belt Line. A color light signal indicating to northward movement the position of the switch is located on a pole close to switch stand. (Rule 104A).

SPECIAL RULES

Trainmasters will have charge of the movement of traffic and exercise general supervision over all employees in train, yard and station service.

801—Employees will not be permitted to engage in other business without permission of the Superintendent.

802—Employees must not absent themselves from duty nor provide a substitute without proper authority.

Time must not be shown on time slip, time book or pay-roll, except for work actually performed by the person named.

803—The assignment or attaching of an employees' wages by garnishee process or proceedings in aid of execution will be considered sufficient cause for dismissal, unless a satisfactory explanation is given.

804—All Company equipment furnished for use of employees must be returned to the proper official when leaving the service. The right is reserved to withhold from wages due the value of such articles lost or not surrendered.

805—A person dismissed from the service must not be re-employed without the consent of the head of the department, or of the official who dismissed him.

806—Minors must not be employed except as permitted by law, and then only after written consent of their parents or guardians has been obtained.

Persons who cannot write and read writing with ease must not be employed in station, signal, train or yard service.

Persons deficient in vision, color perception or hearing must not be employed in any branch of the service involving the use of signals, or movement of locomotives or trains.

Persons who cannot produce satisfactory evidence as to previous record, character and ability must not be given employment.

To enter or remain in the service, employees must be of good moral character and must conduct themselves at all times whether on or off Company property in such manner as not to bring discredit upon the Company.

807—Employees who are careless of the safety of themselves or others will not be continued in the service.

808—When persons who appear to be intoxicated, idiotic or insane are seen in the vicinity of stations or tracks, they should be carefully guarded from accident and as soon as possible put in charge of the local, village or city authorities.

809—Any change on a waybill or running slip must be in ink or indelible pencil and show authority, station, date and name of person making the change.

810—Employees must devote themselves exclusively to the Company's service while on duty.

811—Sleeping or assuming an attitude of sleep while on duty is prohibited. The use or possession of televisions and radios other than those furnished for railroad operations is prohibited while performing service.

812—Employees must avoid making unnecessary noise around sleeping cars occupied by passengers who have retired and should also caution others against making unnecessary noise.

813—When a car or locomotive has been derailed from any cause, it must be carefully inspected by designated supervisors, particularly for bent axles, before permitting it to go forward.

814—When the operation of a derrick car, rail loader, steam shovel, ditcher and similar equipment, will obstruct the main track other than the one it occupies, it must be protected by flagman in both directions.

815—Employees are prohibited from throwing garbage, bottles, ashes or refuse of any kind from a train while in motion. Conductors must see that porters of sleeping and business cars understand this.

816—Trainmen and enginemen are prohibited from delaying trains by leaving them for meals or other purposes not in line with their duties, without obtaining permission from proper authority.

817—While within yard limits, employees of all trains and locomotives must obey the orders of the General Yardmaster and Yardmasters.

818—Conductors, enginemen, trainmen, yardmen, signalmen, operators and others whose duties are connected with the movement of trains, must familiarize themselves with the rules governing the duties of others as well as of themselves and must be prepared, in case of emergency, to act in any capacity to insure the safety of trains.

819—In case of danger to trains or structures, wherein the security of freight or railroad property is involved, it is the duty of all concerned to see that watchmen are immediately stationed, and that arrangements are promptly made for the protection of such property against theft or loss from other causes.

820—An employee served with a subpoena to report to any court or officer must at once notify his superior officer and act under his direction.

821—Whenever it shall come to the knowledge of any official or employee that any work or improvement is proposed by any county, township, municipal or other authority, which in any way affects the railroad's interests, information upon the subject, together with notice, if any, must at once be sent to the Superintendent.

822—The business affairs of the railroad must not be divulged except to proper officials.

823—GENERAL ORDER No. 88, DATED JUNE 22, 1935

Where persons have been killed on railway property or bodies found on right-of-way, employees should be governed by the following:

"A dead body should not ordinarily be moved from the place where found, unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay, the body may first be removed to a position where trains can conveniently pass, after noting its condition and position for the Coroner's information. This is particularly important where death appears to be due to foul play. In all cases, an employee must be left with the body until the arrival of the Coroner."

PERSONAL INJURIES

824—Accidents resulting in injuries to persons or damage to property must be promptly reported by wire to the proper official, confirmed in writing on prescribed forms and the names and addresses of as many witnesses as possible must be obtained. When accidents occur to passenger trains where injuries may result, conductors must obtain all necessary information.

825—In case of serious injury when services of a railroad surgeon cannot be secured at once, the nearest surgeon should be called to take charge until the arrival of the railroad surgeon.

826—Whenever an employee, whether on duty or not, witnesses an injury to any person or property in which the railroad is apparently in any way concerned, he must report it at once to his supervisor.

827—Every effort must be made by agents, station masters, yard masters, conductors, crossing flagmen, and other employees to procure the names and addresses of all persons, especially outsiders, who witness a personal injury accident, and report same to the Superintendent at once.

828—Employees who witness or have any knowledge of an accident must not give information of the same to the injured person or others, except to railroad officials, unless legally required. Persons desiring information shall be referred to the Superintendent.

829—It is desired that all statements to the railroad in reference to personal injury accidents shall be as full as possible and all facts stated, whether favorable or unfavorable to the railroad, the injured person or any of the railroad's employees.

830—When necessary, injured persons may be placed in sleeping cars, or bedding and linen may be taken from sleeping cars for use of injured persons.

831—Injured employees, when not taken to a hospital, will, when able, go to the railroad surgeon's office for treatment if they desire his services. After being discharged from a hospital employees will not return to be treated for the same injury (except for dressings) without authority.

832—When trespassers are injured they shall be sent to their home, if at place of accident, or placed in charge of the local, village or city authorities. When necessary, railroad surgeons may be called for first attention.

833—Whenever passengers or employees are injured on or about cars or locomotives, the equipment must be immediately inspected by the persons in charge and regular inspectors, if available, to ascertain condition. In case of serious injury to employees between cars there shall be, in addition to the inspection required by the foregoing, an immediate coupling and uncoupling test and the crew handling the cars in making the test shall use and examine the couplers, levers, etc., and be prepared to give statements showing their condition. Report should be made to Superintendent and head of department. A special inspection must be made by two inspectors at the first inspection terminal, unless otherwise directed. Inspectors must keep suitable record of such special inspection, which shall include the name of the injured person, date, and place of accident, the manner of its occurrence, and the result in detail of the inspection of the equipment.

TRAIN DISPATCHERS

834—They will issue orders governing the movements of trains in accordance with the rules; record the movement of all trains and important incidents affecting the movement of traffic.

835—When any unusual weather conditions are reported which might interfere with the safe operation of trains, they must ascertain if section men are on duty, and, if not, arrange to have them called to patrol their sections.

YARDMASTERS

836—They will have charge of yards, of the men employed, the movement of trains and locomotives, and the distribution and movement of cars within assigned limits, and will report to the proper authority.

837—They must not permit a train to leave the yard with any member of the crew unfit for the proper discharge of duty.

838—They must see that trains are properly made up and ready to leave as directed; that each train has the prescribed number of employees; that proper slips and waybills are furnished.

839—They must be familiar with instructions relative to refrigeration, ventilation and protection of perishable freight, and unless otherwise provided, see that a complete record of seals on all doors and hatches is promptly taken upon arrival of cars in yard. If a loaded car is found not properly sealed, contents should be promptly examined and car sealed, making prompt report to the Superintendent.

840—They must take an inventory of all cars in yards as often as necessary to insure prompt movement; keep a record of all trains, note all irregularities, and make report to proper official. At interchange points they must take record of seals on cars received from and delivered to connecting lines.

STATIONMASTERS

841—They will have charge of passenger stations and must regularly inspect all station apartments and grounds, and see that they are kept in condition for the comfort and convenience of passengers.

842—They must inspect the uniforms of employees and know that they are presentable.

843—They must see that order is preserved about the station, that proper information regarding time of arrival and departure of trains is shown upon bulletin boards provided for the purpose, and before the arrival or departure of a train, announce in the waiting-room and on the platform, its direction, destination, whether local or through, and mention the first and principal stops.

844—They will have charge of the baggage room and persons employed therein.

845—They must see that no unauthorized person has access to the baggage room.

846—They will be responsible for baggage and mail while in their charge and for the security and proper use of baggage checks.

STATION AGENTS

847—They will have charge of the railroad's business, property and station employees at their respective stations, and see that order is preserved.

848—The station must be open at the prescribed time before the departure of passenger trains that are scheduled to stop and at such other times as may be prescribed.

849—They must, as far as practicable, know that switches are in normal position, cars on side tracks within station limits are secured, and if any condition exists which may endanger traffic, take prompt action to insure safety.

850—They must not permit lumber or other material to be placed within 6 feet of nearest track rail.

851—They must see that time-tables, passenger and freight tariffs and all notices issued by proper officials for the information of the public are neatly posted in conspicuous places in the station; other advertising matter must not be posted on railroad property except when properly authorized and then only at places designated for the purpose.

852—They must furnish freight conductors on arrival a list of switching to be done and report failure to properly perform the work.

853—They must keep seals under lock when not in use and allow only responsible employees to use them, and require proper seal record to be maintained.

854—They must see that all old cards, except home route, defect or bad order cards are removed before cars are forwarded. Cars bearing bad order cards must not be loaded.

TELEGRAPHERS

855—Offices must not be closed until permission has been obtained from the Train Dispatcher.

856—They must report the weather as required, and in case of sudden change, heavy storm, or fog, promptly advise the Train Dispatcher.

857—They must not permit unauthorized persons in the office. Students may be allowed when authorized by the Superintendent.

858—They must consider the teletype and telephone a confidential service and treat the contents of messages accordingly.

859—They shall accept for transmission by railroad wire service only the following messages:

(a) Messages between officials or employees of the railroad pertaining to railroad business.

(b) Messages between officials or employees of the railroad and officials and employees of direct connecting railroads pertaining to duty of this railroad.

860—They must have sufficient knowledge of telephone apparatus and wires leading into their office and their manipulation to insure proper operation. They must keep instruments and appliances clean and in good order, but must not take them apart nor change their arrangement.

CONDUCTORS

867—Conductors report to and receive instructions from the Trainmaster and at stations and yards will obey the orders of the agent, and yardmaster. They will comply with instructions of the several officials of the railroad relative to the business of their respective departments.

868—The general direction and government of a train is vested in the conductor, and all persons employed on the train must obey his instructions. Any misconduct or neglect of duty of men employed thereon must be reported.

869—They must see that the men employed on the train are familiar with their duties, and not entrust the duties of a flagman to a person not entirely familiar with them, except in emergency, in which case full instructions in such duties must be given.

870—They must see that their trains are provided with proper tools and sufficient supplies of all kinds, know that the cars in their trains have been inspected, that the brakes are in proper working order and that the prescribed signals are displayed.

871—They must not start the train from an inspecting station until the Inspectors have given notice that their work is finished.

872—They must make memorandum of any occurrence connected with the trip that is important to remember, with date and a brief outline of the circumstances.

873—They must, at the end of each trip, furnish required reports.

PASSENGER CONDUCTORS

874—Passenger conductors must, when examining tickets, inform passengers destined to stations on subdivisions or connecting lines at what station they will change cars and of the probable location and leaving time of the train to which they will change.

875—When through error of any employee a passenger is carried beyond the station to which the transportation reads, the passenger should be returned free to destination by the first available passenger train upon the written request of the conductor of train which carried such passenger past the proper destination.

876—No persons, except those specified in the instructions governing free travel, will be allowed to ride on any train without proper ticket, pass or fare.

877—When a passenger refuses to produce proper transportation, apparently having a valid reason for the refusal, the conductor must ascertain the name and address of the passenger and report the facts to the General Auditor. In case the refusal to pay fare is evidently an attempt to evade fare the conductor must wire ahead for an officer of the law, and, in the presence of the officer, make demand for the fare. If the passenger still refuses to pay he must be turned over to the officer for arrest for evading fare. No person shall be removed from a train between stations for any cause. When necessary for any reason to eject a passenger from the train, it must be at an open passenger station where the train stops.

878—They must protect passengers from rudeness, threatened violence, abusive or obscene language. Any passenger acting in disorderly manner, or who annoys other passengers, may be removed from the train at the next open passenger station, where the train stops, whether provided with ticket or not. They must exercise reasonable discretion in the performance of this duty.

879—They must, when necessary to eject a person from the train, ascertain name and address of such person and names and addresses of a number of passengers who witness the occurrence, and make report to proper official.

880—They must see that revenue passengers are seated in preference to employees. When there is not sufficient seating room in coaches to accommodate all passengers, and there are Pullman cars in the train in which there is vacant space, such space may be used by conductors to locate passengers who cannot be accommodated in the coaches, furnishing Pullman conductor a report showing the number of passengers so located and the stations to and from

which they travel. This must not be done when passengers in sleeping cars have retired, or to such an extent as to discommode Pullman car passengers.

881—All articles left by passengers must be marked to indicate on what date and train they were found and by whom, and left with the station master or designated person on arrival at division terminal.

882—They must give particular attention to the comfort of passengers, reporting to the Superintendent any cars found to be defective, unclean, or not properly supplied.

883—In case of accident, should the emergency require, they will command the services of locomotives and employees of other trains when it will not interfere with the necessary protection of such train.

FREIGHT CONDUCTORS

884—Passengers, employees not on duty and other persons must not be carried on freight trains without proper authority.

885—They must have the proper authority for movement of each car in the train and use every precaution to prevent cars being pilfered.

886—They must not handle a car which is found to be overloaded or improperly loaded or not in condition to run safely and report cars in such condition to the Superintendent by wire.

887—They must card any cars in the train found defective between terminals.

888—They must, when bad order cars are set out of the train, report the fact to the Superintendent by wire and on Form 853, advising where waybill is left, and note on waybill the point at which car was left.

889—They must carefully check with the way bills (in conjunction with station agents if possible) all freight loaded, and unloaded, and make a record of freight over, short, or in bad order. When necessary to transfer freight from one car to another they must record the transfer and the number of the car to which it is transferred on face of way bill.

890—Freight brakemen report to and receive instructions from the Trainmaster and will obey the orders of the conductor and yardmaster.

TRAIN BAGGAGEMEN

891—They must not throw off any package unless it can be done safely.

892—They must keep end doors of baggage cars secured, and not allow any person to enter, except officials, mail agents, express messengers, news agents and train employees in the discharge of their duties.

893—They must not carry baggage or other property, except company material unless checked or way billed, without proper authority.

894—They must check baggage received at stations where there is no agent, take up checks for baggage delivered at such stations and protect checks in their possession.

895—They must give proper attention to the custody and delivery of post office and train mail, reporting any irregularities promptly to the Superintendent. When mail is delivered from moving trains it must be thrown off at designated place.

896—They must remain in their cars until relieved or baggage is discharged and receipted for. If necessary to leave their cars temporarily they must close and lock all doors.

PASSENGER BRAKEMEN

897—They must give particular attention to the comfort of passengers in the heating, lighting and ventilation of cars, and the supply of ice and water in tanks.

898—The proper place for the rear brakeman, while the train is in motion, is at the rear of the train, except when the rear is a private or business car, or occupied observation car, he will ordinarily ride in the next car forward.

ENGINEMEN

899—Enginemen report to and receive instructions from the Superintendent or other designated official. In matters relating to the care of locomotives they will be governed by the orders of and report to the Chief Mechanical Officer or other designated official. They must also obey the orders of the Trainmaster and Road Foreman of Engines and when at the enginehouse they are under the direction of the Enginehouse Foreman. They must obey the orders of yardmasters as to switching and making up of trains, and those of conductors as to the general direction and government of trains.

900—When there is no conductor or he is disabled, the engineman will have charge of the train, and must be governed by the rules prescribed for conductors.

901—They must see that the locomotive is in good working order and furnished with necessary supplies, tools and signals. They must not take out types of locomotives or locomotives equipped with devices with which they are not familiar, without obtaining from proper officials such instructions as will enable them to properly and safely operate same.

They must, at end of trip, make written report on prescribed form of repairs necessary.

902—They must, if anything withdraws attention from constant lookout ahead, or weather conditions make observation of signals or warnings in any way doubtful, at once so regulate speed as to make train progress entirely safe.

903—Signal indications displayed for an approaching train must not be accepted by a following train until it is evident the indication displayed is intended for the following train.

904—They must not leave locomotives while on duty without permission, except in case of necessity.

905—Enginemen must not permit unauthorized persons to ride upon their locomotives.

906—When a train has more than one locomotive, the rules apply alike to the engineman of each locomotive, but the use of the locomotive bell, whistle and the air brake, except in emergency, must be limited to the leading locomotive.

907—They must not allow firemen to handle the locomotive except in their presence and under their direction.

FIREMEN

908—Firemen report to and receive instructions from the Superintendent or other designated official. In matters relating to the care of locomotives they will be governed by the orders of and report to the Chief Mechanical Officer or other designated official. When at the enginehouse they are under the direction of the enginehouse foreman. They will obey the orders of the Trainmaster and Road Foreman of Engines and when on the road are under the direction of the engineman.

909—They must take charge of the locomotive in the absence of the engineman and not permit any unauthorized person to be upon it.

910—If engineman fails to regulate speed of train when approaching a signal indication or other condition requiring that speed be reduced, they must communicate with him at once, and, if necessary, stop the train.

911—They must not move a locomotive or train in the absence of the engineman, without instructions from proper official or the conductor.

912—They must, in case the engineman becomes disabled, stop the locomotive or train and report to the conductor.

RADIO INSTRUCTIONS

Definition: A Railway Radio Communication system is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, between fixed points and/or between employees provided with portable radio equipment. This facility is provided so that certain duties, which have always been required to be performed by personnel may be carried out with more convenience, with less delay and with added safety.

A. Where radio equipment is provided it will be used in train or yard service as prescribed by these rules.

B. Radio stations at fixed locations will be listed in the timetable.

C. All employees except those specifically authorized to do so, are prohibited from making any technical adjustment to a railroad radio set. When a radio set is not operating properly the use of such set shall be discontinued and the fact reported to Train Dispatcher as soon as practicable.

D. No employee shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio.

E. Before transmitting, any employee operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

F. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible.

G. All employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

H. Any employee shall permit inspection of the radio equipment in his charge and all documents pertaining thereto, by a duly accredited representative of the Department of Transport Telecommunications Branch at any reasonable time.

I. If communications from another radio station interfere with the proper use of the radio, the fact will be promptly reported to Train Dispatcher with information as to location, time and identity of station if possible.

J. Internationally, the word "MAYDAY" indicates a distress message, the word "PAN", an urgent message and the word "SECURITY", a safety message. Railroad employees may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employees hearing such messages must report them immediately through authorized channels to the designated railroad official in addition to taking such appropriate action to relieve the distress as may be possible.

K. Radio installations may be used in exactly the same manner as wire communications during a period of emergency in which normal communication facilities are disrupted as a result of hurricanes, floods, earthquakes or similar disaster for movement of trains.

L. The emergency use of these stations shall be discontinued as soon as substantial normal communications facilities become available.

M. Radio communication will be used to supplement but will not, unless otherwise provided, dispense with the use or observance of other signals whenever and wherever they may be required. Such use will include:

1. Conditions affecting the safety of movements.
2. Air brake tests.
3. Train inspection.
4. Advice from rear end to head end to start movement.
5. Advice to engineman when flagman has returned.

6. Conversation between conductor and engineman relative to:
 - (a) The fulfillment of train orders and/or instructions in their possession;
 - (b) Reporting when train is into clear.
7. Operations such as switching, doubling and picking up or setting off cars.
When so used, specific instructions must be given, for example:

"Engine 51 back up 5 car lengths"

In case of radio failure, or if radio contact is interrupted, radio directed movement must be stopped at once. Further movement must not be made until communication is made by words, radio contact restored, or proper hand signal has been received.

8. Any condition not specifically covered above affecting the movement of a train or yard engine.
9. Emergency train orders. Train or engine must be stopped while receiving such orders.

N. Employees must ensure being in communication with the proper persons and must not take action until certain that all conversation has been heard, understood, finished and acknowledged. Instructions transmitted must include the identity of the receiver.

Three key words enable the radio user to exchange information clearly and concisely and are defined as follows:

- OVER** — This word at the end of a transmission tells the listener that the radio channel is being released and "turned over" to the receiving end for a reply.
- ROGER** — This word means message received and understood.
- OUT** — This word means end of transmission — no reply expected.

These key words must be used as prescribed. Transmissions will be confined to that necessary for identification and for a proper understanding between sender and receiver as to the meaning and intent of all instructions.

O. When engines, cabooses and or other equipment are equipped with radio, the radio will, unless otherwise provided, be kept on proper frequency with volume control set sufficiently high to hear all calls whenever such engines, cabooses and or other equipment are in active road or yard service.

P. Base station radios will not function during Hydro power failures.

Q. Employees using radio equipment will exercise care to prevent damage to or loss of such equipment. Portable radios must be contained in carrying cases at all times while in use.

R. When switching in industries where there are restricted overhead clearances, enginemen must exercise extreme care to avoid damage to the radio antenna mounted in the centre on the roof of the locomotive cab.

S. To obtain proper performance, batteries of portable radios must be charged for 16 hours before being placed in service.

To assist in determining that batteries have received a proper charge they have been marked to indicate which period of the day they are to be used, as follows:

Day Assignments	— White
Afternoon Assignments	— Yellow
Night Assignments	— Red
Road Assignments	— As marked

After use, batteries must be properly placed in chargers.

RADIO STATIONS AT FIXED LOCATIONS

Aberdeen — CJT 347	Coyle — CJT 349
Kinnear — CJT 348	Smithville — CJT 345
Fisher — CJT 346	Dunnville — CJT 440
Dispatcher — CJT 350	Brantford — CJT 448

AIR BRAKE AND AIR SIGNAL RULES

General Notice

The following rules are issued in conjunction with **RULES FOR THE OPERATION, MAINTENANCE, INSPECTION AND TESTING OF AIR BRAKE AND COMMUNICATING SIGNAL EQUIPMENT ON MOTIVE POWER, CARS, AND WORK EQUIPMENT, EFFECTIVE JANUARY 1st, 1959**, 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 the employees, whose duty it is to enforce a rule, such rule cannot, or ought not, to be enforced, it must at once be brought to the attention of those in authority. It is also necessary that prompt report be made of any cases of difficulty experienced in controlling trains, as well as any defects which may develop en route in the air brakes or air signal.

To secure smooth handling of trains it is desirable that conductors at the first opportunity advise enginemen when trains handle roughly, stating whether shocks are caused by running in or running out of slack, or both. Enginemen should also advise conductors when they have any reason to believe that undesirable conditions exist in train equipment which may be interfering with the smooth braking of train.

Enginemen, trainmen, inspectors and air brake repair men must be conversant with the operation of the air brake, and air train signal, and **RULES FOR THE OPERATION, MAINTENANCE, INSPECTION AND TESTING OF AIR BRAKE AND COMMUNICATING SIGNAL EQUIPMENT ON MOTIVE POWER, CARS, AND WORK EQUIPMENT, EFFECTIVE JANUARY 1st, 1959**. Freight crews must study carefully and put into daily practice the instructions covering the handling of freight trains.

Responsibility

Conductor and engineman are responsible for knowing that the air brake and air signal are in good working order and operating on locomotive and all cars in train before starting from terminal stations and points at which locomotives or cars have been disconnected.

At no time shall a train be run with less than 85 per cent of the brakes operative.

Road Test

A road test must be applied at Hamilton to all joint through passenger trains.

Before Starting on Grades

A freight or work train must not be allowed to start westward from Vinemount or eastward from Summit, until charged to the standard prescribed pressure. Conductors must know that train line is fully charged before allowing trains to descend these grades.

Pressure Retaining Valves

If necessary, retaining valves must be used on the head end of freight and work trains descending from Summit. The number to be used will be determined by the engineman. There is ample opportunity to test the effectiveness of these retainers while descending the grade and if the engineman is in doubt as to their efficiency, he should immediately take such action as may be necessary to insure sufficient hand brakes being set up to control the train. If

In the judgment of the engineman, retaining valves are necessary for the safe control of a train on the Vinemount grade, trainmen will turn up as many retaining valves as engineman demands. On the Vinemount grade, retaining valve handles must not be turned down until train has passed Stoney Creek station, and on the Summit grade, until train has passed Dundas. When a stop is made on descending grade, engineman must allow sufficient time for train to be fully recharged before starting and then start gradually. See Rule 34.

Charging Trains on Descending Grades

Should difficulty be experienced in restoring brake pipe pressure by the usual methods, when recharging on descending grades engineman must stop train and ascertain the cause. It may be due to heavy brake pipe leakage or the conductor may be trying to stop train gradually with the conductor's valve in caboose.

Air Gauges

Air gauges on locomotives and in cabooses must be consulted frequently, especially on descending grades, approaching railway crossings at grade, junctions, drawbridges and points where trains are to be met and passed to insure that proper air pressures are being maintained. Any defective condition of gauges must be reported promptly.

Defective Brake Pipe on Passenger Car

Should the brake pipe on a passenger car become defective, and it is necessary to handle this car on rear of train, air hose must be coupled to car ahead and all brake pipe angle cocks opened except the one on head end of car with defective pipe. To guard against car running back in case it uncouples on a grade, a man 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 be defective, and it is necessary to haul the car, it must 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. Should the air brake pipe become defective on any except the rear car while on the road, the train air signal pipe may be used in place of the defective brake pipe by coupling the train air signal hose at each end of the defective car to the brake pipe hose of adjacent cars or engines.

Emergency Brake Application

Brakes must not be applied quickly except when necessary to avoid accident. Brake valve handle must be placed in emergency position and left there until the train has stopped.

Sand must always be used in case of emergency. When sand is once started, it must be allowed to continue running until stop is completed.

HAMILTON TERMINAL YARD RUN AIR TEST

When Special Instructions require that automatic air brakes be in operation on yard movements in the Hamilton Terminal area, the following test will be made:

After train air brake system has been sufficiently charged the Engineman will make a continuous service reduction of brake pipe pressure of 20 pounds.

Trainman at the rear of the drag will check to see that rear operative brakes apply and will then give release signal to engineman who will release train brakes.

Hose

Brake pipe hose and air signal hose at rear of locomotive must always be blown out thoroughly just before the air hose are coupled.

In passenger service, before locomotives or cars are detached, angle cocks, cut out cocks and steam valves must be closed and air brake hose, air signal hose and steam connectors must be parted by hand.

In freight service, before detaching locomotives, angle cocks must be closed and air hose parted by hand.

When hose on locomotives, passenger equipment or caboose cars are not in use, they must be properly hung in dummy couplings or other attachment provided for the purpose.

Adjusting and Repairing Brakes

Before doing any work on the brake rigging of a car or locomotive the brake must first be cut out by closing cut-out cock in crossover pipe and bleeding all air from auxiliary reservoir.

OFFICE CALLS, SIGNALS AND TELEPHONES

WELLAND SUBDIVISION

CODE:

CS — Communicating Station; T.O. — Train Order Signal; INT. — Interlocking; S, N, E and W — Directions; TD — Train Dispatcher; M — Message; (Talk) Y — Yard

STATIONS	Communi- cating Station	Office Call	Miles from Welland	SIGNALS		TELEPHONES	Side of Track	LINES
				Westward	Eastward			
WELLAND, WX Tower WELLAND	CS CS			DOUBLE TRACK INT. INT.		Interlocking tower. Station, yard office and freight office	S N	TD-M-Y TD-M-Y
Drawbridge End of Double Track, COYLE COYLE	CS CS CS	HO	0.50 1.11	INT. T.O.	INT. T.O.	Drawbridge tower Box Yard Office	S N N	TD-Y Y TD-M-Y
COYLE WEST			1.19 1.35 2.30	11 7 INT.	10 12	Section house	N	TD
FENWICK	CS CS		2.37 3.50 5.88 6.48	SINGLE TRACK 31 61	INT. 32 62	Signal box Pole box	N S	TD TD TD
	CS CS CS		8.63 9.41 11.43	81 111	82 112	Pole box at signal Pole box Booth at signal	S S S	TD TD TD

ST. ANNS	CS CS		12.94 14.28			Pole box Pole box	S S	TD TD
SMITHVILLE EAST	CS CS		15.02 16.72 16.89	151 INT.	152 INT.	Booth Concrete shelter	S S	TD TD
SMITHVILLE	CS CS	SV	17.32 17.33 17.44	INT.	INT.	Booth, west wye switch. Office and on north station wall	S S	TD TD-M
SMITHVILLE WEST	CS CS CS CS		18.61 18.66 19.89 20.90 22.55	INT. 211	INT. 212	Concrete shelter Signal box Pole box at signal Booth	S S S S	TD TD TD TD
VINEMOUNT EAST	CS CS		23.48 25.63 25.67	231 INT.	232 INT.	Booth at signal Booth at relay house	S S	TD TD
VINEMOUNT WEST	CS		26.66 26.68	INT.	INT.	Concrete shelter	N	TD
	CS		28.00 28.78 28.94 29.75	281	G282 G292	Pole box at signal Pole box, Lee's Road Pole box	N N N	TD TD TD
STONEY CREEK	CS		31.06 31.14	INT.	INT.	Wall of bungalow	N	TD

WELLAND SUBDIVISION (Continued)

STATIONS	Communi- cating Station	Office Call	Miles from Welland	SIGNALS		TELEPHONES	Side of Track	LINES
				Westward	Eastward			
STONEY CREEK WEST.....	CS		32.43	INT.	INT.	Box on relay house.....	N	TD
	CS		32.47			Pole box, Albion Road.....	N	TD
	CS		33.10	331	332	Pole box, Cochran Road.....	N	TD
KINNEAR.....				TWO TRACKS				
	CS		34.80	INTERLOCKING		Section house, Ottawa Street.....	N	TD
	CS		34.87	"	"	Pole box.....	N	Y
	CS		35.10	"	"	Office.....	N	TD-M-Y
	CS		35.68	"	"	Shanty near signal bungalow.....	N	Y
	CS		35.94	365	362	Pole box west end C.N.R. Interchange.....	S	TD
HAMILTON.....	CS		36.80	INT.	INT.	Pole box at signal.....	S	TD
	CS		36.98	"	"	Box on relay house.....	S	Y
	CS		37.10			Dispatcher and telegraph offices.....	N	TD-M-Y

WELLAND SUBDIVISION (Continued)

HAMILTON TERMINAL	CS			INTERLOCKING		Box on pole west end of platform.....	Y
	CS			"		Box on relay house east end of tunnel.....	Y
	CS			"		Box west end of tunnel.....	Y
	CS			"		Box on relay house, Poulette Street.....	Y
	CS			"		Box on pole, Chatham Street Bridge.....	Y
	CS			"		Section house, Main Street Junction.....	W

WATERFORD SUBDIVISION

ABERDEEN.....	CS	G	39.34	SINGLE TRACK		Office Shanty.....	S	TD-M-Y
	CS		39.70	T.O.	T.O.				S
H. & D. JUNCTION.....	CS		40.17			Box on relay house.....	S	TD
	CS		40.37			Booth.....	S	TD
DUNDAS.....	CS		40.78			Booth.....	S	TD
	CS		42.10			Pole box.....	S	TD
HAMILTON.....	CS		44.70			Pole box.....	S	TD
	CS		45.52			Pole box.....	S	TD

WATERFORD SUBDIVISION (Continued)

STATIONS	Communi- cating Station	Office Call	Miles from Welland	SIGNALS		TELEPHONES	Side of Track	LINES
				Westward	Eastward			
	CS		46.56	SINGLE TRACK		Pole box.....	S	TD
SUMMIT.....	CS		48.82			Pole box.....	S	TD
JERSEYVILLE.....	CS		52.71			Box on section house.....	S	TD
	CS		54.03			Pole box.....	S	TD
	CS		55.80			Pole box.....	S	TD
CAINSVILLE.....	CS		58.83			Pole box.....	S	TD
	CS		60.87			Pole box, east wye switch.....	S	TD
	CS		61.89			Booth, west switch, Verity's.....	N	TD
BRANTFORD.....	CS	BR	62.23	T.O.	T.O.	Office.....	S	TD
	CS		62.70			Pole box, L. E. & N. Transfer.....	S	TD

DUNNVILLE SUBDIVISION

STATIONS	Communi- cating Station	Office Call	Miles from Welland	SIGNALS		TELEPHONES	Side of Track	LINES
				Northward	Southward			
	CS	SV	.....	SINGLE TRACK		Office and on north Station Wall.....	N	TD-M
	CS		0.40		T.O.	Pole box, south wye switch.....	W	TD
	CS		5.16			Pole box.....	W	TD
	CS		7.68			Pole box.....	W	TD
E. & O. CROSSING.....	CS		9.46	INT.	INT.	In tower.....	W	TD-Y
C.N.R.-N. & W. CROSSING...	CS		9.80	INT.	INT.	In tower.....	W	TD-Y
C.N.R. CROSSING.....	CS		14.28	INT.	INT.	Box on relay house.....	W	TD
DUNNVILLE.....	CS	DU	14.41	T.O.	T.O.	In station.....	W	TD

TONNAGE RATINGS

ENGINE No. CLASS	50 NW-2 SW-9	70 GP-7	400 GP-9
STATIONS			
KINNEAR to VINEMOUNT	1700	2100	2100
VINEMOUNT to COYLE	2800	4000	4000
COYLE to KINNEAR	2800	3000	3000
ABERDEEN to SUMMIT	900	1000	1000
SUMMIT to WATERFORD	2450	2500	2500
WATERFORD to BRANTFORD	3300	3500	3500
BRANTFORD to ABERDEEN	2450	2600	2600
Between: SMITHVILLE and PORT MAITLAND	3000	4000	4000

WEIGHT RESTRICTIONS

The following gross weights govern unless otherwise authorized:

Welland Subdivision	263,000 lbs.
Dunnville Subdivision	263,000 lbs.
Waterford Subdivision	263,000 lbs.
Port Colborne Subdivision	263,000 lbs.
On H. & D. Branch between H. & D. Junction and Dundas	215,000 lbs.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

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