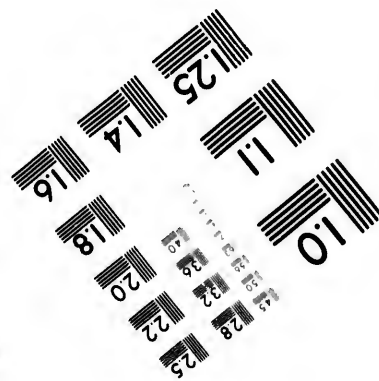
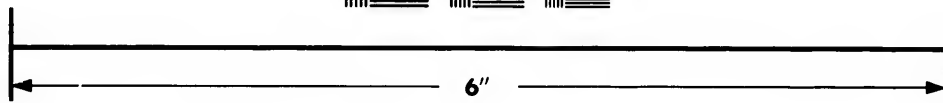
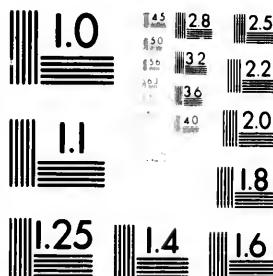


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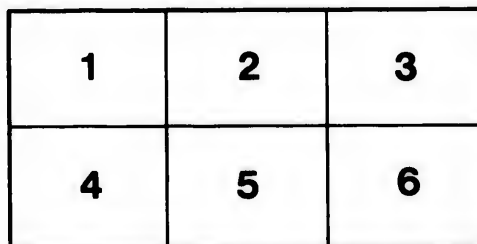
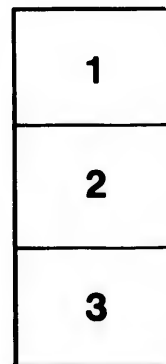
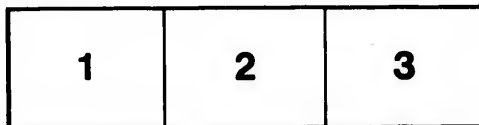
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GREAT WESTERN RAILWAY

TIME CARD

RULES AND REGULATIONS.

These Rules are a part of the Time Card. Any Employee connected with the running of Trains, not having them in his possession while on duty, will be guilty of an unpardonable offence.

DETROIT :

W. E. TUNIS, PRINTER, STATIONER AND BINDER.

1873.

1873
(11)



RULES.

ALWAYS TAKE THE SAFE SIDE IN CASES OF THE LEAST
UNCERTAINTY.

Freight Conductors before starting from any Station must see and know that all links and pins of cars in their trains are properly coupled and in safe condition. The frequent accidents owing to trains breaking loose are mainly caused through inattention to proper couplings. When accidents happen from trains breaking loose, Conductors will be blamed.

1. Keep a Brakeman always on the hind car with red flag by day and red lamp and fog signals at night, ready for instant service, and looking out on track for indentations made by broken running gear, and when fresh marks are visible, STOP THE TRAIN, PROTECT it by signal, and EXAMINE it.

2. No excuse will be taken for Freight Train Conductors being on Main Track, switching, wooding, or watering, and delaying a Passenger Train.

3. All Eastward Bound Freight Trains, after starting from Komoka, or Copetown respect-

ively, before descending the grade east of these places must be brought to a dead stand, and not be started again until the Brakemen are on top of the Cars and have enough Brakes set to keep the Train fully under control going down the grade. Conductors are expected to *know* condition of Brakes. Excuse that Brakes will not hold will not be accepted. See Rules 101, 102. This rule is imperative.

4. Brakemen must always anticipate the signal for Brakes approaching stations and down grades, and be on the alert to apply, and apply Brakes—always taking the weight of the train off engines going down grades. Do not apply Brakes on Sleeping Cars, unless actually necessary; rather use Brakes on forward Cars.

5. When Switches are not actually in constant use, and especially after dusk, they should be **PROPERLY SET AND LOCKED**. Station Agents or persons in charge of Stations or Sidings, at which Express Trains are not timed to stop, are requested to be more than ordinarily careful to see, by personal inspection, just before such Trains are due to arrive,

that Switches are locked, and Main Track clear for passage.

6. The speed of Freight Trains, ordinarily, must not exceed 17 miles per hour except in cases of emergency; but under any circumstances 20 miles per hour shall not be exceeded, and Engineers will not accept Time orders necessitating a higher speed than that named. The five minutes allowance for variation of watches shall not be used for running, by any Engineer, and Freight Trains must be in the side track within the time given in order, when meeting or to be passed by a Passenger Train. During winter months all Trains must be run with *extra caution*. The speed of Freight Trains then shall not exceed 15 miles an hour.

7. All Conductors, immediately BEFORE STARTING, will go *in person* to the TELEGRAPH office to inquire if any ORDERS are there affecting the movements of their Trains, and to ascertain the position of all Trains to be passed on the journey, at what time the preceding train left, and Conductors of Freight Trains will wait at the telegraph office until their train is ready to leave, so that they can

be quickly reached up to the last minute by the Depot Operator or Agent. This rule is not intended to excuse Telegraph Operators for neglect in prompt delivery of messages, but as an additional safeguard.

8. Passing St. Davids, Trains, going East will always run on old Main Track to East Switch or East End of double track, and Trains going West will always run only on the South or Double Track up to the West Switch, and Train Men going West will always let themselves in and out of the Double or South Track, taking care that Switches are always kept right for the old Main or North Track.

9. Every facility and despatch must at all times be given to all Passenger Trains, especially to Through Trains having connections to secure.

10. Stock Trains must get preference over all Trains except Passenger Trains, as it is most important that they be run on time. During the Summer Months have the hogs cooled off at water Tanks, always slushing freely those in the upper Decks, and noting on Train Journals where this is done. Through Stock and

Freight Trains with full loads, will stop only at intermediate Stations for Wood and Water and passing Trains ; BUT when it is necessary for these Trains to make other intermediate stops, Agents or Operators will display the proper Signal. See Rule No. 32.

SIGNALS.

11. A RED signal signifies DANGER, and means STOP ; a GREEN signal signifies CAUTION, and means PROCEED SLOWLY ; and a WHITE signal signifies ALL RIGHT, and means GO ON. These Signals will be made by Flags in the Day Time, and by Lamps at Night and in Foggy Weather. The STRICTEST OBEDIENCE must be given to Caution and Danger Signals. No Employe is allowed to judge of the necessity of any Signals shown, the responsibility of giving them rests with those who exhibit them ; and it is ABSOLUTELY NECESSARY that they be implicitly and IMMEDIATELY obeyed.

12. A RED FLAG by day, or RED LIGHT by night waved upon the track, or the explosion of fog or detonating signals, signifies that

a train must come to a full stop. The waving of a hat, or any like action, shall be regarded as a signal of danger, and NOT PASS UNNOTICED. Engineers cannot be too particular to enquire into the cause of any signal that may indicate Danger.

The person giving the signal should be on the Engineer's or *right hand side* of the engine, unless the train is on a curve.

The signal to *start* is given by stretching the arm and hand at right angles to the body, or by swinging the lamp overhead.

To *stop*, by stretching both arms at right angles to the body, or by waving anything across the track.

To *move cautiously*, by moving slowly the right hand and arm down towards the track.

To *back up*, by waving the arm from the body, or moving the lamp up and down toward the track.

13. A stationary green flag or light signifies that the track is not in perfect order, and must be run over with caution; and a stationary *red* flag or light denotes that the track is im-

passable, and that the train must come to a full stop.

14. SEMAPHORE SIGNALS are placed at a distance of about 800 yards from extreme switch at each end of Stations ; also at each side of Railway Crossings, and at all Junctions. When Line is clear for passage of Trains, the Arm of Semaphore will *not* be exhibited, and at night a *White Light* will be shown.

15. When it is necessary to proceed with *Extra Caution*, Arm of Semaphore will be raised to an Angle of 45 degrees, or half way.

16. When Arm is extended horizontally,—that is, at right angle with post,—or at Night when a Red light is visible, this signifies DANGER ; and any Train approaching must stop at least 100 yards short of Semaphore post.

17. Switchmen must raise Danger Signal of Semaphore immediately an Engine or Train has passed ; and must keep it up for ten minutes after an Engine or Train has either passed through or left the Station. It is Stationmasters' duty to see that this rule is faithfully

attended to ; and while a Train is switching or standing in a Station, Stationmasters as well as Trainmen and Switchmen are held responsible for its proper protection by Semaphore Signals. If outside the Depot yard, Conductor alone is responsible for the protection of his train.

18. SWITCH SIGNALS are placed on all Switches leading into Main Line. Trains going into Sidings must enter slowly, and be completely under control of Engineer, so that they can, if necessary, be brought to a stand short of switch at other end of siding.

19. When Switch is *closed*, and passage on Main Line clear, a GREEN Light will be visible at Night.

20. When Switch is *open*, a RED DISC will be shown in the Day Time, and a RED LIGHT at Night, when Train must stop, unless it is going into or out of the Siding.

21. At Toronto, the Switch leading from joint running line East of Union Station to Yonge Street Station will, when set for the Station, exhibit the usual Switch Signal by Day, and a *Purple* Signal Light by Night.

22. ALL SIGNAL LAMPS must be lighted

at least half an hour before dark, and must be kept burning brightly all night, and extinguished just after day-light.

23. LEVEL CROSSING SIGNALS are placed at all Public Road Crossings; Engineers must sound whistle at a distance of at least 800 yards from Crossings.

24. FOG SIGNALS are to be used in all cases of emergency for stopping or protecting Trains. No Engineer or Conductor in charge of a Train must leave a Station without having at least twelve of these Signals.

25. They must be used, *in addition to ordinary Signals*, in any case of emergency, and during Snow Storms, Fogs, or when Atmosphere is so obscured that Signals or other objects cannot be distinctly seen at least one mile distant. Engineers, on hearing explosion of Fog Signal, must bring Engine to a stand as quickly as possible; and then proceed with extra caution, keeping lookout for further Signals.

26. Fog Signals must be firmly fixed on Rail by proper fastening, or by string or wire. These Signals should be planted by Brakeman

the moment he gets off, and keep placing as he runs back, until he gets *four* located, the furthest being one mile from train to be protected. One signal must be placed on one Rail and the second upon opposite Rail at a further distance, and so keep moving back. When following trains have been signalled and stopped, Signals which have been planted may be taken up.

27. The Engine whistle blown *once*, means "apply the brakes;" *twice*, "let go the brakes;" *3 short whistles*, "back up;" when train is approaching a station, *3 prolonged whistles* will be signal for switch; *4* for Air Line Switch at Glencoe and at Welland, Allamburg and Merrilton Junctions; *5* for calling in *Men*. One stroke on the Engine gong signifies *STOP*; two, *GO AHEAD*; three, *BACK*.

Whilst Train is running, a series of short successive Whistles is a signal of alarm to indicate that part of Train has broken loose or become detached, and is a warning to Trainmen to be on the alert to apply Brakes and avoid a collision. See Rule No. 119.

29. When a Train is standing still, several short successive Whistles are a signal that an

Engine requires Wood, and Brakemen should hurry to it.

30. ENGINEERS must sound a prolonged WHISTLE half a mile from EVERY regular and signal station, and public Road crossing, and when approaching any curve, and be careful when approaching the Yard's at Clifton, Hamilton, Harrisburg, London, St. Thomas, and Windsor, to give a low and continuous whistle until at Passenger Depot. Moving in the yard, while in the vicinity of passenger platform, the speed must not exceed 5 miles per hour. When working at other points of the yard, the rate of speed may be increased when such can be done with perfect safety, but before moving Engines or Cars in any Passenger Depot yard, first have signalman pass the Engine or Car, to warn Passengers as they approach. No Train or Engine shall be moved in front of any Passenger Platform, while Passengers are getting to or from the Depot and the Train which has just arrived.

31. Should the Bell rope become disarranged, and it be necessary to stop the Train, this can be done by Brakemen applying the Brake

sharply, and suddenly releasing them a few times so as to attract the Engineer's attention.

32. A TELEGRAPH SIGNAL, indicating "Orders for Trains," is placed at each Telegraph Station, and when turned on exhibits a Red Board by Day and a Red Light by Night. When the Red Board or Red Light is exhibited, the Engineer and Conductor of any approaching Train must stop for orders, and not leave the station until they receive from the Operator either a "Clearance Order" signifying that the "Holding Order" is not against their Train, or receive a regular Train Order. See Rules Nos. 86, 89, 90, 91.

33. Engineers and Conductors will always look out for Telegraph Signals approaching Telegraph Stations, and the swinging of a flag or light must IN ALL CASES, be regarded as a signal to hold up, but the absence of the proper signals at a station or on the track, must be promptly reported to the Division and General Superintendent. When the Red Signal is shown, approaching Trains will, in all cases, be brought to a stand; and those to whom holding orders are addressed, will see that Trains

are stopped ; Conductors will then go with all haste to the Telegraph Office, to receive and respond to such orders as may be waiting them and their Engineers.

34. The Red Signal will be changed by Operator immediately after the Train for which the Holding Signal was set has left. See Rule 90.

35. PASSENGER Trains running at night MUST, in addition to Head Light on Engine, have ONE large Red light conspicuously shown from the rear Platform of the last Passenger Car, and a Red hand light inside, lighted and ready to use as a signal ; and other trains, in addition to Head Light on Engine, must have two Red Lights shown from the rear or side of last Car to warn any train that may follow. Engines running empty must also carry a Red Tail Light on back of Tender.

36. No other Lights than the above must be exhibited from rear of Trains, and when a Train is standing in siding, and Main Line clear, these Lights must be obscured so long as the Train is stationary in the Siding ; but special care must be taken to UNCOVER THE

LIGHTS the moment the Train proceeds to run on the Main Line.

37. Engines will be provided with head lamps fitted with red and green shades, and before an engine is moved to come upon the main track or foul of it, after sunset and during night time; the Engineer must first draw for the present the red shade (until the green shades are completed) so as to exhibit the full red light from the head lamp; and just so long as the Engine is upon the track running with or without a Train, this red signal must be fully displayed, and the moment the Engine and its train are clear of the main track and upon the side track, and the switches all properly set for the main track, then the red shade will be withdrawn, and only the ordinary white light be visible; but each Engine, night and day, will have placed and exhibited upon the front of the head light glass, upon the bar for the purpose, the number of the Train, whether regular or special, to which it is attached, and these numbers should be withdrawn when engines reach the shed at end of journey. Empty Engines flagging Regular

Train, as per Rule 78, will shew number of the train they represent ; all other Empty Engines to shew their own number.

Railroad Crossings at Appin, London, Paris, 4 at St. Thomas, Canfield, Welland, Fort Erie, Brantford, Guelph and Toronto.

38. All engines, with or without trains, will come to a FULL stop at the Semaphore BEFORE CROSSING the TRACK of any railroad, and not proceed until a distinct signal to do so is given by the Signalman at the Crossing. See Rules at bottom of Time Cards.

RUNNING REGULATIONS.

39. The CLOCK in the Passenger Depot at HAMILTON is the STANDARD time, which is 31 minutes faster than Chicago or Michigan Central Time, and 24 minutes slower than New York or N. Y. C. and Erie Railroads Time. The correct time is telegraphed daily to the principal Stations, and the clocks at Windsor, London, Suspension Bridge and Harrisburg are the standard for those who cannot regulate by the Hamilton clock. CONDUCTORS and ENGINEERS are required to DAILY REG-

ADJUST their watches by the standard time.

40. TRAINS will be run UNDER the direction of the CONDUCTOR, EXCEPT when his directions conflict with the rules, or involve risk or hazard, in either of which cases all the participators will be held alike responsible. Conductors must make sure that they are meeting the Trains specified on their Train Orders, at meeting and passing places. Conductors and Engineers will also make sure that they thoroughly understand the rights of their Trains under Rules 51, 52, 53, 54, 55, 56, 57.

41. When two Trains are amalgamated, the Conductor of Train nearest whose Train-time amalgamated Train is run, shall be Conductor of United Train, and all the men must act under his orders. The other Conductor and men must assist him.

42. The FULL FACED FIGURES denote that Trains are to be met and passed, and Conductors and Engineers by referring to corresponding figures on same line of Time Table, will see what Trains are to be met and passed. (See Rules 56 and 69.) At Junctions see hours for connecting Trains or Branches.

43. No train must, under any circumstances, leave a station before its card time, except by special orders from competent authority.

44. The General Superintendent, Train Dispatcher, and Division Superintendents are the only persons authorized to move trains by special order, and but one person on the same circuit shall be permitted to move trains by special order at the same time.

45. I. C. SHOWERMAN is the Chief Train Dispatcher, and his orders regarding the movements of Trains must be obeyed.

46. Trains will not stop at Stations or passing places against which in the Time Card a * is placed, unless necessary for the proper business of the Road, to take wood or water, or to pass or get out of the way of other Trains; but Trains must stop at all regular Stations where the star is not placed opposite their running time, except in the case of Through Stock and Freight Trains.

47. Passengers Conductors should see and salute each other when passing on their trains. Freight Conductors, when passing Trains at Stations either night or day, must always be

on the outside, and show themselves to men on Train they are passing. They are forbidden to ride on Engine.

48. It is not necessary that PASSENGER Trains should STOP more than THREE minutes for WOOD and WATER at any station in the day time, and not more than five minutes at night, and when the train is behind time the stops should be as short as possible, even for meals.

49. FREIGHT TRAINS full loaded, having no station work, must not arrive at stations any longer ahead of leaving time than is *actually necessary* to get wood and water, and at meeting places to get out of the way of trains, as required by Rule No. 6.

50. FREIGHT TRAINS that have station work to do will require a little more time at stations, but promptness in doing such work will enable them to use sufficient time in running between stations.

51. All TRAINS ON MAIN LINE going TOWARD LONDON, in EITHER direction, have the *absolute right to the road* against trains of the *sa* or *inferior* class. Trains

going in EITHER DIRECTION FROM LONDON, will WAIT INDEFINITELY for trains of same or superior class that may be behind time, unless special orders are received from proper authorities to proceed; in like manner all trains on AIR LINE, going toward ST. THOMAS in EITHER direction have the right to the Road over Trains bound in opposite direction; those on ALLANBURG & WELLAND RAILWAY approaching WELLAND JUNCTION, have right to the road over those going from WELLAND JUNCTION to ALLANBURG, CLIFTON and MERRITON JUNCTIONS; those on TORONTO BRANCH approaching HAMILTON have the right to the Road over those going from HAMILTON to TORONTO; those on WELLINGTON, GREY & BRUCE Branch approaching HARRISBURG have the right to the Road over those going from HARRISBURG; and those on the SARNIA BRANCH approaching LONDON have the right to the Road over those going from LONDON; those on LONDON and PORT STANLEY BRANCH approaching LONDON, have the right to the Road

over those going from LONDON ; but no train running under this right will leave a station or passing place where it should meet a train of the same class UNTIL FIVE MINUTES AFTER its card time, unless the train it should have met has arrived ; and this five minutes must be observed at every succeeding station, until it shall have met the delayed train, unless distinct telegraph train orders are given to the contrary, and Despatcher will be careful about giving these. When one passenger train overtakes another, they must be kept a safe distance apart. See Rule 62.

52. TORONTO JUNCTION.—MAIN LINE Trains have RIGHT of Road over TORONTO Branch trains of SAME CLASS between Toronto Junction and Hamilton when going in either direction. (See Rule No. 115.)

53. KOMOKA JUNCTION.—MAIN LINE Trains have RIGHT of Road over SARNIA Line Trains of SAME CLASS between London and Komoka when going in either direction.

54. SARNIA JUNE Trains have RIGHT of road over PETT A Branch Trains between

Wyoming and Petrolia Junction going in either direction.

55. Trains possessing the right of road are entitled to the main track at the turnouts, but will take the side track when arriving at a station in time to do so, if it is known that a train is to be passed at such station, or if by doing so time can be saved. In either case it must be done promptly. See Rule 65.

56. Should a train, having RIGHT to ROAD, be ordered not to leave a station until a SPECIFIED time, unless another train has arrived, the train thus held must, if the expected train does not get there, WAIT the usual FIVE minutes for safety before proceeding.

57. In the time table the trains are classed as to priority of right to the road, those of an inferior must keep out of the way of all trains of a superior class moving in either direction, and irregular trains must keep entirely out of the way of all regular trains.

58. No train of any inferior class must leave the station next preceding that at which it should be met or passed by a train of a superior class, unless it can arrive at the latter

station, by its average rate of running, *ten minutes* before the leaving time of the superior class train.

59. No train will proceed toward a station where it expects to meet a train of the same class possessing the right to the road, unless it has ample time to arrive there strictly at or before the card time of the latter train to leave.

60. When two or more Trains are running in company on the time of a *starred* Train, the Train or Trains that are following must run into *starred* stations with *extreme caution*, with the *expectation* of finding the leading Train signalled to stop.

61. In case of a Train being hauled by two Engines, Engineer of the First Engine is to be considered as in charge of the Train.

62. When two or more engines are running in company, they must keep at least ONE MILE APART, observing particular caution at all curves, and they must all cautiously get in sight of each station before the forward one leaves it.

63. Special Trains must be run between Stations at same rate of speed as same class of

Train is timed to run in Time Table, and must be switched clear of Main Line at least ten minutes before ordinary Trains are due to pass.

64. ENGINEERS of trains moved by special order, and of all irregular trains, will approach STATIONS with EXTREME CAUTION, upon the supposition that another train will be met, or that the main track will be occupied, and will carefully approach stations at which they ought to MEET or PASS trains, and and on approaching those at which the train is to stop, shut off steam early enough so that by the application of brakes to train and tender, the speed will be reduced to FIVE miles an hour when passing entering switch at the station, and thus *under full control* until brought to a full stop.

65. Engineers and Conductors of Trains approaching Stations with orders to meet and pass other Trains, will not be permitted to take any chances in running ahead to back into side track, but must take the first switch and run in clear of the Main Track.

66. When Conductors receive orders to run 'avoiding regulars,' which means from *each*

direction, they must post themselves as to the positions of Trains following.

67. When a train has orders to run REGARDLESS of a SPECIFIED train, it gives the train under such orders no rights over another train.

68. No Train must be started from or allowed to pass a Station or Siding within ten minutes after a preceding Train of same class; and in all cases where there is a possibility of a Train being overtaken by another Train, Conductors must put off a Brakeman in good time to signal and warn the Train following. See Rules 25 and 26. When Trains have to meet and pass at side tracks where there is no Switchman, Conductors must let themselves in and out of these side tracks, and see that the Switch is properly set for the Main Track and locked. If Switch is not lighted and Engineer cannot see that Switch is left properly set for Main Track, he will make sure his Conductor knows Switch is left right.

69. The five minutes alluded to in Rule No. 56 is allowed for difference in watches, and *no part of the time allowed must be used by*

trainmen to enable them to reach a station to meet a train, unless in case of unavoidable detention by failure of engine or accident, in which case a red flag must be sent ahead to insure safety.

FLAGGING TRAINS.

70. A RED flag by day, and a red light at night, in addition to Head Light, placed upon the FRONT of an ENGINE or Train, and a Red flag and additional lamp fully displayed from the *Rear* of the Train, indicates that the Engine or Train is FOLLOWED by ANOTHER, and the following Train must always be considered as a part of, and as having all the rights of the leading Train, and Conductors and Engineers of other Trains must so regard it, and wait for all the other Trains in company *indefinitely*, and pass them all at the same point, unless this signal is cancelled by Dispatcher, when the order in Book will state WHERE.

71. Whenever an extra train or engine is to follow another, notice thereof must be given to the Dispatcher and to the Conductor of the for-

ward train, who will cause the proper signals to be displayed, and stop and notify all Conductors of Trains that he may pass that a Train is following, and must be waited for. Conductors must always SEE flags or lamps displayed before their Trains start.

72. Flagging Trains is a very responsible duty, and when a flagged Train that is following another gets more than fifteen minutes behind at a Station, the CONDUCTOR of the forward Train will REPORT to the TRAIN Dispatcher and ask for orders, and when the flag is ordered down, or when the flag has reached its destination, Conductor of Train carrying the flag will see that such message or notice is written in telegraph book, and that Operator displays telegraph signal, so as to stop and notify train men interested. *This*, of course, will not dispense with the necessity of his also telling Conductors of Trains, against whom he is running. Conductors of Trains carrying flags, in addition to seeing that the telegraph semaphore is shown, and notice is entered in telegraph book, as prescribed, will make sure that the men they meet (Trains bound in opposite di-

rections and affected by the flag, are distinctly notified of such flag.

73. The Engineers carrying flags or lamps will sound their whistle when approaching Trains, to call attention to flag signal (which they must know is exhibited on their engine), and reduce speed so that their Conductors can notify trainmen, and they will not pass such trains until signalled by their conductors to do so.

74. Should a Train that is being flagged fail to keep up, and a Train of superior class going in *same direction* gets in between the Trains in company, it DOES NOT TAKE AWAY the rights of the flagged Train, and all Trains going in the *opposite* direction will keep out of the way, in the absence of telegraph orders to the contrary ; but no train except a train of superior class will come between a flag and the Train being flagged, and the superior class train will carry a flag in the intervening distance.

75. ENGINEERS must keep a sharp look-out for trains on SIDE TRACKS, and when they see one with the Conductor at front of

Engine, exhibiting a red flag, and hear Engineer of standing train sound his whistle three times, they will understand that the train on side track wishes to be flagged to the next telegraph station, and the Engineer of the passing train will signify that he understands, by distinctly sounding his whistle three times, and will flag the train accordingly. At night, the Conductor will use the red lamp instead of flag, which he will raise and lower several times as a signal, the Engineer blowing his whistle as above. When the weather is foggy, and signals are difficult to discern *great caution* must be had in their use. Conductors must always know when their Engine is flagging a Train, and for this object, the Engineer and Conductor of train in side track will repeat their signals when the tail end of moving Train is approaching their Engine, so as to call Conductor's attention to flagging signal; and, in addition, Engineer will always send back his fireman at first place where he meets and passes a Train, to make certain his Conductor knows of the flag carried.

76. Should a TRAIN be held by ANOTHER BETWEEN TELEGRAPH STATIONS, the

Conductor of the train thus held may, by giving the signal, as per Rule immediately preceding, require the first train passing him, bound in the same direction, to flag him to the next telegraph station, on his arrival at which he must report to the Train Despatcher. Except as above, signals must not be carried for extra trains, unless by direction of proper authority. Conductors must always know when their engine is flagging a train.

77. Orders from the TRAIN DESPATCHER must ALWAYS be obtained before an extra engine, with or without a train, is started in company with a regular train, and the fact *must always be expressly understood by all the men upon trains running in company.*

78. When it is necessary to send an extra Engine over the Road, it will, if possible, precede and run on the time of some regular train, and will be entitled to all the rights of, and carry signals for, the regular train. In such CASES, the REGULAR train will run TEN minutes BEHIND its card time—but no freight Engine will be run, under this arrangement, in front of a Passenger train. It must either run

on telegraph orders or with a freight train.

79. No extra engine, with or without a train, will pass over any portion of the road, unless by special permission of General Superintendent, Train Despatcher, or Division Superintendents; and before an Engine can return after piloting a Train to any Station, permission to do so must be obtained from the Train Despatcher. In case the Engine is not required to go with a Train as far as the next Station, an order to return must be obtained by Engineer from Train Despatcher at Station from which Engine starts.

80. When an Engineer of an engine or train has an order to run, or runs, looking out for another train or engine, he must keep whistling and be carefully flagged around curves.

RUNNING REGULATIONS.

TELEGRAPH ARRANGEMENTS.

81. Working the TRAINS under the TELEGRAPH system renders *extreme caution* necessary, and SWITCHES must, at all times, be kept standing for the main track, as Trains may be expected at any moment. *The man that*

opens a switch must close and lock it for Main track; Conductors are responsible for this duty where there happens to be no Switchman.

See Rule 68. Station Men will not be relieved of the urgent necessity of seeing when Trains pass out of side tracks that Switches are locked for Main Track. The pin must always be inserted, and see that it is on the proper side of the lever.

82. The safety of LIFE and PROPERTY imperatively demands that every person in any manner connected with the movements of trains by special order, should use the utmost care and watchfulness, and that all Rules regarding the same movements should be strictly observed. Orders should be made plain and explicit, and if not fully understood by the parties addressed, an explanation should be required before taking the order. After the reception of an order, IT MUST BE OBEYED FULLY AND TO THE LETTER.

83. Promptness on the part of Train men and Operators, in the transmission of, and response to, telegraph orders, is of the utmost importance in enabling trains to move with regu-

larity, and save detentions, and all concerned must bear in mind that, frequently, a few MINUTES unnecessary loss of time at a station results in some HOURS delay in accomplishing the whole trip, and thus the importance of all the despatch possible, CONSISTENT WITH THE SAFETY OF TRAINS.

84. Station Agents will always give Operators what assistance they want in sending for and getting train men, but Operators are responsible for the prompt and faithful delivery of train orders.

85. All ORDERS and messages relative to the MOVEMENT of TRAINS must be written in FULL, and no abbreviations used except the telegraph abbreviations "31" and "32." Despatchers and Operators in receiving "32's" will patiently and carefully listen to the end of the message, and make sure that each word and figure is accurately repeated.

86. TRAIN Orders will be addressed to Engineer and Conductor; they must be read aloud by the Operator in hearing of the Conductor, who will, looking on the Order Book, compare the original there with the copy, and, if correct,

sign on the Book his understanding of the order, and also sign for his Engineer; but, before accepting it, see that it is endorsed on the back and signed by the Operator; and before starting his Train, read it to his Engineer, make sure that he fully understands it, and hand it to him to retain until end of journey. (See Rule No. 71.)

87. When an Operator receives a message for Express Trainmen warning them that a Freight Train is running ahead--the operator will add on the face and at the bottom of the order, the time at which the Freight Train left his Station; and the Operator will also copy in his book the information he gives on the bottom of the Despatcher's order, so that Conductors may initial as having received it. No excuse will be accepted from any Conductor, leaving any Telegraph Station, to run by special order, without first having obtained Copy of the Order ENDORSED and signed by the Operator receiving it, and this must always be read by the ENGINEER BEFORE starting, and be retained by him.

88. Too much care cannot be used by train-

men in the observance of these Rules, and they must KNOW BEFORE STARTING from Telegraph Stations, at which orders are received, that the Copy of their Order is WORD for WORD like the Original; Conductors ALWAYS COMPARING Original in Book with Copy, Signing the Book, and getting the Copy endorsed on back, and signed by Operator. See Rule No. 99.

89. HOLDING orders will be addressed to the OPERATOR and AGENT, or the Agent's substitute on duty, and during NIGHTS to the OPERATOR and SWITCHMAN or Night Watch. Both Operator and Agent or Operator and Nightman, as the case may be, will "32" these orders, and OPERATOR will allow nothing to interfere with his IMMEDIATE NOTICE to AGENT or Nightman, as case may be, of these Holding Orders. Agent or Nightman will see that trains are held. Operator will be dismissed if caught signing for his Station Agent, or his Switchman, or Nightman, and where there is ONLY an Operator on duty, HIS signature will be accepted and HE ALONE be held responsible.

90. OPERATORS when CALLED for HOL-

DING or TRAIN ORDERS, will exhibit the RED Telegraph Signal AT ONCE, (see Rule No. 32) and not lower it, until all Trainmen then at Depot, and due or expected are notified; an exception being made in case of Express Trains not timed to stop and not necessary to stop—the holding order not affecting their Trainmen—when the Signal may be lowered, but waited on and raised immediately after they pass. The Red Signal so exhibited will bring all Trainmen to Office for Orders. Those not affected and not held for orders will be furnished with the proper “clearance order” before being allowed to pass; but the Signal will be kept set until those really interested are sent for, found, and notified. Conductors will always haste to the Telegraph Office without being sent for, when the Red Signal is shown.

91. When Conductors are notified that they are HELD FOR ORDERS or for the arrival of a train, they will place their signatures across the holding order on Telegraph Order Book.

92. When a First Class TRAIN LOSES ten or more minutes from any cause, the CON-

DUCTOR will REPORT at the next Telegraph Station to the DIVISION SUPT. and DESPATCHER the CAUSE of the detention; if the detention is caused by any derangement of the engine or cars, give the name of engine, or number and kind of car, and when off the track state time, cause, nature of damages, and position of cars, and whether in a cutting or on an embankment. The same rule applies to Second Class Trains when detained twenty minutes. To KEEP THE PROPER RECORD OF MOVEMENT OF TRAINS, CONDUCTORS MUST KEEP THE DIVISION SUPT. and TRAIN DESPATCHER INFORMED OF ALL CAUSES OF DETENTION, AND REPORT CORRECTLY AS ABOVE.

93. When a SLOW train, moving in ADVANCE of a FAST train by special order, from any cause becomes unable to make its running time, the CONDUCTOR, as soon as he discovers such to be the case, will drop a flag-man to give warning to the train following, (if necessary place fog signals on the track) and put his train upon the first switch he reaches, there remaining until he has received special orders to proceed, or till he can go ahead in accordance

with the rights of his train. This rule, however, can be annulled at the option of the Train Despatcher.

94. Conductors of slow trains, running in accordance with Rule immediately preceding, will stop at each telegraph station, and report themselves to the Train Despatcher, and await his orders.

95. Train Despatcher may at any time cancel Card Time of any Train at a Way-Station should he find it necessary to do so ; but in all cases where Card Time is cancelled Train Despatcher will give a stated time to Train affected ; such time to be based on minimum speed for that class of Train.

96. CONDUCTORS of WOOD and CONSTRUCTION trains, will, DAILY, before leaving for their work, leave with the Telegraph Operator a memorandum of where the Train will be working for the day, and this memorandum will be telegraphed to London, Hamilton, St. Thomas or Fergus, as the case may be, and also posted in a conspicuous place for the information of all concerned. On Sundays or other days, when a road train does not work,

notice to that effect must be given by the Conductor at the Telegraph Office. Whenever a new or irregular road train, or one that has been temporarily suspended, is to be put on, notice must be given to the Train Despatcher the day previous.

97. Wood, Construction, or Gravel Trains must not on any account be on Main Line within 20 minutes of time of any regular Trains being due without the authority of the Train Despatcher.

98. When a Construction or Gravel Train is standing on Main Line, Conductor must send his men out with proper signals each way a distance of at least 800 yards.

99. When Operators relieve each other, the one going off duty must carefully call the attention of the one coming on to orders still in effect, and as proof that the one coming on duty knows of these orders, he will, in the presence of the one going off, place his initials on the margin of the book, opposite each order.

100. At Night Telegraph Stations, Night Stationmasters or Switchmen must see that Operators keep awake ; and any seeming neg-

ligence in attending to Instruments must be reported without fail to the Stationmaster, who will report it to the Telegraph Superintendent.

COPETOWN GRADE.

101. *When the telegraph is working*, under ordinary circumstances (as to Weather and state of Rails) Freight Trains going East, following any Train, must not leave or pass Dundas or Sydenham until a message from *Toronto Junction* has been received saying that preceding Train has left there for Hamilton. *When the Rails are Slippery*, Freight Trains bound East are not to leave *Copetown* until a message has been received saying that Line is clear for it to Dundas or Sydenham. If it has to pass another train at Dundas or Sydenham, authority to proceed must not be given until it has been ascertained that such Train is switched there *clear of the Main Line*.

102. *When Telegraph is not Working*. Freight Trains bound East must not leave *Copetown, Dundas or Sydenham* within twenty minutes after departure from those Stations of a Train going to Hamilton. Freight Trains

behind time going East, ordered by Time Table to keep clear of ordinary Trains, must switch off at *Copetown* for such Trains, and not leave that Station before the ordinary Train has passed, though they may have ample time to run to Dundas or Sydenham.

Special Instructions to Track Men.

103. Every man at work upon the track must bear in mind that, under the Telegraph System of working the road, a train may be EXPECTED AT ANY MOMENT, and thus the necessity of the strictest watchfulness always on the part of all.

104. At ALL TIMES, whether a train is due by the card or not, before a rail is taken out of the track, or when it is necessary to repair any portion of the roadway, that will render the road impassable for a train, a RED FLAG must first be held at least EIGHT HUNDRED YARDS from the spot in each direction, and kept displayed. If on a curve and down grade, the signal should be held at least thirteen hundred yards distant.

105. At ALL TIMES, where work is going on

that renders the track in the LEAST DEGREE UNSAFE for Trains to pass at their usual speed, the GREEN FLAG must be set at least FIVE HUNDRED YARDS from the spot in each direction. *See that sand does not wash down upon the track at Road Crossings. During very wet nights foremen must watch places in the track likely to be damaged.*

106. In the event of Notice being given by a Stationmaster or Conductor to a Track Foreman of there being a broken Rail on the Line, it shall be his duty instantly to proceed with his men and have damaged part repaired, all carefully using precautions above prescribed for protection of trains.

107. TELEGRAPH LINE.—Track men will pay particular attention to the telegraph wires and see that they are not obstructed, or down upon the ground. In case they are found broken, or on the ground, or crossed, or in any way obstructed, they must be repaired in a temporary manner *immediately*, kept from touching each other, or any iron or metallic substance, and from wet, and notice given to the telegraph office. When the wires are cross-

ed or in contact with each other, and the break or obstruction is of such a nature as not to admit of temporary repair, *immediate* notice must be taken by a special messenger to the *nearest* telegraph office.

108. FENCES.—Constant attention must be given to see that fences, on each side of the road and at crossings are in good order, and that cattle guards are kept in repair; a break in the fence must in *no case be passed by* without being repaired when it is possible to mend it. When a break in the fence cannot be repaired for want of materials, it is the duty of the Foreman of the section to give the Inspector immediate notice of it, stating what materials are required. When fences are taken down to haul wood on to the track, have them replaced.

109. FOREMEN of repair parties will be held responsible for the strict observance of the above requirements. It is the duty of each one to see that his party is *always* supplied with the proper *Signal Lamps and Flags*, but *should* he at any time, from accident or otherwise, be deficient, he must post a man at a quite safe distance to warn approaching trains.

110. Rails and other materials must NOT be left scattered in Depot grounds. PILE THEM up together OUTSIDE of ALL TRACKS.

TORONTO BRANCH.

111. QUEEN'S WHARF CROSSING, AND GRAND TRUNK JUNCTION, TORONTO. Engineers of all Engines, with or without Trains, approaching Queen's Wharf Crossing from either direction; and the Grand Trunk Junction at Peter Street, must come to a dead stand, short of the Crossing or Semaphore, and wait for the Switchman's Signal to proceed. Avoid whistling on the Esplanade as much as possible.

112. The Union Station Master's orders with reference to Trains going into, or out of, or moving in the Union Station yard, are to be promptly obeyed.

113. The Switch leading from joint running line East of Union Station to Yonge Street Station, will, when set for Station, exhibit the usual Switch Signal by day and *Purple* Signal Light by night (See Rule No. 21.)

114. The speed of all Passenger Trains run-

ning between Peter Street and Yonge Street Station, must not exceed Four Miles an hour, and when approaching the Bridge and Curve at the Humber, going East, must reduce speed.

115. ENGINEERS of all Trains must approach **TORONTO JUNCTION** with great Caution, and bring their Trains to a Full Stop clear of Switch. **TRAINS** that may be delayed at this point must be **PROMPTLY** and **PROPERLY PROTECTED**. **CONDUCTORS WILL SEE THAT THIS IS DONE**.

Suspension, International, and Welland ;
Canal Bridges.

116. It is imperative that no Engine or Train be run across the Suspension Bridge at a greater rate of speed than 5 miles per hour, occupying two minutes passing from tower to tower, and no Engine or Cars shall be brought to a stand on the Bridge during the passage across. Only Eight Cars of Stock, Twelve of Freight, or Thirty empty Cars will be taken at one time. (See Rule No. 128.)

Engineers using the International Bridge at Fort Erie, must provide themselves with copies

of the working regulations, and be governed accordingly.

The Semaphore and Disc Signals are similar to our own, with the exception of the "all right" night signal, which is Green.

The Disc Signals in the Bridge protect the DRAW BRIDGES—look out for them.

Passenger Trains of the different Railway Companies and in the order of their arrival at the Junctions, have preference over Freight Trains in crossing.

Engineers of all trains must stop at the Bridge telegraph office and procure "clearance orders."


The speed of Trains on the Bridge is limited to 8 miles per hour, viz:—3 minutes for Main River, 2 minutes for Squaw Island, and $\frac{1}{2}$ minute for Erie Canal—in all $5\frac{1}{2}$ minutes from shore to shore.

The signals for each of the three Railway Companies to approach and pass across the Bridge, will be indicated by the angle of the Semaphore arm and lights. (See Bridge regulations.) But at the Fort Erie side of International Bridge the switch leading from our track to that of the G. T. R. will indicate, when set for G. W. R., red disc

through the day and white light at night; and the switch from our track to that of the Canada Southern, when set for G. W. R., will be disc on edge in day time and green light at night; and when the switch is set for Canada Southern, red disc in day time and red light at night. When the track is clear on Canada side for G. W. R. to approach the Bridge, the semaphore arm in day time will be perpendicular, thus | and at night one red light on top of another (one hung at each end of the perpendicular arm); when for the Canada Southern to pass, the arm and lights will be horizontal, thus —; and when for the G. T. R., the arm and lights will be at the angle of 45 degrees, thus X.

FOUR WELLAND CANAL SWING BRIDGES,—on Main Line at MERRITTON; on Welland Railway, Chippawa Creek, at PORT ROBINSON; on Air Line at WELLAND CANAL and FEEDER WEST OF WELLAND JUNCTION—ENGINEERS OF ALL TRAINS from either direction, before passing across these Bridges, must bring their Trains to a stand for AT LEAST THREE MINUTES to ascertain from the

Bridge Tender that Bridge is closed and in perfect order for crossing.

 117. HAMILTON OIL SIDING.—All Westward bound Trains approaching OIL SIDING $1\frac{1}{2}$ miles east of Hamilton must keep good look out for Yard Engines and be prepared to stop at short notice.

GENERAL RULES.

118. When any Train is closely following another Train from any station, a sharp look out must be kept for the preceding Train, in case any casualty might have befallen it.

119. When Cab Gong is sounded, Engineer will instantly shut off steam, whistle on brakes, but not stop, then look back first on right then on left side to obtain signals, if any, from Trainmen or Passengers, who will signal from side of train. At same time Fireman will pull bell cord to ascertain if train has broken loose; if signalled by Trainmen or Passengers to stop, do so quick as practicable; if no signal from side of Train, and Fireman finds bell cord loose, then run ahead as directed by this rule, until detached portion is known to be stopped.

In case of any defect in Cab Gong, attach bell cord to whistle lever. Conductors will always, after Engine is attached to train, and before starting, see the bell cord tested from rear of train, and that it rings Engine Gong.

When part of a Train becomes detached, the Engineer should whistle on brakes, and keep moving ahead out of the way of the detached portion, and not back up close to it until he knows it has been brought to a stand, and after whistling he is signalled to approach.

If the detached portion is not visible, nor its location known to the Engineer, so that he could at once return to it, he will run to the first side track suitable for what of the Train he has and leave it.

The detached portion of the Train left on the main track should be quickly stopped and protected by signals front and rear by the train men, until the Engine returns for it, or until it is pushed forward by a following Train. If pushed forward, the train men will see that the Engineer pushing does so cautiously, is properly signalled and keeps whistling, and that the Train so pushed is protected.

When the Engineer gets part of his Train into a side track, he can leave it and return with his Engine for the balance, provided no regular Train is due going in either direction.

Should he have to wait in the side track the arrival of a following train he can ascertain as it passes where the detached part was left.

But should a Train be approaching from the opposite direction having the right to the road, Engineer or Train men should be prepared to instantly stop it, by whistle or other signal, and have it stopped, and the Engineer of detached Train return in front of, flagging it, and upon its time, find and remove his cars off the main track, withdraw his flag and let following Train proceed.

If the Train Despatcher can be quickly reached from a Telegraph Station, the Engineer will go to the Office for a Train order to return; but if this order cannot be got, he will return, acting as prescribed.

120. Each train delayed on the track must be protected by a man sent at least 800 YARDS BACK, or ahead, as the case may be, to warn approaching trains until the danger is

over. In the night, this must be done by swinging a lantern across the track, and at once placing four fog signals on the track, proper distances apart. The tail Brakeman on all Trains should have his Red flag or lamp ready for immediate use, and run with it and fog signals the moment he can jump off. (See Rule No. 26.)

121. Whenever a Conductor has reason to believe his Train has passed over a Broken Rail, or any portion of unsafe Track, he must stop and ascertain; and if so he must leave a Brakeman with Fog Signals, Red Lamps or Flags, as the case may require, to warn approaching Trains. He himself must notify Station Masters, Conductors and Trackmen of the unsafe Track as quickly as possible.

122. At Sidings, where there are no Stationmen, no Freight or other Train must stop after dark to leave off or take on Cars, unless the Train is safely protected by Signals in both directions.

123. When an accident happens to a Train or Engine, Conductor or Engineer must at once telegraph from nearest Telegraph Station to

General, Mechanical, and Division Superintendents and Train Despatcher, full particulars of how accident happened, time, position of Train, whether in cutting or upon embankment, nature, &c., extent of injuries to Passengers, or damages to Engine, Cars or Track, and what delay is likely to be caused; if assistance is necessary, whether Locomotive Department or Car Department Auxiliary is required, and whether trucks or wheels are wanted.

124. When more than one Car is left off at any Station or Siding they must be left coupled. Trainmen will not be allowed to abstract Links or Pins from Cars in Side Tracks.

125. Conductors must in all cases keep the Level Crossings clear at Stations, if necessary cutting their Trains for that purpose, and must not bring cars together again to couple up until one of the Brakemen has been put at Crossing to signal Teams or Foot passengers. This Rule is imperative.

126. Conductors and Trainmen of Through Express Trains must join and leave their Trains at the N. Y. C. Depot, Suspension Bridge, and must assist in directing Passengers from one

Train to the other, and at starting see that they are comfortably seated.

127. Conductors of Through Passenger Trains must notify Train Despatcher on reaching London of all delays up to that point, and of other delays at the end of the trip by telegraph.

128. The Bell rope must be attached to the Engine which hauls Passenger Trains *across* the Suspension Bridge.

129. Engineers and Trainmen, on arrival at a terminus will remain with their Trains until they are safely Switched off the Main Track. No unnecessary delay will occur in relieving them.

130. Trains proceeding in the same direction must not approach within 800 yards of each other unless expressly required to do so.

131. The speed of all Trains when approaching others must be so reduced and kept under control as to admit of being brought to a stand if necessary.

132. On Passenger Trains a Brakesman must always be stationed on the rear platform of the last Car, in order to look out for Signals that

may be given from the Station after the Train has started. (See first Rule.)

133. On Construction Trains, the Caboose or Passenger Car in which there are Trainmen or Laborers must never be placed next Engine when the cow-catcher would come next to such car.

134. Freight Conductors are accountable for getting Bills for all cars on their Trains, and particularly for peddling cars, before starting.

135. Great care should be taken to prevent the killing of cattle upon any portion of the line, and Trains must come to a FULL STOP, if necessary, to avoid them.

136. If any car of a Train should take Fire more than 300 yards from any Watering Place, Train must be stopped, the burning car cut out, and every endeavor used to extinguish the fire. If flames have gone to any extent, a hole should be cut in the roof of the car, and the flames extinguished through it, keeping the sides and ends closed. The Engineer must give what water he can spare from the Tender.

137. Should any one using this card have any doubts as to its meaning, it is his duty to

apply to the Division Superintendent's Office for the proper explanation.

Westinghouse Air Brake Connections.

138. These must always be coupled either to pipes of connecting car, or to pipes on opposite side of same car.

On Through Express Trains, for those freight cars, or foreign Companies' baggage cars not provided with Air Brakes, spare piping will be kept at Clifton, Hamilton, London and Windsor and Conductors will be held responsible for seeing that Car Foremen have these pipes attached, before starting, making the circuit complete from Engine to rear car.

Before detaching Cars or Engine, Brakemen or those attending to such duty, must first see that all the air pipes are disconnected. This is most important to prevent injury to air brake arrangements.

**RULE No. 120 MUST BE STRICTLY ADHERED TO
BY ALL TRAINMEN.**

W. K. MUIR,
General Supt.

JOSEPH PRICE,
General Manager.

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