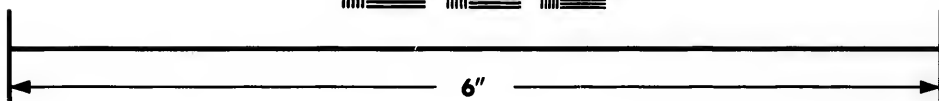
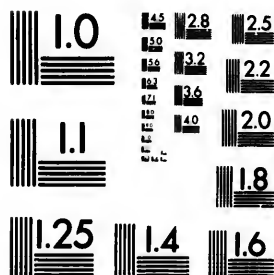


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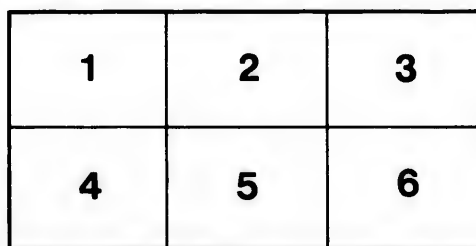
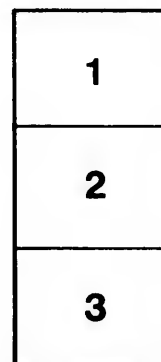
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WINDSOR & ANNAPOLIS RAILWAY.

RULES AND REGULATIONS

TO BE OBSERVED BY THE

OFFICERS AND MEN

IN THE

SERVICE OF THE WINDSOR AND
ANNAPOLIS RAILWAY
COMPANY.

JANUARY 1st, 1872.

Halifax, N. S.:

PRINTED BY COMPTON & CO.,
30 & 32 BEDFORD ROW.

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WINDSOR AND ANNAPOLIS RAILWAY

NOTICE.

It shall be incumbent upon every person employed in the working of the railway, to have in his possession the rules and regulations herein set forth, or that may from time to time be issued, and to be conversant with them, not only to the extent of the duties applicable to his own particular position, but generally as required from all classes engaged on the line.

RULES AND REGULATIONS.

SECTION FIRST.

GENERAL REGULATIONS.

1. Each person employed in the Railway service is to devote himself exclusively to that service, attending during the prescribed hours of the day or night, and residing wherever he may be required.

6 SECTION FIRST—GENERAL REGULATIONS.

2. He must *obey promptly* all instructions he may receive from persons placed in authority over him, and conform to all the regulations of the Company.

3. He will be liable to immediate dismissal for disobedience of orders, negligence, incompetency, using improper language, intoxication, or incivility to passengers.

4. Unless appointed so to do, he is on no occasion, nor under any pretence whatever, to receive money from any person on the Company's account, and no gratuities are allowed to be taken.

5. No person is allowed, under any circumstances, to absent himself from duty without the permission of the head of the department in which he may be employed, except in case of illness, and then notice is to be immediately sent to his superior officer.

6. No person is to quit the Railway service without giving one month's previous notice to the Manager, and in case he leave without such notice, all pay then due will be forfeited. One month's notice, without reason assigned, will be given before dismissal, and no further claim will be allowed by the Company.

7. The pay of every man *absent*, or *suspended* from duty, will be stopped, and the Company reserve the right to deduct from the pay of each person employed in

the service, such sums as may be awarded against him for neglect of duty as fines, or for injury to property through his neglect.

8. Each person is expected, when on duty, to appear in a proper state of cleanliness and neatness, and to take good care of any clothing which may have been supplied to him by the Company. Any person on leaving the Railway service must at once deliver up to his immediate superior all property entrusted to his care.

9. If any such property shall have been improperly used or damaged, a deduction from the pay due shall be made, sufficient to make good the damage or to supply new articles.

10. All persons employed in the Railway service are strictly forbidden from entering into *altercation* with any other person; whatever provocation may have been given; they will make a note of the facts if necessary, and report to their immediate superior.

11. All persons in places of trust in the Railway service must report any misconduct or negligence affecting the interest or safety of the road, which may come within their knowledge; and their withholding any such information will be considered a proof of neglect and indifference on their part.

12. All employees of the railway are expected and required in all cases to exercise the *greatest care and watchfulness* to prevent injury or damage to persons or property, and in doubtful cases to take the safe side.

13. Each person will be held legally liable for injury occasioned to persons or property by his negligence.

14. In all cases where *instructions* may *not* be *understood*, or where the course to be pursued admits of any doubt, the parties in charge shall so act as in no way to compromise the safety of the road, seeking afterwards, with the first opportunity, the necessary explanations of the proper officers.

15. The clock at Kentville Station is the *standard* of time for the whole road.

Station Masters, Conductors, and Road Masters, will be held responsible for always keeping their time-pieces to the *true* time, which will be telegraphed to each Station daily.

16. Each officer shall make himself thoroughly acquainted with all Time Tables and Special Rules which may be made from time to time, and shall keep a copy of the same on his person when on duty, as well as a copy of these regulations, under a penalty of one dollar for each neglect; and on the occasion of any alteration in the Time Table it shall be his duty to procure a copy of the same.

17. Each Conductor, Baggage Master, and Brakeman, while on duty, shall wear upon his hat or cap a badge which shall indicate his office.

18. Each officer or employee of the railway is prohibited from smoking while on duty in the cars, stations, or depots.

19. All persons authorized by the nature of their duties to receive money, on account of the railway, must enter into bonds, with sufficient securities, for the faithful performance of their duty.

SECTION SECOND.

SIGNALS.

20. Signals will be made by flags in the day time and by lamps at night.

RED is a signal of *danger*. *Stop*.

GREEN—*Caution*. *Proceed slowly, not exceeding five miles an hour*.

WHITE—*All right*. *Go on*.

In addition to this, *any* signal waved *violently*, or a man standing with both arms raised above his head, denotes danger, and the necessity of stopping immediately.

21. The absence of a signal at a point

where one is usually displayed, is to be taken as denoting danger.

22. The red flag is the signal of danger wherever displayed, and whenever a *red flag* or *red light* is seen it signifies danger to the train, *and the train must stop.*

23. These Signals shall always be shown on the *right hand* side of the Engine-driver of the approaching train.

24. Engines must carry one *white light* in front, after sunset, and every train or empty engine moving on the line after sunset, shall display a *red tail light.*

25. The Conductor of the train is responsible for attaching the tail lamp on the last car, and the Engine driver and Fireman for placing the lamp on the engine or tender. When a car is detached care must be taken to see that the tail lamp is removed and re-attached to the train.

26. The tail signal must be inspected at every station; and in the event of the train being brought to a stand on the main line, from any cause, the Conductor must take care that no one stands before the tail lamp so as to prevent its being seen.

27. A red flag by day, or a red light by night, hung at the back of the train, or in front of an engine, in addition to the usual head and tail lights, denotes that an EXTRA TRAIN is to follow.

28. A red signal with a green one, carried in the manner above described, denote that an extra Engine or Train will come in an *opposite* direction.

29. ONE sound of the whistle is the Signal to apply the brakes.

Two sounds of the whistle to let go the brakes or to start.

THREE sounds of the whistle is the Signal for backing the train.

FOUR sounds of the whistle is a Signal of recall to Flagmen, or to turn Switch.

A succession of short sharp whistles indicates danger.

30. The whistle is to be sounded (being careful to avoid frightening horses) with a continuous sound half a mile before reaching any station or level crossing of a public road.

31. The bell must be rung before moving from a station, and whilst shunting.

32. Frequent use of the whistle must always be made in foggy weather and in snow storms.

33. No one can be allowed to judge of the necessity of a *danger* or *caution* Signal, EXCEPT THE ONE BY WHOM IT IS GIVEN. The responsibility of giving them rests with those who exhibit them. *All Signals must be obeyed.*

34. Signal cords shall be used on all Trains, and shall extend from the rear car

to the whistle on the engine, or the gong on the tender.

35. During foggy weather, snow storms, or at any time, when the ordinary Signals cannot be seen, Torpedoes are to be placed on the rail (label upwards) by bending the lead clip round the upper flange of the rail, to prevent its falling off. When the engine passes over the signal it explodes with a loud report, and the Driver is instantly to stop.

36. The use of Torpedoes is to be in addition to the regular day and night Signals of the line, which must first be exhibited.

37. Whenever an accident occurs to a Train during foggy weather or a snow storm, or the Train is stopped on the line from any cause, at any place, other than a Station, by which the line is obstructed, the Brakemen must be sent each way at least 800 yards (or sixteen telegraph poles), or more if near a steep grade, or a curve, to stop an approaching Engine or Train, and, as each proceeds, he is to place on the rail at a distance of every 200 yards, one of these Signals; and on his arriving at the end of the above-mentioned distance, he is to place two signals on the line of rail.

38. Whenever an Engine passes over one of these Signals, the Engine Driver and Conductor are immediately to stop the Train, and the Conductors are to protect

their Trains, by sending each way, and placing a Signal on the line, every 200 yards, to the distance of a quarter of a mile, and then proceed slowly to the place of obstruction.

39. Every Driver of an Engine, not accompanied by a Conductor, is to use these Signals in case of accident or obstruction, in the manner before mentioned; he, and the Firemen fixing them as the Conductors are herein directed. And when an Engine passes over one of these Signals, the Driver, having stopped his Engine, is to send back and place on the rail, one Signal every 200 yards for the distance of a quarter of a mile, and then proceed slowly to the place of obstruction.

40. After the obstruction of the line is removed, the Conductor, or Engine Driver, must remove all the signals from the rails before proceeding.

41. In any of the above circumstances, and in the absence of either of the Officers above mentioned, any Engine Driver, Foreman of works, or any other servant of the Railway, is to observe the same rules to guard against danger.

42. Every Conductor, Switchman, Engine Driver, and Foreman of Trackmen, must provide himself with 12 Torpedoes each, which they are always to have ready for use whilst on duty; and every Station

Master must provide himself with the same number, which are to be kept in an unlocked drawer or shelf in order that they may at all times be easy of access, and every person connected with the Station shall be made acquainted with the place where they are deposited.

43. All the persons before named will be held responsible for having the proper supply and when one or more is expended it will be their duty immediately to apply to their superior officers for more, that the stock may be kept up.

SECTION THIRD.

RUNNING OF TRAINS.

44. Trains shall be classed as follows :

- 1st.—Regular Passenger Trains ;
- 2d.—Special Trains ;
- 3d.—Freight Trains ;
- 4th.—Ballast or Wood Trains.

The superior trains having the right over trains of an inferior class.

45. No special train or engine shall be despatched from any station without the direct authority of the Superintendent.

46. No train must leave any station when another train is due, until such train

arrives, or positive instructions in writing or by telegraph are received from the Superintendent or Conductor, that the expected train will not come. Whenever telegraph despatches are used for the movement of trains, they must, in all cases, be repeated back from the receiving office to the sending office, and acknowledged before the Conductor starts his train, and then proceed with care. All such orders must be given in writing by the Telegraph Agent to the Conductor and Engine-driver, before starting.

47. If any train breaks down or is delayed on the road, the *first duty* of all persons connected with the train is to see that every precaution is used to prevent any other train from running into the delayed train. ONE, and in cases of danger two efficient men, must be sent *backwards and forwards*, with red flags or lamps, at least half a mile, to stop any approaching train. No wish to have the Signal-men go on in the delayed train must prevent their going back at least half a mile, and stopping until the approaching train is stopped; and if a third or fourth train is following, the same precaution must be observed. THIS RULE IS OF THE UTMOST IMPORTANCE.

48. No engine or train must leave or pass a station within ten minutes of another, going in the same direction.

49. In cases of ordinary trains meeting at

stations where there is only one platform, the first train that is in sight has the right of road to the platform. The opposite points should be turned for the siding, and locked in that position, as long as the train is at the platform. When this train is ready to move, it must, if possible, back to the points, and enter the siding in the direction from which the train came. The opposite points, if a through siding, can then be placed ready for the other train to come to the platform. When both trains come in sight together, an Express train has the right of platform, and if neither are Express, then the first that is due.

50. Whenever it becomes necessary to back a train to a station, it must be done with great care, keeping a man with a red flag or red light, constantly in advance of the rear end of the train, to warn any train that may be approaching. Neither the Conductor nor Engine-driver has a right to assume that there are no trains approaching in either direction

51. Gravel and wood trains must be on a siding *twenty minutes* before a train is due, and *wait till all trains due have arrived.*

52. No extra or uncertain train will leave any station unless it has time to arrive at the next station at least fifteen minutes before the time fixed in any Time-Table for the arrival of any regular train.

53. If any uncertainty arise as to the entire safety of proceeding with the train, a signal must be sent backward or forward, as the case may be, and be kept at least half a mile distant from the train, until the danger is over.

54. An extra or special train following a regular train, will approach all stations and wooding places with great care, expecting to find the preceding train taking wood or water at such station, whether it may be a stopping place for that train or not. The responsibility of a collision will rest upon the Conductor and Engine-driver of the special train.

55. Red flags or red lamps must always be placed at a safe distance on either side of the ground where gravel trains are at work, and a man must remain with them. The same precautions must be used when single cars are at work on the road, when repairs of bridges are going on, or any description of repairs which interfere with the safety of the track.

56. No ballast or wood train, and no hand car or trolley is allowed to be on the main line during a fog or snow storm, unless under the especial order of the Superintendent.

57. Whenever it shall be necessary to send a special engine over the road a-head of any regular train, it shall run on its time

and shall be entitled to its rights, and shall carry the proper signals for the regular train which follows.

58. The rear car of every train must be a *brake car*, and a man must, when the train is in motion, be always stationed on that car.

59. No *verbal message* touching the safety of trains, track, or bridges, *must be sent or received*, except in cases of pressing necessity.—Such messages should be sent in writing to prevent misconception.

60. In forming a passenger train, baggage, freight, or lumber cars *shall not* be placed in rear of the passenger cars.

61. Engines and cars must in no case be left upon the main track. They must be placed as quickly as possible *in a siding*, clear of the main line, WITH THE WHEELS SCOTCHED; and the stop blocks secured and locked.

SECTION FOURTH.

STATION MASTER.

62. He is responsible for the proper use and care of all the buildings and property of the Railway, and is answerable for the faithful and efficient discharge of the duties of all persons employed at his station, for

the position of the switches, and for the track being clear of obstructions.

63. He must see that all *orders* are *duly executed*, and that all books and returns are regularly written up and neatly kept.

64. He must immediately report to the Manager every instance of neglect of duty on the part of any one under his charge, and in case of complaint being made against any man he is to communicate particulars as soon as possible.

65. He is to cause the Station grounds to be kept in good order, and must inspect daily all rooms and places in connection with the station; he must see that all stores supplied for the station are prudently and economically used, and that there is no waste or improper use of fuel, oil, or stationery, and he must not supply or lend, under any pretence, stores or other articles belonging to the Railway.

66. He is not to be *absent without leave* from the Manager, except from illness, in which case he must immediately inform the Manager, and take care that some competent person is entrusted with his duties.

67. He will have charge of the switchmen at the station. He will be held strictly responsible for the position of all *switches* at the station, and must always assume that *at any moment* a train may be expected. *Switches* must always be right for the *main*

line, excepting when immediately being used.

68. He is required to see that *every article* loaded in the cars is entered on the freight forwarded book and on the invoice, and also that every article so entered on the invoice is actually loaded in the car designated thereon.

69. He is held *personally responsible* for the safe keeping and proper delivery of all *goods* received by him, and for *all charges* due thereon; and all articles mentioned upon the invoices will be considered as having been received by the agent at the destined station, and in good order, unless otherwise stated by him on the face of the invoice.

70. He will make separate *invoices* of the contents of *each car*, and also of freight destined to different stations. Every loaded freight car must be accompanied by an invoice showing its freight and destination.

71. He will be responsible for all money received at his station, and will be required to make good any deficiency, whether arising from bad money or error. He must make up and balance his accounts daily, in the form prescribed, and remit his cash and accounts punctually according to instructions from time to time given.

72. He must take care that no packages or parcels whatever are transmitted by the

railway WITHOUT BEING DULY ENTERED and the carriage paid or charged.

73. The train is under the direction of the Station Master so long as it remains at his station. He will direct the Conductor when to start, and use every exertion to ensure punctuality in its departure. He will not allow any train to pass his station within ten minutes of a former train going in the same direction, and will report immediately to the Manager any train leaving his station before the time prescribed in the time table.

74. No goods to be received without a way-bill, and, if none is left with the goods, immediate notice to be given to the sending station, and the omission rectified; if sending station is not known he must fill up the form for "overlanded goods," and send the form, with any remarks upon it, to the head office. Goods received from Flag Stations or loaded on the main line, or out-sidings to be invoiced at receiving station, to be numbered and charged as if from station beyond, and agent of that station to be advised of weight and charges, which are to be entered in his invoice book.

75. In cases of casualties—cattle killed or property damaged at or near the station—the agent to obtain all possible information, and make a report at once to the Manager of the circumstances; and when the casualty occurs between two stations

(if the slightest doubt exist as to whose place it is to make the report) it is the duty of both agents to do it. He will give prompt assistance, if necessary, and prevent as much as possible any subsequent detention.

76. He will communicate to the Manager all circumstances coming to his knowledge bearing upon the interests of the Railway, and be on the alert for all signals or orders, and communicate them to the parties interested.

77. In case of any injury to the track, obstructions on the line, slips, or other accidents thereon, coming to his knowledge, he will immediately give notice by telegraph, or despatch some person to notify the track repairers, and see that it is repaired; and, in case the track repairers are not at hand, employ others to do it, and take measures, if necessary, to warn coming trains.

78. Tickets must never be sold for any train to stations at which the train does not stop. Agents must consult the working time table to avoid the possibility of a mistake.

79. All requisitions for cars to be loaded, to avoid misunderstanding and delay, must be made upon the *proper* form, and handed to the Conductor, and if previously unavoidably telegraphed for, the *fact* should be stated on the face thereof.

80. No invoiced freight, live stock, or parcels, must be delivered to the consignee without a receipt being obtained therefor, and when by the car load, before bulk be allowed to be broken.

81. Station Masters are required to report immediately any baggage wanted at their stations, also any baggage that has lain unclaimed twenty-four hours. Baggage, having lain unclaimed seven days, if the owner is not known, to be forwarded to Kentville, properly labelled, showing date received, train, &c.

82. He must report to Kentville, by first train, all Plant damaged at his station or out of repair, and also the number of cars or freight not taken forward, when required, by a train stopping at his station, with the reason assigned.

83. He must see that all gates and approaches to the station, when not in use, are properly closed, and, if need be, locked, to prevent cattle entering upon the line.

84. After the passage of trains he will see that everything about the station is safe from fire, and that the switches are in proper position and locked.

85. No engines or cars are to be left upon the main line; they must be placed, as quickly as possible, in a siding, clear of the main line, with the wheels securely scotched, and no engine or cars are to be

allowed to cross or shunt on the main line when a train is expected.

86. Any Station Master, who shall forward a statement of account, which contains errors plainly traceable to his cash not having been properly counted and balanced, or to any want of care in taking an inventory of the freight in store, or enter *remittances* not actually made at the time indicated, is open to the charge of knowingly presenting accounts which are *untrue*, and will be punished accordingly.

SECTION FIFTH.

CONDUCTOR.

87. Until the Train starts, the Conductor will be under the orders of the Station Master. Previous to the Train being started, the conductor must see that the cars are all properly coupled, that there are proper brakes on the Train, that the signal lamps are attached, and lighted, if required; that the Alarm Line is properly attached from the Engine to the rear of the Train, and that the Cars are in a proper state of cleanliness, and immediately report, if found to be otherwise. After the Train is started he will have entire charge and control of the Train and all persons employed on it; the pas-

sengers are in his charge, and he is responsible for the safety and regularity of the Train, which he must not allow to proceed beyond its regular Station for meeting until the arrival of the Train due, unless otherwise directed.

88. He must see that he has upon the train two sets of *signal flags, red lanterns, and red tail lamps*, a sufficient number of ordinary lanterns, spare shackles and pins, oil, tail rope, detonating signals, &c. He must see that he has *a signal cord properly connected* from the last car to the engine gong, and that he is provided with the customary papers, despatch bags and boxes.

89. He will duly call the attention of the repairer of cars, or of the station agent in his absence, to any damage which may have been done to the cars; he must immediately, on arrival at the next station, report to the Station Master any defect or obstruction on the line, and he must notice these in his reports, as well as everything concerning the safety of the road and the requirements of the traffic.

90. He must not permit the sale of books, papers, or refreshments in the cars, excepting by persons duly authorized by the Manager.

91. He must not allow any passenger to ride on the platforms, or outside of the cars, nor to enter the baggage or freight cars,

nor to endanger themselves by imprudent exposure. In the event of any passenger being drunk or disorderly, to the annoyance of others, he must use all gentle means to stop the nuisance, failing which, he must exercise his authority, and either keep him in a separate place until he arrive at the next station, where the passenger must be left, or, if necessary, stop the train and eject him from the cars.

92. He must never make the *signal for starting* while passengers are getting aboard, and should, in making it, stand near to the front end of the front passenger car. He should then pass to the platform of the *last* car to see if any signals are made.

93. It is the duty of the conductor to require of the engine driver *attention to the rules of the road*. Negligence or recklessness on the part of the engine-driver will be taken as a proof of the inefficiency of the conductor, unless such conduct has been duly and distinctly reported on every occasion of its taking place. He will at the same time treat the engine-driver with that consideration due to his very responsible duties, and will always advise with him in cases of difficulty.

94. Every Conductor is strictly to observe and obey all signals, and respect all special orders which he may receive from the officers in charge at stations, and is responsible for the special rules of the Rail-

way being properly enforced while the train is upon the line, and he must see that the regulations are observed by those under him, and report all violations of them. He must see that the proper signals are attached for following trains, and that the rules laid down for signals are properly attended to.

95. In case of ACCIDENT TO A TRAIN, OR OF STOPPAGE ON THE MAIN LINE, from any cause, he must *immediately and always* station men with red flags or red lamps, and torpedoes in addition, if it be foggy, on each side of the track, at least half a mile from where the stoppage occurs; and he has *no right to assume* that there are no trains approaching on either side of him. He will also, when assistance is wanted, or when the safety or convenience of the road requires it, send messengers to the station master on either side of him. Such masters must either personally notify all approaching trains, or place a man with the proper signal for that purpose. If the accident happen to a passenger train which has the right of the road, the conductor must immediately forward a written message by a trusty person, or by telegraph when it is available, to any other passenger train which will be in waiting; AND EVERY MAN EMPLOYED ON THE ROAD MUST ASSIST HIM IN FORWARDING THE SAID MESSAGE. He will also immediately telegraph or communicate with the Manager, who will instruct him what course to pur-

sue. He may command the services of any freight, wood or gravel train or hand-car on the road, either to forward his own passengers or to carry a message; provided that he give no orders which shall interfere with the rights of other trains that may be on the road, without taking measures first to notify these trains, or to ensure their safety. He will take the best measures within his reach to have his train forwarded with the least possible delay, and every person in the neighborhood, in the employ of the Railway, is required to assist him. When the train is ready to proceed anew, the whistle signal shall be used to call in the men stationed out.

96. Verbal messages, which in any way effect the movement of engines, or trains, must not under any circumstances be received through a third party, whatever confidence may be placed in the veracity of the bearer. All instructions not communicated personally, or by telegraph to the individual for whom they are intended, *must be in writing*. The responsibility of accident, resulting from a misunderstanding of this sort, will rest upon the person acting without the proper authority.

97. Whenever telegraph despatches are used for the movement of trains, they must in all cases be repeated back from the receiving office to the sending office, and acknowledged before the Conductor starts his

train, and then proceed with care. All such orders must be *read* by the engine-driver before starting.

98. The tail signal must be inspected at every station ; and in the event of the train being brought to a stand on the main line, from any cause, the Conductor must take care that no one stands before the tail lamp so as to prevent its being seen.

99. A train having once left the station *cannot* return, unless by using the greatest possible precaution. In such a case the train should move very slowly, keeping a man with a Red Flag, or light, a full half mile in advance of the rear end of the train, to avoid any possible collision, and the train must not move until the signal man has had sufficient time to reach at least the half mile. Very extreme cases only will justify a train returning ; and even then measures should be adopted to notify Trackmen, and notice given them to stop any approaching engine. The officers of a train so situate must assume that a train is approaching.

100. Conductors will be held *personally responsible* for the proper care of all goods or property entrusted to them, while in their charge, and for the prompt delivery of letters, invoices, and despatches, and they are strictly forbidden from taking charge of any parcels, or goods, uninvoiced.

101. Whenever a fare is collected in the cars, the Conductor must at once issue a ticket to the passenger, and enter the amount in his book. No excuse will be admitted for any departure from this rule.

102. He will see that *doors of freight cars*, loaded with articles liable to be injured or stolen, are always *closed and locked*, and must see that no pilfering of the contents of the cars is possible. Whenever delay occurs at a station from *freight* being improperly stowed, or goods are injured or stolen, he shall report the circumstances in his journal.

103. He will be held responsible for the safety of *live stock*, and will not allow them to be transported in close cars in warm weather. When there are any *horses* on a train, unless the owner has sent a person in charge of them, he will see that they are carefully watered and moderately fed on the road, if necessary, and such expense shall be paid him by the Station Master at the end of the journey, which must be charged in the way-bill as a "paid on."

104. It will be his duty to make himself acquainted, as far as is practicable, with the *condition* of the goods conveyed in the trains; and when they are so stowed as to be liable to damage, to change the stowage, or leave them at one of the stations, if necessary, to be forwarded more safely at another opportunity.

105. If, from any cause, it BECOMES NECESSARY TO LEAVE A CAR, or freight in any shape, where it does not belong, he shall note the facts on the back of the invoice, and give notice in writing to the Station Master where left, and to the Superintendent. He shall take all proper means to have the same forwarded to its destination without delay. In no case shall it remain over twenty-four hours, even if the Conductor of another train be obliged to leave the same quantity from his train to take it; but perishable property must not be so left.

106. It is his duty to attend to the removal of *empty cars* from sidings where they are not wanted, to the stations where they are wanted.

107. The Conductor must occasionally, on the journey, examine the wheels, brakes, springs and journals of the cars, and no excuse will be admitted for allowing them to be neglected.

108. Conductors must each make a daily return, upon the proper forms, to be supplied to him. He will enter upon his returns any delays or casualties, and report the circumstances, on arrival, to the Manager.

109. He is to see that the Brakesmen, and other employees on the train, are kept at their posts, so as to be ready for any emergency, that they are generally atten-

tive to their duties, and that signals are ready for instant use.

110. No conductor, brakeman, or other person, except the regular switchmen at stations, shall be permitted to unlock any switch thereat. At sidings where there are no switchmen, the conductor, brakeman or fireman, shall be the only persons authorized to unlock the switch, and the conductor is *responsible* that all *switches* are *left* in their *proper positions* after he has passed or used them.

111. In forming a train, baggage, freight, or lumber cars, shall not be placed in rear of the passenger cars, and the rear car of every train must be a brake car, and a man must, when the train is in motion, be always stationed on that car.

112. Conductors of Freight Trains must take no loaded cars without way-bills, nor way-bills without the proper cars.

113. Conductors will consider themselves to be, and act as, brakemen when necessary.

SECTION SIXTH.

ENGINE DRIVERS.

114. The engine-driver of every train must be in attendance half an hour before the appointed time for starting the train; and see that his engine is in proper working order, sufficiently supplied with fuel, water, and other stores, the engine properly oiled, and that the lamps and signals are in a fit state.

115. Every engine-driver shall have with him at all times in his tender the following tools: *1 1/2 gal 1 white tube*

A complete set of lamps;

~~A complete set of screw keys;~~

One traversing screw-jack;

One common ditto and levers;

One large and small monkey-wrench;

~~Three~~ cold chisels; ~~two~~ hammers;

One pinch bar; ~~2~~ short chains with hooks;

A quantity of flax and twine;

Four large and small oil cans;

Plugs for tubes and irons;

~~Two~~ fire buckets;

~~Two~~ sets of flags and 12 detonating signals;

For which he will be *responsible*.

116. He must not start his train till directed by the conductor, nor till the bell be

rung. He must answer the signal for *starting* by two short whistles, must invariably start with care, so as not to break the couplings, and see that he has the whole of his train before he gets beyond the limits of the station; and he must run the train as nearly to time as possible, arriving at the stations neither too soon nor too late.

117. He shall allow no person to ride on his engine or tender, except the Manager or Road Master; and he will be fined for every neglect of this rule.

118. He is to stand by the hand-gear, and keep a good look-out all the time that the engine is in motion.

119. He must cause the whistle to be sounded, at least one-fourth of a mile before arriving at any *public road crossing*, and approaching any station, whether the train is required to stop or not, giving one long continued whistle. *not less than 5 seconds*

120. When *attached to a train*, he will be subject to the order of the Conductor, who has exclusive charge of the train, and who will direct him when to start, when to stop, and what shifting of cars to make.

121. When *at a way station*, and not attached to a train, he will be subject to the orders of the Station Master.

122. Although the Conductor has charge of the train, the Engine-driver will *not* be

considered blameless if he run any unnecessary risk on the road without all the precautions being observed which are necessary to perfect safety; nor will he be relieved from blame if he proceed in violation of the instructions or orders, even should the conductor, from negligence or misapprehension, direct him to do so.

123. No Engine-driver on duty, must ever leave his engine, except in cases of necessity, when he must leave it in charge of his Fireman; but on no account whatever shall *both* leave it either on the main line, or on a siding, until it is given up to the proper person appointed to receive it. Should it be necessary for both to leave the foot-plate; the regulator must be shut, the engine thrown out of gear, and the tender brakes screwed hard on.

124. He will be accountable for running off a switch *at any station where his train stops*, or while shunting; but he will not be held responsible for running off a switch at a station where his train does not stop.

125. In *running behind another train*, he must so run as to allow the train in front of him to be at least three miles a-head, and, in approaching a station, or a curve, particular caution must be used to avoid the possibility of running into the leading train. **NO EXCUSE WILL JUSTIFY THE SLIGHTEST NEGLIGENCE OF THIS RULE.**

126. He must keep a good look-out for *any signals*, or for any indication of danger, all of which he is *responsible for seeing* and immediately attending to; and he must obey any signal made by a repair man or other person employed on the road, even if he should see reason to think such signal unnecessary. The lives of the passengers are entrusted to his care, and it is fully expected that he will not only attend to every signal, and to all his instructions, but also that he will, *on all occasions*, be *vigilant* and *cautious* himself, not trusting alone to signals and rules for safety.

127. He must always run on the supposition that at any station he may find a train out of place, and he must have his *train well in hand* in approaching a switch or station.

128. When there is an unavoidable necessity, from an accident or other special cause, for an engine to stop on the main line, the Engine-driver must send a man with a signal to the distance of 800 yards, or sixteen telegraph poles, or more if near a steep grade or curve, in order to protect the train or engine.

129. In cases of doubt, or difficulty, relative to running trains, Engine-drivers and Conductors must consult each other, as they will be equally responsible for any violation of the rules, through forgetfulness, negligence, misapprehension, or any other cause;

in all cases of doubt the safe side must be taken,—*safety must be the first consideration.*

130. The Engine-driver will be held responsible for compliance with the Rules of the Railway, and must not proceed, after sunset, without the proper lights.

131. If any part of a train is detached when in motion, care must be taken not to stop the train in front before the detached part has stopped, and the Conductor or Brakes-man of such detached part must apply his brake in time to prevent a collision with the cars in front.

132. When a train is to be stopped unexpectedly, the Engine-driver must give the signal for the brakes, and repeat if necessary.

133. He must not allow the Fire-man to shunt cars or move the engine at all, and when shunting cars at stations or sidings, the engine must not be uncoupled from them until they are at a stand, and neither must they be shunted at so great a speed as to endanger the lives of men employed in coupling, or in any way injure the property of the Railway.

134. He will not be allowed (except in cases of accident or sudden illness) to CHANGE his engine on the journey, nor to leave his station without permission.

135. He must *start* and *stop* the train slowly, and without a jerk, which is liable

to snap the couplings and chains ; nor is he to shut off steam suddenly, except in cases of danger, so as to cause a concussion of the cars.

136. In *bringing up the train* he must pay particular attention to the state of the weather and the condition of the rails, as well as to the length of the train, and these circumstances must have due weight in determining when to shut off the steam. Stations must not be entered so rapidly as to require a violent application of the brakes, nor to render the sounding of the signal whistle necessary.

137. When passenger trains are behind time, he is *not at liberty to make it up by excessive speed*, but must keep to the rate of speed set forth in the time-table. He is not to arrive at the station before the time fixed. It is equally as wrong to be too soon as too late.

138. When a *Conductor* is *disabled*, the Engine-driver shall have full charge of, and be held responsible for the safety of the train, until a proper person takes charge.

139. No engine is to run *train foremost*, unless from unavoidable necessity, or by order of the Manager, and then only slowly and to the nearest siding.

140. Speed must be slackened, and the whistle constantly sounded in foggy weather. No ballast or wood engines must be on the line in a fog or snow storm.

141. Engine-drivers having charge of freight, ballast or wood trains, must always *keep out of the way of passenger and special trains*, by shunting if necessary; and, if doubtful of getting out of the way, they must direct the repair man to make the usual signals to the following train, and to explain that a freight train is before them.

142. Before any train is backed into a siding or crossing, the Conductor, Fireman, or some competent person, must keep a good look-out with a signal to stop any following train.

143. Engine-drivers with freight trains are to approach all stopping places at a speed not exceeding *ten miles* an hour when within *half a mile* of the stopping place, and to signal the brakeman to put on his brake before the tender brake is put on.

144. Engine-drivers in charge of freight trains must refuse to take cars of goods if they see that they are of a nature to take fire by a spark or hot cinder.

145. Every Engine-driver must carefully examine his engine *after each journey*. He must immediately report any defect or deficiency in the engine or train to the Manager or foreman of locomotives.

146. He must report to the Station Master at the nearest station any accident, obstruction, or irregular occurrence that he may have observed on the line.

147. He must see that the signal cord is attached to the engine alarm bell before starting.

148. Engine-drivers must guard against killing stock. Should any animal be injured by the engine, the Engine-driver must report the same in writing to the Manager, stating the facts of the case. Any engine-driver who neglects to make such a report immediately will be held responsible for all the damages.

SECTION SEVENTH.

BAGGAGE MASTERS.

149. Train Baggage-masters must be at the starting station one hour before the departure of the train, and are under the orders of the Conductor. They will receive from passengers all baggage to be forwarded, and check or mark it plainly, and will keep a proper account of such baggage in a book for the purpose.

150. They will be held accountable for all mistakes in transit. They must not allow any persons except those working the train to ride in the baggage-car, and they must not leave the station at the end of the journey until the baggage has been claimed or properly disposed of.

151. Baggage checks must be kept at all times in a secure place, and they must not be exposed to theft or loss; the duplicates must be compared with the checks before being used, and when given back must be carefully attached to the corresponding check, and locked up till further required.

152. One hundred pounds of personal baggage will be allowed to each passenger, and all articles other than personal baggage, and all excess of personal baggage, must be prepaid, and a proper receipt shewn before it is put upon the train.

153. Baggage to flag stations where there are no proper checks must be distinctly numbered with chalk; the Baggage Master is responsible for having a proper list of the numbers hung up in his baggage car.

154. Baggage Masters shall act as Brakesmen when necessary, and do such other duties as may be required of them by the Conductor.

155. Station Baggage Masters must not check baggage until 15 minutes previous to the departure of the train, and before the baggage is checked passengers must be requested to show their tickets, and excess is to be charged and receipt given if passengers have more baggage than the quantity allowed.

156. In numbering baggage for flag stations, all previous station numbers must be carefully effaced.

157. No checks are to be given to cab or omnibus drivers (as such,) but only to passengers themselves, and on no account are passengers to be allowed to take checked baggage into the car with them.

158. They must keep no more checks on hand than are actually required, but forward all surplus checks to head quarters. Checks, when not in use, must be kept *locked up*.

159. Special care must be taken not to deliver baggage, without first removing the checks, and obtaining the duplicates from passengers. Any baggage received, the checks and duplicates of which do not correspond, must be reported, forwarding the checks and naming the station, whence received, taking a receipt from the owner for the same. When a passenger has lost his duplicate check, baggage must not be given up unless the person claiming it can describe the contents of each package.

160. Baggage must in all cases be handled carefully, so as to prevent injury and all just cause of complaint, and Baggage-masters will be held responsible when any avoidable damage is done.

SECTION EIGHTH.

BRAKESMEN.

161. Brakesmen must be at the starting station *one hour* before the departure of their train, clean and trim their lamps, have their badges fixed on their caps, and be under the orders of the Conductor.

162. Before starting, they must examine their brakes to see that they are in proper working order, and report any defect to the Conductor. If with passenger trains, they shall see that their cars are carefully swept out and dusted, and (if necessary) the stoves lighted, and shall be very particular in seeing that wood, and that only of a proper size, is not put too near them. The wood must be piled carefully up under the seats, and not left in the passages. They shall have the lamps trimmed and ready for lighting, should their journey not be accomplished before dusk.

163. They must always ride *outside* the cars, so as to be in a position to apply their brakes immediately upon the signal being given by the Engine-driver, and the brakes of passenger cars must be eased off and on, unless in cases of danger, to avoid any unpleasant jar in the cars.

164. Upon stopping at stations or sidings, Brakesmen shall *examine the axle*

journals, to see that none are heating; any seeming negligence in oiling to be reported.

165. Brakesmen of all trains shall render every assistance in getting the cars marshalled at the station previous to starting, so that they may work their trains with greater despatch on the journey.

166. They shall give every assistance in wooding and coaling the engine of their train on the journey.

167. They shall see that a proper supply of fresh water (which can be obtained at the stations) is always kept in the water-coolers of the passenger cars.

SECTION NINTH.

FIREMEN.

72 168. Firemen are to be in attendance an hour before the proper time for starting. They will get the proper stores for the journey from the Store-keeper. They will keep the engines cleaned and properly oiled, and assist the Engine-driver as may be required, being subject to his orders both at the station and on the road.

169. The Fireman, on starting from stations, and except when otherwise engaged,

must keep a look-out backward, so as to observe any signal made by the Conductor, or anything that may go wrong with the train.

170. The Fireman will, in all cases, be held responsible for the proper trimming of his engine and tender lamps; he must see they are lighted at sunset and during fogs, and if it should be necessary to run tender first, with or without a train, he will take care the signals are changed, so that the white lamp is exhibited in the direction in which the engine moves.

SECTION TENTH.

SWITCHMEN.

171. The duties of Switchmen require *care, attention* and *watchfulness*, for any neglect may cause serious accidents.

172. He must keep his switches clean and well oiled. Whenever a train has passed over he will see they are re-placed in the proper position, and kept locked. He must try his points before the passing through of any train.

173. He *shall not*, when a train is due, or within ten minutes of the time, allow an engine to pass from any siding on to the

main line without the express order of the Station Master, and then only after the danger signal has been shewn.

174. He must always be furnished, when on duty, with the following articles: a hand signal lamp having three colors, with oil and wick; white, red, and green flags; and 12 fog signals.

175. He *must not* allow any engine to pass from one line to another without first ascertaining that it is safe to do so.

176. The Conductor, Engine-driver or Track-master, who may use switches at sidings where there is no Switchman, shall be held responsible for leaving them in their proper position, and that they are locked. At stations where there is no Switchman the Brakesman shall perform his duty.

177. The Switchman at the Waverley Junction shall keep the danger signal always shown, and no engine-driver, either on the joint track or the Windsor and Annapolis Railway, shall be allowed to approach within 300 yards of the Junction, until he receives the proper signal to move forward.

SECTION ELEVENTH.

ROAD MASTERS.

178. Road-masters will maintain a thorough inspection of the road, bridges, switches, crossings, culverts, drains, fences, and of everything pertaining to the safety of the road. He will have the charge and supervision of all repair men, and be held responsible for the faithful performance of their duty.

179. When materials are wanted for repairs, he will report to the Manager, as no bills will be allowed for purchases made other than by his order.

180. Before any foreman or laborer is engaged by the Track-master he must be made to understand that the wilful transgression of any of these rules, insubordination, drunkenness whilst on duty, being found off his work during working hours, or the commission or omission of any act whereby the passage of trains or engines is endangered, will be punished by dismissal.

181. In every gang of track laborers there must be a Foreman; and the Track-master will be held responsible that every Foreman is provided with a copy of the Regulations, a copy of the Time-table, and the proper signal flags and lamps, and

twelve torpedoes, or fog signals; also, that each Foreman is furnished with an accurate guage for guaging the line of track, and with all other necessary materials and implements.

182. Each Foreman shall constantly keep a copy of these Rules and Regulations while on duty, and must read and explain them to every man engaged under him, and must produce them when required to do so by any of the principal officers of the Railway. He shall be responsible for the men under his charge, and for the proper execution of the work assigned to him, and shall have a list of the names, and *place of abode*, of all men employed under him, so that in case of accident or other emergency he may be enabled to summon them immediately.

183. His duties are :

To maintain the rails in proper guage, perfect in line and level, and safe in all respects.

To remove all loose timber, stones or iron, from the road, and to keep the track clear from interruption of any kind.

To report to the Road Master any defect in fences or any of the works.

To permit no gates to be left open or bars down longer than while in use.

To prevent all persons or animals from trespassing on the Railway, and, if neces-

sary, to take such persons as persist in trespass into custody.

184. Every Foreman shall walk over the portion of line under his charge every morning *before* the first train becomes due, for the purpose of examining the rails, fish-plates, spikes, bolts, points and crossings, seeing there is no impediment in the way, nor materials lying between the rails, nor within three feet of either of them; and that the road is in good order, and no danger to be apprehended to the passage of the engines or trains; and he shall prevent any train, by the proper signals, from passing along before this examination has been completed, and until he has assured himself that it is in safe running order. In cases where the road is under repair, or when circumstances may render it prudent, the Foreman shall walk over his beat as often as may be necessary, or as he may be directed by the Road-master, and he shall *not leave his beat until after the last regular train has passed over it at night.*

185. Track repairers must be particular in watching each train as it passes, to see whether any notices are dropped off the train, or flags or lamps are exhibited upon the engine, and rear of the train, giving notice of an extra train.

186. The *green* signal indicates caution, and is to be used when it is necessary to

slacken the speed of an approaching train; the *red* signal indicates danger, and is to be used when necessary to stop the train, and such signals must be sent back 800 yards from the place they are meant to protect, and must be waved across the track.

187. Whenever it is necessary to displace any part of the track, or in case of any slip or failure of any portion of the works, or in the event of any car being required for temporary use on the line, or, if from any other cause, the track is not safe, the *red* signal must be conspicuously exhibited at a distance of not less than eight hundred yards each way, even if no train or engine is expected. No hand car, or lorry, must be used on the track, or work done to impede the transit of trains, during a fog, or snow storm, or within fifteen minutes of the time of a train being due.

188. When any part of the track is out of repair, so as to make it necessary for a train to proceed cautiously, a *green* signal must be sent 800 yards distant, in the direction whence a train is expected, and kept there until it passes, or until the track is made safe.

189. The track must not in any case be displaced for the purpose of putting in cattle guards, cross drains, or culverts, unless by express orders of the Track-master. The track must not be rendered unsafe, by any operation, until notice shall

have been given by the Track-master to the Manager, and permission obtained to use the track.

190. No rails must be taken up, or the track otherwise disturbed, in such a manner as to render it unsafe, within twenty minutes of the time of a train being due, nor until it has passed. All such work must be done between the regular running hours.

191. In raising the track, and packing the ballast, no lift must be greater than two inches in twenty-four feet, and both rails must be raised equally and at the same time; and, in all cases, when practicable, the lift must be made in the direction in which the first train due approaches.

192. The Track-master must see that safety blocks are put down on all sidings diverging from the main track, at the prescribed distance, not nearer than six feet from the main track.

193. The Trackmaster is held responsible for the safe keeping of all sleepers, rails, chairs, plates, bolts, tools, and implements of every kind pertaining to the track, not in special charge of the Storekeeper, and must immediately report to the Manager any losses or destruction of such property.

194. The Foreman must report, in writing, to the Trackmaster, every case in

which any of the signals are disregarded by the Engine-driver.

195. No broken rails, sleepers, or other defective materials shall be permitted to remain on the road, but must be immediately removed; and when leaving at night, the men in squads shall deposit all the tools, &c., they have been using, under lock and key, in suitable places provided for this purpose.

196. Ballast shall not be deposited between the rails, nor within three feet of either of them, at a greater height than three inches above their level. When engaged in this operation, great care must be taken to keep the stone and gravel clear of the rails.

197. The Foreman shall see that no car left in any siding is nearer at any point than six feet from the main line, and that the choke blocks are fastened before the wheels.

198. This being a single line of railway, the points for the side roads require special care. The switch point, as a general rule, must always be *kept locked*; no dust or small stones shall be allowed to get between the switches and the main rail; and all the working parts shall be properly oiled and made so as to move easily and smoothly.

199. Animals found straying within the Railway fence, must be immediately driven

off. Farm gates found open must be properly closed.

200. When the lorries or hand-cars are not in use, they must be lifted off the track, and the wheels secured by a chain. Track lorries must only be used to convey materials on the line—they must never be attached to a train.

201. All articles found on the track, must be promptly sent to the Station-master of the nearest station.

202. The Foreman shall report to the Road Master every accident that takes place on his beat—such as the failure of any of the works; and this must be done immediately by special messengers.

203. In cases of accident, the whole gang shall give every assistance in their power, and they shall obey the orders of the Conductor in charge of the train in so doing.

204. When the road is under repair, the following signals must be shown to the Engine-driver:—

If the road is safe, the man must stand on the side of the road, holding the *white* flag or light.

If the road is in a rough state, the *green* flag or light should be shown 200 yards on each side.

If a rail is out, or from any other cause the road is dangerous, a man is to proceed

at least 600 yards from the point of danger towards the approaching engine, and wave the *red flag* or *red light*.

205. Road Masters, in their intercourse with the public and with landholders, will be civil and obliging, and endeavor to prevent injury to them or their property.

SECTION TWELFTH.

MECHANICS AND OTHERS IN WORKSHOPS.

206. The ordinary working hours shall be from 7 a.m. till 6 p.m.; dinner hour from 12 to 1 o'clock.

In the morning, ten minutes will be allowed after the hour appointed (seven o'clock); if later than this one half hour will be forfeited; if later than half-past 7 o'clock one hour will be forfeited; and no admittance will be given after 8 o'clock.

Any workmen being later than five minutes three times in one week will forfeit half an hour; five minutes will be allowed after 1 o'clock, p.m., but no admittance beyond this without leave.

207. Every workman must commence his work, and must not prepare to leave before the specified times.

208. Each workman, on entering the works, will be supplied with a time-book

or board, having his name written upon it, and it must be carefully delivered to the time-keeper every morning, with the time accurately entered for each job. These books will be returned in the evening.

209. Workmen absenting themselves without leave or sufficient reasons, shall not be allowed to resume work without permission from their respective foremen, and shall be liable to immediate dismissal.

210. Over-time will not be reckoned as such until sixty hours per week have been worked. Men requiring to work at night will be paid time and quarter from 6 o'clock till 8 o'clock, and time and half from 8 o'clock till 6 o'clock in the morning, allowing one hour and a half for refreshment. This will apply to any person sent out to work along the line; and when so sent, if he cannot return in the evening, he will be allowed a quarter of a dollar extra per day.

This rule only refers to mechanics.

211. Should any workmen be detected taking from the works any copper, brass, wood, or other stores, without authority, he will at once be handed over to the police authorities for punishment.

212. All tools given out to workmen will be entered by the Storekeeper against the individual receiving them, who will be held responsible for their safe custody until the same is returned to the Storekeeper

after a job is finished, or when leaving the employment:

213. Any tools lost by carelessness or neglect will be replaced at the expense of the person losing them.

214. No workman is allowed unnecessarily to be in any other part of the works than that in which his job is situated, or to talk to or interrupt other men at their work, under the penalty of immediate dismissal.

215. Smoking is strictly prohibited during working hours. All jobbing or making of any articles for private use, at meal hours, as well as other times, is strictly prohibited. Any one found wasting stores or damaging jobs or tools wilfully will instantly be dismissed.

216. Spirituous or fermented liquors of every description are not allowed within or on the works. Any one found with such in his possession, or in a state of intoxication, will be subject to immediate dismissal.

217. For the following offences any person will be liable to immediate dismissal:—

Neglecting to take to the store at once any old brass, copper, brass borings, or any other valuable material which may come into his hands.

Smoking during working hours.

Using a light, and not extinguishing it before leaving the works.

Picking tool chests or drawer locks, or taking another's tools without leave.

Passing into or out of the works by any other than the appointed entrance during working hours.

SECTION THIRTEENTH.

PRIVATE ROAD CROSSINGS ON THE LEVEL.

218. Owners or occupiers of ground to whom a level crossing has been granted shall provide suitable gates under lock and key; and shall be bound to keep the same in good working condition.

219. If any person shall omit to shut and fasten any gate set up at either side of the railway, for the accommodation of the owners or occupiers of the adjoining lands, as soon as he and the carriage, cattle, or other animals under his charge, have passed through the same, he shall forfeit for every such offence a sum not exceeding eight dollars.

220. The party for whose accommodation a crossing has been granted will be held responsible and will be called upon to make good any damage that may be sustained.

SECTION FOURTEENTH.

STATION REGULATIONS.

221. Runners for railroads, boats, stage lines and hotels, and carters and hackmen, will not be allowed to solicit custom, or passengers upon any of the trains—nor will they be allowed to enter the stations, nor come upon the platforms on the arrival of passenger trains to solicit passengers, but may stand in such places as directed by the Station Master—nor will hucksters or vendors of newspapers, books, fruit, flowers, confectionery or other such articles, be allowed in the cars or come upon the platforms for the purpose of disposing of the same, except by the authority of the Manager.

222. Hackmen and porters, with checks, will be admitted to obtain the baggage; they will also be admitted when taking baggage to the trains.

223. Hacks, baggage waggons, and private carriages must be arranged in the station grounds, as directed by the Station-master or Policeman. Unnecessary noise, and obscene and abusive language, are strictly forbidden.

224. The waiting rooms are for the travelling public only—all other persons

will be excluded. No smoking allowed, and loungers and others will not be permitted to remain about the premises.

SECTION FIFTEENTH.

REGULATIONS IN REGARD TO PASSENGERS.

225. Passengers must be respectfully informed, that before they can have their baggage checked, they must procure tickets at the ticket office, and show them to the station Baggage Master.

226. To avoid all mistakes, passengers must attend personally to the checking and marking of their baggage; and all baggage will be left, at the place designated, when put in the baggage car, and must be claimed by the owner on the arrival of the train.

227. Passengers must procure tickets before taking their seats in the cars; in case of neglect the conductor is authorized to collect 10 cents in addition to the fare which will be strictly enforced, except from stations where there is no ticket office.

228. Passengers must not, under any circumstances, stand on the platforms of any cars when in motion. They must not go upon nor leave the cars when in motion, nor put their heads or arms out of the car

windows, subject to a penalty of one dollar for each offence.

229. The Conductor will allow no person to travel free, unless under a pass from the General Manager, Engineer, or Superintendent.

230. Passengers *must not* smoke in any car not specially provided for the purpose, and in case of refusal to comply with this regulation, the Conductor may turn them out of the cars.

231. All baggage must be delivered to the Baggage-master or other person authorised to receive the same, before the passenger takes his seat in the cars. It must be accompanied in the same train by its owner, and will not be allowed inside the passenger cars.

232. The liability of the railway, in regard to baggage and other articles transported upon a passenger train, will not commence till such baggage or other articles are received on board the train, and such liability will terminate when such baggage or other articles are unladen from the train at their place of destination.

233. Baggage will not be taken to include money, merchandise, or other articles than those of personal use; nor will the Company be liable beyond the amount of one hundred dollars; nor will the Company

be liable for any baggage or articles not given in charge to the Baggage-master—or left at the stations for the convenience of the owner.

SECTION SIXTEENTH.

GENERAL CONDITIONS OF CARRIAGE.

234. The destination and name of consignee must be *plainly and distinctly marked* on all articles of freight, or no responsibility will be assumed for their miscarriage or loss.

235. The Company will not be responsible for the loss of, or damage done to money in cash, or bills, or promissory notes, or securities for money, or jewelry, trinkets, rings, bullion, precious stones, gold or silver, manufactured or unmanufactured gold and silver plate, or plated articles, clocks, watches, time-pieces, marble, lace, furs, silks, in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials; writings, title deeds, prints, paintings, maps, engravings, pictures, stamps, or other valuables; nor for damage done to china, glass, wearing apparel, musical instruments, furniture, toys, castings, or any other such hazardous or brittle articles, in packages or otherwise.

236. Nor for loss or damage occasioned by delays from storms, accidents, or unavoidable causes, nor for damages from the weather, fire, heat, frost, or decay of perishable articles, or from civil commotion.

237. Nor for loss or damage of any packages insufficiently or improperly packed, marked, directed, or described; nor for packages containing a variety of articles, liable, by breaking, to damage each other or other articles; nor for leakage arising from bad casks or bad cooperage, or from fermentation.

238. Nor for loss or damage done to goods put into returned wrappers, or boxes or packages described as empties; nor for any goods left until called for, or to order, warehoused for the convenience of the parties to whom they may belong, or by or to whom they are consigned. Nor will they under any circumstances be accountable for loss or damage done to freight that is not taken away immediately after advice of arrival has been posted.

239. Neither will they be responsible for any deficiency in weight or measure of grain, &c., in bags; nor for loss or deficiency in weight, number, or measure of lumber, &c., carried by the car load.

240. No agent, or other employee of the Company, is authorized to take charge of bank notes, money, or other valuable papers.

241. Senders of any dangerous articles will be held accountable for any damage arising therefrom or thereto, unless the contents are described as such upon the direction, that due care may be observed in the loading; and in no case will the Company be liable for the loss of any such articles; and they will not undertake the carriage of aquafortis, vitriol, friction matches, or gunpowder, except by special agreement.

242. All articles will be at the risk of the owners, at the several Way Stations and places where Depot Buildings have not been established by the Company, from the moment such articles are delivered, as directed or marked, or until taken into the cars, as the case may be.

243. Fresh fish, meat and poultry, fruit or other perishable articles, are conveyed only at the owner's risk, and must be prepaid.

244. When goods are intended, after being conveyed by this Railway, to be forwarded by some other company or conveyance to their final destination, the duplicate receipt furnished by the consignor must specify the same, and the articles be marked accordingly; the Company will not be responsible for such articles after they are so delivered.

245. When an invoice covers a variety of articles, as bales and boxes of dry goods, furniture, &c., each separate package must

be properly marked and numbered, and a bill of particulars furnished by the consignor, in duplicate, one to be receipted and the other to go with the way bill.

246. Storage will be charged on all freight remaining in the depots over 48 hours after its arrival.

247. Demurrage, at the rate of two dollars per car per day, will be charged on all cars not unloaded by consignee, 24 hours after arrival, as per agreement, and the same must be paid before the goods are removed from the station.

248. No claim for loss or damage will be allowed, unless notice in writing is given to the Station Freight Agent before the goods are removed from the Company's premises.

249. No less charge will be made for any single package or consignment than twenty cents.

250. Live stock must be fed by the owner or at his expense while in transit, and is taken entirely at his risk of loss, injury, damage, and all other contingencies, whether in loading, unloading, conveyance, or otherwise. When sent in quantities of less than one car load, live stock will be charged for per head—to be prepaid in every case.

251. The charges on all freight, &c., must be paid before the goods will be delivered; and the Company do not hold themselves accountable for the correctness of any monies

charged as "back charges" on freight, &c., by other roads, companies or individuals.

252. All goods, from whomsoever received, or to whomsoever belonging, are subject to a *Lien*, not only for the freight of the particular goods, but also for any general balance of freight that may be due from the consignors or consignees, and if in fourteen days after the Company have received the goods the money due be not paid, they will be sold, and the proceeds applied towards the satisfaction of such Lien and expenses.

253. Vehicles will be taken only at the owner's risk of damage from fire, the weather, and all other contingencies.

AN ACT FOR THE REGULATION OF RAILWAYS.

[Passed the 18th day of March, 1856]

Be it enacted by the Governor, Council, and Assembly, as follows:—

1. If any person shall wilfully obstruct any person acting under the authority of the Commissioners in the lawful exercise of their power in setting out the line of the railway, or shall pull up or remove any poles, pegs, or stakes driven into the ground for the purpose of so setting out the line of the railway, or shall deface or destroy any pegs or marks put down or made for the same purpose, or shall wilfully obstruct any of the contractors or their servants or workmen while employed in the construction of the railway, he shall forfeit a sum not exceeding five pounds for every such offence.

2. If any person shall wilfully obstruct the passing of any engine or carriage along the railroad, or shall maliciously place anything on the railroad calculated to obstruct the passing of any engine or carriage, or to injure or endanger the same, or shall maliciously injure the Railroad or anything thereto appertaining, or any materials or implements for the construction or use thereof, or any of the property in the possession or under the control of the Commissioners as such, he shall be guilty of felony, and to be imprisoned in the penitentiary for a term not exceeding fourteen years.

3. If any person shall wilfully obstruct or impede any officer, servant, or agent of the Commissioners, in the execution of his duties upon the Railway, or upon or in any of the stations or other works or premises connected therewith, or if any person shall wilfully trespass upon the Railway, or any of the stations or other works or premises connected therewith, and shall refuse to quit the same upon request to him made by any officer, servant or agent of the Commissioners, or shall wilfully disturb, break down, injure or destroy any of the fences of the Railway, or remove the same or any part thereof, or shall blot out or deface any regulations put up upon the line, or pull down or injure the boards upon which such regulations are affixed,—every such person so offending, and all others aiding or assisting therein, shall severally forfeit a sum not exceeding twenty-five pounds for every such offence.

4. If any person shall omit to shut and fasten any gate set up at either side of the Railway, for the accommodation of the owners or occupiers of the adjoining lands, as soon as he and the carriage, cattle, or other animals under his care have passed through the same, he shall forfeit for every such offence a sum not exceeding forty shillings.

5. If any person, after the Railroad, or any section thereof, shall be opened for use, shall himself go thereon, or shall drive or lead any animal thereon, he shall for every such offence forfeit a sum not exceeding forty shillings; but nothing in this regulation shall prevent the passing across the Railroad where the same is crossed by any other road on a level therewith.

6. If any animal shall be found going at large within the limits of the Railroad, or any section thereof, after the same shall be opened for use, the owner thereof, and the person through whose default or neglect the same shall occur, shall for every such offence severally forfeit a sum not exceeding forty shillings, provided the Railroad shall have on the sides thereof, where it does not cross some other road on the same level, a fence approved of by the Commissioners.

7. If any person shall travel or attempt to travel in any carriage belonging to the railroad, without having previously paid his fare, and with intent to avoid payment thereof, or if any person having paid his fare for a certain distance, knowingly and wilfully proceed in any such carriage beyond such distance without previously paying the additional fare for the additional distance, and with intent to avoid payment thereof, or if any person knowingly and wilfully refuse or neglect, on arriving at the point to which he has paid his fare, to quit such carriage, or if any person, while in such carriage, shall offend or annoy the other passengers therein by riotous conduct, or by indecent or profane language, or shall disobey the lawful directions of the guard, or shall persist in smoking after a request from the guard or from any other passenger to desist therefrom, every such person shall for every such offence forfeit a sum not exceeding five pounds.

8. If any person be discovered either in or after committing or attempting to commit any such offence as in the preceding regulation mentioned, all officers and servants of the Commissioners, and such other persons as they

may call to their aid, and all constables, gaolers and peace officers, may lawfully apprehend and detain such person until he can conveniently be taken before some justice, or until he can be otherwise discharged in due course of law.

9. If any person shall send by the Railway any aquafortis, oil of vitriol, gunpowder, lucifer matches, or other goods of a dangerous character, without distinctly marking their nature on the outside of the package containing the same, or otherwise giving notice to the book-keeper or other servant of the Commissioners with whom the same are left at the time of so sending, he shall forfeit for each offence a sum not exceeding twenty pounds.

10. It shall be lawful for the Commissioners to make and levy such tolls as in their opinion shall be best adapted for the accommodation of the traffic, and to alter and vary the same from time to time, as they may see fit; provided that all such tolls be at all times charged equally to all persons, and after the same rate, whether per ton, per mile, or otherwise, in respect of all passengers, and of all goods or carriages of the same description, and conveyed or propelled by a like carriage or engine passing only over the same portion of the line of Railway under the same circumstances.

11. The tolls shall be paid to such persons, and at such places, and in such manner, and under such regulations as the Commissioners shall appoint.

12. If on demand any person fail to pay the tolls due in respect of any carriage or goods, it shall be lawful for the Commissioners to detain and sell such carriage, or all or any part of such

goods; or if the same shall have been removed from the premises of the Railway, to detain and sell any other carriages or goods within such premises belonging to the party liable to pay such tolls, and out of the money arising from such sale to retain the tolls payable as aforesaid, and all charges and expenses of such detention and sale, rendering the overplus, if any, to the person entitled thereto; or it shall be lawful for the Commissioners to recover any such tolls by action at law.

13. If any person being the owner or having the care of any carriage or goods passing or being upon the railway, shall on demand fail to give to any person appointed to collect the tolls, a true and correct account in writing signed by him, of the number and quantity of goods conveyed by any such carriage, and of the point on the railway from which such carriage or goods have set out, or are about to set out, and at what point the same are to be unloaded or taken off the railway, and if the goods conveyed by any such carriage, or brought for conveyance as aforesaid, be liable to payment of different tolls, shall fail to specify the respective quantities or numbers thereof liable to each or any such tolls, with intent to avoid in any case the payment thereof, he shall for every such offence forfeit and pay to the Commissioners a sum not exceeding ten pounds for every ton of goods, or for any parcel not exceeding one hundred weight, and so on in proportion for any quantity of goods less than one ton, or for any parcel exceeding one hundred weight (as the case may be) which shall be upon any such carriage, and such penalty shall be in addition to the toll to which such goods may be liable.

14. If any passenger shall wilfully cut the lining, or remove or damage any part of the carriages, or shall get into or get off of any train when in motion, or at any other place than the passengers' platform, or attempt to do so, every such person shall for every such offence forfeit and pay a sum not exceeding forty shillings.

15. Passengers at the road stations will only be booked conditionally, that is to say, in case there shall be room in the train for which they are booked. If there shall not be room for all so booked, the passengers for the longer distance will be allowed the preference, and for the same distance they will have priority according to the number of their tickets.

16. The owners of goods and property of every description conveyed by the railway, liable to injury from the weather, or from smoke sparks or fire, shall be responsible for their proper protection, unless under a special bargain with the Commissioners.

17. If any person shall load any carriage on the railway so that the loading extends more than two feet beyond the flange of the wheels, or shall leave any carriage or goods or things under his charge to remain on the railway, or in any of the depots or sidings thereof, to an obstruction of the working of the railway, every such person for every such offence shall forfeit and pay a sum not exceeding forty shillings.

18. If any person convicted under any of the preceding sections, shall not pay the judgment and costs, and no goods can be found whereon to levy the same, such person may be

imprisoned in the common jail of the county for a term not exceeding one day for every five shillings of the amount of the judgment, provided such term shall in no case exceed three months.

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