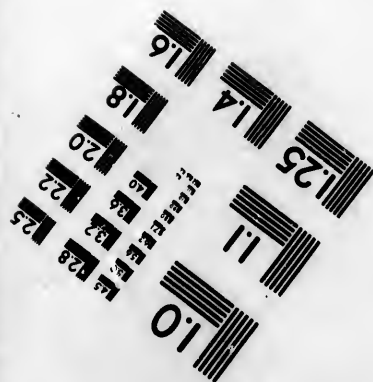
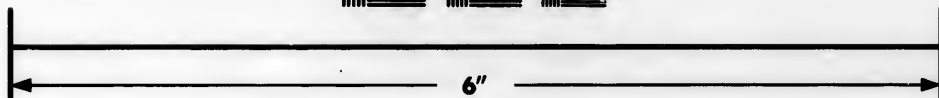
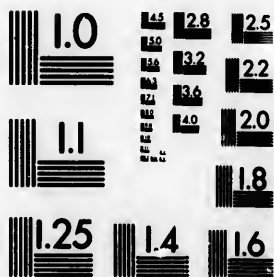


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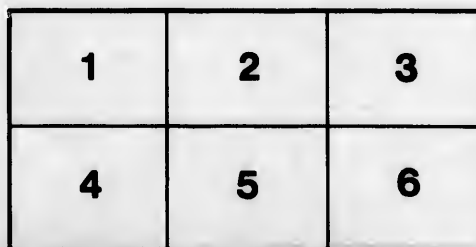
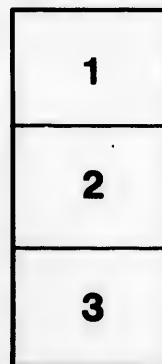
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**BY-LAWS, RULES, SPECIAL RULES,
REGULATIONS AND ORDERS,**

FOR

**The use and guidance of the Servants,
Employes and Officers of the Grand
Trunk Railway of Canada.**

By virtue of the powers and authority vested in us, as Directors of the Grand Trunk Railway Company of Canada; We the said Directors do order and enact, that the several and respective By-Laws, Rules, Special Rules, Regulations and Orders hereinafter contained, and each of them shall be, and they are hereby enacted, adopted as and declared to be the By-Laws, Rules, Special Rules, Regulations and Orders of the Grand Trunk Railway Company of Canada, for use upon the Railway of the said Company, including the several lines now worked by the Grand Trunk Railway Company of Canada, and that as such they shall be binding upon each and every Servant, Employe and Officer of the Company in every respect, in which they shall relate to his or their conduct, in the discharge of his and their duties; and that for any contravention of any one or more of these Rules, Special Rules, Regulations, or Orders, the offender shall over and above any penalty in the said Rules, Special Rules, Regulations and Orders specified, be prosecuted under the Statutes in such case made and provided.

That all former Rules and Regulations inconsistent with these now enacted be cancelled, and that these now enacted do come into effect, on and after the *13th* day of *September* 1865. That every person in the Company's service, shall always have a copy of these Rules, Special Rules, Regulations and Orders in his possession, under penalty of one dollar fine, for neglect in this respect.

**GENERAL REGULATIONS,
APPLICABLE TO ALL SERVANTS
OF THE
GRAND TRUNK RAILWAY COMPANY.**

A COPY OF THESE RULES and REGULATIONS will be given to each employe engaged in the working of the line, and a receipt on a printed form taken from him. In addition to this, a copy of these Rules and Regulations, printed on a sheet and framed, will be hung up in every Station, Engine Shed, Conductor's Room, &c., where it will be open to the inspection of every employe of the Company, and no excuse will be admitted of want of knowledge of the Rules should any employe not have received, and receipted for a copy.

1. Each person is to devote himself exclusively to the Company's service, residing where he may be required.

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

3. All enginemen when on the line on duty must obey the orders of the local superintendents on the respective divisions on which they have severally jurisdiction, whether the same shall be communicated verbally, by telegraph, or by written order, and in all cases where any message or order directing the train or engine to proceed cautiously or at a named rate of speed over any part of the said railway, or any bridge or viaduct thereon, is given to the conductor of any train, he shall at once hand the same to the engineman in charge of the engine, and call his attention to the contents thereof, and the engineman shall retain the same in his possession. And if any engineman shall after the receipt of such message or order, incautiously or at a greater rate of speed than that named in the said order or message drive his engine over the portion of the railway or the bridge or viaduct named in the said message or order, he shall be at once dismissed the Company's service and also punished for disobedience to the utmost rigor of the law, and any conductor failing to obey the requirements of this order will be for such offence punished in the same manner.

4. Any employe will be liable to criminal punishment for disobedience or negligence of orders, and to fine or dismissal for misconduct, incompetency, or USING IMPROPER LANGUAGE while on duty.

5. No employe to receive a fee or reward from any person without the sanction of the Company.

6. No employe of the Company is to smoke when on duty or on or about the Company's premises.

7. Any person intoxicated when on duty will be dismissed.

8. Any case of rudeness, or incivility to passengers, will be severely punished.

9. Every person must appear on duty clean and neat.

10. No person is allowed under any circumstances to absent himself from duty, without the permission of his superior officer, except in cases of illness, and then notice is to be immediately sent to his superior officer, in order that a substitute may be found in due time.

11. No person is to quit the Company's service without giving fourteen days' previous notice; and in case he leave

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11. No person is to quit the Company's service without giving fourteen days' previous notice; and in case he leave without such notice, all pay then due will be forfeited.

12. The Company reserve the right to deduct from the pay such sums as may be awarded for neglect of duty as fines, and for rent due to the Company.

13. Any person subjecting the Company to the service of "saisie-arret" or garnishing order on their pay, will be liable to dismissal, and will be held responsible for all expenses incurred by the Company.

14. Every employe shall make himself thoroughly acquainted with all the Rules and Regulations of the Company, including those contained in the working Time-Table of the district on which he is employed, and shall keep a copy of the same in his possession under a penalty of \$1.00.

15. And on the occasion of an alteration taking place in the running of trains, it shall be his duty to procure and carry with him at all times a copy of the Time-Table applying to the district in which he is employed.

16. The Regulations regarding the running of trains are printed on every Time-Table and are to be read and considered as a part of these Rules.

SIGNALS.

LAMPS AND FLAGS.

RED is a signal of "DANGER—STOP."

GREEN, "CAUTION, PROCEED SLOWLY."

WHITE, "ALL RIGHT—GO ON."

These signals will be made by **FLAGS** in the day time, and by **LAMPS** at night.

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.

The absence of a signal at a point where one is usually displayed is to be taken as denoting danger.

WHISTLING SIGNALS.

To put on **BRAKES**, One whistle.

To **START** or **TAKE OFF BRAKES**, Two whistles.

To **BACK**, Three whistles.


To **TURN SWITCH**, Four whistles.


DANGER a repetition of short sharp whistles.


On approaching **LEVEL CROSSINGS** of Public Roads and Curves, One Long Whistle.

DISTANCE AND SEMAPHORE SIGNALS.

These signals are being introduced on the line, and where they exist the following are the regulations relating to their use:—

The *All Right* signal is shown during the day by the arm being within the post. Thus  and by a green light on top of the post at night, which also means Caution, "To come on Slowly."

The *Caution* signal to slacken speed is shown during day by the Semaphore arm being raised to an angle. Thus  or by a green light at night.

The *Danger* signal always to stop is shown during the day by the arm being raised to the horizontal position. Thus  or by a red light at night.

At drawbridges, crossings of other railways, and junctions the Semaphore arms for Day, and the lamps for Night, signals are always to be set at *Danger*, and every engine and train must come to a full stop before reaching the signal, and not proceed until the signal to come on is shown, and the man in charge must not alter the signal until trains or engines have been brought to a full stop.

All Signal Lamps must be lighted at least half an hour before dark. They must be kept burning brightly all night and extinguished half an hour after daylight.



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DIRECTIONS

FOR THE

USE OF DETONATING SIGNALS.

1. DURING FOGGY WEATHER, SNOW STORMS, OR AT ANY TIME WHEN THE ORDINARY SIGNALS CAN NOT BE SEEN, detonating signals 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.
2. The use of detonating signals is to be in addition to the regular day and night signals of the line, which must be first exhibited.
3. Whenever an accident occurs to a train, 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 conductor and brakeman must go 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.
4. 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 train 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.
5. 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 fireman fixing them as the conductors are herein directed. And when an engine passes over one of the 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 to proceed slowly to the place of obstruction.
6. After the obstruction of the line is removed, the conductor or engine driver must remove all the signals from the rails before proceeding.
7. In any of the above circumstances, and in the absence of either of the officers above mentioned, any engine-man, foreman of works, or any other servant of the Company, is to observe the same rules to guard against danger.
8. Every conductor, switchman, engineman, and foreman of trackmen, must provide himself with 12 detonating signals each, which they are always to have ready for use whilst on duty; and every station agent must provide himself with 12 signals, which are to be kept in an unlocked drawer or shelf, in order that they may at all times be easy of access to all on duty at the station; and every person connected with the station shall be made acquainted with the place where they are deposited.
9. All the persons above named will be held responsible for having the proper supply of detonating signals. When one or more are expended, it is their duty immediately to apply to their superior officer for a further supply of them, to keep up the stock as above directed.

T A B L E

Showing the speed of an Engine, when the time of performing a Quarter, Half, or One Mile is given.

Speed per Hour	Time of performing			Speed per Hour	Time of performing		
	¼ Mile.	½ Mile.	1 Mile.		¼ Mile.	½ Mile.	1 Mile.
Miles	m.	s.	m.	Miles	m.	s.	m.
5	3	0	6	33	0	27	0
6	2	30	5	34	0	26	0
7	2	8	4	35	0	25	0
8	1	52	3	36	0	25	0
9	1	40	3	37	0	24	0
10	1	30	3	38	0	23	0
11	1	21	2	39	0	23	0
12	1	15	2	40	0	22	0
13	1	9	2	41	0	21	0
14	1	4	2	42	0	21	0
15	1	0	2	43	0	20	0
16	0	56	1	44	0	20	0
17	0	52	1	45	0	20	0
18	0	50	1	46	0	19	0
19	0	47	1	47	0	19	0
20	0	45	1	48	0	18	0
21	0	42	1	49	0	18	0
22	0	40	1	50	0	18	0
23	0	39	1	51	0	17	0
24	0	37	1	52	0	17	0
25	0	36	1	53	0	17	0
26	0	34	1	54	0	16	0
27	0	33	1	55	0	16	0
28	0	32	1	56	0	16	0
29	0	31	1	57	0	15	0
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GENERAL ORDERS TO ENGINEMEN.

1. The engineman of every train must be in attendance half an hour, and the fireman forty-five minutes, before the appointed time for starting the train, and the engine coupled at least ten minutes before the time for starting:

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16	0 50	1 52	3 45	44	0 20	0 40	1 21
17	0 52	1 48	3 31	45	0 20	0 40	1 20
18	0 50	1 40	3 20	46	0 19	0 39	1 16
19	0 47	1 34	3 0	47	0 19	0 38	1 16
20	0 45	1 30	3 0	48	0 18	0 37	1 15
21	0 42	1 25	2 51	49	0 18	0 36	1 13
22	0 40	1 21	2 43	50	0 17	0 35	1 12
23	0 39	1 18	2 36	51	0 17	0 35	1 10
24	0 37	1 15	2 30	52	0 17	0 34	1 9
25	0 36	1 12	2 24	53	0 17	0 34	1 7
26	0 34	1 9	2 18	54	0 16	0 33	1 6
27	0 33	1 6	2 13	55	0 16	0 32	1 5
28	0 32	1 4	2 8	56	0 16	0 32	1 4
29	0 31	1 2	2 4	57	0 15	0 31	1 3
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32	0 28	0 56	1 52	60	0 15	0 30	1 0

GENERAL ORDERS TO ENGINEMEN.

1. The engineman of every train must be in attendance half an hour, and the fireman forty-five minutes, before the appointed time for starting the train, and the engine coupled at least ten minutes before the time for starting; and the former must see that his engine is in proper working order, sufficiently supplied with fuel and water, and properly oiled, and that the lamps and signals are in a fit state for use. Before taking charge of the engine they must sign their names in the appearance book kept by the locomotive foreman.

2. Every engineman shall have with him at all times in his tender the following tools:

- 1 complete set of lamps, viz: 2 Short Chains with Hooks, Head Lamp, 2 Red and 2 White 2 Bottle Jacks, or one Traversing Jack,
- 1 complete set of Screw Keys, A quantity of Flax and Twine,
- 1 large and small Monkey 4 large and small Oil Cans, Wrench, Plugs for Tubes and Irons,
- 3 Cold Chisels, 2 Fire Buckets,
- 2 Hammers, 12 Tetonating Signals, 2 White and 2 Red Flags,
- 1 Crow Bar, 1 Steel Shovel.

N. B.—The engineman to be responsible for the above tools; and any of the men found guilty of destroying them, will be fined or dismissed for so doing, as the case may be.

Every engineman and fireman must have a good watch.

3. No person except the engineman and fireman, shall be allowed to ride on the engine or tender without the permission of the general manager, superintendent, engineer or chief officer of the locomotive department. Conductors and brakemen in charge of trains or off duty on no account to be allowed to ride on the engine.

4. The engineman is always to receive the signal from the conductor for starting the train, and he is immediately to answer it by two short whistles. At starting, the engineman must be careful not to injure the couplings by a sudden jerk, and he must look out behind, to see that the train is properly attached.

5. The engineman is to stand by the handgear and keep a good look-out for signals, &c., all the time that the engine is in motion; and the fireman is also to keep a good look-out, except when engaged with his other duties.

6. No engine is to run on the line tender foremost, unless by orders from the superintendent, or from unavoidable necessity.

7. No engine is to propel before it a train, unless by order of the superintendent.

8. No engineman on duty must ever leave his engine, except in cases of great necessity, when he must take care to leave it in charge of his fireman; but on no account whatever shall both leave it, either on the main line or on any siding on the road, or until it be given up to the proper person appointed to receive it.

9. When a train is to be stopped unexpectedly, the engineman must give the signal for the brakes, and repeat if necessary.

10. He must not allow the fireman 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 an impetus as to endanger the lives of men employed in coupling, or in any way injure the property of the Company.

11. When there is an unavoidable necessity, from an accident, or other special cause, for an engine to stop on the main line, the engineman 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.

12. The engineman and fireman must always keep a good look-out and pay immediate attention to all signals, whether the cause of the signals be known to them or not.

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13. The bell and whistle are always to be sounded when approaching a cutting, station or junction, and engine drivers are to take care that the whistle be sounded 800 yards before reaching every level crossing of a public road, and that the bell be rung 600 yards before reaching such crossing, until the crossing be passed. In foggy weather the utmost vigilance and caution must be used, and the whistle blown at least every mile.

14. Ballast, wood, or construction trains, or empty engines, are prohibited from passing along the line in a fog, except when specially authorized to do so.

15. No engineman is to pass from a branch on to the main line until the switchman signals the main line clear.

16. Trains are under the orders of the conductor, to whose instructions as to stopping, starting, &c., the engineman is to pay particular and careful attention.

17. In cases of doubt or difficulty, relative to running the trains, enginemen and conductors must consult each other, as they will be held equally responsible for any violation of the rules through forgetfulness, negligence, or any other cause.

18. Whilst the train is in motion, the engine driver will be held responsible for compliance with the Companies' rules and attention to signals.

19. 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 brakesman of such detached part must apply his brake in time to prevent a collision with the cars in front.

20. In approaching stations, and crossing all bridges and viaducts, and in passing wood piles, all trains are required to run at reduced speed and with extreme caution, and the engines to have their dampers closed.

21. The targets of all switches should be perceived to be correctly set before they are passed, and in starting their trains enginemen must be most careful to ascertain that the switches are right.

22. Every engineman must carefully examine his engine after each journey, and he must immediately report to the locomotive foreman, and enter in the book that is kept for that purpose, any defect or deficiency in the engine or train. He must also report to the locomotive foreman and to the station master or station clerk at the nearest station, and at the terminal station, any accident, neglect, or irregular occurrence, that he may have observed upon the journey. No engineman, when acting without a conductor, shall, without the express permission of the station agent, move his engine on any pretence from any siding on to the main line.

23. In running behind another train, he must so run as to allow the train to be not less than one mile in advance, and on approaching a station, and entering or running round curves, great caution must be used to avoid the possibility of running into the train ahead. No excuse as to being deceived about the distance will be received for a neglect of this rule.

24. In approaching stations, never depend upon information as to where the train ahead will stop for wood or water or other cause—always be prepared to stop short of the station.

25. All enginemen and firemen will be held responsible for a strict compliance with these orders, in respect of any train or engine to which they belong; and they are required to report immediately to the superintendent any of the Companies' servants who shall refuse or neglect to use the precautions hereby ordered to be adopted.

26. Enginemen in bringing up their trains are to pay particular attention to the state of the weather and the condition of the rails, as well as 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 violent application of the brakes, and any engineman over-running the station will be reported.

27. Should fire be discovered in the train, the steam must be instantly shut off, and the brakes applied, and the train be brought to a stand, the signal of obstruction to the line be made, and the burning car or cars be detached with as little delay as possible. No attempt must ever be made to run to the nearest tank, if it is more than 300 yards from the place where the fire is discovered, as such a course is likely to increase the danger.

CONDUCTORS, &c., ON PASSENGER AND MIXED TRAINS.

1. Every conductor, baggage man and brakesman is to be at the station from which he is to start half an hour before the appointed time. He shall wear a badge on the front of his hat or cap denoting his office whilst on duty. The conductor is to see that he has on the train:

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| 1 Axe. | 1 Tall Rope. |
| 1 Saw. | 1 Water Pail. |
| 1 Hammer. | 1 Chain, 12 feet long, with hooks attached. |
| 1 Two Gallon Oil Can. | 1 lb Sulphur. |
| 1 Oil Filler. | 3 Red Lamps. |
| 1 Pair scissors | 3 White Lamps. |
| 1 Case, containing 12 detonating Signals. | 3 Red, 1 Green, & 2 White Flags |
| 1 Broom. | 1 Tall Lamp. |
| Bell Cord. | 6 Links and 6 Pins. |

2. 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 bell-cord is properly attached from the engine to the rear of the train, and that the cars are in a proper state of cleanliness.

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CONDUCTORS, &c., ON PASSENGER AND MIXED TRAINS.

1. Every conductor, baggage-man and brakesman is to be at the station from which he is to start *half an hour* before the appointed time. He shall wear a badge on the front of his hat or cap denoting his office whilst on duty. The conductor is to see that he has on the train:

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| 1 Axe. | 1 Tail Rope. |
| 1 Saw. | 1 Water Fall. |
| 1 Hammer. | 1 Chain, 12 feet long, with |
| 1 Two Gallon Oil Can. | hooks attached. |
| 1 Oil Filler. | 1 lb Sulphur. |
| 1 Pair Scissors. | 3 Red Lamps. |
| 1 Case, containing 12 detonating | 2 White Lamps. |
| Signals. | 2 Red, 1 Green, & 2 White Flags |
| 1 Broom. | 1 Tail Lamp. |
| Bell Cord. | 6 Links and 6 Pins. |

2. 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 bell-cord is properly attached from the engine to the rear of the train, and that the cars are in a proper state of cleanliness.

3. At each terminal station a conductor's book is kept, in which all circulars and orders affecting trains, the working of the line, &c., will be inserted, and it will be the duty of each conductor regularly to inspect the book and sign his name in the margin against each order or notice to show that he has seen it and understands it.

4. After the train is started, it is entirely under the control of the conductor (except when his directions conflict with the Rules and Regulations, or involve any risk or hazard, in either of which cases all participating will be held alike accountable), the passengers are in his charge, and he is responsible for the safety and regularity of the train, which he must never allow to proceed beyond its regular station for meeting, until the arrival of the train due, unless certain advice that it will not come, or written instructions to the contrary, be received from the superintendent or train dispatcher.

5. 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.

6. The conductor must, immediately, on arrival at the next station, report to the station master any defect in the line.

7. The conductor is responsible for the Special Rules of the Company being properly enforced while the train is upon the line.

8. Before leaving a terminal station, the conductors are to make out a return according to a printed form, or enter in the book provided for that purpose, all delays or circumstances of an unusual character that may have happened.

9. Every conductor is to observe the strictest attention and obedience to all signals and auxiliary signals at crossings, stations, or any made by trackmen on the line, as well as to respect all special orders which the officer in charge of stations may think necessary.

10. Conductors will be held responsible for having the full complement of brakemen on their trains.

11. The conductor has time on the journey to examine the wheels, brakes, and journals of the cars, and can have no excuse for allowing them to be neglected. It will always be presumed that he is inattentive to his duties if they are neglected.

CONDUCTORS OF FREIGHT TRAINS.

1. In addition to the foregoing, conductors and brakemen of freight trains must be in attendance half an hour before the time fixed on the *time bill* for the departure of the train, to see that the cars are properly coupled, oiled, and in good order to run. They are to see that they have on the train—

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| 1 Axe. | 1 Chain, 12 feet long. |
| 1 Saw. | 1 Switch or Tail Rope. |
| 1 Hammer. | 1 lb Sulphur. |
| 1 Two Gallon Oil Can. | 2 Red Lamps. |
| 1 Oil Filler. | 3 White Lamps. |
| 1 Pair Scissors. | 2 Red, 1 Green & 2 White Flags |
| 1 Case of 12 Detonating Signals. | 1 Tail Lamp. |
| 1 Broom. | 6 Brake Bolts. |
| 2 Water Falls. | 1 Tail Rope. |
| 12 Links and 12 Pins. | Bell Cord. |

2. The conductor is responsible for the attachment of signal lamps and bell-cord to the train.

3. The conductor is to enter on his *way bill* any delays or casualties, and report the same on arrival to the proper officer. When any cars are left on the road which should have been taken forward, the conductor must instantly on arrival give notice of the same.

He must take no loaded cars without way bills, and no way bills without the proper cars.

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He will see that the doors of the cars are at all times properly secured. Whether empty or loaded they must always be closed while in transit.

He is to see that all the brakemen are at all times kept at their posts, so as to be ready for all emergencies.

When followed by a train, he must have signals ready for instant use.

4. The conductor is to receive and enter on his way bill such dispatch bags, parcels, invoices and letters, as may be delivered to him, and must be very particular to deliver correctly any parcels of goods with way bills which may be entrusted to him at roadside stations.

BRAKEMEN.

Brakemen are to be near their brakes while the train is in motion, and at least one brakeman employed on freight trains must be on the top of the cars while the train is in motion.

Freight conductors and train baggage men, must act as brakemen.

The bell cord must on no account be removed until the train has fully stopped at the terminus.

TRAIN BAGGAGE MEN.

1. TRAIN BAGGAGE MEN must wear, upon their hats or caps, a badge denoting their office. They must report any baggage they receive that is not properly marked and checked, and will keep a proper account of all baggage checked and unchecked, shewing stations at which received and delivered, and send in a correct report of the same at the end of each journey. They will be held accountable for all mistakes in transit, and must not allow any persons, except those working the train, to ride in the baggage car. No checks to be removed from baggage in baggage car, and all baggage to be left where marked for when put in car.

2. No checks must be carried loose in baggage car, but in the box supplied for that purpose.

3. Great importance is attached to the most prompt delivery of letters, way bills, and dispatches consigned to the care of a baggage master; and any neglect in this particular will be severely dealt with.

4. No baggage man must leave the station at the end of journey until all his baggage has been claimed or properly disposed of.

STATION REGULATIONS.

1. Passengers purchasing their tickets before entering the cars will effect a saving of 10 cents.

2. 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.

3. To avoid all mistakes, all 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.

4. Runners for railroads, boats and hotels, and carters or cabmen, will not be allowed to enter the stations, nor come upon the platforms, on the arrival of passenger trains, to solicit or influence passengers, but may stand in such places as directed by the agent or police.

5. Cabmen and porters with checks, will be admitted to obtain the baggage: they will also be admitted when taking baggage to the trains.

6. Hotel omnibusses, baggage waggons and private carriages, must be arranged in the station grounds as directed by the agent or police. Unnecessary noise, and obscene and abusive language are strictly forbidden.

7. The waiting rooms are for the travelling public only, all other persons will be excluded. No smoking allowed.

8. No person must be allowed to get into or upon or quit any car after the train has been put into motion, or until it stops. Any person doing so or so attempting to do so has no recourse upon the Company for any accident which may take place in consequence of such conduct.

9. Passengers are required to take notice that all baggage will be checked to the destination named on tickets issued for the continuous trip and through tickets. Passengers holding such tickets cannot have their baggage checked to any station short of said destination.

STATION MASTERS AND CLERKS.

1. The Station master or person in charge, is held responsible for the efficient protection of the whole of the offices, buildings and other property connected therewith, and must daily inspect every room in the station, as well as the outbuildings, and see that they are kept clean and in good order.

2. He is responsible for the efficient discharge of the duties devolving upon all the Company's servants at the station.

3. He is to see that all general and other orders are duly entered and executed, and that all books and returns are regularly written up and neatly kept.

4. He must at all times enforce the observance of cleanliness and neatness by the employes at his station. He must see that their conduct is respectful and civil to the public, and that no gratuities are received by them under any circumstances.

5. He must immediately report to his superintendent 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 the particulars, as soon as possible.

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5. He must immediately report to his superintendent 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 the particulars, as soon as possible.

6. He is to cause the station grounds to be kept in good order. He must be careful that all stores supplied for the station are prudently and economically used, and that there is no waste of any kind.

7. He will be responsible for all money received at his station for traffic, and will be required to make good any deficiency of cash, whether arising from bad money or errors. He must make up and balance his accounts daily, in the form prescribed by the Company, and remit his cash as called for by special instructions.

8. An account of the weight of all articles handed to the Express Company for conveyance must be rendered *without exception*. No package or parcel for the private use of any employe of this Company or for any other person whatever will be allowed to be sent *free* in baggage car. Any such package must be accompanied by an Extra Baggage ticket.—*Paid*.

9. He must not supply or lend under any pretence or circumstances, stores or other articles belonging to the Company.

10. He shall forthwith communicate to the manager or superintendent, all occurrences which may come to his knowledge, bearing upon the interests of the Company.

11. The station master must see that the time of arrival and departure of every stopping train, and the time of passing of all other trains, or engines, is accurately entered in the train book.

12. He must report, immediately, whenever any train leaves or passes his station, before the time prescribed in the Time-Table.

13. He must be very particular to inform all conductors of the nature of any orders or arrangements that may exist, in any way affecting the trains.

14. 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.

15. The station master is to direct the conductor of each train when to start, and he must use every exertion to ensure punctuality in the train.

16. No engine or car is to be allowed to cross or shunt on the main line, when a train is expected.

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

18. In case of any obstructions on the line, or slips, or other accidents thereon, the agent at the nearest station must give immediate notice by telegraph or otherwise, to the superintendent, the engineer, and to the nearest foreman of the permanent way, to inform them thereof.

STATION BAGGAGE MASTERS.

1. STATION BAGGAGE MASTERS must compare all checks with their duplicates and see that they correspond before being attached to baggage. They are to wear a badge denoting their office upon their hats or caps.

2. Before baggage is checked, passengers must be requested to show their tickets.

3. All previous station numbers on baggage must be effaced. They must not check baggage until a short time previous to the departure of the train.

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

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

6. Special care must be taken not to deliver baggage

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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 stating what station received from, taking a receipt from the owner for the same. When a passenger has lost his duplicate check a charge of 24 cents must be made, and no baggage must be given up in such cases, unless the person claiming it can describe the contents of each package.

7. Station agents are required to report immediately any baggage wanted at their station, also any baggage that has lain unclaimed twenty-four hours. Baggage having lain unclaimed fourteen days to be forwarded to General Baggage Agent, Montreal, properly labelled, showing date received, train, &c., &c.

8. No baggage to be opened by agents except in the presence of owner. A weekly report of all checks forwarded and received up to the Saturday night must be sent, not later than the following Tuesday.

9. Excess to be charged in every instance where passengers have more baggage than the quantity allowed.

10. A proper supply of forms must be kept on hand.

11. All reports and returns made out on the proper forms (others will be considered irregular); mismatched checks, and enquiries for baggage, to be sent to General Baggage Agent, Montreal.

12. Requisitions for blank forms must be made to the Stationery Office, Montreal.

13. Baggage kept for the convenience of passengers under two days free, from two to seven days 5 cents, from seven to fourteen days 10 cents.

WATCHMEN AT DRAW-BRIDGES, CROSSINGS OF OTHER RAILWAYS, AND JUNCTIONS.

1. The semaphore signal must always be kept at "*Danger*," and every train or engine must come to a *full stop* before the "*All Right*" signal can be given, or the arm lowered.

WATCHMEN AT LEVEL CROSSINGS.

1. Every watchman will be provided with day and night signals, which he must keep in proper order.

2. Watchmen should be constantly on the look-out to prevent, by every means in their power, danger or accident of any kind occurring; to passengers on the railway, or the public generally. Strangers trespassing on the line must be warned.

SWITCHMEN.

1. The duties of men in charge of switches require great CARE, ATTENTION and WATCHFULNESS, for any neglect may cause very serious accidents; the men are, therefore, warned always to be on the alert, and cautious in the discharge of their duty.

2. The switchman is to be careful in keeping his switches CLEAN and well OILED, and whenever a train has passed over, he will see that they are replaced in the PROPER POSITION. He is also to try his points before the passing through of a train, that he may be thoroughly satisfied there is no impediment to their true working.

3. At those stations where semaphore signals are placed, they will be worked by the switchman, who will be responsible for their proper working according to the regulations. The semaphore arm must be raised to "*Danger*" immediately a train arrives at the station, and kept up for ten minutes after it has left. Whenever any shunting is being done at the station, the semaphore must be raised to "*Danger*," and not lowered until the main line is clear and the switches correctly set. Any defect in these signals to be at once reported.

4. No switchman shall, when a train is due or within ten minutes of the time, move his switch, or allow on any pretence any engine to pass from any siding on to the main line without the express order of the station agent, and then he shall not open the switch until the proper Danger signal has been shown.

5. He must carefully examine the switches and stationary signals every time he returns to work after being off duty, and see that they are clean, well oiled, and in condition to work freely. He must report all defects immediately to the agent, who will report to the superintendent and the nearest section foreman.

6. Before leaving their work, switchmen must satisfy themselves by personal inspection that the signals are all right, and switches properly set and locked up for the main line.

7. He must always be furnished when on duty with the following articles:

- 1 Hand Lamp, having three colors,
- 3 Flags—Red, White and Green,
- 13 Fog Signals.

8. The switchman must not allow any engine to pass from one line to another without first ascertaining that it is safe to do so.

NOTE.

When a *special written order* is given by the Superintendent of the District, by telegraph or otherwise, to suspend or alter any of the foregoing regulations, such special order is to be obeyed, on pain of instant dismissal; but in all other cases, the foregoing regulations must be *strictly obeyed*.

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8. The switchman must not allow any engine to pass from one line to another without first ascertaining that it is safe to do so.

NOTE.

When a *special written order* is given by the Superintendent of the District, by telegraph or otherwise, to suspend or alter any of the foregoing regulations, such special order is to be obeyed, on pain of instant dismissal; but in all other cases, the foregoing regulations must be *strictly obeyed*.

RULES AND REGULATIONS.

MAINTENANCE OF WAY AND STRUCTURES.

TRACK REPAIRERS.

1. All in the service must conform to the regulations adopted for the working of the trains, and must give prompt attention to any orders the superintendents may have occasion to issue in connection therewith.

2. Before any foreman or laborer is engaged by the Inspector, he must be made to understand that the wilful transgression of any of these rules will be met with immediate dismissal from the service of the Company, and that insubordination on the part of any men or foreman, 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.

3. In every gang of track laborers there must be a foreman, and the inspector will be held responsible that every foreman is provided with a copy of the Regulations, a copy of the working Time-Table, showing the running of the trains; and the proper signal flags and lamps, viz: two red and two green lamps, two red and two green flags, and twelve fog signals; also, that each foreman is furnished with an accurate gauge for gauging the line of track, and with all other necessary materials and implements.

4. Each foreman shall constantly keep a copy of these 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 Company. 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 to assist in any way that may be deemed necessary.

5. Each foreman must walk over his section every morning, and oftener should it be necessary for him to do so, as in the case of violent storms. He must see that all joints are properly spiked and bolted, and the joint ties well packed up, and all other things appertaining to the road secured.

6. 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, denoting that an extra train will follow. As special trains are of necessity frequently run, it will be necessary to be prepared at all times for such trains.

7. The signals to be made use of by the track repairers are two, viz: One green, and the other red. They will consist of a red or a green flag, to be used by day, and a signal lamp, showing red or green, to be used after sunset. 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 it is necessary to stop the train; and such signals must be sent back eight hundred yards from the place they are meant to protect, and must be waved across the track.

8. 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 track or service 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

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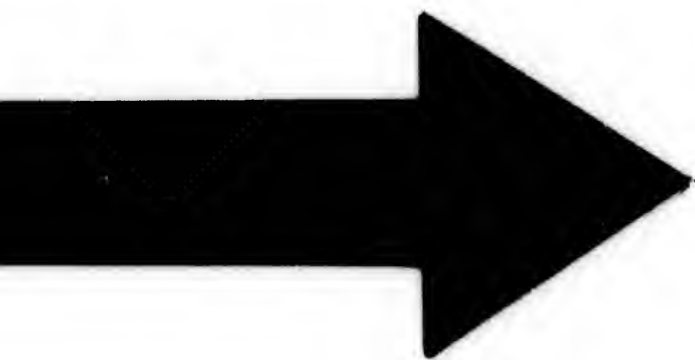
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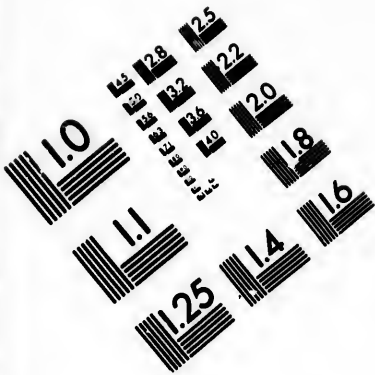
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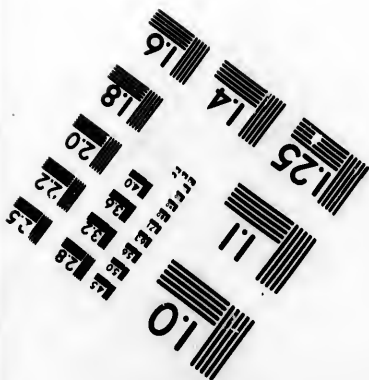
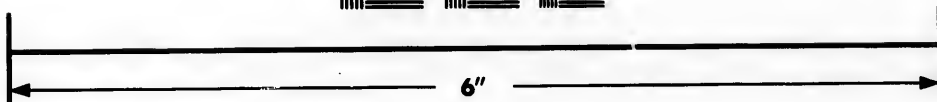
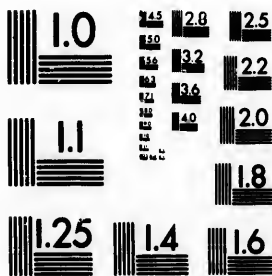
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eight hundred yards each way, by a man who must be sent expressly to hold each signal, even if no train or engine is expected; and he must continue to exhibit the signal until a messenger arrives with orders from the foreman to withdraw it. No hand car, or lorry, must be used on the track, under any circumstances, during a fog or snow storm, or within fifteen minutes of the time of a train being due.

9. When any part of the track is out of repair, so as to make it necessary for a train to proceed cautiously, a man must be sent eight hundred yards with a green signal, in the direction from whence a train is expected, and remain there until it passes, or until the track is made safe.

10. 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 Engineer or track Superintendent, who will appoint some person to be present during such operations, and decide the times, between the running of trains, when such work is to be done. The track must not be rendered unsafe by any operation during the day or night, or upon Sunday, until notice shall have been given by the Engineer to the Superintendent, and permission obtained to use the track.

11. 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.

12. In no case, except where there is absolute necessity, is any work to be performed during a fog or snow storm, by which an obstruction may be caused to the passage of the trains.

13. In raising the track and packing the ballast, no lift must be greater than two inches in a bar of twenty-four feet long, 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, so that the train shall run up grade, and not down.

14. The inspector has authority to take one or more men, with their tools, from the nearest gang, to assist in any repairs required in the station yards. He must see that the safety blocks are put down on all sidings, diverging from the main track, at the proscribed distance from the main track—not nearer than six feet.

15. No ballast between the rails must be thrown up to a higher level than two inches above the ties; and all gravel or ballast dumped alongside of the track, must be shovelled to the side far enough to leave a clear passage for trains, and the rails must be kept clear of gravel and other materials. The track repairers must be particular in maintaining the rails to the proper level gauge, and with a good even surface; they must sweep and scrape the rails when necessary, and keep them free from dirt and snow. All laborers dwelling in shanties along the line are strictly forbidden to keep cows or pigs within the fences. Occupants of crossing watch houses must be particular in obscuring their windows at night, as the light might be taken for a signal.

16. The inspector is required daily to see that all bridge and crossing watchmen are at their posts, and that the supply of water and the means for using it, are perfect at the bridges, in the event of fire.

17. The inspector is held responsible for the safe keeping of all rails, chairs, plates, bolts, tools, and implements of every kind belonging to the Company; and all losses and destruction of such property must be immediately reported to the engineer. All tools, implements, signals, and stores of every description, when not in use, must be kept locked up in a building, or in boxes.

18. The inspector must report, in writing, to the engineer, every case in which any of the signals are disregarded by the engineman.

19. Any accident befalling an engine or train, or any failure of any part of the works, is to be immediately reported by special messenger to the nearest station master on both sides of the spot where the accident has occurred; and he must instantly report the same by telegraph to the local superintendent and engineer, and the danger signals must be exhibited at the distance of eight hundred yards each way.

20. All trees within the railway fences, and all in the immediate proximity of the line, which endanger the same or the telegraph wires, by risk of falling, must be cut down.

21. All cattle and animals found straying within the railway fences must be immediately driven off; and each foreman is held responsible for the safe keeping of the line, in this respect, on that portion of which he has charge. Any farm gates found open must be promptly closed.

22. All persons walking along the line, who are not in the Company's service, must be peremptorily ordered off, and, in case of non-compliance, their names ascertained and reported to the track Superintendent.

23. All gaps in fences, and damages to bridges, cattle guards, &c., must be repaired in a substantial manner; and the places where such damages exist must be immediately reported to the track Superintendent.

24. All level crossings must be closely looked after, particularly to see that the planking is securely spiked down.

25. Any temporary injury to the telegraph poles or wires must be repaired as far as practicable, and the damage immediately reported to the nearest station master. When the wires are touching each other, they must be separated.

26. 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.

27. All articles found on the track must be promptly sent to the station master of the nearest station.

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INSTRUCTIONS FOR TRACK REPAIRERS. WITH REGARD TO THE TELEGRAPH LINES.

1. The foreman of each gang will be responsible for the good and efficient state of the TELEGRAPH LINES along the length of road to which he is appointed.

2. The aforesaid foreman shall, every day, or whenever inspecting his length of road, CAREFULLY observe the telegraphs; and whenever they are broken, in contact with each other, or in any way out of order, he shall IMMEDIATELY repair them.

3. The said foreman shall also, on being notified by the operator in charge of any telegraph station, of a break or interruption on the lines, immediately send some of his gang, or go himself, to repair it; and should the break or interruption not be found on his division of road, either send out the men of the next division, or go on until it is found, or the repairers from the opposite direction are met with. For the neglect of this duty, or any part thereof, he will be fined or dismissed.

4. Each gang of men must be provided with the necessary tools and materials for repairing, consisting of one pair of telegraph spurs, one pair of clamps, one pair of pliers, and one file; also a supply of telegraph wire and insulators, or caps, to be had on application to the telegraph superintendent.

5. The duty of the repairers, in addition to the foregoing will be as follows:

To straighten and brace up all poles that are leaning, or in danger of falling.

To replace broken or burnt poles with new ones, which must be cedar, and peeled.

To keep the lines from touching trees, branches of trees, or buildings.

To keep asunder the wires, wherever there may be more than one on the same poles, by fastening the top wire tight.

To take charge of all spare telegraph poles scattered along the road.

To report to the operator at the nearest telegraph station, any repairs they may make, and the cause, nature, and place of the derangement; and,

In the absence of the foreman, to take the necessary steps to repair the telegraph, when ordered to do so by an operator in charge of a station.

6. The BRIDGE MEN are enjoined to be particularly watchful of the telegraph where it crosses streams, and to use every effort to keep it in proper order. They must also report to the operator at the nearest telegraph station any derangement of the wires or masts of their bridges.

INSTRUCTIONS FOR REPAIRING.

1. When the line is broken, the wire should be loosened from one or two of the poles on each side of the break, by taking off the tie-wire. The two ends of the broken wire should then be screwed in the clamps, drawn together,

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and joined by a tight, compact splice. If the wires are too short to come together, a piece of the same size must be put in.

2. After the joint is made, fasten the line up with the tie-wire to the insulator on the pole as it was at first, care being taken to turn the loose ends or points of the tie-wire, where wooden insulators are used, *downward*; but where glass insulators are used *upward*, and these ends should be as short as possible. Very little *sag* should be allowed in the line between the poles.

3. To make a proper joint in the wire, hold the *two* ends *lapping each other*, in the plyers; and then take five or six short turns with each end around the opposite wire. Samples of such joints can be seen in many parts of the line.

4. When the lines are found to be broken in several different places, near together, so that it will require much time to repair them *properly*, the breaks should be hastily united, and the lines then hung along the fence or trees, but clear of each other and of the ground, snow or rails, so that they may be worked while proper repairs are being made, which, however, must be made as quickly as possible.

5. When the wire is off several poles together, but not broken, it should be lifted and kept clear of the ground, and the other wires—where there are two or more wires on the poles—while it is being fastened up; communications can then be sent over it while the repairs are going on.

6. When insulators or caps are off any of the poles, they must be immediately replaced, and the wire refastened as before.

7. When the line requires repairing at a curve, care must be taken to fasten the wire on the *outside* of the curve, so that the strain may be *against* the post and not *from* it.

USE OF THE TOOLS.

The spurs are used in climbing the poles. They should be strapped on the leg so that the prongs protrude from the hollow of the foot.

The clamps are for the purpose of drawing together the wire when broken, and are used as follows:

Affix one clamp to each of the broken wires by means of the screws, leaving enough of the ends of the wire clear of the clamps, to make a joint of. Then pass the cord, which is attached to one of the clamps, around the wheel of the other, and draw them together. A joint can then easily be made with the slack ends of the wire.

Every foreman is required to have a copy of these rules in his possession, under pain of the fine of \$1.00, or dismissal.

SPECIAL RULES

FOR THE GUIDANCE AND INFORMATION OF ALL EMPLOYES AND TO BE OBEYED BY ALL CONCERNED.

A SPECIAL RULES.

No. 1. The heavy figures in the Time Table show where trains are to cross or pass each other. No train must leave a station where another train of the same class is due, except when instructions in the Time Table give right of Track, or a crossing order is received in writing or by telegraph from the Local Superintendent or Train Dispatcher.

No. 2. Passenger trains have right of track over all other trains; Mixed trains have right of track over Freight trains; Down White Signals have right of track over Up White Signals. When a regular train carrying a White Signal passes a regular train of an inferior class, the White Signal must be transferred to the train so passed, and the Special follow accordingly. Conductors will allow five minutes for variation in watches at all Crossing Stations, but must not run upon this allowance.

NOTE.—Mixed and Freight trains, when they cannot make their regular crossing or passing stations on time, must keep out of the way of Passenger trains, and Freight trains must keep out of the way of Mixed trains, and must be on the sidings ten minutes before Passenger trains are due.

No. 3. When an extra engine or special train is to follow and have right of track over all other trains, a Red Flag by day and a Red Light by night, in addition to the usual lights, must be shown in front of the engine and in rear of the preceding train, and this Red Signal will absolutely stop all trains going in the contrary direction, until the train or engine for which the Red Signal was carried has arrived. When a train is to follow not having right of track, but keeping out of the way of all regular trains, a White Flag by day and a White Light in addition to the usual lights by night, must be shown in front of the engine and in the rear of the preceding train, and the conductor must notify each station agent as well as the conductor and driver of all trains who are to regard the Red or White Signal, as the case may be, that a train is following, whether by day or night.

NOTE.—In case of a regular train passing an irregular one which has previously been signalled by another train, the regular train must carry a similar signal to that carried by the preceding train. Regular trains are those contained in the Time Table.

No. 4. No empty engine must be allowed to follow a Passenger train on a Red Signal. An engine man in charge of an empty or special engine has the same responsibilities as the conductor of a special train, and will be governed by the same rules, and must not run at night without having a proper Head Light and Red Tail Lamp exhibited.

No. 5. No train must leave or pass a station or "turn out" before the time named in the Time Table: ON THIS POINT THERE IS TO BE NO DISCRETION. The small figures in Time Tables show the time trains are due to pass.

No. 6. Special trains must be run between stations by the

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No. 6. Special trains must be run between stations by the time of trains of the same class in the Time Table, and must be shunted at stations at least ten minutes before any regular train is due to pass—and must not pass way stations without the signal to do so has been given by the conductor.

No. 7. As a precaution, all conductors, before leaving a station, shall ascertain from the agent, operator, or person in charge, whether there are any orders or arrangements affecting the running of their trains. After leaving, and while passing a station, conductors are to stand on the platform of the last car to see if any signals are made. Any omission or neglect in observing this rule will be punished with the utmost severity.

No. 8. No construction, wood, or other irregular train must leave a "turn out" in the morning, unless sure that all the night trains have passed, and they must be off the main line fifteen minutes before any regular or signalled train is due, and await its arrival, unless duly signalled or specially ordered to the contrary. Any person violating this rule will be prosecuted under the statute with the utmost rigor.

No. 9. Conductors are held responsible for the movements of trains and for their being worked in accordance with the regulations. In all cases of doubt or difficulty they are to consult the engine-driver; *safely to be the first consideration.* Both are required to see that their watches are correct with Montreal time, and to compare with conductors and drivers of other trains on meeting, also with clocks at stations, and they must report to the local superintendent all differences of time.

No. 10. No engine or train is to be allowed to leave or pass a station within ten minutes of another train going in the same direction, and the engine-driver must so regulate his speed as to keep that time behind the preceding train.

No. 11. Station agents are held responsible for the safety of the switches, which must always, except when a man is standing by, be kept locked for the main line. They must always see that the track is clear at the station, and must not allow cars to be loaded or unloaded on the main line without authority from the superintendent.

NOTE.—This is not intended to relieve conductors and others from the care of the switches they may use; whoever throws a switch on a side track must see it back on the main line.

No. 12. The Alarm Bell in the cab of the engine, is on no account to be used for starting trains: its purpose being for stopping a train in case of necessity.

No. 13. Engine men of all trains are to use the whole time allowed for running, excepting that which may be required for doing the work at Stations, or for crossing other trains. Engine men must endeavour, as far as possible, to keep up a uniform rate of speed, up and down grades. They must have full control over Mixed and Freight Trains when going down grades, and the speed must not exceed fifteen miles an hour. Conductors must see that the train-men apply Brakes to the rear cars when going down grades, so as to steady the train, and keep it under proper control. All trains must pass slowly and cautiously through side tracks at a speed not exceeding eight miles an hour.

No. 14. During night journeys, or foggy weather, engine men are to approach ALL STATIONS WITH GREAT CAUTION; especially those at which trains should be crossed, KEEPING A SHARP LOOK-OUT FOR SIGNALS, and having their trains under such control, that if necessary, they can stop before reaching the signals. When Passenger and Mixed train engine men, do not find Freight trains at their proper crossing Stations, they must look out for them at each station until crossed, and have their trains under full control, so as to stop short if necessary. They must stop and make sure that they are crossing the specified trains. No verbal communication must be received or delivered by train men or others, or acted upon, while trains are in motion.

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No. 15. Station Agents and Section-men must take special care that the Track is clear for Special Trains duly signalled.

No. 16. No Special Train or empty engine must leave a Station unless duly signalled, without direct authority from the Local Superintendent, or Train Dispatcher.

No. 17. Conductors, Station Masters, and others, before acting on any telegraph message ordering the movements of a train, must always intimate to the sender of a message, the construction which they (the recipients) put upon it, and await the intimation that they have understood it properly; and the stoppage of the train having right of track must invariably be secured before the crossing train is dispatched, or the track considered to be clear.

No. 18. Whenever, from any cause, a train is delayed between two Stations, the Conductor must, **FORTHWITH AND IMPERATIVELY**, send a man back 800 yards, or 17 telegraph poles, or to the summit of the nearest grade, to warn and advise the following trains, taking care that he is provided with detonating signals, in case the ordinary signals fail.

No. 19. To prevent loss of time the Conductors are to make their stops at Stations as short as possible. No train is to be started from any Station until the Conductor has given the proper signal for doing so.

No. 20. At Stations where Semaphore signals are provided, Agents must be very particular in seeing that the "Danger" signals are shewn, directly a train stops at, or passes their Station; they are to be kept up for ten minutes after any train has passed or left the Station; they must also be exhibited when shunting is going on, or the main line in any way obstructed. At Stations where there are no Semaphore signals, a Red signal must be shown for ten minutes after the passage of any train or engine.

No. 21. Whenever it becomes necessary to back a train to a Station, it must be done with great care, keeping at least two men with Red flags or Red lights constantly in advance of the train, toward any train that may be approaching.—Neither Conductor nor Driver has any right to assume that there are no trains approaching.

Trains running in opposition to these signals.
NOTE.—On receipt of a crossing order, the "Danger signal" must be at once exhibited, so as to secure the stoppage of a train.

No. 23. All free-passes must be strictly examined and reported. Trip passes are to be punched and collected with the tickets. Persons travelling without a proper ticket or a pass must be charged Fare. If they are entitled to a free passage the money will be refunded by the Local Superintendent. Passes are valid only for the persons mentioned on them. Conductors neglecting to enforce this order will subject themselves to dismissal.

No. 24. All trains or engines must pass slowly and cautiously through towns where the track crosses public streets. The bell must be kept ringing until all such crossings have been passed. Speed must not exceed 6 miles an hour.

Should any employe not understand the above rules, it is his duty to apply to the Local Superintendent for an explanation.

BOVAVENTURE STREET AND LACHINE JUNCTION.

SPECIAL RULES.

B.

Except a crossing is shown in the "remark" column, or a special crossing ordered by the Agent, Bonaventure Street trains, &c., will work as follows, viz:

Trains, &c., class "A," have right of way over all others.
Trains, &c., class "B," have right of way over class "C," only, and must keep clear of class "A."
Trains, &c., class "C," must keep clear of classes "A," and "B."

The Branch Switch east of Lachine Junction Signal House, must always be set for main line.

Western and Lachine trains, to and from Bonaventure Street, must approach this Switch with extreme caution, ready to stop short if necessary, give one long whistle, and look out for signals from Switchman.

Trains from Bonaventure Street going to Point St. Charles, must stop before reaching this switch, give the regular switch whistle, and not proceed until signal received from Switchman and Semaphore, signal turned for curve.

The Semaphore signal between curve switch and Lachine Junction Signal House is only to control trains, &c., working between Bonaventure Street and Point St. Charles—through the curve—and will be used as a means of communication between the Agent at Lachine Junction, and the Switchman at Curve Switch. The speed of trains on curve between Lachine and Grand Trunk Main Lines, must not exceed a rate of six miles per hour.

Engines going to Bonaventure Street after leaving Curve Switch, should sound a long whistle to warn gateman.

Engine drivers must be careful to sound the bell (the whistle only to be used when necessary) while passing the street crossing between Bonaventure Street and Lachine Junction, and keep a good look out for people on the track, and signals from gateman. At night, when a gate is closed across the track, the regular Red light on the gate is seen, and when the gate is swung clear of the track, the man in charge must exhibit a Green light, without which engine-men will not proceed. Pilot men and Conductors are responsible for the attachment of signal lamps and bell cord to all trains.

Champlain and Lachine trains and empty engines, must carry a Green light in front, at night.

POINT ST. CHARLES AND LACHINE JUNCTION SPECIAL RULES.

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The Semaphore signal between curve switch and Lachine Junction Signal House is only to control trains, &c., working between Bonaventure Street and Point St. Charles—through the curve—and will be used as a means of communication between the Agent at Lachine Junction, and the Switchman at Curve Switch. The speed of trains on curve between Lachine and Grand Trunk Main Lines, must not exceed a rate of six miles per hour.

Engines going to Bonaventure Street after leaving Curve Switch, should sound a long whistle to warn gateman.

Engine drivers must be careful to sound the bell (the whistle only to be used when necessary) while passing the street crossing between Bonaventure Street and Lachine Junction, and keep a good look out for people on the track, and signals from gateman. At night, when a gate is closed across the track, the regular Red light on the gate is seen, and when the gate is swung clear of the track, the man in charge must exhibit a Green light, without which engine-men will not proceed. Pilot men and Conductors are responsible for the attachment of signal lamps and bell cord to all trains.

Champlain and Lachine trains and empty engines, must carry a Green light in front, at night.

POINT ST. CHARLES AND LACHINE JUNCTION SPECIAL RULES.

Except a crossing is shown in the "Remark" column, or a special crossing ordered by the agent, Point St. Charles, trains &c., will work as follows, viz:

Trains, &c., Class "A." have right of way over all others.

Trains, &c., Class "B." have right of way over Class "C." and must keep clear of Class "A."

Trains, &c., Class "C." must keep clear of Classes "A." and "B."

The Branch Switch east of Lachine Junction Signal House must always be set for main line.

Trains from Point St. Charles going West, and trains from the West going to Point St. Charles must approach this Switch with extreme caution, ready to stop short if necessary; give one long whistle, and look out for signal from switchman.

Trains from Point St. Charles going to Bonaventure Street, must stop before reaching this Switch; give the regular switch whistle, and not proceed until signal received from switchman, and semaphore signal turned for curve.

The Semaphore Signal between Curve Switch and Lachine Junction Signal House is only to control trains, &c., working between Point St. Charles and Bonaventure Street—through curve—and will be used as a means of communication between the agent at Lachine Junction and switchman at Curve Switch.

The speed of trains on Curve between Grand Trunk Main and Lachine Lines must not exceed a rate of six miles an hour.

During the season of navigation all trains and engines must stop before crossing the Lachine Canal, whether the Bridge is open or closed, and not proceed until the "all right" signal is given by the man in charge. When the canal is closed in winter, trains are not required to stop at the Bridge, but their speed when passing it must not exceed eight miles an hour.

Conductors and engine drivers are enjoined to be particularly vigilant on approaching this Bridge, and note when inward bound trains, NOT having right of way, are delayed; if necessary they must back up to Lachine Junction to clear outward bound trains that have the right of way.

Pilot men and conductors are responsible for the attachment of Signal Lamps and Bell cord to all trains.

Champlain and Lachine trains and empty engines must carry a Green Light in front at night.

SECTION "C."

LOCAL SPECIAL RULES APPLYING TO THE MON- TREAL AND PROVINCE LINE DISTRICT.

The Branch Switch east of Lachine Junction Signal House must always be set for main line.

Western and Lachine trains to and from Bonaventure Street, must approach this Switch with extreme caution, ready to stop short if necessary; give one long whistle, and look out for signal from switchman.

Trains from Bonaventure Street going to Point St. Charles, must stop before reaching this Switch; give the regular switch whistle and not proceed until signal is received from switchman or Semaphore arm lowered.

The Disk or Oval Semaphore Signal between Curve Switch and Lachine Junction Signal House is only to control trains, &c., running between Bonaventure Street and Point St. Charles—through the curve—and will be used as a means of communication between the agent at Lachine Junction and the switchman at Curve Switch.

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Engines going to Bonaventure Street after leaving Curve Switch should sound a long whistle to warn gatemen.

Engine-drivers must be careful to sound the bell (the whistle only to be used when necessary) while passing the Street Crossings between Bonaventure Street and Lachine Junction and keep a good look-out for people on the track and signals from gatemen.

At night when a gate is closed across track, the regular Red Light on gate is seen and when a gate is swung clear of the track the man in charge must exhibit a Green Light, without which enginemen will not proceed.

Pilot-men and conductors are responsible for the attachment of Signal Lamps and Bell cord to all trains.

Champlain and Lachine trains and empty engines must carry a Green Light in front, at night.

SECTION "D."

LOCAL SPECIAL RULES APPLYING TO THE EASTERN AND QUEBEC DISTRICTS.

VICTORIA BRIDGE.

No. 1. No train or engine must be allowed to pass through the Victoria Bridge, in either direction, without a written order from the Local Superintendent or train dispatcher.

No. 2. On arriving at St. Lambert, the conductor will sign a report that his train has arrived, and that the Bridge is clear, which report must be sent to Point St. Charles IMMEDIATELY.

No. 3. All up trains and empty engines are to come to a stop at St. Lambert Station, where wheels and trucks are to be examined, and wait for an order from Point St. Charles before crossing the Victoria Bridge.

No. 4. On arriving at Point St. Charles, conductors of all trains and drivers of empty engines must IMMEDIATELY report themselves to the train dispatcher at the Telegraph Office.

No. 5. Conductors of all trains, except passenger trains, will ride on the rear car while passing through the Victoria Bridge. Conductors of passenger trains will see that a brakeman rides on the rear car while passing through the Victoria Bridge.

BELOEIL DRAW BRIDGE.

No. 6. All trains and single engines must come to a stop before passing the Semaphore Signals, on each side of the DRAW BRIDGE over the River Richelieu at Beloeil, and are not to proceed without permission from the man in charge of the Bridge. Attention is directed to the rule relating to Draw-bridges on page 10 in the Book of Rules and Regulations.

SECTION "E."

LOCAL SPECIAL RULES APPLYING TO THE PORTLAND SECTION OF THE EASTERN DISTRICT.

No. 1. All trains must come to a full stop before crossing the track of the P. & K. Railway at Yarmouth Junction, and must not proceed until the "All-Right" signal is shown.

No. 2. Trains must pass the following stations at a rate of speed not exceeding six miles per hour, viz: All trains Yarmouth; Up trains, New Gloucester and West Milan; Down trains, Wenlock, North Stratford, Berlin Falls, Mechanics Falls and Pownal.

No. 3. No engine or train must be run through Commercial Street in Portland, at a rate of speed exceeding six miles per hour. The brakemen must not leave their posts while the train is passing through the street, and when a train is backed along the street, a man must always be stationed on the rear platform of the last passenger car, or on the rear end of the last freight car of every train.

No. 4. All trains must come to a full stop before reaching the Semaphore Signals at each side of the Draw Bridge at Black Cove, Portland, and are not to proceed until the "All-Right" signal is shown by the man in charge of the Bridge.

SECTION "F."

LOCAL SPECIAL RULES APPLYING TO THE

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No. 3. All up trains and empty engines are to come to a stop at St. Lambert Station, where wheels and trucks are to be examined, and wait for an order from Point St. Charles before crossing the Victoria Bridge.

No. 4. On arriving at Point St. Charles, conductors of all trains and drivers of empty engines must IMMEDIATELY report themselves to the train dispatcher at the Telegraph Office.

No. 5. Conductors of all trains, except passenger trains, will ride on the rear car while passing through the Victoria Bridge. Conductors of passenger trains will see that a brakeman rides on the rear car while passing through the Victoria Bridge.

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No. 6. All trains and single engines must come to a stop before passing the Semaphore Signals, on each side of the DRAW BRIDGE over the River Richelieu at Beloeil, and are not to proceed without permission from the man in charge of the Bridge. Attention is directed to the rule relating to Draw-bridges on page 10 in the Book of Rules and Regulations.

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No. 2. Trains must pass the following stations at a rate of speed not exceeding six miles per hour, viz: All trains Yarmouth; Up trains, New Gloucester and West Milan; Down trains, Wentlock, North Stratford, Berlin Falls, Mechanics Falls and Pownal.

No. 3. No engine or train must be run through Commercial Street in Portland, at a rate of speed exceeding six miles per hour. The brakemen must not leave their posts while the train is passing through the street, and when a train is backed along the street, a man must always be stationed on the rear platform of the last passenger car, or on the rear end of the last freight car of every train.

No. 4. All trains must come to a full stop before reaching the Semaphore Signals at each side of the Draw Bridge at Black Cove, Portland, and are not to proceed until the "All-Right" signal is shown by the man in charge of the Bridge.

SECTION "F."

LOCAL SPECIAL RULES APPLYING TO THE WESTERN DISTRICT.

"BLACK RIVER BRIDGE."

During the season of navigation, all trains and engines must come to a dead stop before crossing Black River Bridge, (four miles west of Port Huron) whether open or closed, and not proceed, until the "All Right" signal is given by the man in charge. When navigation is closed in winter, trains are not required to stop at the Bridge, but the speed when passing must not exceed six miles per hour.

RAILWAY CROSSINGS.

All engines with or without trains MUST come to a DEAD STAND at Toronto, Guelph, Stratford, London and Milwaukee Junction, and remain stationary till signalman shows the way, (by lowering the Semaphore arm by day, and exhibiting Green light by night).

When trains or engines, belonging to the Grand Trunk or other Companies, arrive near crossings at Toronto, Guelph, and Stratford, the STOP signal will be shown to the LATTEIT (the Grand Trunk trains having the preference), but at London, the Great Western Railway have the right of way, also the Northern Railway at Grand Junction crossing.

QUEEN STREET JUNCTION, TORONTO.

Engines to and from the city, will sound the whistle used when cattle are on the track. Engines to and from Queen's Wharf will sound a long, continuous whistle.

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SECTION "G."

LOCAL SPECIAL RULES, APPLYING TO THE BUFFALO AND GODERICH DISTRICT RAILWAY CROSSINGS.

All engines, with or without trains, MUST come to DEAD STAND full two hundred yards short of the Railway Crossings that intersect the Grand Trunk Railway at Port Colborne and Paris, and at the draw-bridges at Welland Canal, and Welland Canal Feeder, and remain stationary until signalman shews it may proceed, (by lowering the Semaphore Vane by day, and exhibiting Green light by night).

When trains or engines belonging to the Grand Trunk or other Railways, arrive near crossing at Port Colborne or the same time, the STOP signal will be shown to the LATER, (the Grand Trunk trains having the preference), but at Paris the Great Western Railway have the right of way.

The Grand River Bridge must not be passed over at higher rate of speed than six miles an hour.

CONDUCTORS must in all cases have a good brakeman on the rear car when leaving the Ferry Boat "INTERNATIONAL," to guard against accident in case of coupling links breaking or otherwise, on each side of the river.

SECTION "H."

LOCAL SPECIAL RULES, APPLYING TO THE CENTRAL DISTRICT.

During the season of navigation, all trains and engines MUST come to a DEAD STOP before crossing the Lachine Canal, whether the bridge is open or closed, and not proceed until the "All Right" signal is given by the man in charge. When the Canal is closed in winter, trains are not required to stop at the Bridge, but their speed when passing it must not exceed eight miles an hour.

GENERAL RULES.

That the Special Rules contained in section "A," be printed upon all Time Bills issued by this Company, for the use and guidance of the Company's employes, on the respective Districts of this Company's Railway, except those for the Bonaventure Street and Lachine Junction, and the Point St. Charles and Lachine Junction.

That the Special Rules in Section "B," shall be printed on the Time Bills of this Company used by the employes from time to time between Bonaventure Street, in Montreal, and Lachine Junction, and between Point St. Charles and Lachine Junction.

That the Local and Special Rules in Section "C," shall apply to the Montreal and Province Line District, and shall also be printed on the Time Bills for that District, in addition to the Special Rules in Section "A."

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the Rules in Section "A."

That the Special Rules in Section "E" shall, in addition to those in Section "A," be printed on the Time Bills used by employes on the Portland Section of the Eastern District.

That the Special Rules in Section "F," shall, in addition to those in Section "A," be printed on the Time Bills in the Western District.

And that all the Special Rules in Section "G," shall in addition to those in Section "A," be printed on the Time Bills in the Buffalo and Goderich District.

And that the Special Rules in Section "H," shall in addition to those in Section "A," be printed on the Time Bills in the Central District.

That all Special Rules, Orders, and Instructions, made and given by the respective Superintendents of the Com-

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LOCAL SPECIAL RULES, APPLYING TO THE
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During the season of navigation, all trains and engines MUST come to a DEAD STOP before crossing the Lachine Canal, whether the bridge is open or closed, and not proceed until the "All Right" signal is given by the man in charge. When the Canal is closed in winter, trains are not required to stop at the Bridge, but their speed when passing it must not exceed eight miles an hour.

GENERAL RULES.

That the Special Rules contained in section "A," be printed upon all Time Bills issued by this Company, for the use and guidance of the Company's employes, on the respective Districts of this Company's Railway, except those for the Bonaventure Street and Lachine Junction, and the Point St. Charles and Lachine Junction.

That the Special Rules in Section "B," shall be printed on the Time Bills of this Company used by the employes from time to time between Bonaventure Street, in Montreal, and Lachine Junction, and between Point St. Charles and Lachine Junction.

That the Local and Special Rules in Section "C," shall apply to the Montreal and Province Line District, and shall as such be printed on the Time Bills for that District, in addition to the Special Rules in Section "A."

That the Special Rules in Section "D," shall be printed on all Time Bills used by the employes of the Quebec Districts of the Company's Railway, in addition to the Rules in Section "A."

That the Special Rules in Section "E" shall, in addition to those in Section "A," be printed on the Time Bills used by employes on the Portland Section of the Eastern District.

That the Special Rules in Section "F," shall, in addition to those in Section "A," be printed on the Time Bills in the Western District.

And that all the Special Rules in Section "G," shall in addition to those in Section "A," be printed on the Time Bills in the Buffalo and Goderich District.

And that the Special Rules in Section "H," shall in addition to those in Section "A," be printed on the Time Bills in the Central District.

That all Special Rules, Orders, and Instructions, made and given by the respective Superintendents of the Company, on their respective Districts, and which shall be in time to time be made and printed, by such respective Superintendents on the Company's Time Bills in use on such Districts, respectively, and each of them shall be observed and kept by all the employes of the Company, and any neglect, refusal, or omission to obey, observe and keep all, and each of said Rules, will be punished with the utmost severity the law will permit.

All orders given to employes by telegraph, or in writing, by the Superintendents or their assistants, in the respective Districts of the Company's Railway, must be obeyed promptly and implicitly by those to whom they are addressed. And all employes whose duty it is to see that such orders are communicated to the person or persons to whom they are, or may be addressed, must see that such orders are promptly delivered to the person or persons so addressed, and understood by them. And all persons so communicating orders, must to the utmost of their power see that such orders are obeyed. Any omission or neglect in any of the above respects, by any one concerned will be punished under the Act of Parliament in that behalf.

Passed and adopted at a meeting of the Board of Directors of the Grand Trunk Railway Company of Canada, held at Montreal, on the *fourth* day of

August A. D. 1865.

R. Coallie Secretary and Treasurer. *J. Ferris* Chairman.

Submitted to and approved of by Governor General in Council, on the _____ day of _____

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