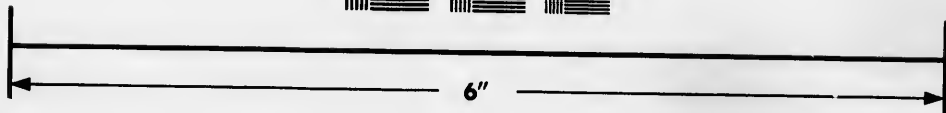
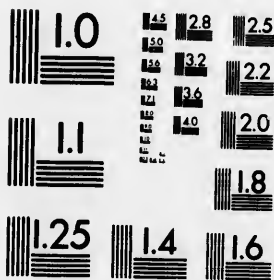


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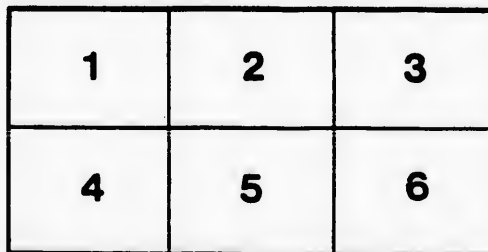
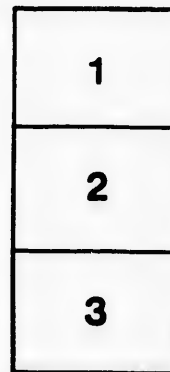
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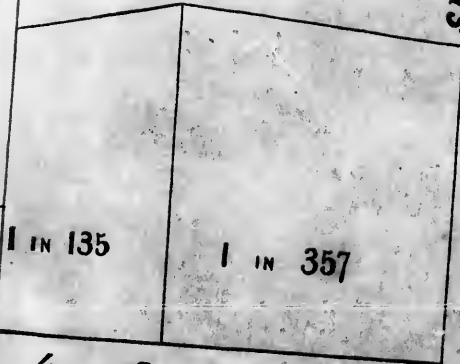
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SUSP. BRIDGE.



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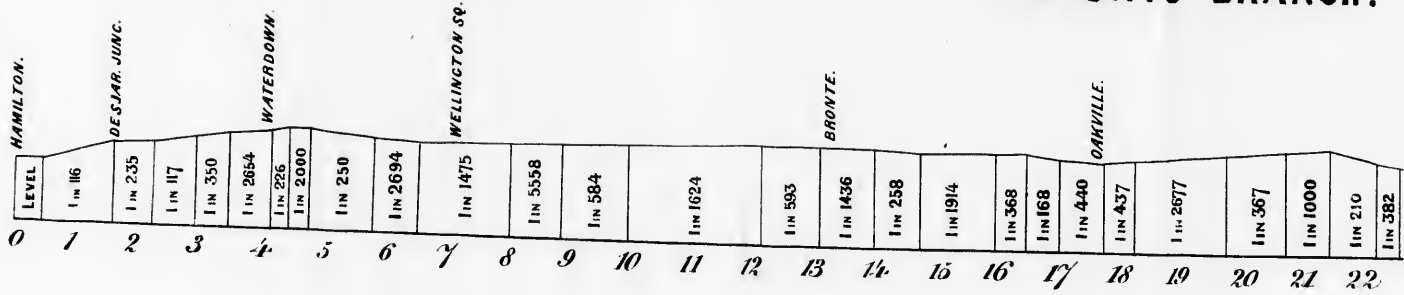
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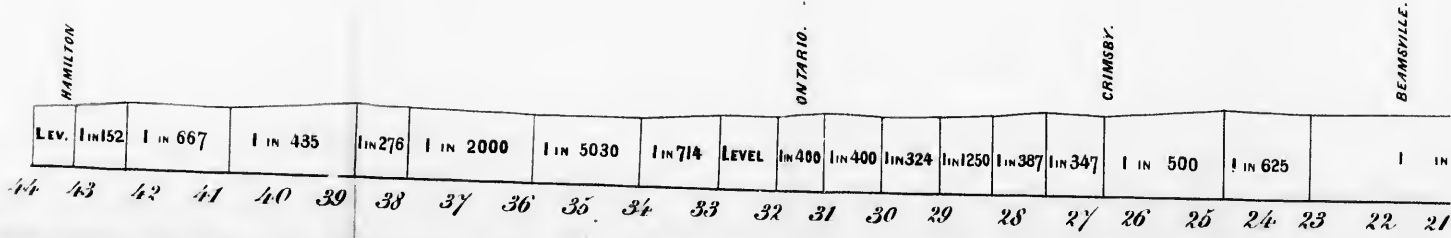
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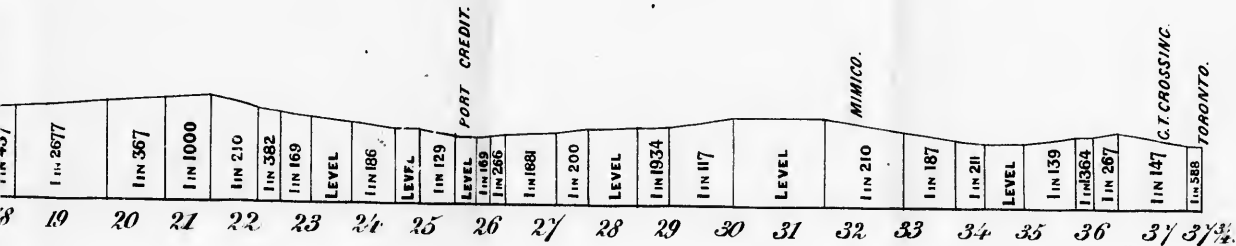


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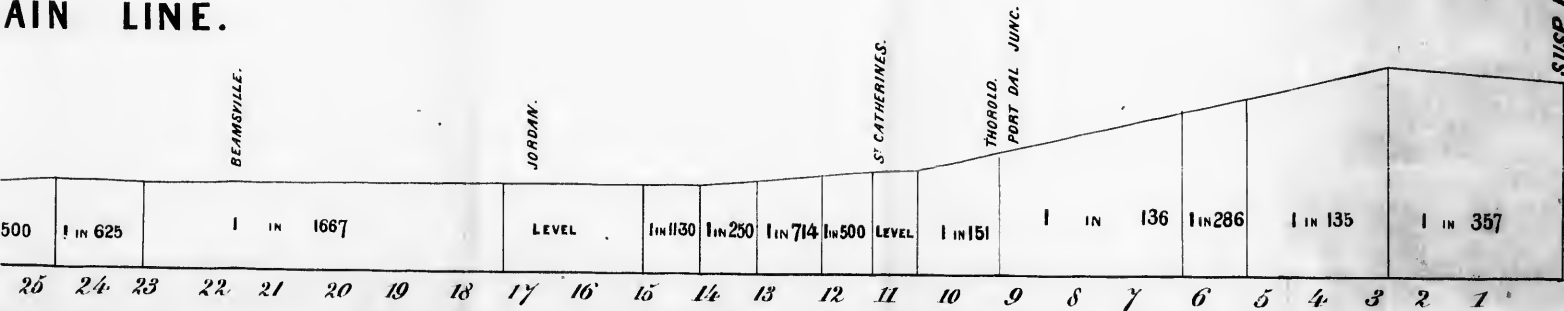


TO BRANCH.

Sheet No. 1.



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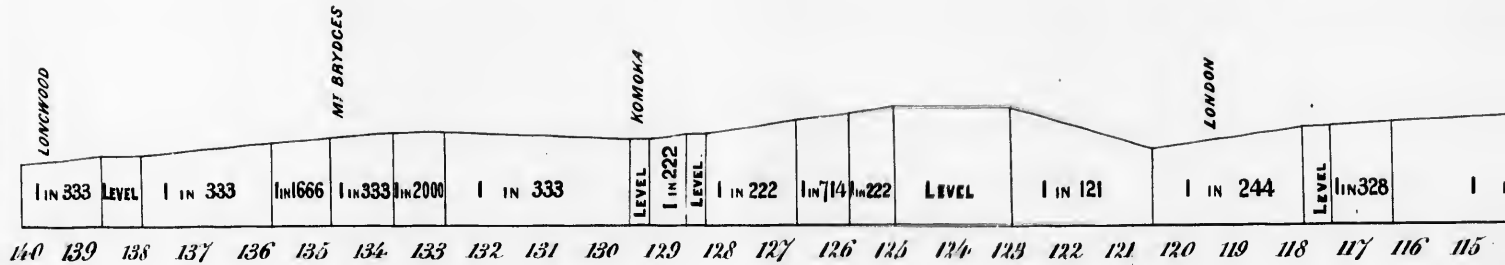
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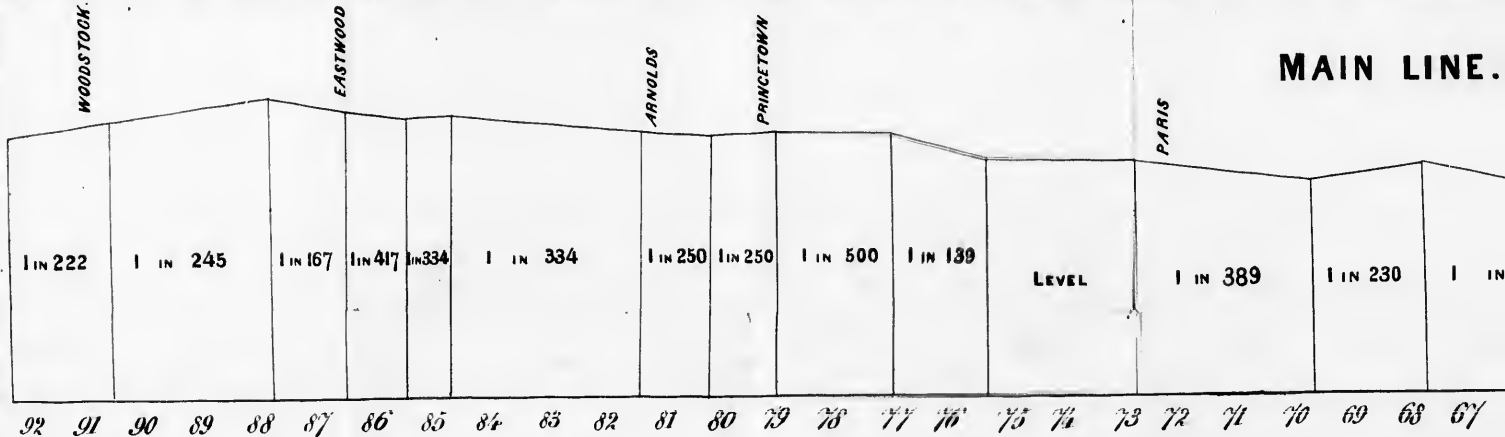
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MAIN LINE

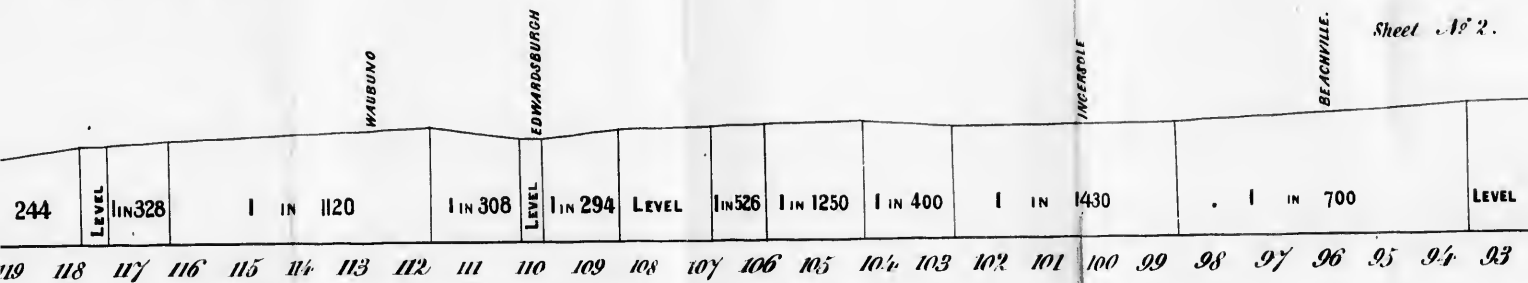


MAIN LINE.

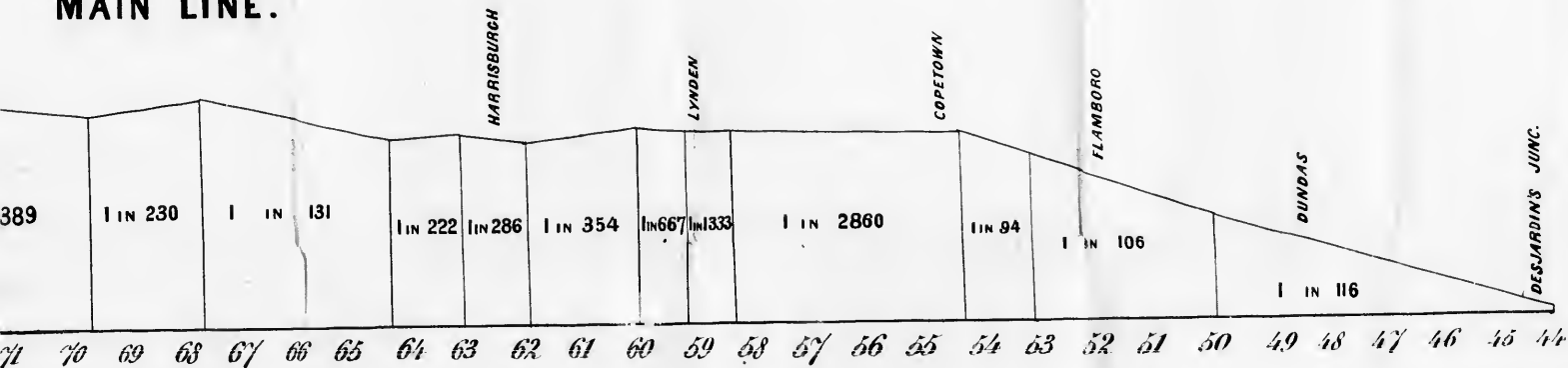


182

# MAIN LINE.



# MAIN LINE.



277

187

43

Sheet. 163.

CHATHAM

2778

187 186 185 184 183

LEVEL

143 142 141 140

**MAIN LINE**

WINDSOR

TECUMSEH

BELLE RIVER

LEVEL	1 IN 400	LEVEL	1 IN 714	LEVEL	1 IN 500	LEVEL	1 IN 5000	1 IN 690	1 IN 400	1 IN 500	LEVEL	1 IN 400	LEVEL	1 IN 400	1 IN 500	LEVEL	1 IN 500	1 IN 500	LEVEL	1 IN 222	1 IN 222	1 IN 1428
-------	----------	-------	----------	-------	----------	-------	-----------	----------	----------	----------	-------	----------	-------	----------	----------	-------	----------	----------	-------	----------	----------	-----------

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VOSBURCH

THAMESVILLE

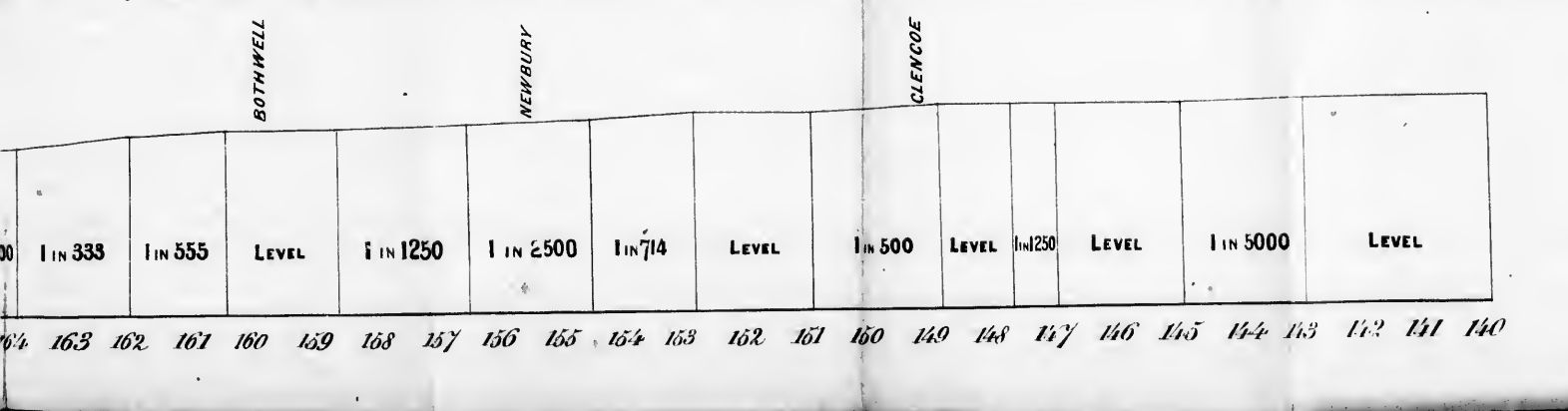
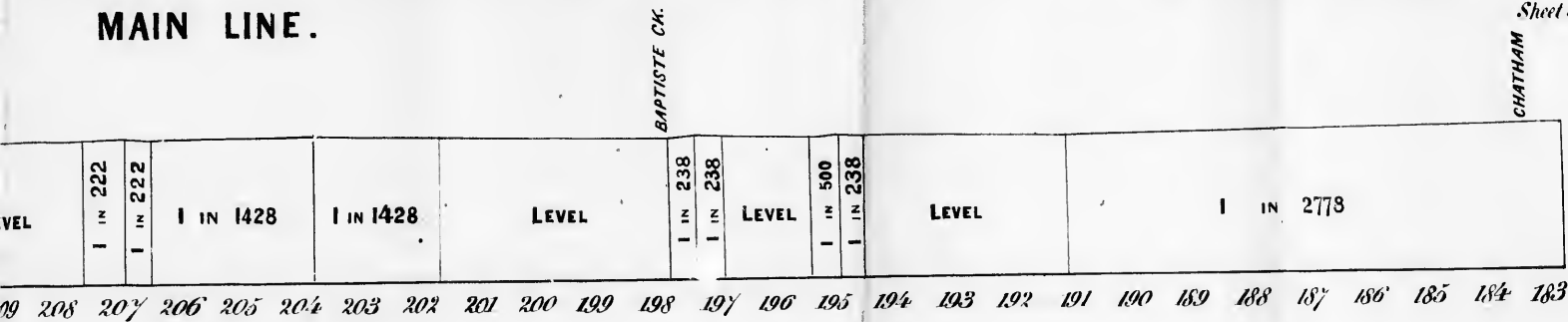
BOTHWELL

LEVEL	1 IN 2778	LEVEL	1 IN 2211	LEVEL	1 IN 333	1 IN 1000	1 IN 333	1 IN 555	LEVEL
-------	-----------	-------	-----------	-------	----------	-----------	----------	----------	-------

182 181 180 179 178 177 176 175 174 173 172 171 170 169 168 167 166 165 164 163 162 161 160

# MAIN LINE.

Sheet 103.



BAPTISTE CR.

CHATHAM

BOTHWELL

NEWBURY

CLENCOE



**H**

PRESTON

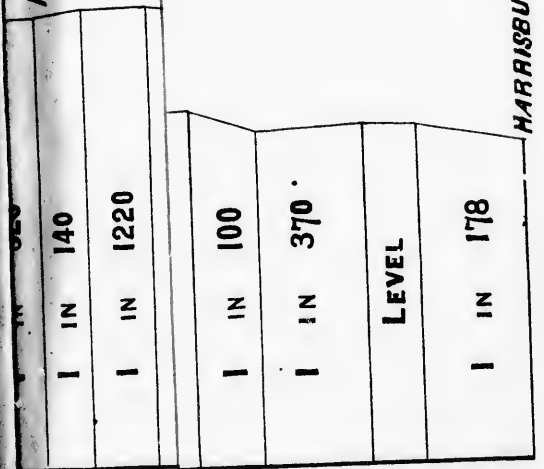
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PRESTON

Sheet No 4.



HARRISBURG

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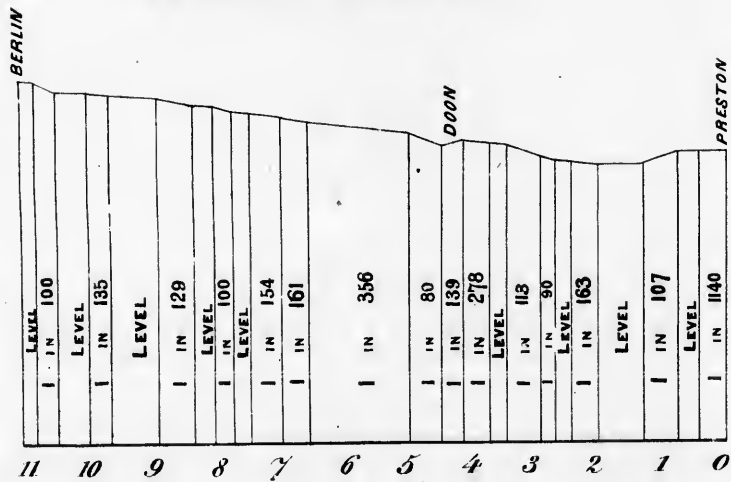
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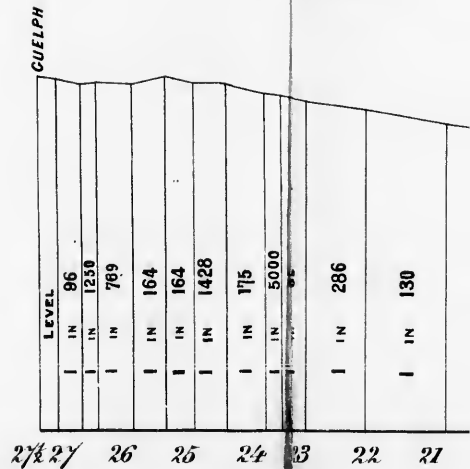
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# BERLIN BRANCH.

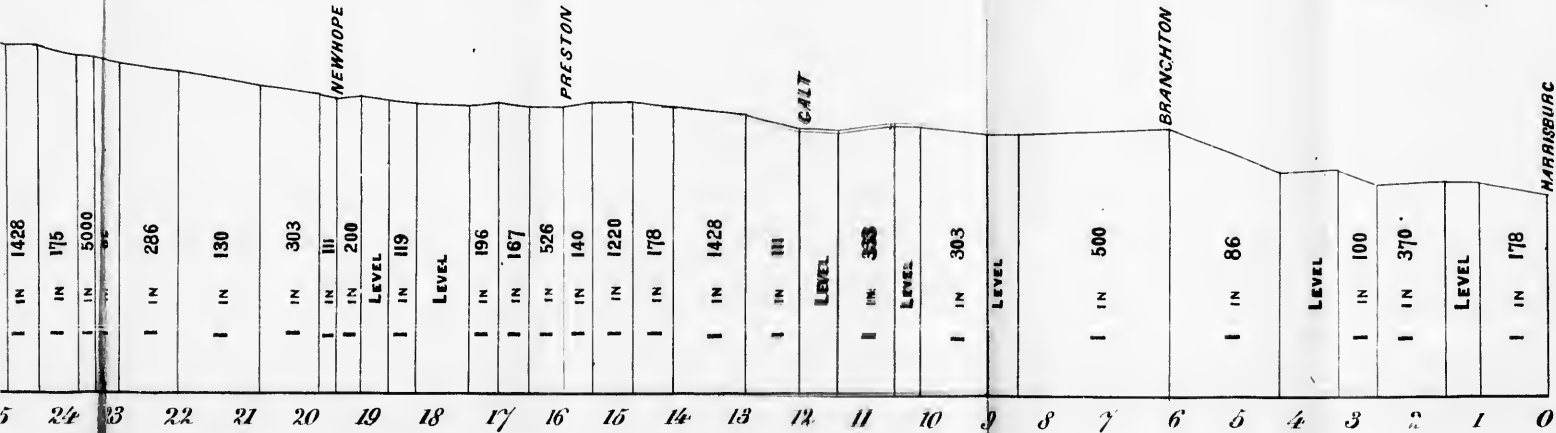


# CALT



# CALT AND CUELPH BRANCH.

Sheet No 4.



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IN

PRINTED BY

GREAT WESTERN RAILWAY  
OF CANADA.

---

Rules and Regulations,

TO BE OBSERVED

BY THE

OFFICERS AND MEN

IN THE EMPLOY OF THIS COMPANY.

---

HAMILTON, C. W., FEBRUARY, 1858.

---



---

HAMILTON, C. W.

PRINTED BY JOHN W. HARRIS & CO., FRANKLIN LIGHTNING PRESS.  
1858.

*At a Meeting*

*C. W.*

*Ordered,*

*That the*  
*the same in*  
*instruction*

*Western R.*  
*Regulations*

*Ordered,*

*That ever*  
*lations on*  
*shillings, cu*

*By order*

*At a Meeting of the Board of Directors, held at Hamilton,  
C. W., on the 29th January, 1858, it was*

*Ordered,*

*That the following code of Rules and Regulations be, and  
the same is hereby approved and adopted for the guidance and  
instruction of the Officers and Men in the service of the Great  
Western Railway Company, and that all former Rules and  
Regulations inconsistent with the same, be cancelled.*

*Ordered,*

*That every person in the service do keep a copy of these Regu-  
lations on his person while on duty, under a penalty of five  
shillings, currency, for the neglect of the same.*

*By order of the Board of Directors.*

*W. C. STEPHENS,*

*Secretary,*

*Great Western Railway.*



SIGNALS, ..

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STATION M

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SWITCH AN

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Grand Trunk

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ENGINEMEN

CONDUCTOR

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TIME KEEP

NIGHT WAT

BAGGAGEM

BRAKESME

Hand Cars, L

TRACK REE

BRIDGE RE

CRIMINAL

Punishment o

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Shewing the

Speed per hour.	Time perfor- ming 1 Mile
Miles.	m. s.
5	3 0
6	2 30
7	2 8
8	1 52
9	1 40
10	1 30
11	1 21
12	1 15
13	1 9
14	1 4
15	1 0
16	0 56
17	0 52
18	0 50
19	0 47
20	0 45
21	0 42
22	0 40
23	0 39
24	0 37
25	0 36
26	0 34
27	0 33
28	0 32
29	0 31
30	0 30
31	0 29
32	0 28

**TABLE,**

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

Speed per hour.	Time of performing $\frac{1}{4}$ Mile.	Time of performing $\frac{1}{2}$ Mile.	Time of performing 1 Mile.	Speed per hour.	Time of performing $\frac{1}{4}$ Mile.	Time of performing $\frac{1}{2}$ Mile.	Time of performing 1 Mile.
Miles.	m. s.	m. s.	m. s.	Miles.	m. s.	m. s.	m. s.
5	3 0	6 0	12 0	33	0 27	0 54	1 49
6	2 30	5 0	10 0	34	0 26	0 53	1 46
7	2 8	4 17	8 34	35	0 25	0 51	1 43
8	1 52	3 45	7 30	36	0 25	0 50	1 40
9	1 40	3 20	6 40	37	0 24	0 48	1 37
10	1 30	3 0	6 0	38	0 23	0 47	1 34
11	1 21	2 43	5 27	39	0 23	0 46	1 32
12	1 15	2 30	5 0	40	0 22	0 45	1 30
13	1 9	2 18	4 37	41	0 21	0 43	1 27
14	1 4	2 8	4 17	42	0 21	0 42	1 25
15	1 0	2 0	4 0	43	0 20	0 41	1 23
16	0 56	1 52	3 45	44	0 20	0 40	1 21
17	0 52	1 46	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 9	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 18	0 36	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 6
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
30	0 30	1 0	2 0	58	0 15	0 31	1 2
31	0 29	0 58	1 56	59	0 15	0 30	1 1
32	0 28	0 56	1 52	60	0 15	0 30	1 0

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## GENERAL REGULATIONS.

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The following Rules and Regulations have been framed for the guidance of the Officers and men in the employ of the Company, who must make themselves thoroughly acquainted, not only with the duties hereby assigned to them, but of those appertaining to the staff generally.

1. Each person will serve and reside where necessary, and devote such time as may be required of him to the Company's service.
2. He shall promptly obey all orders from persons placed in authority over him, and strictly conform to all known regulations.
3. He is not on any occasion or under any pretence, to receive money from any person on the Company's account, unless appointed to do so.
4. He will receive his pay upon the days appointed, but the Company reserve the right to deduct from the pay such fines as may be imposed for neglect of duties.
5. He shall not quit the Company's service without giving two weeks' previous notice of his intention to do so, and should he leave without giving this intimation, any

moneys then due will be forfeited; any person in the service of the Company who shall resign or be dismissed from his situation, shall deliver up every article of dress which may have been supplied to him, and should such articles of appointments, on examination, be found to have been improperly used, or damaged, sufficient deductions from wages then due shall be made to cover the damages; if a Tenant of the Company, he shall immediately remove from their premises.

6. Each person shall be expected, when on duty, to appear in an efficient and proper state of neatness and cleanliness.

7. Each person shall be liable to immediate dismissal for incompetency, disobedience of orders, negligence, or other misconduct; or to such punishment as the Managing Director or his superior officer may award.

8. Spirituous Liquors are strictly forbidden from being taken with persons when on duty. Intoxication and swearing will always be treated as grave offences, and any man so offending will be instantly dismissed; besides for the former offence being liable to fine and imprisonment by the Magistrates, as well as by the Railway Company for damage arising therefrom, each man will be held legally liable for injury occasioned by his negligence to persons or property.

9. Any case of incivility or rudeness will meet with instant punishment by dismissal or fine; and all persons employed by the Company, are strictly enjoined not to enter into altercation with any person, whatever provoca-

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tion may have been given; but, if necessary, to report the matter to their immediate superiors.

10. The pay of every man absent or suspended from duty will be stopped. No persons, employed by the Company, are allowed to receive gratuities, or smoke on the premises, and they shall prevent others from smoking on the station grounds.

11. No officer, or person in the employ of the Company, is allowed, **UNDER ANY CIRCUMSTANCES**, to absent himself from duty **WITHOUT PERMISSION** from the head officer of his department, except from illness, in which case he must immediately send notice to the proper quarter, that a competent person may be entrusted with the duties.

12. They are required to give the strictest obedience to the Danger and Caution Signals. They are not allowed to judge of the necessity of any signals shown: the responsibility for giving them rests with those who exhibit them, and it is absolutely necessary that they be implicitly obeyed.

13. Heads of Departments will be held responsible for seeing that each employé is furnished with a copy of the Company's Rules and Regulations, dated February, 1858, and a receipt obtained on the proper printed form.

14. Every person in the service shall make himself thoroughly acquainted with the Time Tables that shall from time to time be issued, and shall keep a copy of them, and the Rules and Regulations, on his person when on



duty, under a penalty of Five Shillings for neglect of this order.

HAMILTON, February, 1858.

C. J. BRYDGES,  
*Managing Director*



**RED** sign  
**GREEN** sign  
**Slowly.**

**WHITE** sign  
In addition  
presence of the  
**up and down**  
**necessity**

Engineers  
stations or Sign  
following Signs

The person  
Engineers  
on a curve

The Sign  
arm and hand  
stretching  
body; to P  
y the right  
above BACK  
or from the

Trains must  
white, Green  
volving Lan  
the sides of

## SIGNALS.

RYDGES,  
*Managing Director*

**RED** signifies **Danger**, and means **Stop**.  
**GREEN** signifies **Caution**, and means to **Proceed Slowly**.

**WHITE** signifies **All Right**, and means **go on**.  
In addition to the above, and in the unavoidable absence of the ordinary Signals, **anything waved violently up and down on the track**, denotes **Danger** and the **necessity to stop immediately**.

Enginemen and Conductors in working Trains at Stations or Sidings **DURING THE DAY**, will observe the following Signals, which must be given **QUIETLY**:

The person giving the Signals must be stationed on the Enginemen's or right hand side of **Engine**, unless the Train is on a curve.

The Signal to **START**, will be given by stretching the arm and hand at right angles to the body; to **STOP**, by stretching **BOTH** arms and hands at right angles to the body; to **PROCEED CAUTIOUSLY**, by waving slowly the right hand and arm down towards the track; to **GOVE BACK** or **FORWARD**, by waving the arm or hand to or from the body.

Trains must be worked during **DARK**, by the ordinary **White, Green and Red Signal Lights**; when a **Round Revolving Lamp** is not in use, care must be taken to obscure the sides of the **Square Signal Lamp**.

## DAY SIGNALS.

There will be 4 kinds of Day Signals.

1st. The Semaphore, or Station Signal, (see Plate No. 1.)

2nd. The Switch, or Point Signal, (see Plate No. 2.)

3rd. The Flag Signal, (see Plate No. 3.)

4th. The Detonating Signal.

The Semaphore Signals will be placed east and west of each Station; and if the line is clear and free for the passage of Trains, the Arm will not be seen.

In cases where it may be necessary to proceed cautiously, the Semaphore Arm will be raised to the angle of 45 degrees, or half way.

If the Arm is extended in a horizontal position, (see Plate 1,) any Train approaching must stop at least 300 yards short of Semaphore post.

The Switch or Point Signal, will be attached to each Switch leading into the Main Line. If the Switch is **At Right**, no Signal will be shown; but if the Switch is turned for the Siding, a **Red Oval Signal** (see Figure 8 Plate 2,) will be exhibited, when the Train must **Stop** unless it is going in or out of the Siding; in which case a **Green Flag by Day**, or a **Green Light by Night** will be waved by the Switchman; and the Train shall enter slowly, and must be completely under the command of the Engineer, so as to be brought to a stand, short of switch at other end.

The Flag Signals will consist of **Red and Green**.

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## NIGHT SIGNALS.

A **Red Light**, in all cases, is the signal to **Stop**.

A **Green Light** is, in all cases, the Signal of **Caution**, and means, **Proceed Cautiously**.

A **White Light**, to go on—that **All is Right**.

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 TRAIN SIGNALS.

A **Green Light**, on front and tail of Train, will indicate that a **SPECIAL**, or **EXTRA Train**, will speedily follow, and must be waited for.

In the Day-time, a **Red Flag**, placed in the front of the **Engine**, and a **Red Board** "**ENGINE FOLLOWS**," exhibited on rear of Train, will denote that a **SPECIAL**, or **EXTRA TRAIN**, will speedily follow, and must be waited for.

At Night, when one Train "flags" another, in addition to the Green Lamps exhibited, the Conductor of preceding Train will stop and notify Conductors of Trains, past which he is flagging, of the Train following.

After dusk, the moment Trains are run upon the card time of other Trains, due from opposite directions, **RED SIGNAL LIGHTS** shall be exhibited from front of **Engines**, in addition to the ordinary head lights, until such time as irregular trains are passed. Enginemen are held responsible for this being done.

and **Green**.

## DETONATING SIGNALS.

To the Signals now in use, these are added, and no Engineman or Conductor in charge of a Train shall leave a Station without each having in his possession no less number than twelve.

They shall only be used as a *precautionary* Signal, and during snow storms, fogs, or when the atmosphere is so obscured, that the stopped Train or its Signals could not be distinctly seen at least half a mile distant.

During snow, or when Brushes are likely to be used on front of Engines, these Signals shall be firmly tied on rails by string or wire, (a supply of which shall also be carried), one Signal shall be placed 800 yards distant from each end of train, and another upon opposite rail at a further distance of 100 yards. The use of these Signals shall not in any way dispense with the ordinary flag or lamp signal.

Station Masters shall never be without at least twelve of these Signals, and shall have them always at hand to supply passing trains, in cases of emergency. They shall report to the Superintendent how they are disposed of.

## No. 1.

Fig. 1.



Fig. 2.



DANGER.

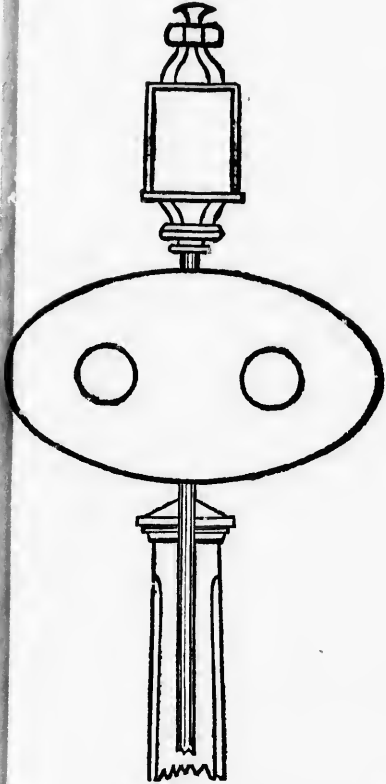
CAUTION.

SEMAPHORE SIGNALS.

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No. 2.

Fig. 3.



STOP.

Fig. 4.



CAUTION.

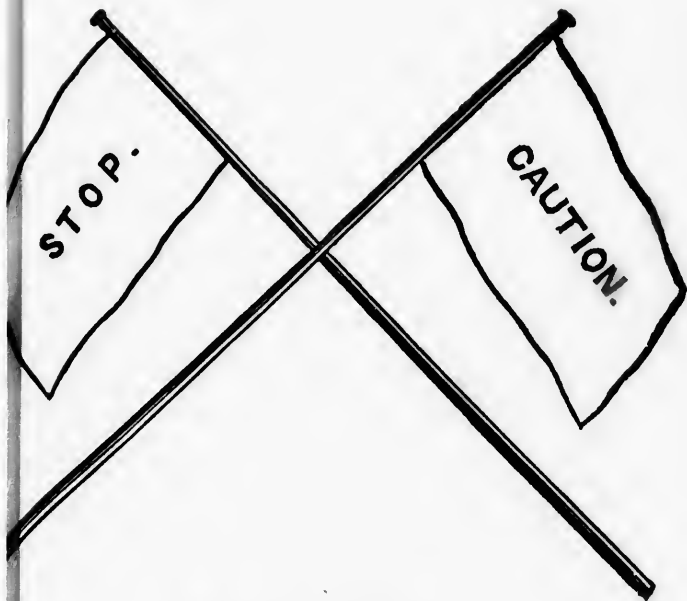
SWITCH SIGNALS.





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## STATION MASTERS.

1. Each Station Master will be responsible for the due collection and correct and punctual account of all matters connected with the Company's revenue, in strict accordance with the forms and instructions he may from time to time receive.

2. He shall communicate to his Superintendent any alteration, calculated to promote the public convenience, or increase the revenue, that may suggest itself to him.

3. He will be responsible for the good conduct and order of all persons employed at his Station, as well as for the order and arrangement of the Station itself. He shall not grant leave of absence to, nor make any change in his Staff, without the knowledge and consent of his Superintendent.

He shall be answerable for the Buildings and the Company's property there; will, after departure of each train, inspect all Rooms and places in connection with the Station, to see that they are washed or swept, and kept neat and clean. Gas, when not in actual use, must be turned down.

4. He shall report without delay, any neglect of duty on the part of any one under his charge, and in case of complaint against any servant, he will communicate the particulars as soon as possible, so that the offender may be sent to head quarters, if the case require it.

5. He will be particular in attending to the comfort and convenience of Passengers, and seeing that no gratuities are taken from them by any of the Company's Servants; he will also see that no person exposes himself to danger by being too near the Track, leaping on or off Cars, or uncoupling them when in motion.

6. The Switches and Signals shall be under his especial charge, and he shall at all times be particular in seeing that they are in good working order, and that they are properly attended to, especially before the arrival of, and while trains are in the Station. All Switches diverging from main track, or through sidings, when not in actual use, must be locked.

He shall make a Written Report, Monthly, to his Superintendent, of their condition, as well as reporting immediately any defects as they arise.

7. He shall see that all the Books are neatly written and when finished, that they are properly labelled and laid past for future reference; that all Letters are punctually attended to, and, when necessary, replied to by the first Train thereafter. All communications must be made in writing, as verbal messages will not be attended to.

8. Circulars, written instructions, &c., **must not be put up on the walls of offices**—they must be put into skeletons and properly indexed.

9. He shall see that the Booking Office is opened no later than half an hour previous to the Time Table Time of the departure of Trains, and closed immediately after the Train starts; but the Office must never be left during the day without a responsible person being in it.

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Station Masters will consider it one of their most special duties to be certain that all passengers from their Station are provided with tickets before getting into the train. A strict examination of the collections made in the cars will be regularly made, and notice recorded of those Stations from which the largest and smallest number of fares are collected on the train.

10. Passenger or Freight Cars must upon no account be left on the Main Track, nor upon any surface crossing, but shunted into a siding, at least four feet clear of Main Track or Through Sidings, locked and the wheels securely cotched.

11. Station Masters shall be particular in noting in their Train Book, the arrival and departure of all Trains, whether they stop or not.

12. At a terminus, and Refreshment Stations, the Bell shall be rung three minutes before the time of starting.

The Station Masters shall see that the Conductors get every assistance at the Stations, so as to have the Trains despatched without loss of time; and any delay in the time of starting the Trains from termini, or detention at intermediate Stations will be strictly enquired into. This regulation applies as much to Freight as to Passenger Trains; the Conductor shall signal the Engineman to start, but not before the time shown in the Table, or by Waiting Room clock at Terminus.

13. In the event of a Train arriving at a Station, preceded by another Train, which, from accident or otherwise has become irregular, the circumstance, with such caution the cause of irregularity may require, shall be commu-

icated by the Station Master, or Switchman, to the Conductor of the following Train, and the Conductor shall inform his Engineman.

14. No Train must be started from a Station, within TEN minutes after a preceding Train of the same class.

15. Station Masters must not stop Passenger Trains at their Stations, unless such Trains are marked on the Time Table to stop, (except when necessary for the safety of the line, and in order to carry out these Rules and Regulations), or without special instructions from the Superintendent.

16. No person, except a Director or Superior Officer of the Company, will be allowed to travel on the Railway without the production of a Pass or Ticket. Persons travelling without a proper Ticket, or a Pass from an authorized officer of the Company, must be charged fare; if they are entitled to a free passage, the money will be refunded by Managing Director, or Assistant Superintendent. Passes are valid only for the person mentioned on them. Conductors neglecting to enforce this order, will be *dismissed*.

17. The Station Masters are specially required to regulate their clocks daily; the Time will be given by the Conductor of the First Train out of Hamilton; and when the Time at any Station differs from that of the Conductor for two successive days, advice must be sent to the Superintendent, as in such cases a person will be sent to regulate it, to assist whom, the Time it has gained or lost must be carefully registered. Time will be telegraphed daily, at 12, noon, to telegraph stations.

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No fault of the Clock will be admitted as an excuse for continual irregularity and incorrectness.

18. Timeous applications for stores must be made upon the proper Requisition forms, and sent on Saturdays to their Superintendent.

They will take care that they always have, at least, a fortnight's supply of tickets on hand for all Stations, sending requisitions to Stationery Department on Saturdays. A fine will be inflicted if this rule is not strictly attended to.

Station Masters are specially requested to see that such stores are prudently and economically used, and that there is no waste of Oil, Gas, Stationery, &c.

Station Masters shall see that no expense is incurred at their Stations, for furnishings or otherwise, under any circumstances.

19. The Telegraph Instrument must not be left without a qualified person to work it, until all the Trains have passed the Station, except at hours appointed for meals, and at those Stations where there are Night and Day Operators, an Operator will always be in attendance.

20. A Report of articles found in the Passenger Cars, or upon the Track, must be sent immediately to Superintendent, and if not claimed within one week thereafter, must be sent to the Baggage Office at Hamilton, accompanied by the proper form stating where and when found. These things must also be registered in the book kept for the purpose by the Station Master, giving particulars of date, and where found and how disposed of. Parties claiming and giving a description of such found pro-



perty, shall give a receipt in the book, as having obtained possession, and no piece of Baggage shall be sent off by a conveyance belonging to another company, without getting a receipt for the same.

21. Station Masters are specially directed to see that their Baggage Masters strictly attend to Rules relating to baggage, and report any neglect, and that Rule No. 4 to Switchmen and Signalmen is also faithfully attended to, and that the man is at the Signal post before the train reaches the platform.

22. They will understand it to be their **special** duty to place their **Cash Bags** in the **Train Cash Box**, and satisfy themselves that the bag is properly **deposited** in **lower** portion of the box.

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## REGULATIONS FOR RUNNING OF TRAINS.

The heavy figures in Time Card with black lines under them, in connection with notes appended, show where Trains are to pass each other, and Conductors will not pass these appointed Shunting Stations with their Trains, except upon properly authenticated and written telegraph messages; but as a general rule, Mixed and Freight Trains (when they cannot make their proper passing places on time, or when Passenger Trains are irregular,) shall keep out of the way of Passenger Trains.

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leaving a Telegraph Station, shall ascertain from the Station Master, or person in charge of Station, whether there are any orders or arrangements affecting the running of their trains, and the position of Mixed and Freight Trains to be passed on the journey.

When Conductors receive written messages from Station Masters, they will, before leaving office, read and see that they understand them, and then hand them to their Enginemen, and see that they understand them.

Messages must be preserved until at end of journey.

All communications either received or forwarded, respecting the movement of Trains, must be written legibly in telegraph books; operators must not receive or give verbal messages.

The report of the departure of all Trains must be promptly entered in book, and the receipt and despatch of all messages accurately timed.

In the case of forwarded messages, the time of entry by Station Master shall be shown by him, and the time of reporting by the operator.

All messages sent respecting the movement of Trains, shall have **31** attached, (meaning, "how do you understand,") and before acting on such arrangement, a **32**, (meaning "I understand," and repeating the message sent,) must be received.

Each Station Master shall carefully watch the movements of all Trains approaching his Station from both directions, and if either, or both are irregular, take into account the running time allowed by Time Table, distance,

grades, weight of Train and Engine, and make such meeting and passing arrangements with Station Masters at next Telegraph Stations, as will keep trains moving, and delay both as little as possible.

The Station Masters shall have written copies of telegraph arrangements ready for, and hand to Conductors on arrival of their trains; any neglect on part of Station Masters in making arrangements, whereby trains are delayed, will be minutely investigated, and severely dealt with.

Conductors shall be particular in reporting those cases of delay coming under their notice.

When trains are on time, use the telegraph as little as possible, only report trains, **sharp** after their departure, and see that operators get those offices next their own for **report.**

Station Masters, when making arrangements for Freight Trains meeting and passing Passenger Trains, must avoid giving Freight Trains such a right of way as might likely delay Passenger Trains, *i. e.*, they will always make the passing arrangement for Freight Trains, so as to give them ample time to be shunted at passing Stations not less than 10 minutes before Passenger Trains would be due there.

Freight Trains must not be run on the time of Passenger Trains, although the Passenger Trains are known to be behind time, and the Freight Trains could proceed with safety a certain distance on their journey, without the regular passing arrangements have been made, and a distinct understanding between Conductors of both trains.

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When Passenger Train **ENGINEMEN** do not find Freight Trains at their proper passing stations, they shall keep look out for them at each Station or side track until passed, and have their trains under control so as to stop short of station or siding, if necessary; and at places where trains are being met and passed, Enginemen and Conductors shall bring their trains to a stand, and make sure that they are passing the specified trains. No verbal communications must be delivered or received by Train men, while they are in motion on their trains, (must be only when they are stationary, and fully understood.)

In the event of an accident happening on any part of the line, it must be kept strictly private; no version or account of it shall be telegraphed, not even to operators, but what is written and signed by an agent of the Railway Company, and given to operators for transmission.

Those who may observe or hear such communications passing, must be silent on the subject.

These messages, when received, must be delivered in envelopes, and every precaution taken to preserve secrecy.

Telegraph offices must be kept private—no idlers allowed therein; neither shall any one be allowed to look on the telegraph books but those who have necessity to do so.

Telegraph books, when written up, shall be labelled, showing whether forwarded or received, dates from and to, and laid carefully past for reference.

No communication shall be sent by telegraph that can

possibly be sent by train, and Station Masters shall see that this is strictly attended to.

Messages handed to operators for transmission, that they may think might go by train, shall be referred to their Station Master for his opinion as to whether they shall go by telegraph or train.

All such telegraph communications must be **brief**.

The line is quite busy with its legitimate work, viz:—train reports,—other business intervening has a tendency to delay trains.

At Night Telegraph Stations the Night Station Master or Switchmen shall see that operators keep awake; any seeming negligence in attending to instruments, or attempts at lying down or sleeping, shall be reported without fail to the Day Station Master, who will notify Assistant Superintendent.

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## SWITCHMEN AND SIGNALMEN.

1. It will be the duty of each man in charge of Switches and Signals, to make himself familiar with the arrangement of the Station and Switches on his beat, and to provide himself with two Red and two Green Signal Flags, and a Hand Signal Lamp; and if distant from Station, he shall always have a supply of Oil and Wick

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at hand, and he will be held responsible for these Signals and Switches, at all times, being in good working order, and to report to the nearest Station Master any defects in the same.

2. It will be his duty to make himself thoroughly acquainted with the Code of Signals, so as to work them properly; and he shall report to the Station Master any neglect on the part of Enginemmen of observance of the same.

3. When Trains from opposite directions are approaching at the same time, the Switchman shall exhibit the Red Semaphore Signal, and bring both trains to a stand short of siding, and continuing to exhibit his Semaphore, shall with his GREEN hand signal lamp or flag, bring on the Train which has to take the Side Track, and when the Main Track is clear, change the Semaphore to let the other Train proceed. Care must be taken while giving the hand signal to one train to obscure it from the other.

4. He will be very particular in seeing that **the Danger Signal** is shown directly that a Train Stops at the Station, and to keep it on for **TEN MINUTES AFTER** any Train has either **Passed through, or left** the Station;—*this is imperative.*

5. It will be his duty, at all times, before allowing a **Train to pass**, to satisfy himself that the **Line is clear**, and that all Switches are properly set. When Conductors open Switches, Switchmen shall see afterwards that Switches have been left locked for Main Track.

6. At all sidings, the Switch must be kept right for the

Main Line, and locked, and only unlocked and turned for the Siding when a Train has to go in or out. Switches diverging from through Sidings shall always be kept locked for the through Siding. The handle must always be shut close, and pinned or locked. No person shall attempt to hold the handle in his hand while the Switch is in use.

7. He shall prevent, as much as possible, trespass upon the Track.

8. Before leaving for meals, and upon coming on duty he shall satisfy himself that the Signals are all right, and that the Switches are locked upon the Sidings, and the Main track and Through Siding clear; and on leaving the key of Switches shall be handed over to the person appointed to take charge during his absence.

9. He will be particular in seeing that, before dusk, the lamps on Switch and Signal Posts are lighted, and that they are trimmed so as to burn during the time that trains are expected to pass. At daylight the lamps must be extinguished, and not left to burn out.

10. He shall daily carefully clean the Lamps, Disc Vanes, and Posts of Signals, and upon no account let them be soiled with oil, &c.

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## SUSPENSION BRIDGE.

There shall be a Signalman always stationed at the Gates at each end of the Bridge.

The Red Semaphore Arm or Red Light on the distant Signal Posts at each end of the Bridge, shall always be exhibited, and shall only be reversed when an Engine or Train wants to pass, and after Gates have been opened and Track clear.

The Signal for a Passenger Train to pass will be four distinct whistles, and for a Freight Train six.

No Engine, or the last Car of a Train, when backing across the Bridge, shall be brought nearer to the Gates than 100 feet on the N. Y. C. side, and 50 feet on the G. W. R. side, until the proper whistle signal shall have been given, and the Semaphore arm lowered or Green light shown on Signal Posts.

The Signals on Semaphore Post at the end on which the Engine is entering shall only be worked.

The Signal at the other end of Bridge must be exhibited to guard the track whilst Engine or Train is passing across the Bridge.

An Engine with or without a train must occupy not less than two minutes in crossing the Bridge between the Towers; a regular speed must be preserved, and no Engine or Train shall be brought to a stand on the Bridge.



A Train when once on the Bridge must be run over, and no Train, even of an inferior class, shall return to give place to any other Train.

Not more than TWELVE loaded Merchandise cars, or EIGHT cars of Cattle shall be taken in one train. Signalmen shall examine trains before coming on the Bridge, and be held responsible that the number of cars do not exceed the above.

G. W. R. Trains will have the preference of Track, but Passenger Trains the preference of Freight Trains.

Enginemen must have the Damper of their Engine Ashpan closely shut, and use as little steam as possible. They must approach Stations on each side very cautiously, keeping a good look out for Signals of all descriptions, especially in crossing Lewiston R. R. Track, and give a low continuous whistle as they proceed.

When dark, or when the atmosphere is obscure, the Signalman shall, after opening the Gates and giving the Signal to proceed, meet and precede the Train to the centre of the Bridge, and the other Signalman shall go ahead of the train from the centre of the Bridge, examining the Track to be satisfied that it is quite clear.

Signalmen will be very particular to see that the Signals are always in good order, and Lamps burning clear at night.

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### GALT BRANCH JUNCTION.

The Switchman at the Junction of this Branch with the Main Track, shall keep the Danger Signs' always shown on the Branch, and no Engineman, either on the Main Track or Branch, shall be allowed to approach within 300 yards of the junction, until he receives the proper Signal to move forward.

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### DRAW-BRIDGE TENDERS.

#### WELLAND CANAL.

1. There will be two Tenders stationed at this Draw, night and day, during navigation, and one at least must always be on duty.
2. They must provide themselves with proper Time Tables, showing the running of the Trains.
3. The Draw will only be closed for the passage of Trains.
4. The Danger Signals, on each side, will **always** be shown to trains, and all Trains must be BROUGHT TO A STAND before crossing the Bridge. Upon the approach of a Train, the Draw must be closed, and when

the Tenders have satisfied themselves that every thing **is right** for the passage of the Train, they will turn off the Signal and allow the Train to approach.

5. During a **fog**, or **snow storm**, the Tender must always proceed towards an approaching Train, at least **800** yards beyond the signal post, so as to be able, if necessary, to stop the Train at least that distance from the Draw.

6. They must always provide themselves with a supply of hand Signal Lamps and Flags, Cotton Wick, Oil, &c., &c.

7. They must see that the Draw and all parts of it, as well as their Lamps and Signals, are in proper working order, and immediately report any defect that may arise to the Station Master at Thorold.

A register shall be kept of Vessels passing through the Draw, giving hour, name of vessel, destination, &c.

#### DESJARDIN'S CANAL.

1. There will be two Tenders stationed at this Draw, and one at least must always be on duty.

2. They must provide themselves with proper Time Tables, showing the running of the Trains.

3. The Danger Signals, on each side, will **always** be turned on, and all trains must be brought to a stand before crossing. Upon the approach of a Train, and when the Tender has satisfied himself that every thing **is right** for the passage of the Train, he will turn off the Signal, and allow the Train to come forward.

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4. During a **fog**, or **snow storm**, the Tender must always proceed towards an approaching Train, at least **800** yards beyond the Semaphore signal post, so as to be able, if necessary, to stop it at least that distance from the Draw.

5. They must always provide themselves with a supply of hand Signal Lamps, Flags, Cotton Wick, Oil, &c., &c.

6. They must see that the Draw, and all parts of it, as well as their Lamps and Signals, are in proper working order, and immediately report any defect that may arise to the Station Master at Hamilton.

They shall register in their books the date, time and name of all Vessels passing through the Draw, and remark any delay that may happen.

#### DESJARDIN'S JUNCTION.

All trains will approach the Desjardin's Junction slow, and come to a stand short of Semaphores, placed on Main Line and Toronto Branch, at certain distances from the Junction. When Trains on Main Line, or Toronto Branch, approaching Hamilton, are irregular, and meet at the Junction, Trains on the Main Line will have the preference. Passenger Trains on Toronto Branch will have the preference of Freight Trains on Main Line.

Irregular Trains on Main Track East must not pass Desjardin's Junction, to come into Hamilton Station, on the time of departure of a Toronto Train; neither shall irregular Toronto Trains West pass the Junction to come into Hamilton Station, on time of any Timetable Train

West from Hamilton. The Conductors shall enquire, by telegraph, from Junction, whether they can pass to Hamilton.

**GRAND TRUNK RAILWAY CROSSINGS at TORONTO and GUELPH,  
AND B. & L. H. RAILWAY CROSSING AT PARIS.**

Enginemen approaching these Crossings, from either direction, must bring their trains to a stand not less than 200 yards clear of them, and must not proceed across until the proper Semaphore Signal is given.

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## BAGGAGE MASTERS.

1. Baggage Masters shall be under the immediate control of their Station Masters, but shall attend to the special requirements of the General Baggage Agent. They shall attend at the Station during the hours laid down by Station Masters.

2. All Baggage destined to go by train, and ACCOMPANIED BY PASSENGERS, shall be checked or marked according to the article and destination, and if excess weight, PREPAID, and a ticket granted. Before giving duplicate checks to passengers, they must be compared with the corresponding ones to be affixed to Baggage.

No Baggage or article shall be received by Baggage Masters, to be CHECKED and forwarded by a train, unless it is PERSONAL BAGGAGE and accompanied

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by a passenger; when not with a passenger, or when Freight or Merchandise, must be properly entered, billed, and sent as *parcels*.

No Baggage shall be checked for MIXED TRAINS, only marked.

3. When Baggage is checked or marked to be dispatched, it must be carefully watched and handed over to the Train Baggage man.

4. In receiving Baggage from a train, care must be taken in examining that it is being properly left off, according to number of Station; and it shall not be given up until the duplicate check is produced, which duplicates shall be attached to corresponding ones, and locked up in Baggage Room.

5. Should a passenger happen to lose duplicate check, he must describe contents, produce the key, and otherwise satisfy the Station Master that the Baggage is his, before it is given up, and pay 25 cents for each lost check.— The strap check must be sent to General Baggage Agent, Hamilton, with full particulars of date, train, from what Station, &c.

6. Should a piece of Baggage be missing, the Baggage Master shall instantly report the case to the Station Master, who shall register the particulars in Baggage Book, and immediately report to Superintendent and General Baggage Agent.

7. All unclaimed CHECKED and other Baggage shall be at once locked up in Baggage Room, and a report of it

sent to the General Baggage Agent, who shall instruct as to its disposal.

8. Baggage checks shall not upon any account be left loose about the Station. They must be carefully locked up; and when Returned Checks are being sent along the line, they shall be *firmly* tied together and locked in the Box for the purpose. ♦

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## PORTERS.

1. The Porters are under the immediate order of the Station Masters, and are never to be absent from the Stations during the hours of duty, without his knowledge.

2. They are to observe the utmost attention and civility to Passengers and others; and, whatever the provocation, on no account to enter into altercation with any one, nor take a gratuity, nor receive money, except their regular wages.

3. They shall render every assistance in loading and unloading Passengers' Baggage, and shall handle it as carefully as possible. They shall also assist the Baggage Master in checking the Baggage on arrival and departure of trains.

4. While the Cars are in motion, they are strictly prohibited from leaping on or off them, or from coupling or

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uncoupling them, and shall also prevent Passengers from getting on or off when they are in motion.

5. At Stations where there is no appointed Lamp Trimmer, they shall have the Lamps at the Station always trimmed and in readiness for use; and shall take an interest in keeping the Station, Waiting Rooms, Stoves, &c., clean; when necessary, keep on proper fires, and be careful in seeing that no Timber is within nine inches of the Stoves.

6. The *Baggage Master* shall act as Foreman Porter, and shall especially be held responsible that these things are attended to, and that the different places about the Station are secure before leaving at night.

7. At Stations where there is no regular Switchman or Signalman, it will be the Porter's duty to attend to the Switches and Signals, and he will qualify himself for this service.

## ENGINEMEN AND FIREMEN.

1. Enginemen are required to be in attendance to take charge of their Engines in the Engine Shed, 30 minutes, and Firemen 45 minutes, before the time appointed for them to start, and one day's pay will be deducted from each man who is not in attendance in accordance with this Rule.



2. The Engineman is held responsible that his Engine is in good working order before it leaves the Engine House, that his lamps are properly trimmed, and that they are put in their places; also, that he has a sufficient supply of wood, water, oil, &c. Before starting, he must carefully inspect all the working and other parts of his Engine, and see that they are in proper order,—try his pumps and feed pipes when moving out of the shed, and if on inspection, he discovers any thing wrong, he will at once Report to the Foreman on duty.

3. The Engineman must see that all parts of the Engine and Tender requiring oil are properly oiled—as the value of any part of the machine which is damaged by heating will be deducted from the pay of the Engineman.

4. Each Engineman shall have with him, while on his journey, the following articles, viz: a Hand Signal Lamp, a complete set of Screw Keys, one large and one small Monkey Wrench, three Cold Chisels, a Handhammer, an Axe, one Crow Bar, one Screw Jack, **a large Chain or Tail Rope**, Link and Pin, a quantity of Flax, Gaskin, and String for packing, &c.; oil cans, large and small plugs for Tubes, an iron Man-drill for driving the same, two or more Fire Buckets, two Red Flags, and pair of Tongs; for all which the Engineman is responsible.

5. The Locomotive Foreman shall see each Engine with proper Engineman and Fireman, turned out for the journey; and before the Engineman leaves the Shed, he shall obtain a Ticket, which must be filled up in the following manner, viz:

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Time of arrival at end of journey.

If late, the cause of delay.

Report as to Defects (if any) in the Road.

Report of cattle on track, and if any killed, particulars.

6. Each Engineman must have a **Time Bill** on his *person* and another posted in a conspicuous place in his Cab, and regulate the speed of his Engine thereby.

7. The Engine must be attached to Passenger Trains at least **five minutes** before the time of starting; and from that time until the arrival of the Train at its destination, the Engineman will be under the order of the Conductor in all ordinary matters affecting the starting and running of the Train. It is the duty of the Fireman to couple the Engine to the Train, and of Engineman to see that it is done; but the Engineman must consider himself as principally responsible for the safety of the Train.

Enginemen of Freight Trains shall have their Engines coupled on to train at least 15 minutes previous to the time of starting.

8. No Engineman, with a train of any kind, shall start from any Station or Siding without a proper Bell-rope, (attached to bell in his Cab or to whistle,) and a Conductor; and if without a train and Conductor, he shall have the Station Master's written authority before leaving to proceed along the *main track*.

9. Enginemen must not allow their Firemen to shunt Cars, or move the Engine at all for other than temporary purposes; and an Engine in steam shall not be left at a Station without either the Engineman or Fireman being in charge.

10. In case of any accident to the Train, they will act according to the Regulations, and if required, disconnect the Engine, and proceed where they may be ordered by the Conductor; and generally, obey Orders or Signals given them by the Station Masters or Conductors, so far as the safe and proper working of the Engine will enable them.

11. Enginemen and Firemen are to pay immediate attention to all **Signals**, whether the cause of the Signal is **known to them or not**; and any Engineman neglecting to obey a Signal is liable to immediate dismissal from the Company's service. The Engineman must not, however, **trust to Signals only**, but on all occasions be vigilant and cautious, and on no account be running before the time specified in his "Time Table." In foggy weather, he shall be very cautious, and sound his whistle at least every mile.

12. Whenever an Engineman perceives a **Red Flag**, or other **Danger Signals**, he must bring his Engine to an immediate stand, and on no account pass the Signal.

At Junctions and Drawbridges, **extra Caution** is required.

13. Enginemen will be required thoroughly to acquaint themselves with the **Code of Signals**. They must

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always carry on their Engine proper **Day and Night Signals.**

14. The Whistle shall be sounded **600** yards before approaching a Station or Level Crossing.

**One** short, sharp whistle to be the signal for putting on all the brakes on the Train; **two** to be the signal for turning them off, and **three** the signal for switch to be opened.

Enginemmen will report any inattention of the Brakesmen to Brake Signals.

15. Enginemmen must not **pass a Station** without renewing their supply of wood and water, if necessary.

16. They must see that their **Lamps** are **lighted in time**; also, that they **keep a light** throughout the journey.

Every Engine, after **Dusk**, and during **Fog**, must carry a **Large Head Light.**

If a Special Train is to follow, **One Green Light**, in addition to the above.

If travelling with or without a Train, a **White Head Light**, and **Red Tail Lamp.**

17. No engine shall push a Train or run backwards, except in cases of emergency, when the speed must not exceed **12** miles an hour.

18. In shunting Cars at Stations, or Sidings, the Engine must not be uncoupled from them, until they are at a

stand, neither shall they be shunted with too great an impetus, so as to damage them or any property that may be in the siding.

Enginemmen, while shunting, or running their Engines in Passenger Station Yards, must not exceed five miles an hour—keep good look out, and give warning of their movements by a low, continuous whistle; while passing the street crossings in London this must be strictly attended to.

19. No Engine, without a Train, must stand on the Main Line. When standing, either attached to a Train or otherwise, it shall be put out of gear, Steam shut off, and Tender brakes firmly put on.

20. No Freight or other Train shall stop at any siding to leave off or take on Cars, after dark, unless the Train is properly protected in front and behind by Signal Lamps.

21. No Train shall be started from any Station until the **Conductor** has given the proper **Signal** for doing so.

Special trains must be run between Stations as per ordinary trains' time of the same class, in time-table, and be clear of main track at least **10** minutes before ordinary trains are due to pass.

22. Enginemmen are strictly enjoined to **START AND STOP** their Trains **slowly**, and without a jerk, which is liable to snap the Couplings.

23. Enginemmen, in approaching Stations, especially

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those at which their trains do not stop, shall sound their whistle at a distance of not less than 800 yards from the nearest Station switch ; and shall, if possible, use more than ordinary vigilance in seeing by the Discs that the switches are properly set, and the track otherwise clear. In passing Stations at which the Train does not stop, the speed of the train shall not exceed twenty miles an hour ; but when passing a Passenger train in side track, Engine-men shall be very cautious in approaching,—giving a low continuous whistle.

During night journeys, Enginemen shall approach all Stations or side tracks, at which trains are to be passed, with great caution.

After dusk, the moment trains are run upon the card time of other trains due from opposite directions, red signal lights shall be exhibited from front of Engines, in addition to the ordinary head lights, until such time as irregular trains are passed. Enginemen are held responsible for this being done.

24. Enginemen shall be **cautious** in passing level crossings, places where the track is under repair, trestle work, cuttings, heavy banks and draws, and especially during thaw or after heavy rains, or storms. They shall be careful to close their Engine ash-pans before passing wood piles and across wooden structures.

Enginemen are specially warned to pass over trestle works very cautiously, particularly that east of St. Catharines ; and in approaching from east to west, to have their Trains entirely under their command, so that they shall be

brought to a stand not less than 100 yards from edge of trestle, and wait for signal to proceed.

25. No person, except the Engineman and his Fireman, shall be allowed to ride upon any Engine or Tender, except the Principal Officers of the Company, or other persons authorised by a Special Order; a breach of this rule will subject Enginemen to a heavy fine or dismissal.

26. In the event of an Engine, with or without a Train, becoming disabled, **Signals** must be placed **800** yards on either side, until it is in a state to proceed.

27. If any portion of a Train gets detached while in motion, care must be taken not to stop the Train in front before the detached part has stopped, and it shall be the duty of the Brakesman on this detached portion to apply the Brakes in time to prevent a collision with the Cars in front.

28. Freight and Mixed Trains must always keep out of the way of Passenger Trains; and if the time will not permit of a Freight Train reaching the next Station or Siding, at least **10 minutes** before a Passenger Train is due, it will shunt until the latter has passed.

Enginemen of all Trains shall keep a very sharp look out for the **Wood Train**, and when they see it in a side track, loaded, the Conductor at front of Engine exhibiting a red flag, and hear the Engineman of Wood Train give **SEVERAL** short, sharp whistles; the Engineman of passing Train shall understand by this signal, that the Wood Train wants to be flagged to the **first Telegraph Station**, and the Engineman of passing Train shall let

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those on the Wood Train know that he understands, by distinctly sounding his whistle several times, and flag the train accordingly.

29. Enginemen attached to Wood, Gravel or Construction Trains must provide themselves with **Time Tables** showing the time of all Regular Trains; and in all cases be off the Main Track at least **20 minutes** before the time at which a Train is due, and remain in the siding until the Train has passed. When, however, a Freight Train is more than **30 minutes** behind time, the Wood or Gravel Train may go out of the siding; in such case the Conductor will take particular care that before going round any curve, in the direction of the approaching train, a man is sent ahead to a distance of 800 yards, with a proper signal, and that when the Wood, Gravel or Construction Train is on the Main Line loading or dumping, men with Red Signals are placed 800 yards from either end of the train. Enginemen attached to Freight Trains are requested to pay particular attention to this rule, and when they are behind time, to be careful in approaching the place where Wood, Gravel or Construction Trains are at work. Under no circumstances are Wood, Gravel or Construction Trains to be allowed to go on the Main Line on the time of a Passenger Train, or until it has passed, if over due.

For the purpose of recalling signal men, placed at a distance from each end of a train, the Enginemen shall give **3** long sharp whistles; but the greatest care must be observed in withdrawing signal men in the face of an expected or approaching train.



30. Gravel Trains will give preference to Freight trains, but Wood and Gravel trains will be considered of the same class, and the lightness, or proximity of a train to a Siding, shall determine which train shall shunt.

31. When any of the Cars of a train are on **Fire**, more than **300** yards distant from any watering place, the train must be stopped, and the burning car cut out of the train, and every endeavor used to have the fire extinguished. If the flames have gone to any extent, cut a hole in the top of car, and extinguish through it, keeping sides and ends closed. The Engineman will give what water he can spare from his Tender.

32. No Engineman or Fireman shall move an Engine through any Switches, unless they are both present, or some qualified person to hold the Switches. Any Engineman or Fireman, getting off the platform of his Engine when it is in motion, and when he is alone, shall be fined.

Enginemen running Engines off Switches, while shunting or working at Stations or side tracks, will be suspended.

33. In descending grades, Passenger Trains shall not exceed **25** and Freight Trains **12** miles an hour. No Engineman shall attempt to ascend a grade with a greater load than his Engine is capable of taking up with certainty.

34. All Enginemen must be particularly careful to ascertain before they start upon a journey, whether there are any written orders affecting them, relative to the con-

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dition of the Line or otherwise; and to these orders, that shall from time to time be issued, they shall give their undivided attention. They shall also be vigilant in observing the various signals placed along the line, indicating a portion of the road under repair. Also notice the change of gradients, so as to preserve a uniform rate of speed, and, on a descending grade, they shall at all times reduce their speed, so that they can have full command of their train, and be able to bring it up in the same distance as could be done on the level or flat grade. In pulling up a train they shall take the weight of their train, gradients of the track, and the state of the rails into account.

35. Engines travelling in the same direction shall not approach within **800** yards of each other's Trains, unless expressly required.

36. Enginemen and Firemen will provide themselves with watches, which must be regulated daily with the Station clocks and their Conductor's watch, just before departure of their trains.

37. Upon approaching the Junctions at Harrisburgh, Desjardins and Berlin, the Draws at the Welland Canal and at Burlington Heights, the crossings at Paris, Toronto, and Guelph, Enginemen must on no account run close to the signals, but keep their Trains in command so as to stop **300** yards short of them.

38. Each Engineman, upon arriving at the end of his journey, shall give his Ticket to the Foreman on duty, and enter in the book kept for that purpose, the state of the

Engine, and any unusual circumstance that may have taken place during the journey.

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## CONDUCTORS.

1. Conductors of Passenger Trains will be at the Starting Station not later than **half an hour** before the departure of their Train, see that their Baggage and Brakesmen are on duty in proper condition, that the Cars have been carefully swept out and dusted, that, when necessary, the Stoves and Lamps have been lighted in proper time, and from **personal inspection**, know that the Water Coolers are filled with good fresh drinking water, and that everything is right about their Train before starting; and that the passengers are properly accommodated. The Bell rope must be arranged perfectly before starting.

2. Each Conductor must be in possession of correct time, carefully regulated by the Standard Clock, and compare his time with that of his Engineman's before starting.

3. The Conductors are charged with the general appearance of Trains, and the conduct of Baggage-men and Brakesmen. Each man must wear his badge when on the Train, and any misconduct of the men must be properly reported to the Superintendent. They will see that at each Station at which the Train stops, the name

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of the Station is announced in the inside of each Passenger Car, so as to be heard throughout the Car; and will give the Passengers proper time to get in and out of the Cars before the Train is put in motion. If the Train should overrun the Platform, they shall not signal to the Engineer to back, until they have warned the Passengers to keep in the Cars until stopped at the Platform.

4. They are not to allow riotous or unruly conduct on the Train, nor Passengers to put their feet on the cushions, or otherwise destroy the Cars, nor to permit heavy baggage or dogs in the cars; and when any person refuses to pay his fare, the Conductor must remove such person from the Cars, leaving him near some dwelling house.

Conductors shall allow no one except a Director or superior officer of this Company, to travel without a proper pass or ticket, upon pain of immediate dismissal. If it is found that any one entitled to travel free, has been charged, the fare will be refunded by the Managing Director or Assistant Superintendent, on production of Conductor's note.

5. All passes that have run out, or only for the single journey, must be collected.

Single trip passes must be carefully collected—when presented on any of the Branch lines, will be folded once and a diamond shaped hole punched in centre, when presented on main line, will be folded again and have two diamond shaped holes punched in them.

A note must be taken of all passes presented, showing by whom granted, to whom, dates and numbers, and return of them made on the proper form and sent daily to the Managing Director's Office.

6. Through coupon tickets for Hamilton, Paris, London, and Toronto, must not be collected, but carefully punched and then returned to the passenger.

7. When on the Road, the Conductor has charge of the Train, and is responsible for its **safe** and **proper** management; and will see that Passengers do not expose themselves to *danger* by standing on the Platforms of the Cars, or by attempting to leap on or off them when in motion. At places where there may be no Switchman, the **Conductor** will be held responsible for opening and **locking** the **Switches**.

8. One newsboy, *and no more*, is allowed to travel on each train—Conductors will be held responsible for seeing that these boys conduct themselves in a proper manner, and do not annoy or molest the passengers.

9. When two trains are amalgamated, the Conductor of the train, nearest whose train time the amalgamated train is run, shall be the Conductor in charge of the train, and all the men shall act under his orders—the other Conductor will assist him if necessary.

10. He will notify the Engineman when to start; and will see that the Train is run as **near** the Time in Table as possible.

11. The Conductor must have the following articles

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his train before starting, and see that they are all in proper order:—

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**Monkey Wrench, Axe and Saw.**

**2 Red Flags.**

**2 Clear and 2 Hand-Signal Lamps and Red Tail Lamp or 2 side Tail Lamps.**

**Supply of Car Candles and Lamp Key.**

**6 Links and Pins.**

**Can of Oil, supply of Wick, Waste, and Spare Bell-rope.**

12. The Conductor will make the necessary entries in his Journal, Collection Sheet and Free Pass Report, and hand the same to the Station Master at the end of journey, for transmission to Head Offices.

13. He must always have on his person a correct Time Table, and see that his Engineman has one.

14. He must see that at dusk the **Red Tail Lamps** and other Car Lamps are lighted; must satisfy himself at every Station that **all is right** as regards lamps, axle boxes, brakes, &c. It is imperative that a Brakeman be **always stationed** upon the hind platform of the last car, and during the night journey the Conductor shall see that the Tail Lamp keeps lighted. No other light than the Red Tail Lamp shall be exhibited from the rear of

the Train; and when a Train is switched off into a side track, and the main track clear, the Tail Lamp shall be obscured during the time the Train is stationary in the side track; but special care must be taken to **change it the moment the Train is to be shunted** on main track. Attention to this is of the **UTMOST IMPORTANCE**.

15. In the event of the Train being brought to a stand between two Stations, or outside of Semaphore, he must send Brakesmen, or other properly qualified persons, with the proper Signals, **800** yards from each end of the Train, to warn any approaching Train.

16. He will be held responsible for the proper coupling together of links and side chains of all the Cars in the Train, and for the proper connection of the rope attached to the bell in the cab of the Engine, and which must not be removed until the train is at a stand at the end of journey.

17. On arrival of the Train at the Terminus, he alone shall examine each Car to see that no Baggage or other articles are left by passengers; and, if any, have them taken into the office and handed over to the Station Master; this is imperative, and any neglect will lead to punishment; he shall also see, (when the Stoves are lighted,) that no wood is left too near them, and that the Lamps are extinguished and the Windows closed.

18. Conductors leaving their boxes in any part of the Stations or Yards, other than those specified, will be fined.

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19. Conductors of Freight Trains shall be at the Freight Warehouse of the Station from whence the train shall leave, at least **an hour** previous to time of starting; and shall see that they have with them, on Tender, in addition to lamps and other articles previously specified, a **tall-rope**; they will, with their Brakesmen, give every assistance in getting the train marshalled in Station order, so that Cars can be quickly disposed of at the different Stations and Sidings on the journey.

20. The Conductors shall examine the Way Bills for Sundry Cars before starting, to see that the freight is loaded so as to be left off properly.

21. They shall examine particularly the loading of all Platform Cars, to see that they are safe, and if they are not, must leave them to be reloaded.

22. The Conductors and Brakesmen are specially directed to allow no one to leap on or off their train while in motion, and refrain from doing so, as much as possible themselves; they must not uncouple any portion of it while in motion, with the view of dispensing with the Tail Rope or Shunting, and before proceeding to Tail Rope or Shunt any Cars into a Siding, they shall satisfy themselves that it is clear, or sufficient room for the Cars, and will prevent, as much as possible, the Cars being run in with too great an impetus.

23. A Brake Car and Brakesman must always be **last** in the Train, and the bell rope extended from it to the cab of Engine. On night Freight Trains, and heavy day Freight Trains, an additional Conductor's Car shall be run next Tender.



24. The Conductors shall state in their reports, every casualty or delay on the journey; and when any Cars have been left on the road, that should have been taken forward, they shall notify such to the Station Master or Freight Agent at the Station to which they were destined, and report in journal.

25. They and their Brakesmen are prohibited from passing unnecessarily over the tops of the Cars while in motion. They shall not allow any one to travel in the Freight Cars, unless specially instructed to do so. Any disobedience of this order will be punished by dismissal, and payment of the fare of the party riding.

26. Should they want to pull up their Train, from any extraordinary circumstances, in the absence or inefficiency of bell rope, the Brakesmen shall apply the Brakes sharply, and suddenly, release them a few times, so as to attract the Engineman's attention; in addition, a man must be sent along the top with signal.

27. They shall make themselves thoroughly acquainted with the running of the Passenger and other Trains, on all parts of the Track, and when likely to be overtaken, remind the Enginemen immediately to shunt into a siding and in passing warn the Switchmen of such intention.—Should it happen that a following Train is due, and nearest Switch not open to run into side track, they shall send back signal to warn following train, and urge Engineman forward to back in from opposite end.

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Conductor will be held responsible for opening and locking the Switches.

29. When behind time, they shall keep a very sharp look out for Gravel and Wood Trains, as when Freight Trains are thirty minutes late, Gravel and Wood Trains will use the track.

30. Freight Conductors must see that two of their Brakemen are always on top of their cars during the Day journey, and be relieved by taking their turn with third Brakeman at the brake in Conductor's car. Conductors must always have their full compliment of Brakemen within trains.

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#### CONDUCTORS OF GRAVEL AND CONSTRUCTION TRAINS.

1. On a single track, Conductors of Wood and Gravel Trains cannot be too vigilant, in keeping clear of ordinary trains, and with this view, they shall inform themselves generally of Rules laid down for Conductors of other Trains: shall furnish themselves with a proper supply of **Day** and **Night** Signals, in efficient condition, and authorised Time Tables, showing the running of the Trains; and must always be off the Main Track with their Train at least **20** minutes before the proper time for ordinary Trains to pass; and on no account to move out of the

siding, until the Train has passed. (*Vide Enginemen's Rules, Nos. 29 and 30, as to using Main Track when Freight Train is behind time.*)

2. Gravel Train Conductors are held responsible for all the movements of their Trains, and will be held accountable for any accident arising from the breach of any of the rules of the Company.

3. Must be on duty every lawful day during the whole Working time, and must be on every ballast train which leaves the Gravel Pit, accompanied with the proper number of Brakesmen.

4. Must on no account take out any Ballast Train before day light in the morning; during a storm of snow or hail; or during a fog which will prevent an object being distinctly seen at a distance of half a mile. The last gravel train must be taken out only such distance as will ensure its return to the Pit before night has fairly set in, but immediately after dusk Conductors must see that the necessary head and tail lamps are lighted and attached to their Trains, as also hand signal lamps.

5. Must make themselves perfectly certain every morning that all trains have passed, for which purpose they must examine every morning the Time Sheet of the Night-Watchmen to see that the times of passing of all the night trains are noted down therein.

Conductors of Gravel Trains shall, before starting, examine and see that the Gravel Cars are to the best of their judgment in running order, and that the journals

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are oiled; should they think any of them unsafe, they must have them left off in some siding and report the same to head office, that means may be taken to repair or remove them.

6. Must on no account be on the Main Track with Gravel Trains within 20 minutes of the time of any Train being due, nor leave the Gravel sidings until the regular train has passed. Freight Trains are excepted from the above, and a Gravel Train may be taken out on the Main Track when any such Train is 30 minutes late, care being taken that the Gravel Train shall only proceed in the same direction as that which the expected Freight Train is taking, and that a man with a red signal is stationed at the switch to warn the approaching train.

7. Must supply the Night Watchmen with the authorized Time Tables and Book of Rules and Regulations, with copies of which they will be provided by the Resident Engineer; and they must look well after said Watchmen that they faithfully perform their duty, and are provided with watches.

8. Must immediately report to the Resident Engineer or Division Inspector, any delinquency on the part of any of the hands connected with the Gravel Train, or on the part of the Night Watchmen, or any of the Contractor's men engaged in the Gravel Pit.

9. Conductors must provide themselves with a supply of day and night and detonating signals, and see that the same are kept in efficient condition.

10. When a Gravel Train is standing on the Main

Track, will see that men with the proper signals are sent out each way a distance of 800 yards. Three sharp whistles from the Engine will be the signal for recalling them. Great precaution is necessary in recalling Signalmen.

11. They shall be particularly careful to examine after dumping, that the Bodies of their Cars are properly and securely fastened to prevent them from tipping while in motion; any accident from the tipping of the Cars will lead to the dismissal of Conductor.

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### TIME-KEEPERS.

1. Will have sole charge of the switch or switches connecting the Gravel Pit siding with the Main Track, and must be there in person to let out or bring in every Ballast Train.

2. Must be on duty every lawful day from day-light till after dusk, when the last Gravel Train returns to the Gravel Pit.

3. Must always have the switches set for the Main Track and locked, except when in actual use, and must lock up the switches, and light the switch signal lamps every night before leaving the Gravel Pit, and put out the lights in the morning.

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4. Must see that they are provided by the Resident Engineer with a supply of day and night and detonating signals, and that the same are kept in efficient condition.

5. Must keep an accurate record of the times of passing of all Trains, and of the times when Gravel Trains leave and return to the Pit; and must also register the number of loaded cars of gravel in every train which leaves the Pit; all of which will be entered by them in books or on printed sheets to be furnished from time to time by the Resident Engineers.

6. Must on no account allow a Gravel Train to enter the Main Track before day-light in the morning; after night-fall; during a storm of snow or hail; or during a fog which will prevent an object being distinctly seen at a distance of half a mile.

7. Must make themselves perfectly certain every morning that all trains have passed, for which purpose they must examine every morning the Time sheet of the Night Watchmen to see that the times of passing of all the night trains are noted down therein.

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## NIGHT WATCHMEN.

1. Are under the immediate direction of the Conductors of Gravel Trains, whose verbal instructions they are bound to obey.

2. Must be on duty every night half an hour before the Time-keepers and Conductors leave the Gravel Pits, and keep awake, and on watch all night till the Time-keepers and Conductors arrive in the morning.

3. Must keep an accurate record of the times of passing trains on a sheet to be furnished by the Resident Engineer, and will exhibit said sheet every morning to the Conductors and Time-keepers, on their applying to see the same.

4. Are strictly prohibited from resting or sleeping whilst on duty, and are required to walk up and down the Line in front of the switches, except on very stormy nights when they may sit in their Watch boxes.

5. Must provide themselves with Watches, and compare the time every day with that of the Gravel Train Conductors.

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## BAGGAGEMEN.

1. They must be at the Starting Station **three quarters of an hour** before the departure of the Train, have their Badges fixed on their caps, and will be under the orders of the Conductors.

2. They must see that all Baggage is properly marked or checked and arranged, so that there may be no delay

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in putting it out at the proper Station; and shall register carefully in their *Baggage Book* each piece, number of check, Station at which received and left off. No excuse will be taken for neglecting this important duty. Freight and Parcels received at Stations must be accompanied by way-bills, if not with passengers, and such packages must not be put amongst the passengers' baggage, but kept separate and handed over to the Station Masters or Parcel Porters.

When receiving Parcels and Way-Bills, they must carefully check that they have the correct number billed, as they will be held responsible after leaving the Station.

3. They shall be held responsible for the careful handling of all *Baggage* entrusted to their keeping; must not leave their car during the journey, neither shall they allow any one to ride in it, and shall be most minute in receiving and delivering despatches, returned checks, &c.

4. Despatches not on Railway business, and not passing through the Offices of the Company and initialled, shall not be conveyed by Train; any *Baggageman* violating this rule shall be severely fined, besides being liable to the Post Office penalty.



## BRAKESMEN.

1. They must be at the Starting Station **three quarters of an hour** before the departure of their Train, get their Lamps from Station Lamp Room, clean and trim them, have their Badges fixed on their caps, and be under the orders of the Conductors.

2. 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 passage. They shall have the Lamps trimmed and ready for lighting should their journey not be accomplished before dusk.

3. 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 (See Engineman's Rules, 14,) and a **Brakesman** and Brake Car shall always be **last** in the Train.

4. 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.

5. Brakesmen of Freight Trains shall render every assistance in getting the Cars marshalled at the Station

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previous to starting, so that they may work their Trains with greater despatch on the journey.

6. They shall give every assistance in wooding the Engine of their train on the journey.

7. They shall see that a proper supply of fresh water is always kept in the Water Coolers of the Passenger Cars, which can be obtained at Suspension Bridge, Hamilton, Paris, London, Newbury, Chatham and Windsor.

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#### HAND CARS, LORRIES OR REPAIR CARS.

1. The above must not be on the main line under any circumstances during a fog or snow storm, or during night, except in an urgent case, and then only under charge of an Inspector.

2. No hand car shall ever be on the line, except under the charge of the Resident Engineer, an Inspector or a Foreman. Foremen of gangs can use hand cars for conveying their men and tools when their operations are sure to be more than **two** miles distant from their boarding house. When otherwise, they must walk, and leave their hand car at their house.

3. Hand cars must always be locked when not in use, and the handles removed. No hand car shall be left on a siding, but in all cases be taken off the rails.

4. When lorries or repair cars are on the main line, a man must always be **before** and **behind**, with a red signal, at a distance of **eight hundred** yards.

5. Should a train meet a hand car on main track, the Inspector, on whose Division it takes place, shall be fined **twenty dollars**, whether he be cognizant or not of such hand car having been in use at the time; and if such hand car has been (according to the previous restrictions) under the charge of a foreman, he shall be fined **ten dollars**, and immediately dismissed. And if any foreman is found having a lorry or repair car at work, without having the signals out on each side, he shall be fined **five dollars**, and dismissed.

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## TRACK REPAIRERS.

Before any laborer or foreman is engaged by the Inspector, he must be made to understand that the wilful transgression of *any* of the Rules in this Book will be visited by immediate dismissal from the service of the Company, accompanied by a fine of five shillings in the case of a laborer, and fifteen shillings in the case of a foreman. Any insubordination on the part of any man 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 Engines or Trains shall or might be endangered—will be punished by fine and dismissal, as above.

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1. In every gang of Track Repairers there shall be a foreman; and the Inspector will be held responsible that every such foreman is provided with a copy of the Regulations, and with a proper Time Table showing the running of the Trains, and with the proper Signal Flags and Lamps. Also, that each foreman is furnished with an accurate guage for guaging the line of Track, and with all other necessary materials and implements.

2. Each foreman shall constantly keep a copy of these Regulations on his person while on duty, and must read and explain them to every man engaged under him; and must produce them when required to do so.

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 **abodes** of those under him, 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.

3. Each foreman is to walk over his section every morning, and to see that all joints are properly spiked or bolted, and the joint ties well packed up, and that all other things are secure.

4. Track Repairers shall be particular in watching each Train as it passes, to see whether notices are left off, or a Red Board, or Flag, or Green Lamp, is exhibited upon the Engine or end of Train, denoting that a Special Train will follow, as it may happen that Special Trains will be despatched without previous notice being given. It will be

necessary to be prepared at all times for unexpected Trains.

They shall stop working when a Train is within 400 yards, and move to the side, clear of the Track, so as to prevent any risk of accident.

5. The Signals to be made use of by the Track Repairers are two, viz:—one **Green**, and the other **Red**. They will consist of Red and Green Flags, to be used by day, and a Signal Lamp, (showing red or green,) to be used after nightfall. The Green Signal indicates **Caution**, and is to be used when it is necessary to slacken the speed of a Train. The Red Signal indicates **Danger**, and is to be used when it is necessary to stop a Train. Such Signals shall be sent back at least 800 yards from the place they are meant to protect, and shall be waved across the Track.

6. 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 Truck 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** shall be conspicuously exhibited at a distance of not less than 800 yards each way, by a man sent expressly to hold such Flag, (even if no Engine is expected,) who shall continue to exhibit the Signal until a messenger arrives with express orders from the foreman to withdraw it.

No Hand Car or Lorry shall be used on the Track, **UNDER ANY CIRCUMSTANCE**, during a fog or snow storm.

7. When any part of the Track is out of repair, so as to

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make it necessary for a Train to proceed cautiously, a man shall be sent 800 yards on each side of it with a **Green Signal**.

8. The Track shall not in any case be displaced for the purpose of putting in cattle guards, cross drains or culverts, unless by express orders from the Resident Engineer, who will invariably appoint some person to be present during such operations, and who shall decide the times (between the running of Trains) when such work is to be done. The Track shall not be rendered unsafe by any operation during day or night, or upon Sunday, until notice shall have been given by the Resident Engineer to the Managing Director's office, and permission obtained to use the Track.

9. No rails shall 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.

10. 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 Trains.

11. In raising the track and packing in the ballast, no lift shall be greater than two inches in a bar of twenty-four feet long, and both rails shall be raised equally and at the same time; and in all cases when practicable, the lift shall be made in the direction in which the first train

due approaches—that is, that the train shall run UP GRADE, not down.

12. On every occasion when the track is being raised, a man must be stationed at a distance of 400 yards each way from the place, with a Green Signal, to slacken the speed of approaching trains; and in raising the track, care must be taken to have it perfectly secure at least twenty minutes before a train is due.

13. Track Inspectors shall see that Safety Blocks are put down on all Sidings diverging from Main Track, at the prescribed distance from the Main Track.

14. No ballast between the rails shall be thrown up to a higher level than two inches above the top of the cross-ties, and all gravel or ballast dumped alongside of the track, shall be shoveled to the side sufficient to leave a clear passage for Trains of not less than **three feet clear**, and the rails must be kept clear of gravel and other materials.

They shall be particular in maintaining the Rails to the proper level and gauge; they shall sweep and scrape the Rails, when necessary, and keep them free from dirt and snow.

They shall remove all loose Timber, Stones, Iron and other materials from the Track, so as to keep it clear.

15. The Inspector is required daily to see that all Bridges and Crossing Watchmen are at their posts and that the supply of water, and means for using the same, are perfect at the Bridges.

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16. The Inspector will be held responsible for the safe keeping of all Rails, Chairs, Plates, Bolts, Tools, and Implements of every kind belonging to the Company, and all loss or destruction of such property must be reported to the Resident Engineer in his fortnightly Report. All the Tools and Implements, Signals, Oil, &c., shall, when not in use, be kept locked up in a building or in boxes.

17. The Inspector must report in writing to the Resident Engineer any case in which any of the Signals are disregarded by the Engine Drivers.

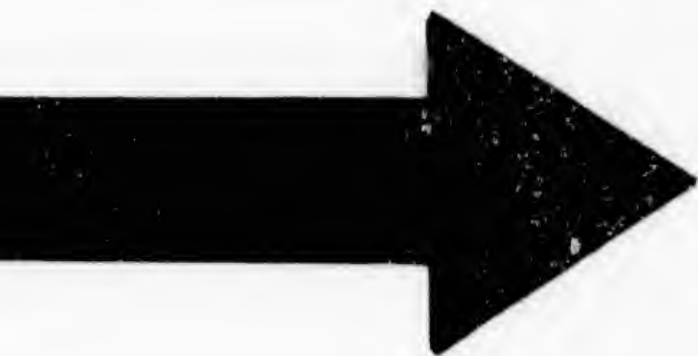
18. Any accident befalling an Engine or Train, or any failure of any part of the works, is to be immediately reported by special messengers to the Resident Engineer, and to the nearest Station Master on both sides of the spot where the accident has occurred; and the **Danger Signal** must be exhibited at the distance of 800 yards each way.

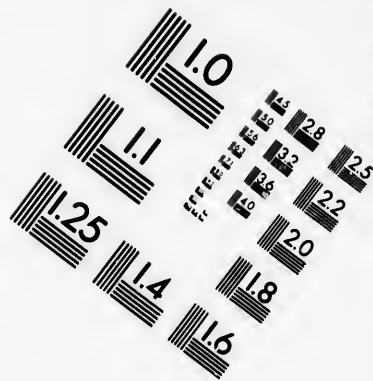
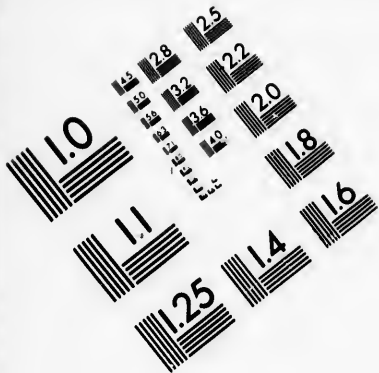
19. All **trees** within the Railway fences, and all in the immediate **proximity of the Line**, which endanger the same, or the **Telegraph wires** by risk of falling, must be **cut down**.

20. All cattle and animals found straying within the Railway fences must be immediately driven off, and each foreman shall be held responsible for the safe keeping of the Line in this respect, on that portion of which he has charge; and all laborers dwelling in shanties along the line are strictly forbidden to keep cows (even in houses) within said fences. They will be permitted to keep hogs only on condition that they be always enclosed. Occu-

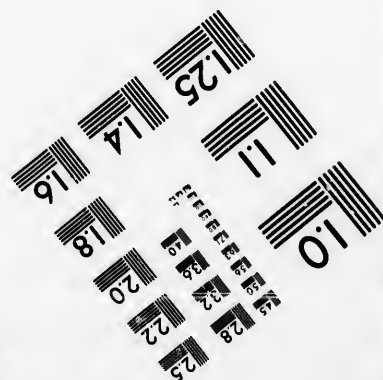
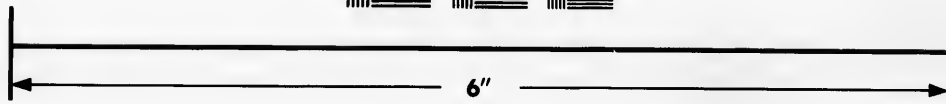
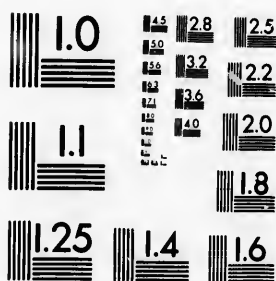








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pants of Crossing watch houses must be particular in obscuring their windows at night—the white light might be mistaken for signals.

21. All persons walking along the line, who are not in the Company's service, must be peremptorily ordered off, and in the case of non-compliance, their names, if they can be ascertained, must be reported to the Resident Engineer.

22. All **gaps in fences**, and damages to bridges, cattle-guards, &c., are to be **repaired** in a temporary manner; and the spots where such damages exist are to be immediately reported to the Resident Engineer.

23. All Surface Crossings shall be closely looked after, particularly to see that the planking is securely spiked down.

24. Any farm gates found open are to be promptly closed.

25. Any temporary injury to any of the **telegraph poles, or wires down**, shall be **repaired** so far as practicable, and **intelligence** of the damage immediately conveyed to the nearest **Station Master**. If not a Telegraph Station, the Station Master shall write to the Telegraph Station, giving particulars.—Foreman of Trackmen shall be particular in cutting down trees that are too near the Telegraph Wires, and when the **Wires are touching each other, separate them, fix them up and keep them from Wet**.

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lifted off the track and the wheels secured by a Chain and Padlock. They shall be extremely careful in using the **Hand Cars** upon the Track, and only when their service is actually necessary, and never have them on the Rails when a Train is expected or due. Lorries shall be used only in conveying materials for the Line.

**Neither** of these description of Cars shall under any circumstances, be **attached to a train.**

27. All articles found on the Track shall be carefully sent to the Station Master of the nearest Station.

28. During heavy storms of rain, snow or hail, whereby the works may be liable to sudden injury, Section Foremen must be on duty, and immediately after the abatement of the storm, or, if necessary, during its continuance, they are required to go over their Sections with Danger Signals, for the purpose of ascertaining if the Track is safe for the passage of Trains; the points on the Sections most liable to injury are to be the first visited.

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## BRIDGE REPAIRERS.

1. Bridge Inspectors will be held responsible for the safety of all Bridges, Culverts, Cattle Passes and Cattle Guards.

2. Bridge Inspectors must make a careful examination of each structure on their Divisions, at least once in every week.

3. Whenever it is necessary to make any repairs to Bridges, that cannot be done between Trains, such repairs to be made on Sundays ; the Track Inspectors must report in writing, to the Resident Engineer, not later than the previous Thursday, that the use of the Track will be required on the Sunday following; and the Track must not be disturbed or rendered unsafe, until permission has been given, in writing, by the Resident Engineer.

4. Bridge Inspectors are required to make monthly reports to the Resident Engineer, giving, in detail, the nature of the repairs made to the different structures, and the state of repair in which they all are.

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## VICTORIÆ REGINÆ.

*Extracts from "An Act to amend the Criminal Law  
of this Province."* [Passed 30th May, 1855.

18 VICTORIA, CHAP. 92.

SECTION 32.—If any person shall wilfully and maliciously put, place, cast, or throw upon or across any railway, any wood, stone, or other matter or thing, or shall wilfully and maliciously take up, remove, or displace any rail, sleeper, or other matter or thing belonging to any railway, or shall wilfully and maliciously turn, move, or divert any point, or other machinery, belonging to any railway, or shall wilfully and maliciously make or shew, hide or remove, or omit to make or shew, any signal or light upon or near any railway, or shall wilfully and maliciously do, or cause to be done, or omit or neglect, or cause to be omitted or neglected, any other matter or thing, with intent to obstruct, upset, overthrow, injure or destroy, any engine, tender, carriage or truck, using such railway, or to endanger the safety of any person travelling or being upon such railway, any such offender shall be guilty of felony, and being convicted thereof, shall be liable, at the discretion of the Court, to be imprisoned in the Provincial Penitentiary for any term not less than three nor more than seven years.

SECTION 33.—If any person shall wilfully and maliciously cast, throw, or cause to fall or strike against, into or upon any carriage, engine, tender, or truck used upon any railway, any wood, stone or other matter or thing, with intent to endanger the safety of any person being in or upon such carriage, engine, tender, or truck, every such



offender, being convicted thereof, shall be guilty of felony, and shall be liable, at the discretion of the court, to be imprisoned in the Provincial Penitentiary for any term not less than three nor more than seven years.

SECTION 34.—If any person shall wilfully and maliciously set fire to any station-house, engine-house, warehouse, or other building belonging or appertaining to any railway, lock, canal, or other navigation, or to any goods or chattels being in any building, the setting fire to which is made felony by this or any other act of Parliament, every such offender shall be guilty of felony, and shall be liable to be punished as in the next preceding section is mentioned.

SECTION 36.—Any person who shall steal any ticket or order for any free or paid passage, on any railway, or on any steam or other vessel, shall be deemed guilty of felony, and on conviction thereof shall, in the discretion of the court before whom such offender shall be tried, be liable to imprisonment in any common gaol or prison for any period not exceeding two years, with or without hard labour.

SECTION 37.—Any person who shall knowingly forge or utter, knowing the same to be forged, any such ticket or order, as in the next preceding section mentioned, with intent to defraud any other person, shall be deemed guilty of felony, and on conviction thereof, shall, in the discretion of the court before whom such offender is tried, be liable to imprisonment in the Provincial Penitentiary for a period not exceeding three years.

SECTION 38.—Any person who shall by means of any false ticket or order, or of any other ticket or order, fraudulently and wilfully obtain, or attempt to obtain, any passage on any railway, or on any steam or other vessel, shall be deemed guilty of a misdemeanor, and on conviction thereof, shall, in the discretion of the court before whom such offender is tried, be liable to imprisonment in any common gaol or prison, with or without hard labour, for any period not exceeding six months.

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SECTION 40.—It shall be lawful for any person whatsoever, to apprehend any person who shall be found committing any offence against the provisions of this Act or any indictable offence, in the night, and to convey him, or deliver him, to some constable or other person, in order to his being conveyed as soon as conveniently may be, before a Justice of the Peace, to be dealt with according to law.

SECTION 41.—If any person, liable to be apprehended under the provisions of this Act, shall assault or offer any violence to any person authorized by law to apprehend or detain him, or to any person acting in his aid or assistance, every such offender shall be guilty of a misdemeanor, and, being convicted thereof, shall be liable to be imprisoned, with or without hard labour, for any period, not exceeding two years.

SECTION 42.—The time at which the night shall commence and conclude in any offence against the provisions of this Act shall be the same as in cases of burglary.

19 VICTORIA, CHAP. 11.

*An Act for the punishment of the Officers and Servants of Railway Companies contravening the By-Laws of such Companies to the danger of person and property.*  
[Assented to 16th May, 1856.]

Whereas it is necessary to adopt means for preventing, as far as possible, the great risk and damage to life and property which frequently arise from the non-observance by the officers and servants of Railway Companies of the By-laws and Regulations made for their guidance: Therefore, Her Majesty, by and with the advice and consent of the Legislative Council and Assembly of Canada, enacts as follows:

1. If any officer or servant of, or person employed by, any Railway Company, shall wilfully or negligently contravene any By-law or Regulation of such Company,

lawfully made and in force, and of which a copy shall have been delivered to him, or shall have been posted up or open to his inspection in some place where his work or his duties, or any of them, are to be performed, then if such contravention shall cause injury to any property or to any person, or shall expose any property or any person to the risk of injury, or render such risk greater than it would have been without such contravention, although no actual injury shall occur, such contravention shall be a misdemeanor, and the person convicted thereof shall be liable, in the discretion of the Court before whom the conviction shall be had, and according as such Court shall consider the offence proved to be more or less grave, or the injury or risk of injury to person or property to be more or less great, to be punished by fine or imprisonment, or both, so as no such fine shall exceed one hundred pounds, nor any such imprisonment the term of five years: and such imprisonment, if for two years or upwards, shall be in the Provincial Penitentiary.

And if such contravention shall not cause injury to any property or person, nor expose any person or property to the risk of injury, nor make such risk greater than it would have been without such contravention, then the officer, servant or other person guilty thereof, shall thereby incur a penalty not exceeding the amount of thirty days' pay, nor less than fifteen days' pay of the offender from the Company, in the discretion of the Justice of the Peace before whom the conviction shall be had; and such penalty shall be recoverable with costs before any one Justice of the Peace having jurisdiction where the offence shall have been committed, or where the offender shall be found, on the oath of one credible witness other than the informer; and one moiety of such penalty shall belong to Her Majesty for the public use of the Province, and the other moiety to the informer, unless he be an officer or servant of, or person in the employ of, the Company, in which case he shall be a competent witness, and the whole penalty shall belong to Her Majesty for the uses aforesaid; and the

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Company may in all cases under this Act pay the amount of the penalty and costs, and recover the same from the offender or deduct it from his salary or pay.

2. It shall be lawful for any Railway Company, by any By-law to be hereafter made, to impose upon any officer or servant, or person employed by the Company, a forfeiture to the Company of not less than thirty days' pay of such officer or servant, for any contravention of such By-law, and to retain any such forfeiture out of the salary or wages of the offender, provided he shall, before such contravention, have had cognizance of such By-law, which may be proved by proving the delivery of a copy thereof to him, or that he signed a copy thereof, or that a copy thereof was posted in some place where his work or his duties, or some of them, were to be performed; and such proof, with proof of the contravention, shall be a full answer and defence for the Company in any suit for the recovery from it of the amount so retained, and such forfeiture shall be over and above any penalty under the preceding section.

