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# CANADA SOUTHERN RAILWAY LINE.

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CANADA DIVISION.

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## Working Time Tables

AND

## SPECIAL INSTRUCTIONS

FOR THE

### Government and Information of Employes Only.

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TO TAKE EFFECT AT 5.00 A. M. ON  
MONDAY, 27TH NOV., 1876.

PREVIOUS TIME TABLES TO BE DESTROYED.

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### READ Carefully all RULES,

Trains are run by Hamilton time, the Standard being the Regulator in the Superintendent's Office at St. Thomas.

**W. K. MUIR,**  
*General Manager.*

{ St. THOMAS, ONT.,  
November, 1876. }

**J. WEBSTER,**  
*Division Supt.*



## CONDUCTORS, ENGINEERS AND BRAKEMEN.

1. Conductors will daily compare their watches with standard time, and furnish it to others on the Road. All Conductors and Brakemen are required to be at their Stations at least half an hour before starting time, to see that their trains are ready for prompt departure on time, and that their cars are in proper running order. They shall also see to candles, train lamps, reflectors, refrigerators, closets, urinals, heaters, bell-ropes and all that contribute to the comfort and safety of passengers. They shall examine cars at Water Stations, stopping places, and whenever opportunity offers, and shall especially see that the running gear, brakes, etc., are in running order. All broken and defective materials, brakes, etc., taken off, will, when practicable, be taken and delivered by the Conductor to the proper shops for repairs.

2. Conductors of Passenger Trains must give particular attention to the safety and comfort of their passengers, and see that ladies, children, and infirm persons are assisted in getting on and off their Trains. They will notice the temperature of their coaches and instruct their Brakemen about attending to the heating apparatus and ventilators; require their Brakemen to announce twice in each coach with the doors closed the name of the next Station at which the Train will stop, and insist upon their polite behavior towards all persons, and proper discipline in and out of the cars. Passenger Train Men will wear their official badges at all times when on duty.

3. No Passenger Train shall leave any Station without a bell-cord extending from the Alarm Bell on the Engine to the rear end of the hindmost car, which must not be detached while the Train is in motion, and before starting the Conductor shall test the bell-rope and see that it works right. At dark, and during continuance, the head and tail lamps must be kept burning bright. All trains having a passenger coach attached and carrying passengers must have bell-rope properly strung and attached to gong on engine. Conductors will be held accountable for seeing this properly attended to. Passenger trains shall be drawn, not pushed, except in cases of accident or emergency—and when a train is run backward (except when shifting and making up trains in yards), the Conductor must station himself on the top of the rear car, or in a position so conspicuous as to perceive the first sign of danger, and give immediate signal to the Engineer.

4. Conductors will be held strictly accountable for the safe management of their Trains, and for the proper performance of duty on the part of the men engaged with them, while upon the road. They must know that their Trains are at all times provided with every thing necessary to enable them to comply with the regulations of the Road; that a reliable brake is on the rear car and a man kept at it while the Train is running; also, that the rear brakeman is provided with RED and FOG signals for immediate use in case they are required; if at night, the Red hand lamp must be lighted and in the rear end of the rear coach. When a Train is lying on a side track, the Conductor must see personally that the Switches are set right for the Main Track while the Siding is occupied by his Train, and also upon leaving, that they are set for the Main Track and locked. When more than one Train is occupying the same Siding, Conductors, when leaving, must not leave the Switch open for the Train or Trains following, even if in sight, unless the Conductor of the following Train is at the Switch and takes charge of it.

5. Trains must be run under the direction of the Conductor, except when his directions conflict with these rules, or involve risk or hazard, in which case the Engineer will be held equally responsible; and whenever an Engine or Train is run over any portion of the Road without a Conductor the Engineer will be regarded as both Conductor and Engineer, and be governed accordingly; but no train should be run without a Conductor. Run as nearly as possible to Schedule time: NO EXCUSE WILL BE RECEIVED FOR RUNNING AHEAD OF TIME; dispatch business as quickly as possible, and use the WHOLE TIME equally between Stations; approach Telegraph and Flag Stations with the Train fully under command, so as to stop easily should a Signal be displayed. The maximum speed for Passenger Trains is 1½ minutes to the mile, and for Freight Trains, four (4) minutes to the mile, to be reduced when not consistent with safety. When passing other trains and approaching and passing depots, trainmen should be out and on the lookout for signals, &c.

6. In case of accident or delay the Conductor must immediately send a man with a RED flag by day or a RED lantern by night, half a mile (16 telegraph poles) in each direction, to warn any Train that may be approaching. The Engineer of the approaching Train, on perceiving the Brakeman's signals, will immediately sound the whistle for brakes, as evidence to the Brakeman that his signals have been seen. If a Train cannot reach a Station to meet another having the right of road, it must be backed to the nearest Siding; but no Train or Engine from a Regular Train disabled, must proceed in a direction contrary to the one in which it started, unless preceded one half mile by a Flagman.

7. Engineers or Firemen should look back frequently to see that all is right; and in case the train has parted, great care must be taken to keep the forward part out of the way of the detached part, and every precaution used to prevent a collision. Engineers will, in all cases, go back after the detached portion at a rate of speed not exceeding FOUR miles per hour, but must be absolutely sure that the detached portion has stopped. The forward brakeman must always precede the engineer when returning after rear part of train, flagging carefully around curves, to make sure that the detached portion of the train is not in motion. Trains coming up behind will not push forward the detached portion, unless it can be done safely, properly protected, in a side track close to accident; neither will they be run round the detached portion, but will wait until detached portion of forward train has been picked up by its own engine.

8. Freight Conductors are expected to ride on the top of their Trains as much of the time as possible, and to see that the Brakemen do their duty; also that not more than one man is absent from his post, on top of the Train, at any one time. The front brakeman will ride on the engine and be prepared to come back, putting brakes on the front cars. He must be careful to make himself acceptable to the Engineer while on the Engine. They must see that the doors of all Cars, whether loaded or empty are kept closed and fastened. When leaving Cars on Sidings, they must see that they are put in far enough not to interfere with Trains passing on the Main Track. At least five feet space must be left between the Car and the nearest Main Track rail. The Brakes must be set, and left on, and every precaution taken to prevent the Car being moved. When Cars are moved from places of loading or unloading at Stations by Trains going on the Siding for any purpose, care must be taken on leaving the Siding to replace them in same position, or wherever Agent may direct.

9. Conductors of all grades of Trains must understand distinctly THAT THEY ARE NOT VESTED WITH ANY AUTHORITY OR DISCRETION IN PASSING PERSONS FREE ON THEIR TRAINS, unless by special written permit of proper officers of the Company. This is a vital rule, and Conductors are specially warned not to violate it in any case.

10. Conductors and Engineers must use great caution when acting upon verbal messages sent and received touching the safety of Trains, Track or Bridges. All such messages should be in writing, to avoid the possibility of misconception.

11. All accidents, such as personal injuries, breakage, getting off the track, uncoupling of Cars, defective places in the road or bridges, or failure in any way of engines, must be reported to the Division Superintendent.

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

13. FOG SIGNALS are to be used in all cases of emergency for stopping or protecting Trains. No Engineer or Conductor in charge of a Train must leave a Station without having at least twelve of these Signals. They must be used, in addition to ordinary Signals, in any case of emergency, and during Snow Storms, Fogs, or when Atmosphere is so obscured that Signals or other objects cannot be distinctly seen at least half a mile distant. Engineers, on hearing explosion of Fog Signal, must bring Engine to a stand as quickly as possible; and then proceed with extra caution, keeping lookout for further Signals. These Signals must be firmly fixed on Rail by pr-per fastening, or by string or wire, and should be planted by Brakeman the moment he gets off, and keep placing as he runs back until he gets four located, the furthest being one mile from train to be protected. One signal must be placed on one Rail and the second upon opposite Rail at a further distance, and so keep moving back.

## ENGINEERS AND FIREMEN.

14. When in the shop or engine house, Engineers are under the control of the Master Mechanic; when on the road, they are under the control of the Division Superintendent, and will receive orders from the Conductor.

15. All Engineers and Firemen are required to be at their Stations at least thirty minutes before starting time, and must know personally that their Engines are supplied with Jack-screws in perfect order, inspected before beginning each journey; and all necessary implements for use in case of accident. NO EXCUSE WILL BE ALLOWED for neglect of this precaution. They must have the Head Lights and Signal Lights of their Engines in complete order before nightfall at all times, and ready for immediate use when required, and when SIGNAL LIGHTS ARE CARRIED, THEY MUST SEE THAT THEY ARE KEPT BURNING FOR THE ENTIRE DISTANCE THEY ARE ORDERED.

16. Engineers must approach all Switches either by day or night at a rate of speed which will give them entire control of their Trains, and pass the Switches at a moderate speed, being first sure that they are right. No excuse will be allowed for running off or through a Switch at a Station where the Train is to stop or another is to be met. Caution must be observed in running over unfinished portions of the Road, and vigilance at all times. When behind time run with great care, SAFETY being the first consideration.

17. Engineers must not leave a Telegraph Station where they have stopped without first knowing that the Conductor is on the Train. Signals to start to be made only by hand motion or lantern must not be regarded by Engineers unless fully satisfied that they are given by the Conductor.

18. An Engineer must not permit his Fireman to handle or operate the Engine except he shall have been pronounced capable to do so by the Master Mechanic, and THEN only when the Engineer is present. Both Engineer and Fireman must remain on the Engine while it is running.

19. Engineers must not permit any one to ride on their Engines except the Conductor of the Train (and only then in emergency), the General Manager, Chief Engineer, Division Superintendent, Master Mechanic, Road Master and Assistants, without a written order from the General Manager or Master Mechanic.

20. Engineers MUST USE EVERY POSSIBLE CARE TO AVOID KILLING ANIMALS. FREQUENT OCCURRENCES OF KILLING WILL BE REGARDED AS EVIDENCE OF CARELESSNESS. All animals killed or injured must be promptly reported by both Engineer and Conductor, giving full particulars.

## STATION AGENTS.

21. Station Agents, where appointed, are held responsible for the safety of Switches, which must ALWAYS, except when a man is standing by, be kept right for Trains running on Main Track. They must not allow Cars to be loaded or unloaded on the Main Track without authority from the Division Superintendent. They must also see that no one moves Cars on the Side Track so near the Switch as not to properly clear the Main Track as per Rule No 8. It will be the duty of Agents to make themselves familiar with the Time Table Rules, Signals, &c. Agents having freight for shipment will flag Trains, and no Freight Train so flagged must pass a Station without a full Train, unless they have positive orders to fill out at some other point; provided that Through Trains will not ordinarily be required to take local Cars for distribution. Agents must know personally that all Cars on their Sidings have brakes set, and wheels well blocked, before leaving their Stations at night. Agents are not allowed to be absent from duty without permission from the Division Superintendent, and must see daily that their Station Buildings are clean, inside and out, and that all supplies are economically used, and all old materials collected and piled up.

## SPECIAL INSTRUCTIONS TO TRACK MEN.

22. Every man at work upon the track must bear in mind that, under the Telegraph System of working the Road, a Train may be expected at any moment, and thus the necessity of the strictest watchfulness on the part of all.

23. Where the track is out of order, and must be run over slowly, a red flag must be held by the side of the track, at a distance of not less than five hundred yards in each direction from the bad track. Where the track is impassable, a red flag must be held in the centre of the track in each direction from the impassable point, at a distance of not less than one-half mile from it.

24. At all times, whether a train is due by the card or not, before a rail is taken out of the track, or when it is necessary to repair any portion of the roadway, that will render the road impassable for a train, a man must be sent in each direction with a red flag, which he must keep displayed between the tracks at least eight hundred yards from the spot.

25. Trees liable to fall on track must be cut down. Care at all times is earnestly enjoined. Always take the safe side in case of doubt. Wood, Ties, Lumber, Staves, or other material, piled to a height of four (4) feet, must be kept 5 feet distant from the Rails; when the height exceeds 4 feet it must be kept 8 feet distant from the Rails. This applies to sidings at Stations as well as on Main Track.

26. See that sand does not wash down upon the track at Road Crossings. During very wet nights, foremen must watch places in the track likely to be damaged.

27. TELEGRAPH LINE.—Track men will pay particular attention to the telegraph wires, and see that they are not obstructed, or down upon the ground, or touching each other or any metallic substance. In case they are found broken, or on the ground, or crossed, or in any way obstructed, they must be repaired in a temporary manner immediately, and notice given to the telegraph office. When the wires are crossed, or in contact with each other, and the break or obstruction is of such a nature as not to admit of temporary repair, immediate notice must be sent by a special messenger to the nearest telegraph office.

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

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

30. Foremen of Repairs, and men in their employ, must at all times hold themselves in readiness to aid the passage of trains; and, in case of accident or delay, will obey the orders of the Conductors.

31. Rails and other materials must NOT be left scattered about Depot grounds. PILE THEM up together OUTSIDE OF TRACKS.

32. Send all broken links and pins to the Blacksmith Shop for repair,—do not retain any old material that can be repaired and used.

## SWITCHES AND ROAD CROSSINGS.

When Switches are not actually in constant use, and especially after dusk, they should be PROPERLY SET AND LOCKED. Station Agents are required to be more than ordinarily careful to see, just before Express trains are due to arrive, when are not, and to stop at their station, that Switches are right, and men placed at the Road Crossings. Train men are required to handle the Switches at all places denominated "Side Tracks," where there are no regularly appointed Agents exclusively engaged in the service of the Company. Conductors will be held responsible for handling all Switches, and must see that they are always left LOCKED FOR THE MAIN TRACK after using them.

## RULES GOVERNING THE MOVEMENT AND PASSING OF TRAINS.

34. No train will proceed toward a Station where it expects to meet a train of the same class possessing the right to the road, unless it has ample time to arrive there strictly at or before the card time of the latter Train to leave. All Trains are designated as Regular, or Special. Regular Trains are those represented on the Time Table. Special Trains are those not represented on the Time Table, but running under special orders.

35. ALL TRAINS ON MAIN LINE going TOWARD ST. THOMAS, in EITHER direction, have the ABSOLUTE RIGHT TO THE ROAD against trains of the SAME or INFERIOR class. Trains going in EITHER DIRECTION FROM ST. THOMAS, will WAIT INDEFINITELY for trains of same or superior class that may be behind time, unless special orders are received from proper authorities to proceed; in like manner all trains on ST. CLAIR BRANCH, going toward ST. THOMAS, have the right to the Road over Trains bound in opposite direction; but no train running under this right will leave a station or passing place where it should meet a train of the same class UNTIL FIVE MINUTES AFTER its card time unless the train it should have met has arrived; and this five minutes must be observed at every succeeding station, until it shall have met the delayed train, unless distinct telegraph train orders are given to the contrary, and Dispatcher will be careful about giving these.

36. INFERIOR CLASS TRAINS will wait indefinitely for TRAINS of SUPERIOR CLASS in BOTH directions, and must be kept ENTIRELY OUT OF THEIR WAY.

37. ST. CLAIR JUNCTION.—MAIN LINE Trains have RIGHT of Road over ST. CLAIR Branch trains of SAME CLASS between ST. CLAIR Junction and ST. THOMAS when going in either direction.

38. NIAGARA JUNCTION.—MAIN LINE Trains have RIGHT of Road over NIAGARA Branch Trains of SAME CLASS between VICTORIA and NIAGARA JUNCTION when going in either direction.

39. Trains will be run as per Time Card, and no Passenger Train will pass the appointed meeting Station, unless the corresponding Train is there, or is authorized by prescribed rights, telegraph order, or flag, to proceed. Conductors will be careful to make inquiry before leaving Telegraph Stations, and find out how Trains to be met are running.

40. Freight Trains will run under same regulations against each other as Passenger Trains, but if they cannot make their meeting point for passenger Trains, or get a telegraph order to go there, they must keep clear of Passenger Trains, whether on or off time.

41. Trains going West will take the Siding, except that Second-Class, Wood, Gravel and Construction Trains will take the Siding for First Class Trains whenever practicable.

42. Trains approaching a meeting point must proceed with great caution, invariably entering the Side Track at the nearest end, and under no circumstances (when the Siding is connected at both ends) backing in from the direction of an approaching Train. When the Siding is not connected at both ends and it becomes absolutely necessary to back in, first send a man ahead to give notice to any Train that may be expected.

43. Trains must not be allowed to occupy any public Road or Street, for over five minutes at any one time.

44. Running or flying switches will not be allowed under any circumstances. Both Conductors and Engineers will be held personally responsible for violation of this rule.

45. Wood, Construction, or Gravel Trains must not on any account be on Main Line within 20 minutes of time of any regular Trains being due without the authority of the Train Dispatcher. When a Construction or Gravel Train is standing on Main Line, Conductor must send his men out with proper signals each way a distance of at least 800 yards.

46. When one Train is following another, it must be kept at least one mile in the rear, except when necessary to reach a Station to meet another Train. In approaching Stations where other Trains are stopping, great care must be used in the management of the Train, the Engineer having it completely under his control for at least half a mile before reaching the Station or stopping Train. Should the Conductor of either Train find his Engine unable to make the specified time, he will drop a man with Danger Signals to warn the following Train. It is the duty of the Conductor of every Train, when he stops, whether at a regular Water Station or at any other place, or for any cause, to immediately protect the rear of his Train against any and all following Trains. No understanding with the Conductor or Engineer of the following Train will relieve him of this duty. COLLISIONS BETWEEN TRAINS ARE UNNECESSARY, AND WILL NOT BE EXCUSED. They cannot occur if



Conductors and Engineers observe and properly obey the rules. In all cases where a Train or Engine is to follow another, notice must be given of that intention to the forward Train, together with the character of the Train, and how far it is to be flagged.

47. A Train following a flag must be run with great care at all curves and obscure places of the road, on the ground that the flag may not everywhere have been noticed, and will take great care to stop and enquire, to be SURE of the distance at which they are from the Train ahead of them.

48. Freight Trains must carry two Red flags on top of the hind-most car in sight of the Engineer by day. Two Red lanterns by night must occupy a like position.

49. Too great care can never be taken to ASCERTAIN PRECISELY THE MEANING of every signal given to a Train on the Road, if intended to indicate alarm or danger. In all cases, when the signal is at all earnest, or the least doubt exists as to its meaning, the Train MUST BE STOPPED so that the person giving the signal can be conversed with, and the precise matter ascertained; and should another Train be following, the alarm must, of course, be immediately carried back to it. In cases of doubt or uncertainty, ALWAYS TAKE THE SAFE SIDE. Let every man protect his own Train and Engine, and each Section Foreman, and Station Agent, his Track and Switches, and accidents from carelessness will never occur.

## RAILROAD CROSSINGS and DRAW BRIDGES.

50. Every Engine, with or without a Train, must be brought to a full stop short of each of the several Railroad Crossings on the line; and the Engineer must know that the crossing is clear, and not likely to be obstructed while the engine or Train is passing over it. Engineers, Conductors and Brakemen will be held equally responsible for the stopping of their Trains. Engineers must bring their Engines and Trains to a dead stand before crossing any of the Swing Bridges, and know that the Bridge is properly closed and safe for them to cross, and the proper signal given to proceed.

## SPECIAL INSTRUCTIONS IN REGARD TO MOVING TRAINS BY TELEGRAPH.

51. The Train Dispatcher on duty is the only person authorized to give "Train Orders" affecting Engines or Trains on the main track. No Wild or Special Train or Engine shall be run upon the road, without his knowledge and instructions, unless they can follow a regular Train under a Red flag, and then only to a station where they can obtain a regular order.

52. FULL-FACED FIGURES denote where Trains are to be met and passed, and Conductors and Engineers, by referring to corresponding figures on same line of the Time Table, will see what trains are to be met and passed; and they will not pass these meeting places unless upon their rights as prescribed, or upon proper train orders.

53. When a first Class TRAIN LOSES fifteen or more minutes from any cause, the CONDUCTOR will REPORT the CAUSE of the detention to the DIVISION SUPT. at the next Telegraph Station at which the Train stops; and if the detention is caused by any derangement of the Engine or cars, give the number of engine, or number and kind of car. The same rule applies to Second Class Trains when detained thirty minutes, and to Third Class when detained forty minutes. TO KEEP THE PROPER RECORD OF MOVEMENT OF TRAINS. CONDUCTORS MUST KEEP INFORMED OF ALL CAUSES OF DETENTION, AND REPORT CORRECTLY AS ABOVE.

54. When a Train at any Station becomes twelve hours later than its card time at that station, it loses all its rights, becomes a wild Train, and will not move except on orders from the Train Dispatcher.

55. A Train having orders to run ahead of its card time, becomes wild, and loses its rights until it resumes its card time.

56. The rights of delayed Trains must not be taken by regular or wild Freight Trains, without special direction. Delayed Freight Trains may regain their card time when it can be done with perfect safety, but in no case must the speed of Freight Trains exceed 15 miles per hour, except by special order from competent authority.

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

58. No Train of any inferior class must leave the Station next preceding that at which it should be met or passed by a Train of a superior class, unless it can arrive at the latter station by its average rate of running five minutes before the leaving time of the superior class Train. No excuse will be taken for Freight Train Conductors being on Main Track, switching, wooding or watering, and delaying a Passenger Train.

59. It is not necessary that PASSENGER Trains should STOP more than THREE minutes for WOOD and WATER at any Station in the day time, and not more than five minutes at night, and when the Train is behind time the stop should be as short as possible.

60. FREIGHT Trains full loaded, having no station work, must not arrive at stations any longer ahead of leaving time than is actually necessary to get wood and water, and at meeting places, to get out of the way of Trains, as required by Rules.

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

62. The Division Superintendent, and the Train Dispatchers on duty are the only persons authorized to move Trains by special order; and but one person on the same circuit shall be permitted to move Trains by special order at the same time.

63. Orders from the TRAIN DISPATCHER must always be obtained before an extra engine, with or without a Train, is started in company with a regular Train, and the fact must always be expressly understood by all the men upon Trains running in company.

64. When it is necessary to send an extra engine over the Road, it will, if possible, precede and run on the time of some regular freight Train, and will be entitled to all the rights of, and carry signals for the Regular Train. In such CASES, the REGULAR Train will run FIVE minutes BEHIND its card time.

65. When an operator receives an order to hold a Train that has not arrived, he must first put out the signal and then reply that such train is held. The disc set at right angles to the track, or red light displayed, being the STOP SIGNAL. He will be careful to observe the signal is not disturbed or hidden, and will notify promptly all other Trainmen that the signal is not for them, and must take care that signal is always in good working order, and, when set to hold trains, know by personal observation that Board or Red Light is displayed; and attention must be given at night to see that Light continues to burn brightly. This signal must not be relied upon exclusively to hold Trains. No Conductor will pass this signal for orders without getting a regular Train or Clearance Order upon the printed form, as case may be. Operators are expected to watch closely for the expected Train and notify switchman or watchman at Depot, using all necessary means to stop it. When a Train, or any part of it, has already passed the Telegraph Office, although still at the Station, Operator must not accept the order to hold Train until the Engineer or Conductor has been shown the order, and understands that he is held. Conductors must in all cases read the order and so avoid the danger of misunderstanding it. When Conductors are notified that they are HELD FOR ORDERS or for the arrival of a train, they will place their signatures across the holding order on Telegraph Order Book.

66. When the above signals are shown, approaching Trains will in all cases be brought to a full stop, and Conductors will go to the telegraph office to receive and respond to such orders as may be awaiting them.

67. The Conductor addressed should read the order carefully, and, if understood, should sign it; it will then be repeated back over the Conductor's signature to the person giving it, who will, if the order is correctly understood, reply "9" correct, which must be endorsed over the proper signature upon the order countersigned by the Receiving Operator, and the exact time of receiving the "9." Two copies of the order compared, when properly endorsed, will be given to the Conductor, who will retain one and give the other to the Engineer. Engineer will invariably read his copy to Conductor before starting. Do not accept an erased or altered order. The original will be kept by the Operator in his book.

68. The safety of LIFE and PROPERTY imperatively demands that every person in any manner connected with the movements of trains by special order, should use the utmost care and watchfulness, and that all Rules regarding the same should be strictly observed. Orders should be made plain and explicit, and if not fully understood by the parties addressed, an explanation should be required before taking the order. After the reception of an order, IT MUST BE OBEYED FULLY AND TO THE LETTER. Conductors and Engineers must make sure they are meeting the trains specified on their train orders at meeting and passing points. Verbal orders must not be taken.

69. Should the line, from any cause, fail to work before the Operator has received the "9," he will not deliver such order.

70. Conductors must not leave a station when directed to run by special orders, without having the same in writing in their possession, properly signed and endorsed "9."

71. When an order is sent by telegraph to a train that is carrying a flag or light for an Special train or engine, in no case will the Special train or engine be allowed to avail itself of the forward train's order, without an order to that effect. When a train is directed by a Dispatcher to carry a flag for a following train or engine, the following train or engine must, before starting, obtain order from Dispatcher to follow.

72. OPERATORS when CALLED for HOLDING or TRAIN ORDERS, will exhibit the Signal AT ONCE, and not lower it, until all trainmen then at Depot, and due or expected, are notified; an exception being made in case of Express Trains not timed to stop and not necessary to stop—the holding order not affecting their trainmen—when the Signal may be lowered, but waited on and raised immediately after they pass. Those not affected and not held for orders will be furnished with proper "clearance order" before being allowed to pass; but the Signal will be kept set until those really interested are sent for, found, and notified. Two copies of the order by which said signal is put up must be delivered by the Operator to the Conductor, one copy of which order must be delivered by Conductor to his Engineer. That there may be no doubt as to right of track, Conductors and Engineers must each receive and read such copy before going ahead. Operators must not fail to take in the signal at once, after the departure of the train for which it was shown. When Operators relieve each other, the one going off duty must carefully call attention of the one coming on to orders still in effect, and as proof that the one coming on duty knows of these orders, he will, in the presence of the one going off, place his initials on the margin of the book, opposite each order. At Stations or Side Tracks at which Telegraph Offices may from time to time be opened, and which are not supplied with the "Telegraph Signal," a Red Flag or Red Lamp will be used.

73. Freight Trains must not pass other Freight Trains bound in same direction, except by order of Train Dispatcher, unless it becomes necessary to do so at a non-Telegraph Station, in which case the Conductor of Train arriving first at next Telegraph Station will then report the case to Train Dispatchers, and obtain orders to proceed. When a Wild Freight Train is run, by special order, in advance, and upon the time of a Regular Freight Train, its Conductor and Engineer will see that all Train and Stationmen which are met or passed, are notified that it is a Wild Train they are running.

74. Promptness on the part of Train Men and Operators, in the transmission of, and response to Telegraph orders, is of the utmost importance in enabling trains to move with regularity, and save detentions; and all concerned must bear in mind that, frequently a few minutes unnecessary loss of time at a Station results in some hours delay in accomplishing the whole trip; and hence, the importance of all dispatch possible, consistent with the safety of trains.

75. Engineers and Conductors will always look out for Telegraph Signals approaching Telegraph Stations, and the swinging of a flag or light must, in all cases, be regarded as a signal to stop; but the absence of the proper signals at a Station or on the Track, must be promptly reported to this office.

76. Conductors of Working Trains will daily, before going to their work, leave with the Telegraph Operator a memorandum of where the Train will be working for the day, and this memorandum shall be telegraphed immediately to the Train Dispatcher, and REPEATED by him to the office sending it. Such memorandum will also be posted in a conspicuous place for the information of all concerned. Conductors of Working Trains will not leave for their work until orders have been received from TRAIN DISPATCHER.

77. In giving orders to a Passenger Train, which affects the rights of another Passenger Train, or to a Freight Train which affects the rights of a Passenger Train, the Train Dispatcher will always send orders to the Train which has the right to the Road, and get the Conductor's understanding of the order, before giving to another Train an order to run upon its time.

78. Whenever an order is given by Telegraph for a Freight Train to run ahead of a Passenger Train on a Passenger Train's time, the order must state how much of the Passenger Train's time the Freight Train can use. Conductors and Engineers of both the Passenger and Freight Trains interested in this order must each have a copy of the same, and so handle their respective Trains as to avoid the possibility of a collision. This order should be given to the Passenger Train first, if practicable; and the Red signal must be displayed at or before reaching the Station where the Freight Train receives such orders, for the Passenger Train to receive corresponding orders.

79. Conductors running at night will report in person at every night Telegraph Office for orders, except at Stations where their Trains are stalled. This rule does not excuse the Operator from showing all proper signals to stop Trains, or neglect in the prompt delivery of messages but is an additional safeguard.

80. Should a TRAIN be HELD by ANOTHER BETWEEN TELEGRAPH STATIONS, the Conductor of the Train thus held may require the first Train passing him, bound in the same direction, to flag him to the next Telegraph Station, on his arrival at which he must report to Train Dispatcher for orders. Except as above, signals must not be carried for special Trains, unless by direction of proper authority. At NIGHT, when Trains are flagged, as above, Conductor and Engineer of leading Train will understand by words "NEXT TELEGRAPH STATION" that the flag is to be carried to the next telegraph station where there is a NIGHT OPERATOR.

81. When an engine or Train has an order to run, or is run, LOOKING OUT FOR ANOTHER TRAIN or engine, it must be carefully flagged around curves, and the Engineer will sound his whistle approaching curves.

82. When a train has orders to run REGARDLESS of a SPECIFIED train, it gives the train under such orders 0 rights over another train.

83. All ORDERS and messages relative to the MOVEMENT of TRAINS must be written in FULL, and no abbreviations used, except the telegraph abbreviations:

"31"—(How do you understand this?)

"32"—(I understand I am to.)

"9"—(Correct.)

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

85. When a SLOW train, moving in ADVANCE of a FAST train by special order, from any cause becomes unable to make its running time, the CONDUCTOR, as soon as he discovers such to be the case, will drop a flag man to warn the Train following, and put his Train upon the first switch he reaches, there remaining until he has received special orders to proceed, or until he can go ahead in accordance with the rights of his Train. This rule, however, can be annulled at the option of the Train Dispatchers.

86. Conductors of slow Trains running under orders will stop at each telegraph Station and report themselves to the Train Dispatcher and await his order before proceeding.

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

## SIGNALS.

88. Unnecessary sounding the Whistle is positively prohibited, as its excessive use impairs its value as a signal of danger. When shifting in yards and at stations the Engine Bell should be rung, and the Whistle must only be used in cases of absolute necessity. The Whistle must not be sounded while passing a Passenger Train, except in cases of emergency or danger. The Engine Bell must always be rung before starting an Engine or Train.

89. The hand held upright, START. Swung across the Track, STOP. Beckoning, BACK UP.

90. A lantern swung in a circle, GO AHEAD. Swung across the Track, STOP. Raised and lowered vertically, BACK UP.

91. RED is the signal for danger, and to stop for Telegraph orders. But ANY signal apparently intended to indicate alarm, must be regarded.

92. One short sharp blast of the whistle is signal to apply the brakes. Two (2) to LET OFF the brakes. Three (3) to BACK the Train. Four (4) to call in flagman. Five (5) short whistles, wood-up. A succession of short blasts of the whistle is an alarm for stock. One long and two short blasts of the whistle is the signal for ROAD CROSSING and must be made at the signal and the Bell must be rung until the crossing is passed.

93. The only Signal by Bell Cord is Two taps when running to STOP. Shut off steam when the first tap is given, and look back for signal of Conductor from side of Train in case Bell rope might be broken, in which case be guided by Rule 7.

94. A Red flag by day and a RED lantern by night, displayed at a Telegraph Station, are signals for holding Trains for orders. Conductors and Engineers MUST LOOK for these signals at all Telegraph Stations, and when seen bring their Trains to a full stop, and ascertain from the Operator the object of the signal.

95. A RED flag by day, and a red light at night, in addition to Head Light, placed upon the FRONT of an ENGINE or Train, indicates that the Engine or Train is FOLLOWED by ANOTHER, and the following Train must always be considered as having all the rights of the leading Train, and Conductors and Engineers of other Trains must so regard it, and wait for all the other Trains in company INDEFINITELY, and pass them all at the same point, unless this signal is cancelled by Dispatcher, when the order in Book will state where. Conductors must always see lamps or flags displayed before their trains start.

96. A Red flag by day and a Red light at night, placed in the drawhead, or on the platform or step of a car, at the end of a Train standing on main track or sidings, denotes that Car Repairmen are at work UNDERNEATH THE CARS. The Car or Train thus protected shall not be coupled to or moved until the Red signal is removed by the Car Repairmen.

97. A White flag by day, or a white light in addition by night, displayed on the front of an Engine, indicates that a special Engine or Train is following, which will keep out of the way of all REGULAR Trains, but will have the right over all WOOD, GRAVEL, CONSTRUCTION, WORKING, and other IRREGULAR Trains, which must keep out of the way accordingly. Should two Trains meet, each carrying White signals, the special Engine or Train bound east will have the right of the Road against the special Engine or Train bound west under the protection of white signals, and the latter must keep out of the way until the eastward bound Train has passed.

98. The Engineer of every Engine or Train carrying signals (either Red or White) when meeting opposing Engines or Trains, or passing Engines or Trains moving in the same direction, or standing on a siding, shall distinctly sound the flag signal, four (4) blasts of the whistle when near the Engines of such Trains that are being met or passed. And the Engineer of such opposing Engines or Trains that are being met or passed will invariably answer the signal by giving two (2) blasts of the whistle. When two Engines or Trains meet, both carrying signals, each will give the signal and answer. Engineer giving the signal must see that it is properly answered; and if it is not, he must stop his Train and notify the Conductor, who will ascertain the reason and report same to Division Superintendent, from first Telegraph Station. Conductors of Trains carrying Flags will stop, if necessary, and make certain that Conductors of Opposing Trains are notified of what they are flagging.

## MISCELLANEOUS.

99. Employees will not be permitted to absent themselves from their duties without the consent of the head of the Department to which they are attached. Strict propriety of conduct and the avoidance of profane and indecent language in the presence of Passengers, in the transaction of business with others, and with each other, is required. The use of intoxicating drinks while on duty is prohibited. Persons known to be in the habitual use of intoxicating drinks will be dismissed the service. Employees will supply themselves with time cards, and have them in their possession while on duty.

100. Every rule in this table is to be observed literally, and no person has authority to omit or vary a single requirement. If there be any one not willing to conform cheerfully and properly to such orders as may be found necessary for the proper dispatch of business, he is particularly requested to leave the service of the Company.



## CANADA SOUTHERN RAILWAY.

## TIME TABLE, NOVEMBER, 1876.

## GOING WEST.

## SECOND CLASS.

## FIRST CLASS.

## STATIONS.

Buffalo .... Dep  
Black Rock.....

Fort Erie...Dep.

Victoria.....

Niagara Junction..

Stevensville.....

Welland.....

Perry.....

Attercliffe.....

Canfield.....

Deans.....

Hagersville.....

Townsend.....

Villa Nova.....

Waterford.....

Windham.....

Pt. Dover Junction

Hawtrey.....

Cornell.....

Tilsonburg.....

Brownsville.....

Springfield.....

Kingsmill.....

St. Thomas..Arr.

St. Thomas Dep.

St. Clair Junction.

Shedden.....

Iona.....

Dutton.....

Bismarck.....

Rodney.....

Taylor.....

Duart.....

Highgate.....

Ridgetown.....

Harwich.....

Charing Cross...

Buxton.....

Fletcher.....

Tilbury.....

Comber.....

Woodslee.....

Essex Centre.....

Colchester.....

Amherstb'g Arr.

Detroit.....Arr.

Toledo.....Arr.

21  
Way  
Freight.19  
Through  
Freight.17  
Through  
Freight.15  
Express  
Freight.13  
Through  
Freight.11  
Mixed.7  
Niagara  
Accom.5  
Chicago  
Express.3  
Pacific  
Express.1  
Mail.Length of Sidings  
in Feet.

Miles from Fort Erie

## No. 21.

## STATIONS

Dep.... Buffalo .... Arr

" .. Black Rock .. "

Dep....Fort Erie....Arr

..... Victoria .....

" ..Niagara Junction. "

" .. Stevensville .. "

" .. Welland .....

" .. Perry .....

" .. Attercliffe .....

" .. Canfield .....

" .. Deans .....

" .. Hagersville .....

" .. Townsend .....

" .. Villa Nova .. "

" .. Waterford .....

" .. Windham .....

" Pt. Dover Junction "

" .. Hawtrey .....

" .. Cornell .....

" .. Tilsonburg .....

" .. Brownsville .. "

" .. Springfield .....

" .. Kingsmill .....

Arr.. St. Thomas ..Dep

Dep.. St. Thomas ..Arr

" St. Clair Junction. "

" .. Shedden .....

" .. Iona .....

" .. Dutton .....

" .. Bismarck .....

" .. Rodney .....

" .. Taylor .....

" .. Duart .....

" .. Highgate .....

" .. Ridgetown .....

" .. Harwich .....

" .. Charing Cross .. "

" .. Buxton .....

" .. Fletcher .....

" .. Tilbury .....

" .. Comber .....

" .. Woodslee .....

" .. Essex Centre .. "

" .. Colchester .....

Arr. Amherstburg Dep.

Arr. Detroit ..Dep

Arr. Toledo ..Dep

## GOING EAST.

## FIRST CLASS.

## SECOND CLASS.

## STATIONS.

Arr. Buffalo.

" .. Black Rock. "

Arr. Fort Erie.

Victoria.....

Niagara Junction..

Stevensville.....

Welland.....

Perry.....

Attercliffe.....

Canfield.....

Deans.....

Hagersville.....

Townsend.....

Villa Nova.....

Waterford.....

Windham.....

Pt. Dover Junction

Hawtrey.....

Cornell.....

Tilsonburg.....

Brownsville.....

Springfield.....

Kingsmill.....

Dep. St. Thomas.

Arr. St. Thomas.

St. Clair Junction.

Shedden.....

Iona.....

Dutton.....

Bismarck.....

Rodney.....

Taylor.....

Duart.....

Highgate.....

Ridgetown.....

Harwich.....

Charing Cross...

Buxton.....

Fletcher.....

Tilbury.....

Comber.....

Woodslee.....

Essex Centre.....

Colchester.....

Dep. Amherstb'g

Dep. Detroit.

Dep. Toledo.

Miles from Amherstburg.

Telegraph Stations.  
D. Day. N. Night.2  
Atlantic  
Express.4  
Day  
Express.6  
N. York &  
Boston  
Express.8  
Niagara  
Accom.12  
Mixed14  
Through  
Freight.16  
Live St'k  
Express.18  
Through  
Freight.20  
Through  
Freight.22  
Way  
Freight.

VIA NIAGARA BRANCH.

VIA NIAGARA BRANCH.

VIA ST. CLAIR BRANCH.

VIA ST. CLAIR BRANCH.



NIAGARA BRANCH.

Going West.				Length of Sidings in feet.	Miles from Fort Erie.	STATIONS		Miles from Niagara.	Telegraph Stations. D.—Day. N.—Night.	Going East.			
FIRST CLASS.						Dep				Arr		FIRST CLASS.	
			7							8			
			P M 5.15			Dep	BUFFALO	Arr		A M 9.20			
			5.30			"	Black Rock	"		9.05			
			5.45	500		Dep	FORT ERIE	Arr		8.55			
			5.50	11.800		"	Victoria	"	29.7	D N	8.50		
			5.55		2.2	"	Niagara Junction	"	27.5		8.45		
			6.07		6.9	"	Black Creek	"	22.8		8.30		
			6.25	450	12.7	"	Chippawa	"	17.0	D	8.17		
			6.37	1,000	15.8	"	Niagara Falls	"	13.9		8.07		
		A	6.45			"	Susp. Bridge	"	12.5	D	8.00		
		D	7.00	3,000	17.2	"	Queenston	"	6.3		7.40		
			7.20		23.4	"							
			7.40	1,000	29.7	Arr	NIAGARA	Dep		7.20			
			P M							A. M.			

## ST. CLAIR BRANCH.

Going West.				Length of Sidings in feet.	Miles from St. Thomas.	STATIONS.	Miles from Courtright.	Telegraph Stations. D.—Day. N.—Night.	Going East.			
SECOND CLASS.									SECOND CLASS.			
			11						12			
.....	.....	.....	P. M. 3 45	18,000	....	Dep. ST. THOMAS..Arr	66.4	D N	A. M. 11.30	.....	.....	.....
.....	.....	.....	4.00	.....	3.8	" St. Clair Junction "	62.6	.. ..	11.15	.....	.....	.....
.....	.....	.....	4.05	.....	5.3	" Air Line Crossing "	61.1	.. ..	11.10	.....	.....	.....
.....	.....	.....	4.15	1,300	9.1	" ....Southwold.... "	57.3	.. ..	11.00	.....	.....	.....
.....	.....	.....	4.25	.....	12.5	" .... Delaware .... "	53.8	.. ..	10.45	.....	.....	.....
.....	.....	.....	4.50	1,000	19.2	" ....Melbourne.... "	47.2	.. ..	10.23	.....	.....	.....
.....	.....	.....	5.00	.....	22.2	" ..G. W. Crossing. "	44.2	.. ..	10.13	.....	.....	.....
.....	.....	.....	5.10	1,150	25.4	" .....Ekfrid..... "	40.9	.. ..	10.00	.....	.....	.....
.....	.....	.....	5.45	2,500	35.2	" .....Alvinston.... "	31.2	D ..	9.30	.....	.....	.....
.....	.....	.....	6.00	2,500	40.7	" ..... Inwood .... "	25.7	D ..	9.05	.....	.....	.....
.....	.....	.....	6.30	1,000	48.0	" .... Oil City .... "	18.4	.. ..	8.40	.....	.....	.....
.....	.....	.....	7.00	1,500	56.7	" .... Brigden .... "	9.7	.. ..	8.00	.....	.....	.....
.....	.....	.....	7.35 P. M.	3,000	66.4	Arr COURTRIGHT Dep	.....	D ..	7.30 A. M.	.....	.....	.....

Engineers of St. Clair Branch Trains will keep a sharp lookout between St. Clair Junction and St. Thomas for Main Line Trains that may be late.