

MIDLAND RAILWAY OF CANADA.

No. 6. **TIME TABLE,** No. 6.

TAKES EFFECT ON MONDAY, MAY 27th, 1872.

MILES.		TRAINS MOVING NORTH.						TRAINS MOVING SOUTH.					
		No. 1 BEAVERTON MAIL	No. 3 LAKEFIELD MAIL	No. 5 BEAVERTON MIX'D	No. 7 LAKEFIELD MIX'D	No. 9 WAY FREIGHT.	MILES.	STATIONS.	No. 2 BEAVERTON MAIL	No. 4 LAKEFIELD MAIL	No. 6 BEAVERTON MIX'D	No. 8 LAKEFIELD MIX'D	No. 10 WAY FREIGHT.
66	+ Beaverton, Arr.	12.30 P.M.	.....	8.00 P.M.	.....	.....	0	+ Beaverton, Dep.	3.00 P.M.	.....	7.00 A.M.	.....	.....
58	+ Woodville, . . .	12.10	.....	7.30d } 7.18a }	.....	.....	8	+ Woodville, . . .	3.25	.....	7.30a } 7.42d }	.....	.....
54	* Oakwood, . . .	11.53	.....	7.00	.....	.....	12	* Oakwood, . . .	3.37	.....	8.00	.....	.....
49	* Cambray, . . .	11.41	.....	6.42	.....	.....	17	* Cambray, . . .	3.49	.....	8.18	.....	.....
43	+ Lindsay, . . .	11.25d } 11.20a }	.....	6.20d } 6.00a }	.....	8.40 A.M.	23	+ Lindsay, . . .	4.05a } 4.10d }	.....	8.40a } 9.00d }	.....	11.40 A.M.
38	* Kelly's, . . .	11.08	.....	5.38	.....	8.20	28	* Kelly's, . . .	4.22	.....	9.22	.....	12.02
33	+ Omemee, . . .	10.58	.....	5.20	.....	8.05	33	+ Omemee, . . .	4.35	.....	9.40	.....	12.20
28	+ Franklin, . . .	10.43	.....	4.55d } 4.35a }	.....	7.42	38	+ Franklin, . . .	4.47	.....	10.00	.....	12.43
26	* Brunswick, . . .	10.38	.....	4.27	.....	7.35	40	* Brunswick, . . .	4.52	.....	10.08	.....	12.52
24	+ Bethany, . . .	10.33	.....	4.20	.....	7.27	42	+ Bethany, . . .	4.57	.....	10.15a } 10.33d }	.....	1.10
40	+ Lakefield, . . .	.....	12.40 P.M.	.....	7.00 P.M.	.....	0	+ Lakefield, . . .	.....	1.50 P.M.	.....	5.20 A.M.	.....
31	+ Peterboro', . . .	.....	12.00d } 11.40a }	.....	6.20d } 6.00a }	.....	9	+ Peterboro', . . .	.....	2.30a } 3.00d }	.....	5.55a } 6.10d }	.....
24	* Frasersville, . . .	.....	11.16	.....	5.36	.....	16	* Frasersville, . . .	.....	3.24	.....	6.32	.....
18	+ Millbrook, . . .	10.15d } 10.10a }	11.00d } 10.50a }	3.50d } 3.30a }	5.20d } 5.02a }	7.00d } 6.50a }	48	+ Millbrook, . . .	5.15a } 5.20d }	3.40a } 3.50d }	10.55a } 11.15d }	6.50a } 7.00d }	1.35a } 1.55d }
14	* Summit, . . .	9.58	10.35	3.12	4.45	6.30	52	* Summit, . . .	5.30	4.04	11.33	7.17	2.15
10	+ Campbell's, . . .	9.46	10.18	2.50	4.25d } 4.10a }	6.10	56	+ Campbell's, . . .	5.43	4.22	11.53	7.37	2.35a } 2.50d }
9	* Perrytown, . . .	9.43	10.14	2.45	4.05	6.03	57	* Perrytown, . . .	5.46	4.26	11.58	7.42	2.55
5	* Quay's, . . .	9.35	10.04	2.35	3.55	5.52	61	* Quay's, . . .	5.54	4.36	12.08	7.53	3.06
0	+ Port Hope, Dep.	9.20 A.M.	9.45 A.M.	2.15 P.M.	3.35 P.M.	5.30 A.M.	66	+ Port Hope, Arr.	6.10 P.M.	4.55 P.M.	12.30 P.M.	8.15 A.M.	3.30 P.M.

* Platform Stations, Trains stop on Signal only. + Telegraph Stations. ²²⁵ Heavy Figures denote Train Crossings. The figures set opposite the Stations indicate the leaving time of Trains. All Trains must start promptly on time. Should any Employees not fully understand this Time Table, it will be his duty to apply to the head of his department for information. Trains run by Port Hope time, which is 20 minutes slower than Grand Trunk time.

DESTROY FORMER TIME CARDS.

H. G. TAYLOR, ^{Supl.} of Motive Power and Trains.

MIDLAND RAILWAY OF CANADA.

RUNNING REGULATIONS.

1. Trains will be run under the Direction of the Conductor, except when his directions conflict with these Rules or involve any Risk or Hazard, in either of which cases all participatory will be held alike accountable.
2. A Passenger Train up to time is a Regular Train, and is entitled to the road.
3. A Passenger Train behind time becomes irregular, and must keep out of a Regular Passenger Train's way.
4. In case two Passenger Trains should become irregular, they must both be run with Caution, sending a Red Flag or Red Light ahead, as the case may require, around curves, and where the view is obstructed.
5. Passenger Trains going North will take the side track in crossing.
6. Rules No. 2, 3, 4 and 5 will Govern Mixed and Freight Trains.
7. Passenger Trains have right of track over all other trains. Mixed Trains have right of track over Freight Trains.
8. Unless specially ordered to the contrary, Mixed and Freight Trains will wait indefinitely for Passenger Trains, and Freight for Mixed Trains.
9. All Trains not on Time Card are Special Trains, and must keep off Regular Trains time, and be on a Siding at least Ten Minutes before any Train is due.
10. No Special Train or Engine must leave a Station or Siding without orders, unless duly signalled.
11. All Trains running from Sunset to Sunrise, or in foggy weather, must carry a Head Light in front of the Engine, and a Red Light on the rear end of the Last Car.
12. When an Extra Engine or Special Train is to follow and have the Right of Track over all Trains, a Red Flag by day and Red Light (in addition to the usual lights) by night, will be shown in front of the Engine and in the rear end of the last car; and the Conductor must stop and notify all Trains, — also each Station Agent, that a Train is following, whether by day or night.
13. Any Train, whether Passenger, Mixed, Freight, or Special, Meeting an Engine or Train with a Red Flag or a Red Light (in addition to the usual lights), must wait indefinitely for all the Trains to cross them at the same point.
14. All Passenger and Mixed Trains must be provided with sufficient Bell-Cord to attach one end to the Alarm Bell on the

NOTE CHANGES.

- Engine, and the other to the rear Car of the Train, and must always be arranged before starting.
15. As a precaution, all Conductors, before leaving a Station shall ascertain from the Agent or Operator whether there are Any Orders affecting the running of their Train.
16. After leaving, and while passing Stations, Conductors are to Stand on the Platform of the last Car, to see if any signals are made.
17. Conductors must see that the Brakemen apply the Brakes properly, so as to keep the Train steady and under control, and must be particularly careful about sliding the wheels, and under no circumstances leave a Station ahead of their time.
18. When two or more Trains are running in company, they must keep at least one mile apart, except when approaching Stations.
19. All Trains must approach Stations slowly, and pass switches cautiously; also, use special care in running over Track where Ballasting or other work is progressing.
20. No person will be allowed to ride upon the Engine with the Engineman and Fireman, except the Road-Master, unless by permission.
21. No Conductor is allowed to pass any one over the road without a Pass from some one authorized to give the same.
22. At all places where there are no Switchmen on duty, Conductors will be personally responsible for opening and locking the Switches.
23. Enginemen must blow a long whistle, six hundred yards before reaching every level Road Crossing, and ring the bell four hundred yards before reaching such Crossing, and until the Crossing be past, and blow a long whistle when within one half mile of Stations.
24. Special Trains must not in any case, be run faster than fifteen miles per hour, unless by Special Order.
25. Enginemen must keep the Damper of Ash-pan closed while Crossing all Bridges.
26. All Trains and Single Engines must come to a full stop before crossing the Swing Bridge at Lindsay, and at the junction of the Toronto and Nipissing Railway at Woodville, and be sure that all is Right before they proceed.
27. Enginemen must run their Trains as near Time Card as possible, and keep up an uniform rate of speed up and down grades.

28. The Speed of Trains must not exceed Five Miles an Hour over Campbell's, Indian Creek and Manners' Trestle Bridges. In crossing Watton, Cavan and Ontario Streets, Port Hope; King Street, Lindsay; and Belhune Street, Peterboro'; must not exceed six miles per hour.
29. In case of Accident or Detention to any Train between Stations, the first care is to despatch men each way to warn approaching Trains at least eight hundred yards or sixteen telegraph poles; or more if near a steep grade or sharp curve; for this purpose, the Conductor or Engineman may command the services of any employee of the Company.
30. Great caution and vigilance is impressed upon all, and in all cases of doubt resolve at once to take the safe side.
31. All accidents, such as breakages, going off the track, uncoupling of Trains, or failure in any way of the Engine, must be reported at once by the Conductor and Engineman to the Superintendent of Motive Power and Trains.
32. Great care must be taken to prevent the killing of horses, cattle, sheep, or hogs; the moment there is the least danger of overtaking them, whistle on brakes. If any are killed, it is the duty of the Conductor and Engineman to immediately report the same to the Superintendent of Motive Power and Trains.
33. All defective places in the track, Road Crossings, or Bridges must be immediately reported by the Conductor and Engineman to the Superintendent of Motive Power and Trains, and to the Road Master.
34. All Orders referring to the movements of Trains must be handed to the Conductor and by him to the Engineman.
35. Conductors and Enginemen must see that their Watches are correct with the standard time in Head Office, Port Hope.
36. All Trainmen must fully comply with all the foregoing requirements to ensure the safety of the public, the Railway Company, and themselves personally.

SIGNALS.

37. Red Flag by day and Red Light by night, and all Flags or Lanterns swung to and fro, and all other Signals of Danger, must be recognized by the Engineman, who will at once stop the train.
38. The whistle blown once means "Apply the Brakes," blown twice, "Let go the Brakes," blown three times, "To back up the Train," blown four times, "To open switch."

HEADING.

Supt. of Motive Power & Trains.

A Railfare Reprint