



# CAPE GOVERNMENT RAILWAYS.

MIDLAND SYSTEM.

## WORKING TIME TABLE

FROM THE

1ST DAY OF FEBRUARY, 1882.

UNTIL FURTHER NOTICE.

FOR THE USE OF RAILWAY SERVANTS ONLY.

1. Every Station Master, Clerk, Inspector, Engine Driver, Fireman, Guard, Signaller, Pointman, Gangway, Foreman, Blunter, Yardman, Porter, Gateman, or other Servant connected with the working of the Railway, is to be supplied with and shall have with him when on duty, and produce when required, a copy of the Book of Rules and Regulations and of the Working Time-Table for the current month or date.

2. Station Masters are required personally to distribute copies of this Book to each member of their staff, from time to time as often as occasion shall arise, either from change of men or trains, and to take the signature of the men for the Books.

3. Any Officer or Servant who may have lost his copy of the Rules and Regulations or Working Time-Table is required immediately to obtain another from his superior officer.

4. Each Person supplied with a copy of these Tables is held responsible that he read carefully and obeys all notices and instructions so far as they concern him. No excuse of want of knowledge can be admitted for any failure or neglect of duty.

5. It is the duty of each person to whom a copy of this book is delivered to carefully examine it, and call the attention of his superior officer immediately to any alteration he may consider necessary, and all are invited to make such suggestions as alterations, additions, &c., as may appear to them desirable to be made therein, or in the Train Services.

A. W. HOWELL, Traffic Manager.

T. R. PRICE, Assistant Traffic Manager.

CHIEF OFFICE,

TERMINUS, PORT ELIZABETH.

## Port Elizabeth to Uitenhage and Graaff-Reinet.—Midland Section.

WEEK DAYS.		D O W N .																	
STATIONS.	Distance from Port Elizabeth	1		3		5		7		9		11		13		15		17	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
P. Elizabeth (Pas.)	M.					a.m.						a.m.							p.m.
Do. (Goods)	↓					7.15						10.0							1.40
Do. (Nth-End)	1½					7.19	7.20			a.m.									p.m.
Zwartkops Junct.	7½					7.38	7.39			9.45	9.46	10.24	10.28			12.34	12.35	12.15	1.44
Red House	9½					7.47	7.48			9.55		10.36	10.38			12.43		2.15	2.20
Despatch	16½					8.6	8.8			10.15		10.56	11.2			1.5		2.37	2.42
Cuyler Manor	17½					s 8.13				10.19		11.6	11.7			1.9		2.46	2.47
Uitenhage	W 20½		a.m. 1.0		a.m. 7.15	8.25	8.35		a.m. 9.0	10.35		11.20			a.m. 11.30	1.20		3.0	
Sandfontein	W 27½	1.30	1.35	7.45	7.51	8.59	9.2	9.30	9.35						p.m. 12.0	12.5			This Train will leave on Saturdays at 1.45 p.m., and be 5 minutes later to Zwartkops; leave Zwartkops at 2.10 p.m., and leave Red House at 2.20 p.m. as shown above.
Centlivres	... 32	1.50		8.10		9.15	9.16	9.50	9.55						12.25				
Bluecliff...	... 43	2.40	2.42	9.0		9.49	9.50	10.45	10.50						1.20	1.22			
Kareiga	... 57	3.45	4.0	10.10		10.31	10.32	11.40	11.45						2.30	2.50			
Glenconnor	W 64	4.30	4.56	10.45	11.20	10.52	11.2	12.15	12.30						3.30	3.50			
Sapkamma	... 71	5.26		11.50		s 11.24		12.59	1.3						4.20				
Good Hope	... 76	5.55		12.20		s 11.45		1.36	1.45						4.50	5.25			
Long Kloof	W 78½	6.10		12.35	12.40	11.56		2.0	2.5						5.40				
Klein Poort	... 82½	6.35		1.10	1.21	12.13	12.14	2.35	2.40						6.10				
Brak River	W 84½	6.45		1.31	1.35	12.21		2.53							6.23				
Wolfontein	W 87½	7.0	7.10	1.50	2.0	12.34	12.54	3.10	3.20						6.40				
Haasfontein	... 94½	7.40		2.30		1.18	1.19	3.50	3.55						7.0	7.10			
Barroe	... 103½	8.15	8.30	3.5	3.10	1.41	1.42	4.35	4.40						7.52				
Mount Stewart	W 112½	9.15	9.25	3.55	4.0	2.14	2.15	5.25	5.35						8.30	8.47			
Klipplaat	W 123½	10.20	10.51	4.45	4.55	2.48	2.57	6.15	6.30						9.30	9.40			
Saxony	W 133½	11.30	11.35	5.40	5.45	3.26	s 7.6	7.11							10.20	10.37			
Oatlands	... 138	11.54		6.5	6.25	3.43	3.44	7.33	7.35						10.57				
Aberdeen Road	W 145½	p.m. 12.19	12.30	6.55	7.10	4.10	4.20	8.5	8.15						11.24	11.30			
Marais	... 157½	1.12		7.50		4.52	4.53	8.55	9.5						12.13				
Kendrew	... 165½	1.40	1.46	8.20	8.30	5.15	5.16	9.35	9.40						12.44				
Charlwood	... 171½	2.10		8.52	8.54	s 5.34		10.5							1.4				
Adendorp	... 182	2.48		9.30	9.33	6.6	6.8	10.40	10.45						1.41	1.57			
Graaff-Reinet	W 184½	3.0		9.45		6.20		11.0							2.10				

## CROSSING OF TRAINS.

## DOWN Trains Cross UP Trains and SHUNT for and PASS Down Trains as follows:—

- No. 1 Down crosses No. 4 (when running) at Bluecliff, 6 at Kareiga, 10 (when running) at Glenconnor, 20 (when running) at Barroe, 24 and 26 at Klipplaat, 32 (when running) at Aberdeen Road, 34 (when running) at Kendrew, 2 at Graaff-Reinet.
- ... 3 " " " " 10 (when running) at Sandfontein, 20 (when running) and shunts for 5 at Glenconnor, crosses 24 at Kleinpoort, 26 at Wolfontein, 32 (when running) at Barroe, 34 (when running) at Klipplaat, 4 (when running) at Oatlands, 6 at Kendrew, and 10 (when running) at Charlwood.
- ... 5 " " " " 6 at Zwartkops, 8 at Despatch, 10 (when running) at Uitenhage, 20 (when running) and passes 3 down, at Glenconnor, crosses 24 at Wolfontein, 26 at Haasfontein, 32 (when running) at Mount Stewart, 34 (when running) at Oatlands, and 2 at Marais.
- ... 7 " " " " 20 (when running) at Kareiga, 24 at Good Hope, 26 at Kleinpoort, 32 (when running) at Haasfontein, 34 (when running) at Mount Stewart, 4 (when running) at Saxony, 6 at Marais, and 10 (when running) at Kendrew.
- ... 9 " " " " 12 (when running) at Zwartkops and 14 (when running) at Uitenhage.
- ... 11 " " " " 14 at Despatch.
- ... 13 " " " " 20 (when running) at Bluecliff, 24 at Kareiga, 26 at Glenconnor, 32 (when running) at Good Hope, 34 (when running) at Haasfontein, 4 (when running) at Mount Stewart, 6 at Saxony, 10 (when running) at Aberdeen Road, and 20 (when running) at Adendorp.
- ... 15 " " " " 16 (when running) at Zwartkops.
- ... 17 " " " " 18 at Redhouse.



## Graaff-Reinet to Uitenhage and Port Elizabeth.—Midland Section.

WEEK DAYS.		U P.																	
STATIONS.	Distance from Graaff-Reinet.	2		4		6		8		10		12		14		16		18	
		Passenger and Goods to Aberdeen Road.		Conditionals Goods.		Mail, Pass., and Through Goods.		Passenger Express.		Conditionals Goods. Not Saturdays.		Light Engine when required.		Passenger, Goods, and Stores.		Light Engine when required.		Passenger and Goods.	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Graaff-Reinet	W	M.																	
			p.m. 3.5																
Adendorp	...	24	3.15	3.16			7.25	7.26				8.12							
Charlwood	...	134	3.50	3.53				8.15				8.50	9.0						
Kendrew	...	194	4.13	4.18				8.24	8.26			9.25	9.38						
Marais	...	274	4.45	4.52				8.54	8.57			10.20	10.35						
Aberdeen Road	W	394	5.40				p.m. 5.55	9.35	9.45			11.20	11.31						
Oatlands	...	464				6.23	6.35	10.14	10.15			12.0							
Saxony	... W	514				6.57	7.9	10.34	10.36			a.m. 12.20							
Klipplaat	W	61				7.50	8.5	11.10	11.17			12.55	1.0						
Mount Stewart	..	724				8.45	8.50	11.55	11.56			1.44	1.46						
Barroe	... ..	814				9.25	9.30	12.32	12.34			2.20							
Haasfontein	...	90				9.55	9.56	1.15				2.50	2.59						
Wolffontein	W	974				10.20	10.25	1.25	1.30			3.20	3.25						
Brak River	...	1004				10.37		1.44				3.36							
Klein Poort	... W	1024				10.50	10.51	1.51	1.54			3.43	3.46						
Long Kloof	... W	1064				11.6		2.10				4.0							
Good Hope	...	1084				11.17		2.20				4.10	4.13						
Sapkamma	...	1134				11.38		2.39	2.40			4.32							
Glencorner	... W	1204				12.10	12.40	3.10	3.20			4.55	5.10						
Kareiga	... ..	1274				1.10	1.20	3.51	3.52			5.40							
Bluecliff	...	1414				2.10	2.41	4.50	4.55			6.40							
Centlivres	...	1524				3.35		5.44	5.45			7.30	7.32						
Sandfontein	... W	157				3.50		6.0	6.2			7.50	7.52						
Uitenhage	... W	164				4.15		6.30	6.45		a.m. 7.50	8.20		a.m. 8.55		a.m. 10.40		a.m. 11.45	p.m. 1.40
Cuyler Manor	...	1674						6.57	6.58		8.3			9.6	10.52	10.53		11.56	1.52
Despatch	...	1684						7.4	7.6		8.7	8.9		9.10	10.58	11.4		12.0	1.58
Red House	...	175						7.24	7.25		8.26	8.27		9.32	11.22	11.24		p.m. 12.21	2.20
Zwartkops Junct.	1774							7.34	7.36		8.35	8.37		9.39	9.40	11.32	11.35	12.29	12.30
P. Elizabeth (N.E)	1834							7.54	7.56		8.51			10.0	11.53	11.55		12.50	
Do. (Goods)	1844							7.58			8.53				11.58				
Do. (Pas.)	1844							8.0			8.55				12.0				3.0

## CROSSING TRAINS.

UP Trains CROSS DOWN Trains and SHUNT for and PASS UP Trains as follows:—

No. 2 Up	Crosses No. 1	(when running) at Graaff-Reinet, 5 at Marais.
" 4 "	" "	3 (when running) at Oatlands, 7 at Saxony, 13 (when running) at Mount Stuart, 21 (when running) at Wolffontein, 27 at Glencorner, 29 (when running) at Kareiga, 1 (when running) at Bluecliff.
" 6 "	" "	3 (when running) at Kendrew, 7 at Marais, 13 (when running) at Saxony, 21 (when running) at Barroe, 27 at Kleinpoort, 29 (when running) at Glencorner, 1 (when running) at Kareiga, and 5 at Zwartkops.—This train, on Sunday mornings, will cross 37 (if running) at Uitenhage.
" 8 "	" "	5 at Despatch.
" 10 "	" "	3 (when running) at Charlwood, 7 at Kendrew, 13 (when running) at Aberdeen Road, 21 (when running) at Mount Stewart, 27 at Haasfontein, 29 (when running) at Good Hope, 1 (when running) at Glencorner, 3 (when running) at Sandfontein, and 5 at Uitenhage.
" 12 "	" "	9 (when running) at Zwartkops.
" 14 "	" "	9 (when running) at Uitenhage, 11 at Despatch.
" 16 "	" "	15 (when running) at Zwartkops.
" 18 "	" "	17 at Redhouse.

## Graaff-Reinet to Uitenhage and Port Elizabeth.—Midland Section.

STATIONS.	Distance from Griff-Reinet	U P.														WEEK DAYS.			
		20		22		24		26		28		30		32		34		arr.	dep.
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.		
	M.		a.m.				a.m.							a.m.		p.m.			
Graaff-Reinet W			1.45				7.30							9.30		12.30			
Adendorp ...	2½	1.56	1.59			7.40	7.41							9.42	12.41	12.43			
Charlwood ...	13½	2	34			8.9	8.10							10.18	1.20				
Kendrew ...	19½	2.55				8.28	8.29							10.40	10.50	1.45	1.50		
Marais ...	27½	3.22	3.26			8.53 s								11.18	11.21	2.20			
Aberdeen Road W	39½	4.15	4.30			9.26	9.36		a.m.					p.m.	p.m.	3.0	3.10		
Oatlands ...	46½	5.10				9.58	9.59	9.40	9.45					12.50	3.40	3.45			
Saxony ... W	51½	5.30	5.50			10.14 s		10.2	10.5					1.8	4.5				
Klipplaat ... W	61	6.30	7.0			10.45	10.50	10.38	11.0					1.40	4.40	4.50			
Mount Stewart W	72½	7.40	7.42			11.21	11.22	11.45	11.50					2.13	2.20	5.30	5.45		
Barroe ...	81½	8.20	8.22			11.55	11.56	12.35	12.40					3.0	3.15	6.30	6.35		
Haasfontein ...	90	8.52				12.19 s		1.10	1.20					3.49	3.52	7.9	7.12		
Wolfontein W	97½	9.20	9.25			12.40	1.0	1.51	2.1					4.20	4.30	7.40	7.45		
Brak River ... W	100½	9.38				1.10		2.13	2.15					4.44	8.0				
Klein Poort ...	102½	9.49				1.19	1.20	2.25	2.38					4.54	4.56	8.10			
Long Kloof ... W	106½	10.4				1.32		2.53						5.11	8.24				
Good Hope ...	108½	10.14				1.39	1.40	3.2	3.4					5.20	5.22	8.32	8.34		
Sapkamma ...	113½	10.33				1.54 s		3.20	3.22					5.40	8.53				
Glenconnor ... W	120½	11.1	11.10			2.15	2.20	3.49	3.55					6.10	6.20	9.20	9.25		
Kariega ...	127½	11.39	11.55			2.40	2.41	4.25	4.30					6.44	6.45	9.50			
Bluecliff ...	141½	1.5	1.25			3.20	3.21	5.21	5.26					7.40	7.42	10.42	10.46		
Centlivres ...	152½	2.10				4.4	4.5	6.10	6.15					8.20	11.29	11.33			
Sandfontein ... W	157	2.25				4.19	4.20	6.30	6.35					8.35	11.50				
Uitenhage ... W	164	2.50			p.m.	3.45	4.40	4.50	7.0		p.m.	6.50		p.m.	8.20	12.20			
Cuyler Manor ...	167½					3.56	5.2 s				7.3 s	8.32 s							
Despatch ...	168½					3.59	4.0	5.7	5.8		7.7	7.12	8.38	8.41					
Red House ...	175					4.21	5.25	5.26			7.29	7.30	8.59	9.0					
Zwartkops Junct.	177½					4.30	4.31	5.34	5.36		7.38	7.40	9.9	9.11					
P. Elizabeth (N.E)	183½					4.50	5.54	5.56			7.58	8.0	9.29	9.31					
Do. (Goods)	184½						5.58				8.2	9.33							
Do. (Pas.)	184½						6.0				8.4	9.35							

## CROSSING TRAINS.

## UP Trains CROSS DOWN Trains and SHUNT for and PASS UP Trains as follows:—

No. 20 Up crosses No. 13 (when running) at Adendorp, 21 (when running) at Aberdeen Road, 27 at Saxony, 29 (when running) at Mount Stewart, 1 (when running) at Barroe, 3 (when running) and 5 at Glenconnor, 7 at Kareiga, 13 (when running) at Bluecliff, 21 (when running) at Uitenhage.
.. 22 .. .. 19 (when running) at Despatch and 23 at Zwartkops.
.. 24 .. .. 27 at Charlwood, 29 (when running) at Oatlands, 1 (when running) and passes 26 up at Klipplaat, crosses 5 at Wolfontein, 3 (when running) at Kleinpoort, 7 at Good Hope, 13 (when running) at Kareiga, 21 (when running) at Centlivres, 23 at Despatch.
.. 26 .. .. 29 (when running) at Oatlands, 1 (when running) and shunts for 24 at Klipplaat, crosses 5 at Haasfontein, 3 (when running) at Wolfontein, 7 at Kleinpoort, 13 (when running) at Glenconnor, 21 (when running) at Bluecliff.
.. 28 .. .. 25 (when running) at Uitenhage.
.. 30 .. .. 27 at Despatch.
.. 32 .. .. 29 (when running) at Marais, 1 (when running) at Aberdeen Road, 5 at Mount Stewart, 3 (when running) at Barroe, 7 at Haasfontein, 13 (when running) at Good Hope, 21 (when running) at Kareiga, 27 at Uitenhage.
.. 34 .. .. 29 (when running) at Adendorp, 1 (when running) at Kendrew, 5 at Oatlands, 3 (when running) at Klipplaat, 7 at Mount Stewart, 13 (when running) at Haasfontein, 21 (when running) at Good Hope, 27 at Bluecliff, 29 at Centlivres.

## Port Elizabeth to Uitenhage and Graaff-Reinet.—Midland Section.

SUNDAYS.										DOWN.										
s Calls when required. STATIONS.	Distance from Port Elizabeth	1		37		39		41		27										
		Conditional Goods.		Goods and Water Train when required.		Passenger.		Passenger.		Pass., Mail, and Through Goods.										
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.									
	M.					a.m.	a.m.	p.m.	p.m.											
P. Elizabeth (Pas.)							9.20		6.45											
Do. (Goods)	14					9.22		6.47												
Do. (Nth-End)	14					9.24	9.25	6.49	6.51											
Zwartkops Junc.	74					9.43	9.45	7.11	7.13											
Red House ...	94					9.53	9.54	7.22	7.23											
Dispatch ...	164					10.12	10.13	7.42	7.44											
Cuyler Manor ...	174					10.17	10.18	7.47	7.48											
Uitenhage	W 204	a.m.	a.m.		a.m.	6.35	10.30	8.0		p.m.	p.m.									
			1.0								9.15									
Sandfontein	W 274	1.30	1.35	7.5	7.10					9.40	9.45									
Centlivres ...	32	1.50		7.31	7.40					10.0	10.1									
Bluecliff ...	43	2.40	2.42	8.30	8.40					10.43	10.45									
Kareiga ...	57	3.45	4.0	9.45	9.50					11.40	11.41									
										a.m.										
Glencorner	W 64	4.30	4.56	10.25	11.20					12.8	12.25									
Sapkamma ...	71	5.26		11.50						12.50										
Good Hope ...	76	5.55		12.20						1.15										
Long Kloof	W 78	6.10		12.35	12.40					1.30										
Klein Poort	W 82	6.35		1.10	1.20					1.52	1.55									
Brak River ...	84	6.45		1.31	1.35					2.3										
Wolfontein	W 87	7.0	7.10	1.50	3.20					2.20	2.30									
Haasfontein ...	94	7.40		3.50	3.55					2.56	2.58									
Barroes ...	103	8.15	8.30	4.35	4.40					3.31	3.32									
	W																			
Mount Stewart	112	9.15	9.25	5.25	5.35					4.10	4.11									
Klipplaat	W 123	10.10	10.51	6.15	6.30					4.48	4.58									
Saxony...	W 133	11.30	11.35	7.6	7.11					5.32	5.33									
Oatlands ...	138	11.54		7.31	7.35					5.52	5.53									
Aberdeen Rd.	W 145	12.19	12.30	8.5	8.15					6.25	6.35									
Marais ...	157	1.12		8.55	9.5					7.15	7.16									
Kendrew ...	165	1.40	1.46	9.35	9.40					7.40	7.43									
Charlwood ...	171	2.10		10.5						8.5	8.11									
Adendorp ...	182	2.48		10.40	10.45					8.46	8.48									
Graaff-Reinet	W 184	3.0		11.0						9.0										

## CROSSING TRAINS.

**DOWN** Trains will **CROSS UP** Trains, and **DOWN** Trains will **SHUNT** for and **PASS** each other as follows:—

- No. 1 Down crosses No. 4 (of Saturdays, when running) at Bluecliff, 6 (of Saturdays) at Kareiga, 20 (when running) at Barroes, and 34 (when running) at Kendrew.  
 " 37 " " " 6 at Uitenhage, 20 (if running) at Glencorner, 34 at Mount Stewart, and 6 at Marais.  
 " 27 " " " 34 (when running) at Bluecliff, 6 at Klein Poort, 20 (when running) at Saxony, and 24 at Charlwood.

## Port Elizabeth to Uitenhage and Graaff-Reinet.—Midland Section.

UP.										SUNDAYS.									
STATIONS.	Distance from Graaff-Reinet.	36		38		20		34		6									
		Passenger.		Passenger.		Conditional Goods.		Conditional Goods.		Mail, Pass. & Through Goods.									
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.								
Graaff-Reinet W	M.						a.m.		p.m.		p.m.								
Adendorp ...	23					1.56	1.59	12.41	12.43	7.25	7.26								
Charlwood ...	13					2.34		1.20		8.1	s								
Kendrew ...	19					2.55		1.45	1.50	8.24	8.26								
Marais ...	27					3.22	3.26		2.20	8.54	8.57								
Aberdeen Road W	39					4.15	4.30	3.0	3.10	9.35	9.45								
Oatlands... ..	46					5.10		3.40	3.45	10.14	10.15								
Saxony ... W	51					5.30	5.50	4.5		10.34	10.36								
Klipplaat W	61					6.30	7.0	4.40	4.50	11.10	11.17								
Mount Stewart...	72					7.40	7.42	5.30	5.45	11.55	11.56								
Barroe ...	81					8.20	8.22	6.30	6.35	12.32	12.34								
Haasfontein ...	90					8.52		7.9	7.12	1.1	s								
Wolfontein W	97					9.20	9.25	7.40	7.45	1.25	1.30								
Brak River W	100					9.38		8.0		1.44									
Klein Poort ...	102					9.49		8.10		1.51	1.54								
Long Kloof W	106					10.4		8.24		2.10									
Good Hope ...	108					10.14		8.32	8.34	2.20									
Sapkamma ...	113					10.33		8.53		2.39	2.40								
Glenconnor W	120					11.1	11.10	9.20	9.25	3.10	3.20								
Kariega ...	127					11.39	11.55	9.50		3.51	3.52								
Bluecliff ...	141					p.m.													
Centlivres ...	152					2.10		11.29	11.33	5.44	5.45								
Sandfontein W	157		a.m.		p.m.	2.30		11.50		6.0	6.2								
Uitenhage ... W	164		7.40		4.45	2.50		a.m.		6.30									
Cuyler Manor ...	167		7.52 s		4.57 s			12.20											
Dispatch ...	168		7.57	7.58	5.2	5.3													
Red House ...	175		8.15	8.16	5.20	5.21													
Zwartkops Junct.	177		8.24	8.25	5.29	5.30													
P. Elizabeth (N.E)	183		8.43	8.45	5.48	5.50													
Do. (Goods)	184		8.48		5.53														
Do. (Pass.)	184		8.50		5.55														

## CROSSING TRAINS.

UP Trains will cross DOWN Trains, and UP Trains will SHUNT for and PASS each other as follows:—

- No. 20 Up crosses No. 13 (of Saturdays, when running) at Adendorp, 21 (of Saturdays, when running) at Aberdeen Road, 27 (of Saturdays) at Saxony, 1 (when running) at Barroe, and 37 (when running) at Glenconnor.
- „ 34 „ „ „ 1 (when running) at Kendrew, 37 (when running) at Mount Stewart, and 27 at Bluecliff.
- „ 6 „ „ „ 37 (when running) at Marais, 27 at Kleinpoort, and 1 (of Mondays, when running) at Kariega.

## Port Elizabeth to Cradock and Graham's Town.—Northern Section.

STATIONS.	Distance from Pt Elizabeth.	WEEK DAYS.																DOWN.	
		41		43		45		47		49		51		53		55		57	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
P. Elizabeth (Pas.)	M.							a. m.				a. m.					a. m.		
Do. (Goods)	1/2							12.20				7.30					7.45		11.30
Do. (Nth-End)	1 1/4							12.23				7.34	7.35		7.47		11.34		11.35
Zwartkops Junct.	7 1/4							12.53	12.55			7.51	7.53	8.10	8.15		11.52		11.53
Coega ...	16							1.35	1.36			8.19	8.20	8.40	9.2		12.19		12.20
Tankatara ...	22 1/2							2.5	2.15			8.40	8.42	9.28	9.30		12.41	s	
Ballast Siding ...	24							2.22							9.35		12.46		
Barkly Bridge ...	26							2.32						8.53	s	9.44	9.46	12.53	s
Addo ...	W 31 1/4							3.0	3.42			9.10	9.13	10.10	10.20		1.10		1.13
Coerney ...	39 1/4							4.20	4.35			9.38	9.39	10.52	10.55		1.38		1.29
Mimosa ...	47 1/2							5.16				10.2	s	11.25	11.27		2.2		2.3
Kransport ...	W 51							5.34				10.16		11.42	s		2.16		
Sandflats ...	W 54							5.50	6.0			10.28	10.38	12.0	12.15		2.28		2.38
Quarry Siding ...	57 1/2							6.16				10.53		12.40			2.53		
Bellevue ...	60 1/4							6.29	6.36			11.7		12.54	12.57		3.5		3.7
Ballast Siding ...	66 1/2							7.0				11.27		1.26			3.28		
Alicedale Junct.	71 1/2		a. m. 12.25		a. m. 4.30		a. m. 5.30	7.20			a. m. 6.55	11.42	11.50	1.50	2.20		3.42	3.45	
Bushman's River	80 1/2	1.10	1.40	5	4	6.6	6.12			7.30	12.17	12.18							2.54
Saltaire ...	87	2.15		5.28	5.32	6.45				7.58	8.3	12.35	s						3.20
Commadagga ...	92 1/4	2.48		5.56	5.59	7.20	7.32			8.37	12.55	1.25							3.44
Ltle. Fish River W	97 1/2	3.15	3.26	6.24	6.29	7.56				9.0	9.5	1.39							4.10
Sheldon Siding...	102 1/4	3.50	4.0	6.50	6.55	8.19	8.22			9.25	9.29	1.54							4.33
Middleton	W 109 1/2	4.30	4.40	7.23	7.28	8.49	8.59			9.56	10.0	2.16	2.20						5.2
Long Hope Sidg.	119 1/2	5.30	5.40	8.5	8.10	9.36	9.40			10.44	10.54	2.50							5.54
Cookhouse	W 127	6.20	7.10	8.40	9.0	10.8	11.0			11.24	12.40	3.10	3.16						6.28
Thornegrove	... 136	7.55		9.42	9.52	11.43	11.47			p. m. 1.29	1.45	3.48	3.50						8.0
Witmoos	W 148 1/2	9.0	9.10	10.52	10.55	12.45	1.0			2.49	3.0	4.35	4.40						8.52
Drennan	... 158 1/2	10.0		11.40	11.46	1.55	2.2			3.55	5.14	5.16							9.43
Mortimer	W 164 1/2	10.30	10.37	12.15	12.20	2.28	2.33			4.25	4.38	5.35	5.37						10.20
Halesowen	... 174	11.6	11.9	12	58	3.14	3.25			5.18	6.5								11.2
Cradock ...	W 181 1/2	12.0		1.30		4.0				5.58	6.30								11.45

## CROSSING OF TRAINS.

DOWN Trains cross UP Trains, and SHUNT for and PASS Down Trains as follows:—

- No. 41 Down crosses 46 and shunts for 67 at Bushman's River, crosses 52 (when running) at Sheldon, 56 at Long Hope, 62 (when running) at Cookhouse, 64 at Witmoos, 66 at Mortimer and 68 (when running) at Halesowen.
- " 43 " " 52 (when running) at Saltaire, 56 at Sheldon, 62 (when running) at Long Hope, 64 at Thornegrove, 66 at Drennan, and 68 (when running) at Mortimer.
- " 45 " " 52 (when running) at Bushman's River, 56 at Commadagga, 62 (when running) at Middleton, 64 at Cookhouse, 66 at Witmoos, 68 (when running) at Drennan, and 70 (when running) at Halesowen.
- " 47 " " 40 (when running) at Coega, 42 at Tankatara, 44 at Addo, 46 at Coerney, 48 at Sandflats, 50 at Bellevue, and 54 (when running) at Alicedale.
- " 49 " " 52 (when running) at Alicedale, 56 at Saltaire, 62 (when running) at Sheldon, 64 at Long Hope, 66 at Thornegrove, 68 (when running) at Witmoos, and 70 (when running) at Mortimer.
- " 51 " " 48 at Coega, 50 at Tankatara, 54 (when running) at Coerney, 58 (when running) at Sandflats, 60 at Alicedale, 62 (when running) at Bushman's River, 64 at Commadagga, 66 at Cookhouse, 68 (when running) at Thornegrove, 70 (when running) at Drennan, and 46 at Cradock.
- " 53 " " 48 and 50 at Coega, 54 (when running) at Addo, 58 (when running) at Mimosa, 60 at Bellevue, and 64 at Alicedale.
- " 55 " " 54 (when running) at Coega, 58 (when running) at Addo, 60 at Mimosa, and 64 at Bellevue.
- " 57 " " 64 at Alicedale, 66 at Middleton, 68 (when running) at Long Hope, 70 (when running) at Cookhouse, 46 at Witmoos, 52 (when running) at Mortimer, and 56 at Halesowen.



## Port Elizabeth to Cradock and Graham's Town.—Northern Section.

D O W N .		WEEK DAYS.																	
STATIONS.	Distance from Port Elizabeth	59		61		63		65		67		69		71		73		75	
		Conditional Goods.		Goods and Stores. R		Cradock Goods.		Conditional Goods.		Cradock Passenger & Goods.		Conditional Goods. Not Strdays.		Graham's Tn Passenger and Goods. Not Strdays.		Conditional Goods. Not Strdays.		Conditional Goods. Not Strdays.	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
P. Elizabeth (Ps.)	M.																		
Do. (Goods)			1.10		2.30		5.25				7.20		8.50						
Do. (Nth-End)	1½	1.12		2.34	2.35		5.28			7.24	7.25	8.8	8.5	8.54	8.55	9.23		10.2	10.0
Zwartkops Junc.	7½	1.34	1.35	2.55	2.56	5.52	5.56			7.48	7.50	8.32	8.34	9.20	9.22	9.48	9.50	10.27	10.29
Coega ...	16	2.5	2.11	3.24	3.25		6.27			8.23	8.25	9.16	9.18	9.55	9.57	10.33	10.35		11.4
Tankatara ...	22½	2.35		3.45	3.47		6.52			8.52 s		9.51		10.21		11.10			11.30
Ballast Siding ...	24	2.41		3.52			6.57			8.59		9.58		10.28		11.18			11.36
Barkly Bridge ...	26	2.49		4.0 s			7.3			9.7 s		10.8		10.36		11.30			11.47
Addo	W 31½	3.9	3.30	4.25	4.36	7.23	7.34			9.30	9.35	10.36	10.38	11.0	11.5	12.0	12.3	12.12	12.16
Coerney ...	39½	4.5	4.15	5.7	5.8		8.10			10.5	10.6	11.20	11.22	11.38	11.50	12.40	12.57	12.50	1.10
Mimosa ...	47½	4.45		5.40 s			8.43			10.35	10.36	12.10	12.26	12.14	12.16	1.30		2.0	2.38
Kransport	W 51	4.59		5.53			9.1			10.50		12.46		12.32		1.46			2.54
Sandflats	W 54	5.15	5.30	6.10	6.25	9.23	9.37			11.5	11.20	1.5	2.5	12.45	1.0	2.1	2.20	3.5	3.36
Quarry Siding ...	57½	5.55		6.52		10.0				11.38		2.22		1.16		2.43			3.48
Bellevue ...	60½	6.9		7.5		10.12	10.13			11.55 s		2.35	3.10	1.30	1.33	2.55	3.20		4.0
Ballast Siding ...	66½	6.32		7.33		10.40				a. m.		3.37		1.55		3.48			4.27
Alicedale Junc.	W 71½	6.50		7.50		11.0		p. m.		8.15	12.35	12.50	4.0	2.15	2.35	4.10		4.45	
Bushman's River	80½							8.55	8.58	1.22	1.24								
Saltaire ...	87											Pass.							
Commadagga ...	92½							9.29		1.48 s									
Ltle Fish Riv. W	97½							10.0	10.10	2.11	2.13								
Sheldon Siding ...	102½							10.31	10.36	2.30									
Middleton	W 109½							10.59		2.52									
Long Hope Sidg.	119½							11.30	11.40	3.20	3.25								
Cookhouse	W 127							a. m.											
Thorngrove ..	136							12.20		4.3									
Witmoos	W 148½							12.50	1.30	4.30	4.40								
Drennan	.. 158½							2.9	2.15	5.14	5.16								
Mortimer	W 164½							3.30	3.46	6.10	6.20								
Halesowen ..	174							4.36		7.10									
Cradock ..	W 181½							5.10	5.15	7.40	7.55								
								5.58		8.28									
								6.30		8.55									

Nos. 69, 71, 73, and 75 will NOT run on SATURDAY Nights.

R On Saturdays this Train will convey Passengers to Sandflats and intermediate Stations, and will start from Passenger Station.

## CROSSING TRAINS.

DOWN Trains cross UP Trains and SHUNT for and PASS Down Trains as follows:—

No. 59 Down crosses	58 (when running) at Coega, 60 at Addo, and 64 at Coerney.
.. 61 .. ..	58 (when running) at Zwartkops, 60 at Tankatara, 64 at Addo, and 40 (when running) at Alicedale.
.. 63 .. ..	64 at Zwartkops, 40 (when running) at Sandflats, and 42 at Bellevue.
.. 65 .. ..	66 at Alicedale, 68 (when running) at Bushman's River, 70 (when running) at Commadagga, 46 at Middleton, 52 (when running) at Cookhouse, 56 at Thorngrove, and 62 (when running) at Witmoos.
.. 67 .. ..	40 (when running) at Mimosa, 42 at Sandflats, 44 at Alicedale, passes 41 Down and crosses 46 Up at Bushman's River, crosses 52 (when running) at Middleton, 56 at Cookhouse, 62 (when running) at Thorngrove, 64 at Mortimer, and 66 at Cradock.
.. 69 .. ..	40 (when running) at Coerney, shunts for 71 and crosses 42 at Mimosa, crosses 44 at Sandflats, and 46 at Bellevue.
.. 71 .. ..	40 (when running) at Coerney, passes 69 and crosses 42 at Mimosa, crosses 44 at Bellevue, and 46 at Alicedale.
.. 73 .. ..	40 (when running) at Addo, 42 at Coerney, 44 at Sandflats, and 46 at Bellevue.
.. 75 .. ..	40 (when running) at Addo, 42 at Coerney, 44 at Mimosa, 46 at Sandflats, and 48 at Alicedale.

## Cradock and Grahamstown to Port Elizabeth.—Northern Section.

WEEK DAYS.		U P.															
STATIONS.	Distance from Cradock.	40		42		44		46		48		50		52		54	
		Conditional Goods.		Graham's Town Goods.		Graham's Tn. Passenger and Goods.		Cradock Passenger and Goods.		Engine and Van.		Alicedale Passenger and Goods.		Conditional Goods.		Conditional Goods.	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Cradock ...	W																
Halesowen ...	7 $\frac{1}{2}$																
Mortimer	W 17																
Drennan	W 23 $\frac{1}{2}$																
Witmoos...	W 33 $\frac{1}{2}$																
Thorngrove ...	45 $\frac{1}{2}$																
Cookhouse ...	W 54 $\frac{1}{2}$																
Long Hope Sidg.	62																
Middleton ...	W 72 $\frac{1}{2}$																
Sheldon Siding...	W 79 $\frac{1}{2}$																
Little Fish River	84 $\frac{1}{2}$																
Commadagga ...	89																
Saltaire ...	94 $\frac{1}{2}$																
Bushman's River	101 $\frac{1}{2}$																
Alicedale Junc.	W 110 $\frac{1}{2}$																
Ballast Siding ...	115 $\frac{1}{2}$																
Bellevue ...	121 $\frac{1}{2}$																
Quarry Siding ...	124 $\frac{1}{2}$																
Sandflats ...	W 127 $\frac{1}{2}$																
Kransport ...	W 130 $\frac{1}{2}$																
Mimosa ...	134 $\frac{1}{2}$																
Coerney ...	142 $\frac{1}{2}$																
Addo ...	W 150																
Barkly Bridge ...	155 $\frac{1}{2}$																
Ballast Siding ...	157 $\frac{1}{2}$																
Tankatara ...	159 $\frac{1}{2}$																
Coega ...	165 $\frac{1}{2}$																
Zwartkops Junc.	174 $\frac{1}{2}$																
P. Elizabeth (N.E)	180 $\frac{1}{2}$																
Do. (Goods)	181 $\frac{1}{2}$																
Do. (Pas.)	181 $\frac{1}{2}$																

No. 48 will run from Alicedale to Port Elizabeth on Monday mornings instead of Sunday mornings.

## CROSSING TRAINS.

UP Trains cross DOWN Trains and Up Trains SHUNT for and PASS Up Trains as follows:—

- No. 40 Up crosses 61 at Alicedale, 63 at Sandflats, 67 at Mimosa, 69 (when running) and 71 at Coerney, 73 (when running) and 75 (when running) at Addo and 47 (when running) at Coega.
- „ 42 „ „ 63 at Bellevue, 67 at Sandflats, 69 (when running) and 71 at Mimosa, 73 (when running) and 75 (when running) at Coerney, and 47 (when running) at Tankatara.
- „ 44 „ „ 67 at Alicedale, 71 at Bellevue, 69 (when running) and 73 (when running) at Sandflats, 75 (when running) at Mimosa, and 47 (when running) at Addo.
- „ 46 „ „ 51 at Cradock, 57 (when running) at Witmoos, 65 (when running) at Middleton, 41 (when running) and 67 at Bushman's River, 71 at Alicedale, 69 (when running) and 73 (when running) at Bellevue, 75 (when running) at Sandflats, and 47 (when running) at Coerney.
- „ 48 „ „ 75 (when running) at Alicedale, 57 (when running) at Sandflats, 51 and 53 at Coega.
- „ 50 „ „ 47 (when running) at Bellevue, 51 at Tankatara, and 53 at Coega.
- „ 52 „ „ 57 (when running) at Mortimer, 65 (when running) at Cookhouse, 67 at Middleton, 41 (when running) at Sheldon, 43 at Saltaire, 45 at Bushman's River, and 49 (when running) at Alicedale.
- „ 54 „ „ 47 (when running) at Alicedale, 61 at Coerney, 53 at Addo, and 55 at Coega.

Cradock and Grahamstown to Port Elizabeth.—Northern Section.

WEEK DAYS.		U P.															
STATIONS.	Distance from Cradock.	56		58		60		62		64		66		68		70	
		Engine and Van.		Conditional Goods.		Graham's Tu. Goods.		Conditional Goods.		Through Passengers and Goods.		Pick-up Goods.		Conditional Goods.		Conditional Goods.	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Cradock ... W			p.m. 10.30						a.m. 1.0		a.m. 7.0		a.m. 9.0		a.m. 10.30	p.m.	p.m. 2.40
Halesowen ...	7½	11.3	11.6					1.35		7.25	9.38	9.42	11.5	11.20	3.20	3.50	
Mortimer ... W	17	11.50	11.55					2.20	2.25	7.54	8.10	10.35	10.40	12.10	1.0	4.35	4.40
Drennan ...	23½		a.m. 12.25					2.55	3.0	8.32	11.25	11.45	1.45	2.0	5.10	5.17	
Witmoos ... W	33½	1.10	1.15					3.44	4.0	9.7	9.9	12.40	12.47	2.51	2.55	5.55	5.57
Thorngrove ...	45½	2.8	2.14					4.55	5.17	9.49	9.51	1.36	1.42	3.40	3.52	6.45	
Cookhouse ... W	54½	2.50	5.10					5.56	7.30	10.23	10.25	2.20	3.55	4.35	5.20	7.18	7.40
Long Hope Sidg.	62	5.38	5.41					8.0	8.8	10.48	10.50	4.24	4.27	5.50	6.0	8.10	
Middleton ... W	72½	6.20	6.25					8.48	8.54	11.26	11.28	5.8	5.20	6.45	6.50	8.55	9.0
Sheldon Siding ...	79½	6.52	6.57					9.24	9.30	11.55		5.44	5.47	7.20		9.28	
Little Fish River	84½		7.14					9.50	10.10	12.14		6.5		7.40		9.50	
Commadagga ...	89	7.30	7.36					10.40		12.30	1.0	6.24	6.30	8.0	8.3	10.8	10.15
Saltaire ...	94½	8.0	8.4					11.13		1.17 s		6.52	6.54	8.28		10.36	
Bushman's River	101½	8.30						11.43	12.20	1.35	1.36	7.15	7.20	8.53	9.0	11.1	
Alicedale Junct.	110½	9.0		a.m. 9.0	a.m. 11.30	p.m. 12.10	1.0			2.5	2.17	8.0		9.40		11.40	
Ballast Siding ...	115½			9.22	12.25					2.40							
Bellevue ...	121½			9.50	12.55	12.56				3.6	3.8						
Quarry Siding ...	124½			10.3	1.8					3.18							
Sandflats ... W	127½			10.20	10.45	1.20	1.30			3.27	3.32						
Kransport ... W	130½			11.0	1.43					3.41							
Mimosa ...	134½			11.20	11.40	1.58	2.4			3.50 s							
Coerney ...	142½			p.m. 12.10	12.20	2.35	2.40			4.13	4.14						
Addo ... W	150			12.50	1.11	3.5	3.10			4.34	4.35						
Barkly Bridge ...	155½			1.32	3.33					4.54							
Ballast Siding ...	157½			1.40	3.40					5.0							
Tankatara ...	159½			1.46	3.44	3.46				5.6 s							
Coega ...	165½			2.10	2.15	4.10	4.15			5.25	5.26						
Zwartkops Junct.	174½			2.45	2.46	4.45	4.50			5.51	5.53						
P. Elizabeth (N.E.)	180½			3.8		5.17				6.13	6.15						
Do. (Goods)	181½			3.10		5.20				6.17							
Do. (Pas.)	181½									6.20							

CROSSING TRAINS.

UP Trains cross DOWN Trains, and Up Trains SHUNT for and PASS UP Trains as follows:—

- No. 56 Down crosses 57 (when running) at Halesowen, 65 (when running) at Thorngrove, 67 at Cookhouse, 41 (when running) at Long Hope, 43 at Sheldon, 45 at Commadagga, 49 (when running) at Saltare.
- .. 58 .. .. 51 at Sandflats, 53 at Mimosa, 55 at Addo, 59 (when running) at Coega, and 61 at Zwartkops.
- .. 60 .. .. 51 at Alicedale, 53 at Bellevue, 55 at Mimosa, 59 (when running) at Addo, and 61 Tankatara.
- .. 62 .. .. 65 (when running) at Witmoos, 67 at Thorngrove, 41 (when running) at Cookhouse, 43 at Long Hope, 45 at Middleton, 49 (when running) at Sheldon, and 51 at Bushman's River.
- .. 64 .. .. 67 at Mortimer, 41 (when running) at Witmoos, 43 at Thorngrove, 45 at Cookhouse, 49 (when running) at Long Hope, 51 at Commadagga, 57 (when running) and 53 at Alicedale, 55 at Bellevue, 59 (when running) at Coerney, 61 at Addo, and 63 at Zwartkops.
- .. 66 .. .. 67 at Cradock, 41 (when running) at Mortimer, 43 at Drennan, 45 at Witmoos, 49 (when running) at Thorngrove, 51 at Cookhouse, 57 (when running) at Middleton, and 65 (when running) at Alicedale.
- .. 68 .. .. 41 (when running) at Halesowen, 43 at Mortimer, 45 at Drennan, 49 (when running) at Witmoos, 51 at Thorngrove, 57 (when running) at Long Hope, and 65 (when running) at Bushman's River.
- .. 70 .. .. 45 at Halesowen, 49 (when running) at Mortimer, 51 at Drennan, 57 (when running) at Cookhouse, and 65 (when running) at Commadagga.



## Graham's Town Branch—Northern Section.

WEEK DAYS.		DOWN.													
STATIONS.	Distance from P. Elizabeth.	81		71		83		51		53		55		85	
		Conditional Goods.		Passenger and Through Goods.		Conditional Goods.		Passenger and Pick up.		Passenger and Goods.		Passenger.		Conditional Goods.	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Alicedale Junc. W	71½		1.15	2.15	2.35		4.10	11.42	11.55	1.50	2.20	3.42	3.45		5.30
Springvale ...	81½	2.5		3.24		5.0		p.m. 12.39	12.40	3.5s		4.25s		6.20	
Highlands ...	88	2.50		4.3	4.5	5.45		1.14	1.18	3.36	3.38	4.50	4.51	7.5	
Atherstone ...	94	3.20		4.33	4.35	6.15		1.42	1.43	4.3	4.5	5.11	5.12	7.35	7.52
Coldstream ... W	99½	3.45		5.0		6.40		2.3	2.6	4.30		5.29	5.32	8.15	
West Hill ...	104½	4.6		5.19	5.22	7.1		2.24	2.27	4.50	4.52	5.49	5.52	8.37	
Graham's Town W	106½	4.15		5.30		7.10		2.35		5.0		6.0		8.45	

## CROSSING TRAINS.

DOWN Trains cross UP Trains as follows —

No. 83 crosses No. 80 (when running) at Graham's Town.

No. 51 crosses No. 60 at Alicedale, No. 82 (when running) at Springvale, and No. 64 at Highlands.

No. 53 crosses No. 64 at Alicedale.

No. 85 crosses No. 42 at Atherstone.

NOTE.—Nos. 51 and 53 "Down," between Alicedale and Graham's Town, are to take Goods Train loads.

WEEK DAYS.		UP.												SUNDAYS.			
STATIONS.	Distance from Gra. Town.	80		60		82		64		42		84		44		44	
		Conditional Goods.		Passenger and Pick up Goods.		Conditional Goods.		Passenger.		Passenger and Goods.		Conditional Goods.		Pass., Mail, and Through Goods. Not Saturdays.		Pass., Mail, and Through Goods.	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
		a.m.	a.m.	a.m.	a.m.	a.m.		noon		p.m.		p.m.	p.m.	p.m.		p.m.	p.m.
Graham's Tn. W			7.25		9.0		10.15		12.0		6.40		9.15		10.0		10.0
West Hill ...	2	7.33		9.8	9.9	10.23		p.m. 12.8	12.9	6.48	6.49	9.23	10.8	10.9		10.8	10.9
Coldstream ... W	7½	7.58		9.32	9.35	10.48		12.27	12.30	7.20	7.24	9.48	10.33		10.33		10.33
Atherstone ...	12½	8.35		10.0	10.5	11.25		12.49	12.50	7.45	7.50	10.20	11.0	11.1		11.0	11.1
Highlands ...	18½	9.5		10.30	10.35	11.55		1.16	1.17	8.9	8.10	10.55	11.29	11.30		11.29	11.30
Springvale ...	25½	9.37		10.58s		p.m. 12.30	12.41		1.35s	8.32	8.36	11.35	11.52		11.52		11.52
Alicedale Junc. W	35	10.25		11.35	12.10	1.20		2.3	2.17	9.15	9.25	12.15	a.m. 12.30	12.45		a.m. 12.30	12.45
				to P.E.				to P.E.		to P.E.			to P.E.		to P.E.		to P.E.

## CROSSING TRAINS.

UP Trains cross DOWN Trains as follows:—

No. 80 crosses No. 83 (when running) at Graham's Town.

No. 60 crosses No. 51 at Alicedale.

No. 82 crosses No. 51 at Springvale.

No. 64 crosses No. 51 at Highlands, and No. 53 at Alicedale.

No. 42 crosses No. 85 (when running) at Atherstone.

NOTE.—Nos. 60 and 42 "Up," between Graham's Town and Alicedale, are to take Goods Train loads.

## General Instructions for working Single Line and crossing Trains out of Course by Telegraph.

1. The Working Time-Tables and Special Train Notices will show from time to time the Stations at which each train is to meet and pass another train. The Engine Driver and Guard of each train must examine the Working Time-Tables before starting, and also frequently in the course of the journey, in order to observe the meeting places appointed. They must also, by inquiry at the Terminal, Junction, and other Stations, ascertain if any Special or Conditional Trains are running, and where they are to cross them.
  2. The crossing places, as shown in the Working Time-Tables and Special Train Notices, must not, under any circumstances whatever, be changed until the instructions contained in clauses Nos. 6, 7, and 8 on this page have been fully and completely carried out.
  3. Station Masters, Guards, and Signalmen are held equally responsible with the Engine Drivers for seeing that no train or engine leaves or passes a Station at which it is due to cross another train before such other train has arrived, unless he has received a written order on the proper form to proceed to another Station to cross such other train.
  4. The Station Master is the only person authorised to give any orders to the Engine Drivers and Guards of the trains as to alterations of crossings.
  5. All orders to send forward trains to cross other trains at places not appointed in the Working Time-Tables and Special Train Notices, **MUST BE WRITTEN IN INK**, on the proper form, and signed by the Station Master in charge of the Station at which the Trains are appointed to cross ordinarily.
  6. Before giving any order to the Guard and Engine Driver to proceed beyond the ordinary crossing place provided in the Working Time-Table or Special Train Notice, the Station Master must receive (and write down on the green form No. 2 provided for the purpose) the telegraph message from the Station Master who undertakes to hold the other train at his Station, which message must be repeated, and the repetition acknowledged as correct by the sending Station, before being acted upon.
  7. Before forwarding the telegraph message (on the red form, No 1, provided for the purpose), the Station Master who undertakes to hold the train at his Station, must take steps to ensure that such train is not permitted to leave his Station, and must give the Guard and Engine Driver an order "NOT TO PROCEED," on the proper printed form.
  8. The order "TO PROCEED" beyond the ordinary crossing place provided in the Working Time-Table or Special Train Notice, must be **WRITTEN IN INK**, signed by the Station Master, and by him handed to the Guard, who, after carefully reading it, will hand it to the Engine Driver, and the Engine Driver must read and retain that order as his authority to proceed. At the termination of each journey the Engine Driver must return the orders to the Guard, who must attach them to, and send them in, with his report, to the Assistant Traffic Manager's Office.
  9. All Telegrams relating to the crossing of trains must be **WRITTEN DOWN** and signed by the Station Master before being telegraphed.
  10. In the event of its becoming necessary to run a train or engine of which previous notice has not been sent by train, all concerned must be advised by telegraph, and their acknowledgements obtained before the train is allowed to start, and the officer in charge at each station or siding must be careful not to allow such train or engine to proceed until he has received a reply by telegram from the station in advance giving permission for such Train or Engine to leave, and stating that the line will be kept clear until its arrival.
- The greatest care and personal attention must be given by Station Masters, Engine Drivers, Guards, and all others concerned, to all matters connected with the working and crossing of trains.
- Special attention is directed to Rules No. 102, page 39, and No. 119, page 43, of Rules and Regulations Book.

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## GENERAL INSTRUCTIONS.

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No Servant is allowed to absent himself from duty, or to exchange duty, without permission of his superior officer. In cases of sickness a medical certificate must be at once sent to the Station Master of the Station to which the Guard or other servant is attached, and in the case of other unavoidable absence, a written report of the circumstance causing such absence must be forwarded by the Guard or other servant to his Station Master.

Season Ticket Holders may make one journey to Port Elizabeth on first of the month for the purpose of renewing expired Tickets, and if the first falls on a Sunday or Public Holiday, one journey to Port Elizabeth for the purpose of renewal is recognised on the second, and it applies to the third if the first and second are Holidays and Sunday, after which the advantages of the expired Ticket cease.

### REMITTANCE BOXES.

Guards are held responsible for seeing that they have these by the proper Trains, and examining them before starting from a Station and before taking over a Train from another Guard; anything amiss is to be pointed out by Guard handing over to the Station Master reported and noted on Road Bill, Guards being entirely responsible for the Box during the time it is in their possession, and on arriving at Port Elizabeth until it is handed over by Guard to Cashier, or his representative direct; any delay in sending the Box or meeting it at Port Elizabeth is to be reported. Guards must also be careful to obtain receipts on the proper forms for the Cash Bags entrusted to them at Port Elizabeth for delivery, and deliver the form to the Station Master on his arrival at the end of his journey, who will forward the same by first train to the Cashier at Port Elizabeth.

# LOADS OF ENGINES.

## NUMBER OF LOADED VEHICLES.

### MIDLAND SECTION.

Class of Engine.	DOWN TRAINS.																UP TRAINS.											
	Port Elizabeth to Uitenhage.				Uitenhage to Glenconner.				Glenconner. to Wolffontein.				Wolffontein to Aberdeen Road.				Aberdeen Road to Graaff-Reinet.				Graaff-Reinet to Uitenhage.				Uitenhage to Port Elizabeth.			
	Passenger.	Mxd. Pass. & Goods.	Goods.	Material.	Passenger.	Mix. Pass. & Goods.	Goods.	Material.	Passenger.	Mxd. Pass. & Goods.	Goods.	Material.	Passenger.	Mxd. Pass. & Goods.	Goods.	Material.	Passenger.	Mxd. Pass. & Goods.	Goods.	Material.	Passenger.	Mxd. Pass. & Goods.	Goods.	Material.				
1st	12	18	20	18	7	7	8	6	7	7	8	6	8	8	9	7	9	10	11	8	7	7	9	7	12	18	20	18
2nd	13	23	25	23	8	8	9	7	7	7	8	6	8	8	10	8	10	11	13	10	8	8	10	7	13	23	25	23
3rd	14	28	30	28	9	10	13	11	9	10	12	10	10	10	13	11	13	14	16	14	10	10	14	12	14	28	30	28
4th	16	33	35	33	10	12	15	13	10	11	14	12	12	13	15	13	15	16	18	16	12	12	15	13	16	33	35	33

  

NORTHERN SECTION.																GRAHAM'S TOWN BRANCH.																	
Class of Engine.	NUMBER OF LOADED VEHICLES.																																
	DOWN TRAINS.								UP TRAINS.								DOWN.		UP.														
	Port Elizabeth to Sandflats.				Sandflats to Alicedale.				Alicedale to Coothouse.				Coothouse to Cradock.				Cradock to Coothouse.				Coothouse to Alicedale.				Alicedale to Sandflats.				Sandflats to Pt Elizabeth.		Alicedale to Grahamstn.		Grahamstn to Alicedale.
Passenger.	Mxd. Pass. & Goods.	Goods.	Material.	Passenger.	Mix. Pass. & Goods.	Goods.	Material.	Passenger.	Mix. Pass. & Goods.	Goods.	Material.	Passenger.	Mix. Pass. & Goods.	Goods.	Material.	Passenger.	Mix. Pass. & Goods.	Goods.	Material.	Passenger.	Mix. Pass. & Goods.	Goods.	Material.	Passenger.	Mix. Pass. & Goods.	Goods.	Material.	Passenger.	Mix. Pass. & Goods.	Goods.	Material.		
1st	7	7	8	6	7	7	8	6	7	7	8	6	7	7	8	6	7	7	8	6	7	7	8	6	7	7	8	6	7	7	8		
2nd	8	8	10	8	8	8	9	7	8	8	10	8	8	8	9	7	8	8	10	8	8	9	7	10	8	8	9	7	8	8	9	7	
3rd	9	11	13	11	9	10	12	10	9	11	13	11	9	11	13	11	9	10	12	10	9	11	13	11	9	10	12	10	9	11	13	11	
4th	11	13	15	13	11	12	14	12	11	14	15	13	11	11	14	12	11	12	14	12	11	12	14	12	11	12	14	12	11	12	14	12	

### CLASSIFICATION OF ENGINES.

- 1st Class- Nos. 11, 12, 13, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49.
- 2nd " " 15, 16, 17, 18, 19, 20, 21, 22, 23, 24.
- 3rd " " 5, 6, 8, 9, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 50, 51, 52, 53, 54, 55.
- 4th " " 7, 10.

The above loads are intended to apply under ordinary circumstances, and should the engines not be able to take these loads from bad coal, engine slipping, or want of water, a special report must be made by the engine driver to the Locomotive Superintendent, and the Station Masters will endorse the Engineman's ticket and report the case as directed in Rules Nos. 116 and 203 of Rules and Regulations Book.

The loads given include the Brake Van. Two (2) empty wagons or carriages to be equal to one loaded truck—beyond that number three (3) empty vehicles are to be considered equal to two (2) loaded wagons. Two full tank trucks equal to three (3) loaded wagons. Two trucks of live stock or vehicles or one containing a vehicle and one containing horses to be considered equal to one loaded wagon—beyond this number three vehicles of live stock to be equal to two loaded trucks.

Engines may not travel tender first except in cases of emergency, when the speed must not exceed 10 miles an hour. Except as between Port Elizabeth and Uitenhage no Train must consist of more than 22 Vehicles, exclusive of Engine.

## STOPPING PLACES TO PIN DOWN BRAKES.

## NORTHERN SECTION.

PIN DOWN.		DOWN.				TAKEN UP.	
22nd mile		Barkly Bridge, Sunday's River Bank	...	...	...	26 mile	
61 $\frac{3}{4}$	" Bellevue	Bushman's River Poort	...	...	...	69 $\frac{1}{4}$	"
94	"	Little Fish River Bridge	...	...	...	97 $\frac{1}{2}$	"
106 $\frac{1}{4}$	" Catting					107 $\frac{1}{4}$	"
115 $\frac{1}{4}$	" "					116 $\frac{3}{4}$	"
151	"					153	"
UP.							
156 $\frac{3}{4}$	"					156	"
151	"					147 $\frac{3}{4}$	"
145	"					143 $\frac{1}{2}$	"
130 $\frac{1}{2}$	"					127 $\frac{1}{2}$	"
118 $\frac{3}{4}$	"					117	"
112	"	Middleton Station	..	...	...	110	"
101 $\frac{3}{4}$	"					100 $\frac{3}{4}$	"
94	" near Commadagga					88	"
73 $\frac{1}{2}$	"	Alicedale Station	...	...	...	72	"
60 $\frac{1}{4}$	" Bellevue	Sandflats Station	...	...	...	54	"
54	" Sandflats Station	Sandflats Bank	...	...	...	50 $\frac{1}{2}$	"
38 $\frac{1}{2}$	" Coerney	Coerney Bank	...	...	...	34	"
10 $\frac{1}{2}$	"					8 $\frac{3}{4}$	"

## GRAHAM'S TOWN BRANCH.

		DOWN.					
87 $\frac{1}{2}$ mile	Highlands Station					90 $\frac{3}{4}$ mile	
96 $\frac{1}{2}$	"					98 $\frac{1}{2}$	"
99 $\frac{1}{2}$	"					106 $\frac{1}{2}$	"
UP.							
85	"					92	"
96	"	New Year's River Bridge	...	...	...	74	"

## MIDLAND SECTION.

		DOWN.					
35 $\frac{1}{2}$ mile,	Grassridge					38 mile	
39 $\frac{1}{4}$	" Blue Poort Bank					42 $\frac{1}{2}$	"
50 $\frac{1}{4}$	" Stembok Bank					52	"
82 $\frac{1}{2}$	" Brak River Bank					84 $\frac{1}{2}$	"
109 $\frac{1}{2}$	" Mount Stewart Summit	Mount Stewart Station	...	...	...	112 $\frac{3}{4}$	"
142	" Toovers Water Nek	Aberdeen Road Station	...	...	...	146	"
UP.							
141 $\frac{3}{4}$	" Toovers Water Nek	Oatlands Station	...	...	...	138 mile	
109 $\frac{1}{2}$	" Mount Stewart Summit					106 $\frac{3}{4}$	"
85 $\frac{1}{4}$	" Brak River					84 $\frac{1}{2}$	"
81 $\frac{3}{4}$	" Kleinpoort Bank	Sapkamma	...	...	...	77	"
75	"					71	"
50	"					49	"
35 $\frac{3}{4}$	"					34 $\frac{1}{2}$	"
27 $\frac{3}{4}$	" Sandfontein	Uitenhage	...	...	...	20 $\frac{3}{4}$	"

The above are the places at which ALL GOODS TRAINS must stop at all times to pin down Brakes (unless with very light loads), so that they may be kept completely under control.

There are other places on the line where it may be necessary to stop occasionally from slippery rails or other causes, to which the strict attention of Drivers and Guards is called.

Mixed Passenger and Goods Trains and Passenger Trains will reduce speed before proceeding to descend either of the above Inclines, and will where, in the opinion of the Engineman or Guard, it is necessary stop at the summit of the Incline for the purpose of applying the Wagon Brakes on Mixed Trains.



# NOTICE TO ENGINE-DRIVERS.

## WHISTLES TO BE OBSERVED.

### PORT ELIZABETH TERMINUS—

Main Line, Down	...	...	...	...	...	...	...	...	1 Whistle.
Main Line, Up Northern Line	...	...	...	...	...	...	...	...	1 Whistle.
Main Line, Up Midland Line	...	...	...	...	...	...	...	...	2 Whistles.
Goods Line to Main Line	...	...	...	...	...	...	...	...	3 Whistles.
Main Line to Goods Line	...	...	...	...	...	...	...	...	4 Whistles.

### WEST-STREET CROSSING—GOODS SHED—

Main Line, Up	...	...	...	...	...	...	...	...	1 Whistle.
Main Line, Down	...	...	...	...	...	...	...	...	2 Whistles.
Goods Line to Main Line, Down	...	...	...	...	...	...	...	...	3 Whistles.
Main Line to Goods Line, Up	...	...	...	...	...	...	...	...	4 Whistles.

### NORTH-END—

Main Line, Up Trains	...	...	...	...	...	...	...	...	1 Whistle.
Main Line, Down Trains	...	...	...	...	...	...	...	...	2 Whistles.
Engine Shed Line to Main Line	...	...	...	...	...	...	...	...	3 Short Whistles.
Main Line to Engine Shed Line	...	...	...	...	...	...	...	...	4 Short Whistles.

### ZWARTKOPS—

From or to Northern Line	...	...	...	...	...	...	...	...	1 Whistle.
From or to Midland Railway	...	...	...	...	...	...	...	...	2 Whistles.

### UITENHAGE—

Trains from Zwartkops	...	...	...	...	...	...	...	...	1 Whistle.
Do to or from Midland Line	...	...	...	...	...	...	...	...	2 Whistles.

### ALICEDALE—

Trains from Port Elizabeth	...	...	...	...	...	...	...	...	1 Whistle.
Do. to or from Cradock	...	...	...	...	...	...	...	...	2 Whistles.
Do. do. Graham's Town	...	...	...	...	...	...	...	...	3 Whistles.

Each whistle must be given clear and distinct, and Driver must whistle when approaching and passing through Tunnels, to warn any men at work on the Line.

No person, except the proper Driver and his Fireman, can be allowed to ride on any Loco motive Engine or Tender without an order in writing from the proper authority, as per rule 200.

**FACING POINTS.**—Speed through Facing Points is limited to 8 miles per hour, and must on no account be exceeded; and Drivers and Guards must be prepared to stop outside, and clear of the Facing Points if necessary.

Engine Drivers and Guards are equally responsible for the control of their Trains when descending inclines, and they must satisfy themselves, before leaving the last stopping Stations, as to the efficiency and sufficiency of the brakes for this purpose. They must exercise great caution in approaching and passing over the summit of steep descending gradients, and must be prepared to stop if required.

### Engine Drivers must Whistle when approaching Level Crossings.

Engines with and without Vehicles attached are constantly running between the North End and Terminus Stations, Port Elizabeth, and a good look-out must be kept by the Drivers of all Trains.

## Directions for Working the Chain Brake.

Vehicles fitted with Chain Brake to be placed next to the Guard's Van, and also next Tender of Engine if the latter is fitted with Chain Brake.

Brake Vans when running should have the lever in the floor nearest Engine free for working, the other lever wedged back. Brake Chain should be passed over pulley at Guard's seat end, and under pulley at Dog Box end when running.

In Brake Vans Nos. 7 and 15 to 30 inclusive, the Brake to be applied by gradually raising lever until the Brake is found to take effect; immediately this occurs the relieving lever must be pressed down and pinned, when the Brake lever can be released.

In Brake Vans Nos. 31 to 50 inclusive, the Brake to be applied by dropping brake lever, and when the brake is formed to take effect, apply Relieving lever and release Brake lever.

Great care is required in using the BRAKE lever, as if the Chain is quickly wound up, the coupling may break, and if too tightly, the wheels will skid.

The Line is divided into Districts, as under, and in the event of accident or of any unusual occurrence, the following officers attached to the district in which the occurrence takes place, must be immediately telegraphed to.

	District Traffic Superintendents, Station Masters, Inspectors, and Sub-Inspectors. A.	Locomotive Department. B.	Permanent Way Engineer's Staff. C.
Traffic Manager Port Elizabeth.	Port Elizabeth, Good Agent, Chief Inspector and Station Inspector.	Port Elizabeth. Carriage Examiner and Wagon Examiner.	Port Elizabeth.  North-End.
		North-End.	Zwartkops.
Assistant Traffic Manager Port Elizabeth.	Uitenhage Station Master.	Uitenhage.	Uitenhage.
		Addo. Carriage Examiner.	
		Sandflats. Carriage Examiner.	
	Alicedale Junction, Station Master and Sub-Inspector.	Alicedale } Junction. }	Alicedale } Junction. }
		Klipplaat.	Klipplaat.
	Glenconnor, Sub-Inspector.	Glenconnor. Carriage Examiner.	Glenconnor.
	Cookhouse, Station Master.	Cookhouse. Carriage Examiner.	Middleton.
	Graham's Town Station Master.	Graham's Town Carriage Examiner.	Graham's Town
	District Traffic Superintendent Cradock.	Cradock.	Cradock.
	District Traffic Superintendent Graaff-Reinet.	Graaff-Reinet.	Graaff-Reinet.

## STANDING ORDERS AND SPECIAL INSTRUCTIONS.

No Special Engine or Train is permitted to run over any portion of the Railway open for traffic without the authority of the Traffic Manager, Assistant Traffic Manager, or District Traffic Superintendent, and after the issue of the proper and usual notices; but in the event of an accident, or to prevent one, or in any other extreme case when it is impossible to obtain that authority without serious consequences, the Station Masters must comply strictly with the following Rules before allowing any such Train to run:—

- |   |   |   |
|---|---|---|
| Wherever<br>practicable.  | { | <p>(a.) An Advice must be sent by telegraph to each Station and Siding where there is telegraphic communication, along the whole distance to be run over, and a telegraphic acknowledgement received from the Officer in charge.</p> <p>(b.) Guard of preceding Train must take a Special Train Notice with him, and obtain signatures of acknowledgement on back of it of each Station Master and Signaller in charge along the whole distance.</p> <p>(c.) Train preceding the Special must carry special signals, and a supply of Notices of the Special or Conditional for which the Train is targetted, a copy of which he will hand to the Guard of every Train, and the Driver of every Engine he meets or overtakes, and will obtain a receipt for the same. The Guard after reading the Notice delivered to him will hand the same to the Driver before leaving the Station. (See Instructions, page 20. Rules and Regulations Book pages 12 and 13. Rule No. 33.)</p> |
| Applicable to<br>every Special<br>Train not in<br>this W. T. B. | { | <p>(d.) The Guard of the Special Train must not leave or pass any Station or Siding where a Signaller is kept until the Station Master thereof gives him a written order on the proper form to proceed to the next Station, and Station Masters before giving such orders must ascertain by telegraph (in time to prevent delay to the Special) that the line is clear for it to go on to the next Station.</p>   |

Special attention is also directed to Rule No. 119, page 48, of Rules and Regulations Book.

Station Masters must report immediately every such case with full particulars to the Assistant Traffic Manager.

Station Masters are responsible for seeing that proper signals are carried at rear of preceding Train whenever a Special Train is running, and that the Guard is furnished before starting with a sufficient number of Copies of the Special Train Notice to enable him to comply with Clause c. above. (Rules and Regulations, pages 12 and 13, Section 33).

Guards and Drivers are responsible for enquiring of Station Masters at Terminal and all other Stations whether any Special or Conditional Train is running, to follow or cross their Trains. Guards are also responsible for carrying the proper signals on their respective Trains when Specials or Conditionals are following, and for communicating to Station Masters and others all information they may receive as to such Trains, as well as handing a Copy of the Special Train Notice to the Train-men of Trains or Engines they may meet or overtake as directed above.

Conditional Trains are those entered in the Working Time Book, which run when required only.

Guards of Special Trains are strictly forbidden (under pain of instant dismissal) to leave a Station without first having obtained a Special Train Notice, giving the times of running of his Train.

Any occurrence involving safety of the Train or Line must, in addition to being recorded on Road Bills, be specially reported to the Traffic Manager and the Assistant Traffic Manager.

When a Break-down occurs application for assistance must be made by Telegraph, through the nearest Station, to Traffic Manager, Assistant Traffic Manager, District Traffic Superintendent, the nearest District Locomotive Department and Maintenance Engineer, &c. (See page 18.)

Full particulars of casualty must be given in order that the Assistant Traffic Manager and Locomotive Superintendent may get necessary assistance from their own and Permanent Way Department, and the circumstance must be fully reported to Traffic Manager.

At Triangles, Crossings, Sidings, and Stations where shunting or crossing trains is required to be done, and there is no one on duty to attend to the Points, it will be the duty of the Guard of the train to attend to them. The train must be brought to a stand outside the Facing Points, and the Guard after obtaining the key, which is kept at the nearest platelayer's cottage, and placing the Points in position, will hold them while the train is passing over. In the case of trains crossing, the second train arriving must remain outside the Facing Points until the Guard receives the key from the Guard of the first train and a clear understanding is come to between the two men as to what is to be done, and the second Guard must hold the Points while his train is passing over them. The train timed to leave first is to start first, and the Guard, after the train has passed all the Points, is to so exhibit the "All Right" hand-signal that it can be seen by the Guard of the remaining train. It will be the duty of the Guard of the train last starting to properly set and securely lock all the Points, Stop-Blocks, &c., and return the key to the person in charge at the platelayer's cottage, before leaving. In the case of shunting, and where there is only one train at the siding, this duty will devolve on the Guard of that Train.

Where Trains cross each other at these Crossing Places, each Train must take the left-hand Set of Rails, as seen from the direction in which it is travelling.

Rule No. 102, page 39, in the Rules and Regulations Book must also be strictly complied with in all cases.

**SIGNALMEN AT SIDINGS.**—The Signalmen must, as far as practicable, hold the Facing Points while trains or vehicles are passing over them.

Vehicles in Sidings, &c., must be placed well clear of the main lines. The brakes must in all cases be applied and secured, and, as far as possible, all the trucks standing in the same Siding should be coupled together. At Sidings on or near steep or varying gradients the vehicles nearest the Main Line must also be spragged, and as many more of the others also as may be considered necessary. (See Rules Nos. 136, 137, and 138, page 59, in Rules and Regulations Book.)

Lines thus == under the times of a train at a Station, indicate the train is to cross one or more trains timed to run in the opposite direction.

The signal to the Engine Driver to start must be given by the Guard, upon receiving intimation from the officer in charge of the Station that all is right for the Train to proceed.

When there are two or more Guards with a Train, the signal to the Engine Driver to start must only be given by the Guard nearest the Engine, and not until after he has exchanged signals with the Guard or Guards in the rear, and received intimation from the Officer in charge of the Station that all is right for the Train to proceed. The signal for starting the Train must be given by the Guard blowing his Whistle, and showing a Green Flag, as a hand-signal. At night, when a Lamp is used as the hand-signal it must show a Green Light, and be raised above the head, and waved gently from side to side.

## TARGETTING TRAINS PRECEDING SPECIAL AND CONDITIONAL TRAINS TRAVELLING IN THE SAME DIRECTION.

The following precautions are to be observed:—

1.—The Station Master at the starting point of the Special and Conditional Train will be held responsible for instructing the Guard of the preceding Train to carry special Train Signals, and the Guard of such Train will be responsible for properly exhibiting such Signals for the portion of journey he is to carry them.

2.—The Guard of a Train carrying Special Train Signals must take with him from the Station where the Train is targetted a supply of Notices intimating what Special or Conditional Train or Engine is running, between what points, and the times, and it will be his duty to hand a copy of such Notice to the Guard of each Train and the Engineman of each Light Engine he overtakes or meets and crosses at ANY STATION OR SIDING, and to the Station Master at the end of his journey, and obtain a receipt for the same from each person. The Station Master at the targetting Station and the Guard of the Train will be equally responsible for seeing the latter is so supplied with Notices, and the Guard will be held responsible for furnishing the Guard of any Train or Engineman of Light Engine he meets or overtakes, with a copy of the same.

3.—The Guard of the targetted Train will send the receipts obtained to the Assistant Traffic Manager's Office, attached to his Road Bill.

4.—These instructions do not relieve Enginemen and Guards of their responsibility to enquire at ALL Stations if any Specials or Conditionals are running, or of Station Masters advising ALL train-men of any extra Trains or Engines running of which they have been advised or are aware.

## CROSSING OF TRAINS AT SIDINGS OR STATIONS WHERE THERE IS NO ONE ON DUTY.

The following precautions are to be observed when crossing Trains at Sidings and Stations where there is no one on duty:—

1st.—Whenever it may be found expedient to cross Trains at a Station or Siding where there is no one on duty, a clear understanding must first be come to between the officers in charge at the Telegraph Stations, on duty, at either side of such Station or Siding, and before starting a Train the Station Master must, by means of the Telegraph, inform the next Station Master on duty beyond the Station or Siding of what he proposes to do, and be assured by him that the Line is clear for the Train to proceed and cross.

2nd.—The following messages must in all cases be sent, written down in Ink, and repeated so as to prevent misunderstanding, before the Trains are allowed to proceed.

(A) Prefix S.P. Code Time \_\_\_\_\_ No. of Words \_\_\_\_\_ Date \_\_\_\_\_  
From S.M. \_\_\_\_\_ To S.M. \_\_\_\_\_

A (say Addo)

B (say Coega)

May No. \_\_\_\_\_ (Up) train proceed to \_\_\_\_\_ to-day; and Cross No. \_\_\_\_\_ (Down) train there?

(B) Prefix S.P. Code Time \_\_\_\_\_ No. of Words \_\_\_\_\_ Date \_\_\_\_\_  
From S.M. \_\_\_\_\_ To S.M. \_\_\_\_\_

B (Coega)

A (Addo)

Yes. \_\_\_\_\_

(C) Prefix S.P. Code Time \_\_\_\_\_ No. of Words \_\_\_\_\_ Date \_\_\_\_\_  
From S.M. \_\_\_\_\_ To S.M. \_\_\_\_\_

A (Addo)

B (Coega)

No. \_\_\_\_\_ Up Train has orders to cross No. \_\_\_\_\_ Down Train at \_\_\_\_\_ this day \_\_\_\_\_

B will afterwards repeat this to A, but of course reversing order of Trains.

3rd.—Before the Train is started a written order, in the form given below, to proceed to such Station or Siding to cross, must be handed by the officer in charge to the Guard of the Train, who after perusal, will hand it to the Driver as his authority to proceed. On arrival at the Crossing Station the Driver will deliver the order to the Guard of the Train crossed, and he will, after perusal, give it to the Engineman of his Train as the authority to go on. The Order at the end of the journey, must be handed back to the Guard, who will attach it to, and send it in with, his Road Bill, to the Assistant Traffic Manager's Office. This rule applies to all Regular, Conditional, Special, Ballast and other Trains, and must in no case be departed from, whether the trains are running in due course or otherwise.

### SPECIMEN FORM.

\_\_\_\_\_ Station.

To Engineman and Guard of No. \_\_\_\_\_ Train.

The following is a copy of message received this day from \_\_\_\_\_

Station.

No. of Words \_\_\_\_\_ Code Time \_\_\_\_\_

From S.M. \_\_\_\_\_

To S.M. \_\_\_\_\_

No. \_\_\_\_\_ Train has orders to cross No. \_\_\_\_\_ Train at \_\_\_\_\_ this day \_\_\_\_\_ (signed) \_\_\_\_\_

Station Master.

To Engineman and Guard of No. \_\_\_\_\_ Train.

You are hereby authorized to proceed from \_\_\_\_\_ to \_\_\_\_\_ Station

and the line will be kept clear until your arrival.

Signed \_\_\_\_\_

Date \_\_\_\_\_ Time \_\_\_\_\_ Station \_\_\_\_\_

## INSTRUCTIONS TO STATION MASTERS AND OTHERS.

**STAFF DUTY BOOK.**—A book must be kept at each Station, accessible to all the Staff, in which is to be recorded the name and address of each officer and servant attached to the Station, their hours of duty, with particulars of the duties of each, and copies of all orders and special instructions issued relating to the working of the Station, &c. It will be the duty of all the Traffic Staff paid at the Station to frequently examine and make themselves acquainted with the instructions contained in this book. Any change of address must be reported immediately to the Station Master, who will make the alteration in the Staff Duty Book.

Each Station Master will personally take Stock of all Non-consumable Stores, Furniture, Rolling Stock, Sheets, Lamps &c., on first Sundays in January, April, July, and October, at 12 noon, entering particulars on a sheet of foolscap, signing it, and sending it by First Train on following Monday to Traffic Manager's Office. A record must be kept at each Station in the Staff Duty Book of all the Non-consumable Stores at the Station, and when additional articles are provided they must be inserted with the date supplied.

**CHANGE OF STATION MASTERS.**—When a Station is transferred, the outgoing and incoming Station Masters must go through the Inventory of Furniture and other Non-consumable Stores, Accounts, &c., at the Station, and sign a Balance Sheet made out in a Book; this is to be signed also by all Clerks at the Station. This applies to Relief Station Masters, as to all others. The in-coming Station Master will be held responsible for any deficiency or damage to Furniture and other Non-consumable Stores, if he fail to call the attention of the out-going Station Master and the Traffic Manager in writing to the same, before taking charge.

*Locks out of order and Keys lost.*—Great expense occurs to the Government through this. Every key must be hung in Station Master's Office, on a nail set apart for it.

Station Masters having Guards attached to their Stations must supply themselves through their requisitions at the proper times with all articles and forms that Guards are likely to require, and see that the Guards are properly supplied.

Points, Switches and Scotchies must be kept locked, and keys hung in Station Master's Office. Station Masters are held responsible for seeing these are locked after use, and seeing that Points are well oiled.

Station Masters are reminded that every minute saved is of consequence to the journey, **AND THAT SERVANTS ON DUTY ARE NOT TO ENTER THE REFRESHMENT ROOMS.**

When a Train is due at a Station, and has not arrived, the Station Master expecting the Train must wire to the Station from which the Train is coming and due, and inquire what time the Train left, where it is, and why detained, and copies of inquiry message and reply must be sent to District Superintendent's Office, who will where necessary send particulars to Assistant Traffic Manager.

**LUGGAGE AND PARCELS.**—Care must be taken to have the Luggage and Parcels to be forwarded, all ready on the Platform, near where the Van, in which they are to be placed, will be stopped. This will avoid needless delay and confusion after the arrival of the Train. The Guard must report on his Road Bill every case where this is not done.

**LAMPING AND LIGHTING TRAINS.**—The Guards must give early intimation on their Road Bills, and Station Masters by letter to the Assistant Traffic Manager, when Trains require to be Lighted, so that the needful arrangements may be made. The lamps should be ready Trimmed and Lighted at the Lamping Station before the arrival of the train.

The Station Master at each Station must see that the name of his Station is distinctly called out as the Train arrives. The Guards are expected to assist in this.

Every Station Master must enquire of each Guard and Driver arriving at, or departing from, their Station, if they are supplied with Notice of Extra Train and supply them if not already supplied. It will be the duty of the Station Master at the starting Station to provide the Guard of a Special Train with copy of the Notice.

Station Masters are reminded that it is their duty to have every member of their staff thoroughly instructed in the whole of Station work, so that on an emergency they have the opportunity of recommending a man for promotion by having one trained to take any vacant post.

Station Masters will afford the District Superintendent the earliest information as to anything unusual occurring in their District or neighbourhood, such as Regattas, Agricultural Shows, Race Meetings, &c., so that suitable arrangements may be made. The District Superintendent will advise the Assistant Traffic Manager, and state what he recommends as soon as possible.

Station Masters must see that sheets are properly folded when taken from the trucks, and, together with Trucks, Truck Ends, Ropes, Bars, Links, &c., sent back without delay to Port Elizabeth Goods Station.

Station Masters must send to the Medical Officer of District notice on Form 235, at once on hearing that any member of his staff is sick, so that the Medical Officer may have the earliest opportunity of attending the man absent from his duty through sickness. The address of sick man must be given on Form 235. Station Masters must forward Medical Officer's Certificate to the District Superintendent's Office or Traffic Manager.

Any defect in the Working of the Telegraph must be immediately reported to the Telegraph Superintendent at Port Elizabeth. A record of such defects must be kept at the Station, and a Report of the circumstances with particulars of delays occasioned, sent to the Assistant Traffic Manager, who will communicate, when necessary, with the Traffic Manager.

## INSTRUCTIONS TO GUARDS AND OTHERS.

Guards must be in *attendance* at Stations from which they are to start, 30 MINUTES BEFORE *appointed time of departure of THEIR TRAIN*; they must satisfy themselves that EVERYTHING connected with their Train is in PERFECT WORKING ORDER; that their Train is properly Loaded, Marshalled, Coupled, Lamped, Greased, Sheeted, Loaded Vehicles Labelled, and Brakes efficient and sufficient, and has the proper Signals attached to it, and this must be done on both sides of Train at every Station; they must give their Train the most *undivided attention*, keeping constant and vigilant look out for its safety. Where there are two Guards to a Train the head Guard is responsible for its working, the Under Guard obeying Head Guard's instructions.

Each Guard before starting must satisfy himself that his *watch is correct*, compare it at all Stations with Station time, and give *Station Masters correct time*.

The Guard and Drivers must *exchange hand signals* as soon as the Train started has passed the last points in Station Yard, but on no account before and on starting after every other stoppage.

Guards must enter in their Pocket Book the number, particulars, and class of every Vehicle and Sheet attached to or put off their Trains, showing the date and Train and name of Station at which such Vehicle or Sheet was attached or put off.

Each Guard will be responsible for having with him, either exhibited or in his Van, a set of Side and Tail Lamps, trimmed and ready for use, and he will insert the Number and Name of Station stamped on them on his Road Bill for each journey. He will also have with him his Hand Lamp ready for use. They must have, in all cases, not less than *three Sprags in each Van* ready for use in cases of emergency, and *Station Masters*, before starting a Train, will *satisfy themselves* that Guards have them, and six spare Links in Van. Lockers have been provided in which to keep these articles, and each Guard will be responsible for having his with him in the Van on each journey opened so that the contents may be promptly accessible in case of emergency. The Station Staff are to render the Guard any assistance required in conveying the Locker to and from its appointed place. The Guard will be responsible for seeing that it is so placed in safety, and properly locked.

Guards must examine Carriage Windows, Cushions, Lamps, &c., when taking charge of any Train, and at Terminal Station immediately on arrival, with a view to ascertain whether any damage has been done on the journey. Any Passenger breaking the Glasses of Carriage Windows must be required to pay the cost of new ones—7s. 6d. each. Any articles found to be handed to the Station Master at Terminus, and particulars reported on Road Bill.

Guards are responsible for the proper receiving, careful and *secure stowing* and *delivery of Luggage*, and must arrange it so that on arrival at any Station the packages for that Station are *speedily put out*, and Guards should request Station Staff to remove all old labels on Luggage as being likely to mislead them.

Guards of Pick-up Trains are responsible for taking on Traffic Trucks, Truck-ends, Sheets, Pins, Links, and Bars, at intermediate Sidings where there is no one on duty, as soon as they are released.

Guards must see that all Wagons are properly sheeted and securely tied before starting and examine same frequently during journey; they must also have all Station Truck Goods on Station Truck Lists, and see that Invoices for all Goods and Wagons on their Train at starting and on taking over a Train, are secured to their vehicles, and that they have Way Bills for all parcels. Guards must report every instance on their Road Bill in which this rule is departed from, they being held responsible for obtaining a signature for Goods on arrival at destination. Station Masters receiving Goods without Invoices must apply to sending station for a copy, and attach a copy of report to Assistant Traffic Manager, and on receiving Invoices without Goods must trace where they got separated, reporting the Guard who took one without the other, to the Assistant Traffic Manager.

Guards must close Windows of all Empty Carriages on their train.

Great care must be exercised in shunting at or near varying gradients. Before the engine is allowed to be detached from the vehicles the Guard or person in charge of the shunting must apply and secure his van brake and as many more brakes as will ensure the vehicles not getting into motion. In shunting vehicles into and out of Sidings on gradients, the engine must in all cases be attached, and the Guard must be prepared to apply the brake promptly in the event of any vehicle or vehicles becoming detached.

Guards and Engine Drivers must exercise great caution in approaching the top of steep descending gradients, and must be prepared to stop. They must satisfy themselves as to the efficiency and sufficiency of the brakes to control their train whilst descending such gradients.

Each Guard is required to note on their Road Bills the state of the weather during each journey, and to complete and hand to the Station Master at the Terminal Station the Road Bill for that journey.

Guards, when possible, as well as Station Staff, must *distinctly call out Names of Stations*.

Smoking while on duty is prohibited.

Each Guard must show on his Road Bill what extra Train Signals were exhibited on his Train, from what Station to what Station, and will be held responsible for exhibiting and removing them at the proper Stations.

No *unauthorised* person must be permitted to *ride in Guard's Van* unless provided with a pass from Traffic Manager to do so or in any compartment of vehicle in which Luggage or Parcels are placed.

The Passes issued by Engineers' Department (except the few emergency ones, headed "Emergency,") must be countersigned at Traffic Manager's Office before being available for Guard's Van.

*Persons holding passes from Loco. Superintendent may ride in Guard's Van of Goods Train* if no carriages are on the train.

The Traffic Inspectors will examine Tickets and Passes at Stations and Sidings where necessary.

When a Guard is travelling to and from any Station on duty by a Train other than that he is appointed to work, he must render all the assistance in his power in the working of the Train by which he travels, acting under and obeying the instructions of the Guard in charge of the Train, and where there is a second Brake Van on the Train the second Guard must ride in it, taking care to exchange Hand Signals, so that the Brakes in both Vans may be taken off at one time.

Notice of requirement for *Ballast Train* working must reach the Assistant Traffic Manager's Office (exclusive of Sunday) three clear days before day of working.

Guards must ascertain from Station Master *what duty* they are required on the following day.

Care must be taken in loading tranship trucks to have the goods for each Station kept together, and so placed that they can be discharged without delay at the Receiving Station.

Guards in charge of Ballast and all other Trains will be held responsible for *ascertaining* from Station Master that the *Line is clear*, and when the Inspector of Permanent Way is travelling with Ballast Trains, Guards must take their instructions from him, but the Guard is entirely responsible for the movements of the Train and for keeping the Ballast Train clear of all other Trains.

The absence of a Signal at a Station or Siding where a Signal is ordinarily exhibited is to be treated as a "Danger" Signal. IN ALL CASES OF DOUBT OR UNCERTAINTY TAKE THE SAFE COURSE AND RUN NO RISKS.

List of those to whom Notices of Special Trains, Road Broken, &c., are to be sent when issued.

### MIDLAND.

Traffic Manager, Port Elizabeth  
 Assistant Traffic Manager, Port Elizabeth  
 Station Master, Port Elizabeth  
 Chief Traffic Inspector        "  
 Guards' Room                    "  
 Resident Maintenance Engineer, Port Elizabeth  
 Goods Agent, Port Elizabeth Goods  
 Station Master (2), North-End  
 Locomotive Department (2), North-End  
 Contractor's Agent,            "  
 Chief Maintenance Inspector   "  
 Permanent Way Inspector       "  
 Station Master, Zwartkops  
 Permanent Way Inspector, Zwartkops  
 Station Master, Red House  
 Station Master, Despatch  
 Station Master, Cuyler Manor  
       "        "        Uitenhage  
 Locomotive Superintendent, Uitenhage  
 Assist. Locomotive Superintendent   "  
 Locomotive Inspector            "  
 District Maintenance Engineer,    "  
 Permanent Way Inspector,        "  
 Station Master, Sandfontein  
       "        "        Centlivres  
       "        "        Bluecliff  
       "        "        Kareiga  
       "        "        Glennconner  
 Traffic Inspector, Glennconner  
 Station Master, Klein Poort  
       "        "        Wolffontein  
 Permanent Way Inspector, Wolffontein  
 Station Master, Barroe  
 Station Master, Moant Stewart  
       "        "        Klipplaat  
 Locomotive Inspector, Klipplaat  
 Permanent Way Inspector, Klipplaat  
 Station Master, Oatlands  
       "        "        Aberdeen Road  
       "        "        Kendrew  
       "        "        Adendorp  
 District Traffic Superintendent, Graaff-Reinet.  
 Station Master, Graaff-Reinet  
 Goods Agent, Graaff-Reinet  
 Locomotive Department, Graaff-Reinet  
 Permanent Way Inspector, Graaff-Reinet

### NORTH-EASTERN.

Traffic Manager, Port Elizabeth  
 Assistant Traffic Manager, Port Elizabeth  
 Station Master,                    "  
 Chief Traffic Inspector,         "  
 Guards' Room.                    "  
 Resident Maintenance Engineer, Port Elizabeth  
 Locomotive Superintendent, Uitenhage  
 Assist. Locomotive Superintendent   "  
 Goods Agent, Port Elizabeth Goods  
 Station Master (2), North-End  
 Locomotive Department (2), North-End  
 Contractor's Agent,            "  
 Chief Maintenance Inspector   "  
 Permanent Way Inspector,       "  
 Station Master, Zwartkops  
 Permanent Way Inspector, Zwartkops  
 Station Master, Coega  
 Station Master, Addo  
       "        "        Coerney  
 Permanent Way Inspector, Coerney  
 Signalman, Mimosa  
 Station Master, Sandflats  
 Signalman, Bellevue Siding  
 Station Master, Alicedale  
 Traffic Inspector, Alicedale  
 Assistant Maintenance Engineer, Alicedale  
 Permanent Way Inspector,        "  
 Locomotive Department,         "  
 Station Master, Bushman's River  
 Station Master, Commadagga  
       "        "        Middleton  
 Permanent Way Inspector, Middleton  
 Station Master, Cookhouse  
 Locomotive Department, Cookhouse  
 Station Master, Witmoss  
 Station Master, Mortimer  
 Signalman, Halesowen  
 District Traffic Superintendent, Cradock  
 Station Master, Cradock  
 Goods Agent, Cradock  
 Locomotive Department, Cradock  
 Permanent Way Inspector, Cradock

### GRAHAM'S TOWN BRANCH.

Traffic Manager, Port Elizabeth  
 Assistant Traffic Manager, Port Elizabeth  
 Resident Maintenance Engineer, Port Elizabeth  
 Station Master, Alicedale  
 Assistant Maintenance Engineer, Alicedale  
 Permanent Way Inspector, Alicedale  
 Locomotive Department, Alicedale  
 Signalman, Springvale  
 Permanent Way Inspector, Springvale  
 Station Master, Highlands  
 Station Master, Atherstone  
 Station Master, Graham's Town  
 Locomotive Department, Graham's Town







