

7.—A Freight Train must not pass a regular place for meeting a Passenger Train, until the Train due has passed, or until such **reliable** information is received as will allow them to proceed with safety.

8.—When a Train or Engine is following another, the forward Engine **must carry the prescribed Signal**; and the Train following must never approach nearer than **one Mile** to the forward Train, except at Stations; and in case it cannot keep on the time of the Train flagging it, **it must fall back** and be run as an irregular Train.

9.—In no instance must a Flagged Train pass a regular meeting place for a Freight or Passenger Train, until the Train due has passed.

10.—When Two or more Extra Trains are on the Road, following Flags, those going South are entitled to the Road.

11.—When irregular Trains meet between Stations, the one nearest a branch **must back up**, Conductors to decide.

12.—All Trains must be run with as much regularity as possible, **under no circumstances** leaving a Station **a-head** of their Time.

13.—Engineers must approach all Stations **slowly**, and pass Switches **cautiously**, and use **especial care** in running over Track where Ballasting is progressing. They must not run between **Bathurst Street** and Toronto Depot at a rate to exceed **Six miles an hour**.