

10. When telegraphic despatches are sent directing the movements of trains, they must be repeated back and acknowledged by the persons to whom they are addressed. Such acknowledgment shall always show how the message is understood by the persons receiving it; and such persons shall not start the train until they have found their construction of the message to be the correct one. *If doubt should arise they must take the safe course.*

11. Verbal messages which in any way affect the movements of trains must not, under any circumstances, be received through a third party. All instructions not communicated personally or by telegraph, to the individual for whom they are intended, *must be in writing.* The responsibility of accident resulting from a misunderstanding of this sort will rest upon the person acting without proper authority.

12. The Conductor shall from time to time during the journey examine the wheels, brakes, trucks, springs and journals of the cars, and must see that they are kept in proper order, and the tail signal must also be examined at every Station.

13. The Conductor shall see that the Brakemen and other train employes are kept at their posts, so as to be ready for any emergency, and that they are cleanly and attentive to their duties, and that signals are ready for instant use.

14. Always when backing a train, or moving reversely, the locomotive being in the rear, a person