

SPECIAL RULES.

No. 1.—In Rule 138, page 77, twelfth line from top, the words "of same or inferior class" should appear, and fourth line from bottom, the word *superior* should read *inferior*.

No. 2.—The special attention of Trainmen is called to Rule 143, in Rule Book, relative to the passing of trains across Swing Bridges. This rule is now made applicable to all level Railway crossings as well.

No. 3.—Referring to Rule No. 33 in Rule Book, engines running without trains will have a cipher (0) placed in front of engine number on head-light.

No. 4.—See Rule 157. No one is allowed to ride on shunting engines except yardmen and switchmen, whose duty requires them to do so.

No. 5.—Referring to Rule No. 428 in Rule Book, the words "shut off steam" are cancelled and erased from Rule. The attention of all concerned is called to that portion of Rule No. 30 in Rule Book which reads *one* stroke on engine gong signifies train has broken loose, *two* signifies stop.

No. 6.—All trains running between Wingham Junction and Wingham must approach the latter station cautiously, in expectation of finding the main track occupied between station and semaphore.

No. 7.—Attention is called to Book of Regulations respecting the use of the Automatic Air Brakes.

No. 8.—The following addition has been made to Rule No. 354, with reference to trains using the double track. "And whenever any train may have occasion to use the opposite line for shunting or other purposes, they must in all cases previous to crossing, have the red shade on head light fully shown to protect train."

No. 9.—All engines and trains must carefully observe Rule No. 413, as to crossing certain bridges, and apply the same to other bridges under reconstruction. See special Circulars issued from time to time.

No. 10.—L. H. & B. Trains will run from the Junction to and from the B. & G. Clinton Station under the regulations in force on B. & G. Division as regards the working of trains in

station yards, the track between the points named being considered within the yard limits. Run cautiously especially when backing up, and keep good look out for B. & G. Division Trains.

No. 11.—That portion of the Buffalo & Goderich track between the "Y" switch and the Buffalo & Goderich Station at Brantford is to be considered as being within the Yard limits of that Station, and all trains and engines approaching the Station must use great caution, and not leave the "Y" track to go out on the Buffalo & Goderich Line, until the Line is seen and known to be clear, and the proper "All right" Signals are given by the Buffalo & Goderich Station, Conductors of Brantford & Tilsonburg trains, and Drivers of all light engines, must ascertain from the Stationmaster or Operator in charge, that the line is clear for their departure. Four long, distinct whistles must be given to warn Signalmen of the approach of Brantford & Tilsonburg Line trains, requiring to run into, or out from Buffalo & Goderich Station. The Switch at the Buffalo & Goderich end of the "Y" will be in charge of the Crossing Signalman. The Switch at the Brantford & Tilsonburg end will be worked by the Trainmen.

No. 12.—The track between Harriston Station and the G. B. & L. E. Switch, at the T. G. & B. Crossing, must be considered within the Yard limits of Harriston Station; Trainmen must govern themselves accordingly.

All trains must approach passenger platform at Palmerston carefully, in expectation of finding preceding trains occupying a portion of the Main Line at platform. Keep sharp look out for Durham Branch trains between the Station and the Durham Line Switch. Speed must be reduced while rounding the curve at Minto Gravel Pit, north of Palmerston.

No. 13.—Referring to Rule No. 135. In future the Driver of train engine will be furnished with copy of train orders as well as Driver of pilot engine, and both will be held responsible for the orders being carried out. Conductor must read the orders to both Drivers before handing to them.

SUNDAY TRAINS.

MAIN LINE.—Nos. 1, 7, 13, 15, 19, 23, 27, 59, 2, 6, 20, 26, 30, 32, 50 and 61.

LOOP LINE.—Nos. 19, 27, 20, 30 and 32.

TORONTO LINE.—Nos. 5, 8, 23, 38 and 61. No. 5 will not make intermediate stops on Sundays.

SARNIA BRANCH.—Nos. 50, 55, 59 and 61. but will not make intermediate stops on Sundays.

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