

27—When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car and signal the engineman in case of need.

28—Regular trains will move as per current Time Table.

29—After switches have been used they must be left in proper position.

Conductors are responsible for the position of the switches used by them and their trainmen, except where switch tenders are stationed.

A switch must not be left open for a following train, unless in charge of a trainman of such train.

30—Both conductors and enginemen are responsible for the safety of their trains, and, under conditions not provided for by the rules, must take every precaution for their protection.

31—In all cases of doubt or uncertainty the safe course must be taken and no risks run.

32—No person shall be entitled to carry, or to require the Company to carry upon their Railway, aqua fortis, oil of vitriol, gunpowder, lucifer matches, or any other goods which, in the judgment of the Company, are of a dangerous nature; and if any person sends by the Railway such goods without, at the time of so sending the said