

18. Any accident befalling an Engine or Train, or any failure of any part of the works, is to be immediately reported by special messengers to the Resident Engineer, and to the nearest Station Master on both sides of the spot where the accident has occurred; and the Danger Signal must be exhibited at the distance of 800 yards each way.

19. All trees within the Railway fences, and all in the immediate proximity of the Line, which endanger the same by risk of falling, are to be cut down.

20. All cattle and animals found straying within the Railway fences must be immediately driven off, and each foreman shall be held responsible for the safe keeping of the Line in this respect, on that portion of which he has charge: and all laborers dwelling in shanties along the line are strictly forbidden to keep cows (even in houses) within said fences. They will be permitted to keep hogs only on condition that they are to be always enclosed.

21. All persons walking along the line, who are not in the Company's service, must be peremptorily ordered off, and in the case of non-compliance, their names, if they can be ascertained, must be reported to the Resident Engineer.

22. All gaps in fences, and damages to bridges, cattle guards, &c. are to be repaired in a temporary manner; and the spots where such damages exist are to be immediately reported to the Resident Engineer.

23. All Surface Crossings shall be closely looked after, particularly to see that the planking is securely spiked down.

24. Any farm gates found open are to be promptly closed.

25. Any temporary injury to any of the telegraph poles, or wire down, shall be repaired so far as practicable, and intelligence of the damage immediately conveyed to the nearest Station Master. If not a Telegraph Station, the Station Master shall write to the Telegraph Station, giving particulars.

26. When the Lorries are not in use, they must be lifted off the track and the wheels secured by a Chain and Padlock. They shall be extremely careful in using the Hand Cars upon the Track, and only when their service is actually necessary, and never have them on the Rails when a Train is expected or due. Lorries shall be used only in conveying materials for the line.

Neither of these description of cars shall under any circumstance, be attached to a train.

27. All articles found on the Track shall be carefully sent to the Station Master of the nearest Station.

*Accidents upon the Michigan Central Railway, during 1854.*

27th January.—Collision near New Buffalo—2 killed and 5 severally injured.

25th May.—Express Train ran off the track—6 killed and several wounded.

7th June.—Express ran over cattle—4 killed and 5 wounded.

27th June.—Express going west ran over a waggon and team—3 killed.

26th September.—Express ran into a train at a siding—several killed and wounded.

30th September.—Express came into collision with a freight train—several killed and wounded.

November.—Passenger train came into collision with a wood train—7 killed and some wounded.

