

SPECIAL RULES.

look out for them at each station until crossed, and have their trains under full control so as to stop short if necessary. When running on a telegraph order they must stop and make sure that they are crossing the special trains. No verbal communication must be received or delivered by train men or others while trains are in motion.

NOTE.—When approaching public crossings the whistle must be sounded twice. The one short sharp whistle, so often sounded, alarms passengers and deceives the trainmen.

No. 15.—Station agents must take special care that the track is clear for special trains duly signalled.

NOTE.—When a train is standing at a station obstructing the main line, or on a siding with the switches turned for the siding, or is delayed between, or outside station yards for any cause, the conductor will be held responsible for the safety of his train, and must arrange for its protection and see that it is protected before attending to any other duty.

No. 16.—No special train or empty engine must leave a station unless duly signalled, without direct authority from the Superintendent or train dispatcher.

No. 17.—Station masters, operators and others, before acting on any telegraph message ordering the movements of a train, must always repeat the message to the train dispatcher, and wait the intimation that they have understood it properly; and the stoppage of the train having right of track must invariably be secured before the crossing train is dispatched or the track considered to be clear.

NOTE.—On receipt of a crossing order, and before replying to it, the "Danger Signal," "Telegraph Signal" and "Semaphore," must be at once exhibited, so as to secure the stoppage of the train.

No. 18.—Agents and switchmen must look out for and carefully observe signals carried by trains passing or stopping at their stations, and register them in the crossing order book, and notify conductors and drivers of other trains running in opposition to such signals.

NOTE.—"Crossing" and other orders referring to the movement of trains, must be handed to the conductor and by him to the engine man. Crossing orders must be entered in ink in the order book and then copied upon the proper blank, and must be read aloud in the hearing of the conductor, who must compare the two orders and sign his name across the order in the book. All train-crossing and running orders must be written out in ink. Every care must be taken to write legibly so as to avoid any possibility of a mistake on the part of either the conductor or engine man.

No. 19.—At stations where semaphore signals are provided, agents must be very particular in seeing that the "Danger" signals are shown directly a train stops at, or passes their station, they are to be kept up for ten minutes after any train has passed or left the station, they must also be exhibited when shunting is going on, or when the main line is in any way obstructed. When a train crossing order is received the semaphore signal is to be raised before the order is replied to, so as to ensure the stoppage of the train. The usual danger signal must also be exhibited on the platform. At stations where there are no semaphore signals, a red signal must be shown for ten minutes after the passage of any train or engine.

NOTE.—In foggy weather and during snow storms do not rely too much even on the distant semaphore, but send out detonating signals a further distance.

No. 20.—To prevent loss of time, the conductors are to make their stops at stations as short as possible. No train is to be started from any station until the conductor has given the proper signal for doing so.

No. 21.—Whenever it becomes necessary to back train to a station, it must be done with great care, keeping at least two men with red flags or red lights constantly in advance of the train, to warn any train that may be approaching. Neither conductor nor driver has any right to assume that there are no trains approaching.

No. 22.—Whenever from any cause a train is delayed between two stations, the conductor must send

a man each way 800 yards, or 17 telegraph poles, or to the summit of the nearest grade, to warn and advise the approaching train, taking care that he is provided with detonating signals, in case the ordinary signals fail. Conductors, brakemen and switchmen must each carry at least two of the detonating signals about their person when on duty, so as to be prepared to use them at any moment. Every precaution must be used to prevent accident.

No. 23.—All free-passes must be strictly examined. Trip-passes are to be punched and collected with the tickets. Persons travelling without a proper ticket or a pass must be charged fare; if they are entitled to a free passage, the money will be refunded by the Superintendent. Passes are valid only for the persons mentioned in them. Conductors neglecting to enforce this order will subject themselves to dismissal.

No. 24.—All trains or engines must pass slowly and cautiously through towns where the track crosses public streets; the bell must be kept ringing until all such crossings have been passed. Speed must not exceed six miles per hour.

All trains must approach the Credit Bridge, Georgetown, with great caution. Engine men must reduce speed to ten (10) miles an hour when crossing it.

No. 25.—A RED FLAG by day, or RED LIGHT by night, waved upon the track, signifies that a train must come to a full stop. The waving of a hat or any like action, shall be regarded as a signal of danger, and NOT PASS UNNOTICED.

The person giving the signal should be on the engine man's or right hand side of the engine, unless the train is on a curve.

The signal to start is given by stretching the arm at right angles to the body, or by swinging the lamp overhead.

To stop, by stretching both arms at right angles to the body, or by waving anything across the track.

To move cautiously by moving slowly the right arm down towards the track.

To back up, move the lamp up and down towards the track.

No. 26.—Great care should be taken to prevent the killing of cattle upon any portion of the line, and trains running in day time must come to a stop, if necessary to avoid them.

No. 27.—Trackmen may expect trains at any moment, and must always be on the look out, and prepared for them, whether signal has been carried or not.

No. 28.—Trains will not stop at stations or passing places against which in the time card a * is placed, unless necessary for the proper business of the road to take wood or water or to pass or get out of the way of other trains, but trains must stop at all regular stations where the star is not placed opposite their running time. When two or more trains are running in company on the time of a *stalled* train the train or trains that are following must run into *stalled* stations with *extreme caution*, with the expectation of finding the leading trains signalled to stop.

Railroad Crossings at Guelph, London, C. & L. H. Junction, Detroit & Milwaukee, and Detroit & Bay City Roads.

All Engines, with or without trains, will come to a stop at the Signals before crossing the track of any railroad, and will not proceed until a distinct signal to do so is given by the signal-man at the crossing.

Detroit & Bay City Crossing.

The target placed diagonally will stop all trains until signalled to proceed. Placed horizontally will allow Grand Trunk Railway trains to cross. Placed perpendicularly, will allow Detroit & Bay City R. R. trains to cross.

The position of the signal at night will be indicated by red lights.

Should any Employee not fully understand the above rules, it is his duty to apply to the Superintendent for an explanation.

J. HICKSON, General Manager.

W. J. SPICER, Superintendent.

READ THE RULES CAREFULLY AND NOTE ALTERATIONS.