

and make such  
Station Masters  
trains moving, and  
copies of tele-  
to Conductors  
part of Station  
y trains are de-  
and severely dealt  
rting those cases

graph as little as  
their departure  
text their own for

ments for Freight  
trains, must avoid  
ay as might likely  
always make the  
so as to give them  
ations not less than  
uld be due there.  
e time of Passen  
ins are known to  
could proceed with  
urney, without the  
n made, and a dis  
s of both trains.

When Passenger Train **ENGINEMEN** do not find Freight Trains at their proper passing stations, they shall keep look out for them at each Station or side track until passed, and have their trains under control so as to stop short of station or siding, if necessary; and at places where trains are being met and passed, Enginemen and Conductors shall bring their trains to a stand, and make sure that they are passing the specified trains. No verbal communications must be delivered or received by Train men, while they are in motion on their trains, (must be only when they are stationary, and fully understood.)

In the event of an accident happening on any part of the line, it must be kept strictly private; no version or account of it shall be telegraphed, not even to operators, but what is written and signed by an agent of the Railway Company, and given to operators for transmission.

Those who may observe or hear such communications passing, must be silent on the subject.

These messages, when received, must be delivered in envelopes, and every precaution taken to preserve secrecy.

Telegraph offices must be kept private—no idlers allowed therein; neither shall any one be allowed to look on the telegraph books but those who have necessity to do so.

Telegraph books, when written up, shall be labelled, shewing whether forwarded or received, dates from and to, and laid carefully past for reference.

No communication shall be sent by telegraph that can