

SPECIAL RULES.

No. 1.—The **FULL FACED** figures in Time table show where trains are to be crossed or passed, and Conductors and Enginemen by referring to corresponding figures on same line of Time-table will see what trains are to be crossed and passed. No train must leave a station where another train of the same class is due, except when instructions in the time table give right of track, or a crossing order is received in writing or by telegraph from the Superintendent through the train dispatcher.

No. 2.—Regular passenger trains have right of track over all other trains. Mixed, and merchants' express freight trains, have right of track over freight trains. Down white signals have right of track over up white signals. When a regular passenger train overtakes and passes a signalled train or engine, whether red, or white, and does not repeat the signal, it in no way interferes with or cancels the rights of the train, or engine so signalled, and all trains and engines going in the opposite direction must so understand it. Conductors will allow five minutes for variation in watches at all crossing stations, but must not run on this allowance.

NOTE.—Mixed, merchants' or press freight, and freight trains, when they cannot make their regular crossing or passing stations on time, must keep out of the way of passenger trains; and freight trains must keep out of the way of mixed and merchants' express freight trains, and must be on the sidings before superior class trains or trains that have right of track are due.

No. 3.—When an extra engine, or special train is to follow and have right of track over all other trains, a red flag by day and a red light in addition to the head light and red tail lights, by night, must be shown in front of the engine and in rear of the preceding train, and this red signal will absolutely stop all trains going in the contrary direction, until the train or engine for which the red signal was carried has arrived. When a train is to follow not having right of track, but keeping out of the way of all regular trains, a white flag by day, and a white light in addition to the usual lights by night, must be shown in front of the engine and in the rear of the preceding train, and the conductor must notify each station agent, as well as the conductor and driver of all trains, who are to regard the red or white signal, as the case may be, that a train is following, whether by day or night. All freight trains must stop at every telegraph station, and the conductor must not proceed without first receiving either a telegraph crossing order, or a train clearance order, from the agent or operator in charge.

NOTE.—Trains of a like class running in the same direction, must not pass each other unless upon receipt of special instructions from the Superintendent through the train dispatcher. When special trains are running by special or telegraph orders ahead of, or on the time of a regular train, the conductor must see that the men in charge of all other trains and the staff at stations are notified accordingly.

No. 4.—No empty engine must be allowed to follow a passenger train, on a red signal. An engineman in charge of an empty or special engine has the same responsibilities as the conductor of a special train, and will be governed by the same rules, he must not run at night without having a proper head-light and red-tail lamp exhibited.

No. 5.—No train must leave or pass a station, or "turn out," before the time named in the time table, unless by special order from the Superintendent through the train dispatcher. *On this point there is to be no discretion.*

No. 6.—Special trains must be run between stations by the time of trains of the same class in the time table, and must be shunted at stations at least ten minutes before any regular train is due to pass—and must not start from stations without the signal to do so has been given by the conductor.

No. 7.—As a precaution, all conductors before leaving a station, shall personally inspect the train order book and ascertain from the agent, operator, or person in charge, whether there are any orders or arrangements affecting the running of their trains. To prevent any misunderstanding between the conductor and the agent or operator, about the receipt of any special crossing, or running order, and as an additional precaution against forgetfulness, on the part of either; a blank form "Train Clearance Order," is always to be filled up and handed to the conductor, who must give a receipt in the order book for such clearance or cross-

ing order, and must hand the crossing order to the engineman immediately before the train starts, and under no circumstances must the conductor of any train, or driver of a special engine, leave a telegraph station where the train or engine has been stopped, without first obtaining, either a clearance order, or special crossing order properly signed by the operator on duty. When a red or stop signal is exhibited at a station or on a train or engine moving in an opposite direction, the crossing order or clearance order must be handed by the conductor to his engineman, but when no stop signal is exhibited and no special crossing has been arranged it will be sufficient for the conductor alone to receive and retain the clearance order and he can signal the engineman to proceed. After leaving and while passing a station, conductors are to stand on the platform of the last car, to see if any signals are made.

NOTE.—At stations where crossing figures are shown on time table, the telegraph stop signal or flag or lamp must be shown at danger against all trains that are booked to stop, and if such train has orders to proceed further on, the conductor must show such order to the operator on duty, and obtain a clearance order.

No. 8.—No construction, wood, or other irregular train, must leave a "turn out" in the morning, without receiving telegraph instructions from the Superintendent through the train dispatcher that all the night trains have passed, and they must be off the main line fifteen minutes before any regular or signalled train is due, and await its arrival, unless duly signalled or specially ordered to the contrary. Any person violating this rule will be prosecuted under the statute with the utmost rigor.

No. 9.—Conductors are held responsible for the movements of trains and must *work them strictly* in accordance with the rules and regulations. In all cases of doubt or difficulty they are to consult the engine driver—*safely to be the first consideration.* Both are required to see that their watches are correct with *Toronto* time, and on *Detroit District* by *Chicago* time, and to compare with conductors and drivers of other trains on meeting, also with clocks at stations, and they must report to the Superintendent all differences of time.

No. 10.—No engine or train is to be allowed to pass a station within ten minutes of another train going in the same direction, and the engine driver must so regulate his speed as to keep that time behind the preceding train.

No. 11.—Station agents are held responsible for the safety of the switches, which must always, excepting when a man is standing by, be kept locked for the main line. They must always see that the track is clear at the station, and must not allow cars to be loaded or unloaded on the main line without authority from the Superintendent.

NOTE.—This is not intended to relieve conductors and others from the care of the switches they may use; whoever throws a switch on a side track must see it back on the main line.

No. 12.—The alarm bell in the cab of the engine is on no account to be used for starting trains, its purpose being for stopping a train in case of necessity.

No. 13.—Enginemen of all trains are to use the whole time allowed for running, excepting that which may be required for doing the work at stations, or for crossing other trains. Enginemen must endeavor, as far as possible, to keep up a uniform rate of speed, up and down grades. They must have full control over mixed and freight trains when going down grades, and no one mile must be run in less than three minutes. Conductors must see that the train-men apply brakes to the cars when going down grades, so as to steady the train and keep it under proper control. All trains must pass slowly and cautiously through side tracks, at a speed not exceeding *eight miles* an hour.

NOTE.—Enginemen and conductors must on no account risk close crossings with trains of a superior class, but must be shunted at stations in good time before passenger trains are due.

No. 14.—During night journeys, or foggy weather, enginemen are to approach all stations with *great caution*, especially those at which trains should be crossed, *keeping a sharp look out for signals*, and having their trains under such control, that if necessary they can stop before reaching the signals. When passenger and mixed train enginemen do not find freight trains at their proper crossing stations, they must