

KOMOKA JUNCTION.

As a general rule, in the absence of instructions giving right of road to any specified train, Main Line and Sarnia Branch Trains of the same class have equal right of road between London and Komoka.

Conductors of all Main Line Trains bound East will invariably stop at Komoka and enquire the position of Sarnia Trains and inform Enginemen.

Conductors of all Trains from Sarnia are likewise to stop at Komoka and ascertain the position of Main Line Trains.

This rule applies particularly in the present Time-Table to the Night Express East, No. 8 Freight East, and No. 2 Freight from Sarnia.

ENGINEMEN must approach PASSENGER PLATFORMS very cautiously, sounding a low prolonged whistle, especially when one Platform is occupied by another train, and PASSENGERS standing on a narrow INTERMEDIATE PLATFORM.

During night journeys, or in foggy weather, ENGINEMEN are to approach with great caution all Stations or Side Tracks, especially those at which Trains should be met and passed, keeping a good look out for signals, and having their Trains under such control that if necessary they could stop them before reaching the Signal.

When Passenger Train ENGINEMEN do not find Freight trains at their proper passing stations, they shall 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 on Trains which are in motion.

RAILWAY CROSSINGS AT TORONTO, GUELPH, PARIS & LONDON.—The Semaphores will always show the STOP Signal, and all trains, from either direction, shall come to a stand before passing these crossings, and wait until the signal to proceed is given.

CONDUCTORS must always have the full complement of Brakemen on their Trains.

ENGINEMEN and CONDUCTORS have their attention specially directed to the written notices issued from time to time respecting the movements of the different Construction Trains, and are to keep a good look out for such Trains.

When Conductors open Switches, SWITCHMEN shall see afterwards that Switches have been left locked for main track.

ENGINEMEN, while shunting, or running their Engines in Passenger Station Yards, must not exceed five miles an hour—keep a good look out, and give warning of their movements by a low prolonged whistle; while passing the street crossings in London this rule must be strictly observed.

Special Trains must be run between Stations by time of Trains of the same class in the Time-table, and must be shunted clear of the main track at least 10 minutes before any ordinary train is due to pass.

Heads of Departments will be held responsible for each Employee under their immediate superintendence being furnished with a copy of the Company's Rules and Regulations, for which a receipt on the proper printed form is always to be taken.

PERSONS travelling WITHOUT A PROPER TICKET, or a PASS from an authorised officer of the Company must be charged fare; if they are entitled to a free passage, the money will be refunded by the Managing Director or Assistant Supt., at Hamilton. Passes are valid only for the person mentioned on them. Conductors neglecting to enforce this order, will subject themselves to DISMISSAL.

The following officers of the Company are authorised to sign passes, which must be upon the printed form:

C. J. BRYNDS, <i>Managing Director</i>	G. L. REID, <i>Ch'f Engineer.</i>
T. REYNOLDS, <i>Financial Director.</i>	R. EATON, <i>Loco. Supt.</i>
W. C. STEPHENS, <i>Sec'y.</i>	S. SHARP, <i>Car Supt.</i>
E. S. G. COLFOYS, <i>Assistant Supt. Eastern Division.</i>	JAS. PEACOCK, <i>Assistant Supt. Western Division.</i>
T. BELL, <i>Gen'l Frt. Agent.</i>	J. MOVINS, <i>Agent, Buffalo.</i>

All passes must be strictly examined. Trip passes are to be punched and collected with tickets.