

this description, unless the copy furnished be fairly written and otherwise in conformity with these rules.

NOTE.—Station-masters and others, *before acting on telegraphic messages* regulating the running of trains, should always intimate to the sender of the message the *construction* which *they* [the recipients] put upon it, and await an intimation that they have understood it *properly*.

Reporting Trains.

Reports to be furnished by station-masters.

24. Reports of the departure of trains must be written out in full, and signed by the Station-master, the original copy to be kept in the custody of the Operator.

Up trains.

25. When an up-train is to be reported, the Operator will **TWICE** call "U.X." **THREE TIMES**, signing **BOTH** times, and then proceed with the report.

Down trains.

26. For down trains the call "D.X." is to be used instead of "U.X.", in the *same* manner.

Reports of trains

27. When the calls "D.X." or "U.X." are heard on the line, each Operator will take the report that follows, and deliver it to the Station-master without fail. At head quarters the Operator will deliver it to the Superintendent of the road.

Night reports of trains.

28. Reports of trains must be sent as quickly as possible after receipt, and **DURING THE NIGHT** *must be answered by all the NIGHT OPERATORS* by "O.K." and signature.

Signals.

Signal "23."

29. The signal "23" intimates that a message for **ALL** the stations is to follow.