

grades, weight of Train and Engine, and make such meeting and passing arrangements with Station Masters at next Telegraph Stations, as will keep trains moving, and delay both as little as possible.

The Station Masters shall have written copies of telegraph arrangements ready for, and hand to Conductors on arrival of their trains; any neglect on part of Station Masters in making arrangements, whereby trains are delayed, will be minutely investigated, and severely dealt with.

Conductors shall be particular in reporting those cases of delay coming under their notice.

When trains are on time, use the telegraph as little as possible, only report trains, **sharp** after their departure, and see that operators get those offices next their own for **report**.

Station Masters, when making arrangements for Freight Trains meeting and passing Passenger Trains, must avoid giving Freight Trains such a right of way as might likely delay Passenger Trains, *i. e.*, they will always make the passing arrangement for Freight Trains, so as to give them ample time to be shunted at passing Stations not less than 10 minutes before Passenger Trains would be due there.

Freight Trains must not be run on the time of Passenger Trains, although the Passenger Trains are known to be behind time, and the Freight Trains could proceed with safety a certain distance on their journey, without the regular passing arrangements have been made, and a distinct understanding between Conductors of both trains.

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