

thereafter. They must not regulate them, or, unless they stop owing to failure to wind, set them themselves.

3. Conductors, engineers, and pilots, must, before starting on each trip, compare their watches with a clock, designated as a Comparison Clock, if there is one at the starting point. If not, they must compare them daily with some Comparison Clock unless one is not accessible, in which event they must compare them daily with Standard Time obtained from the train dispatcher. The comparison of watches with Comparison Clocks must be registered on the prescribed form.

3 (a). Before starting on any trip, conductors and engineers must compare their watches, each seeing the time by the other's watch, and they must compare their watches with those of their brakemen and firemen respectively.

3 (b). Trainmasters, Road Foremen of Locomotives, Locomotive Foremen, Roadmasters, Bridge and Building Masters, Yardmasters, Yard Foremen, Train Baggage-men, Brakemen, and Firemen, must, if possible, compare their watches daily with a Comparison Clock.

3 (c). Roadmasters and Bridge and Building Masters must, whenever opportunity offers, compare their watches with those of their Foremen, and must see that the latter are correct.

TIME-TABLES.

4. Every employee whose duties are connected with the movement of trains must have a copy of the current time-table accessible when on duty.

4 (b). Each time-table, from the moment it takes effect, supersedes the preceding time-table. A train of the preceding time-table must retain its train orders, and take the schedule of the train of the same number on the new