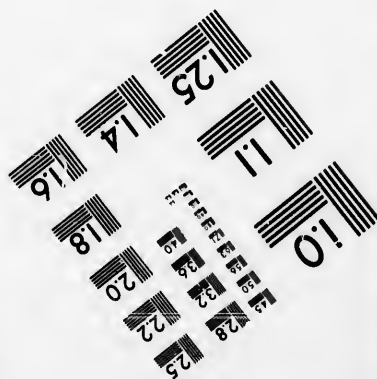
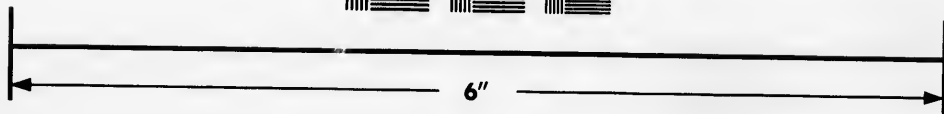
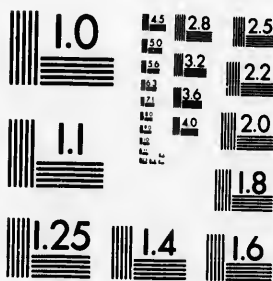


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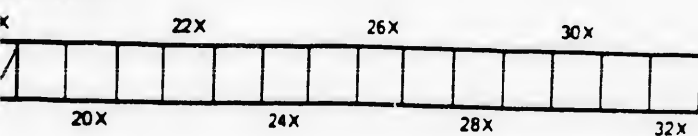
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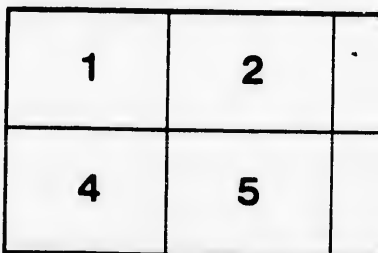
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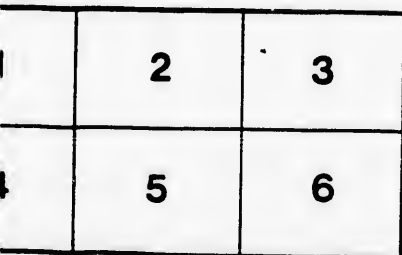
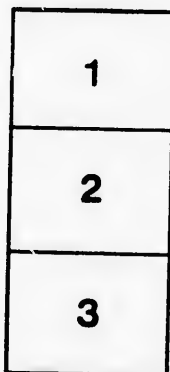
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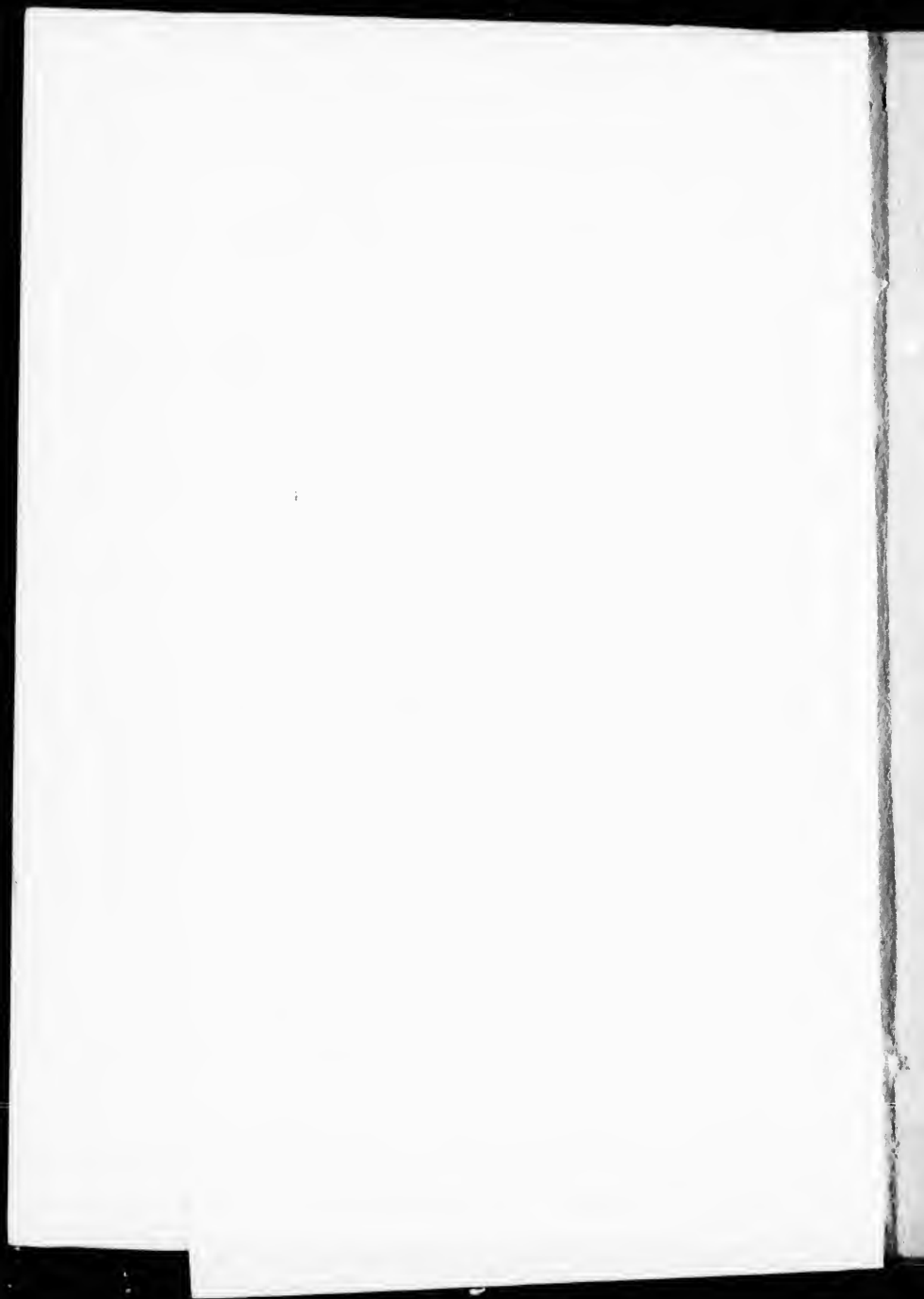
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Mr Hosie

May 15 37

Please acknowledge
Receipt to

Mr. J. C. Hubbard

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BRITISH COLUMBIA.

RULES AND REGULATIONS FOR THE GUID-
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*Every Employe connected with the run-
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have a copy of the Rules and Time
Table in his possession while
on duty.*

R. DUNSMUIR,
PRESIDENT.

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	PAGE.
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4 Switch	
4 Train S	
5 Engineer	
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7 Signals	
7 Regulat	
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9 Classific	
10 Rights o	
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RULES AND REGULATIONS.

RULES AND REGULATIONS.

SIGNALS.

- 1.—**Red** signifies danger and is a signal to **Danger Stop**.
Stop. A red flag by day or a red light at night, when waved or swung upon the track, or when stationary, denotes **Danger, Stop**. A light swung across the track, a flag, hat or other object of any kind or color waved violently on the track, the explosion of a torpedo, a signal imperfectly exhibited, the absence of lights or signals at places where they are usually shown, denotes **Danger**, and is a signal to **Stop**. The arm of a semaphore extended in a horizontal position by day, or a red light by night denotes **Danger**, and is a signal to **Stop**.
- 2.—**Green** in flag or lamp, or the arm of a semaphore extended at an angle of 45 degrees, is a signal to **Go Slowly**. **Caution; go slowly.**
- 3.—A **Red Flag** by day, or a **Red Light** by night, is a signal to be used to stop trains at flag or telegraph stations. **Stop at Flag or Telegraph Stations.**
- 4.—**Blue** in flag or lamp placed on any part of the train, or track near by, is a signal for the train to remain standing as car repairer or inspector is in position of **Danger**. **Car Repairer's Signal.**

Safety; go on. 5.—**White** in flag or lamp signifies **Safety** and is a signal that all is clear, and the train may go on.

SWITCH SIGNALS.

Main Track
and Sidings.

6.—Switch levers showing white and black discs will stand erect when the switch is set for the main track. When the switch is set for a siding the lever will stand in an inclined position, and a red light will be displayed at night.

TRAIN SIGNALS.

Headlight.

7.—Each engine, with or without a train, while running after sunset, must display a white headlight in front. Headlights must be covered when waiting for passing or meeting trains in turnouts clear of the main track.

Bell Cord.

8.—Each passenger and mixed train, while running, must have a bell-cord attached to the signal bell of the engine from the rear end of the train.

Rear Signals.

9.—Each train, while running must display **One Red Flag** at the rear by day, and **One Red Light** on the rear platform by night. Engines, if alone, running at night, must carry **One Red Light** on the rear of the tender.

A Train is
Following.

10.—**Two Green Flags** by day, and **Two Green Lights** at night, carried in front of an engine denote that the engine or train is followed by another engine or train having the

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placed at night.

11.—**One Green and One White Flag** by day and **One Green and One White Light** by night, in addition to the **Headlight**, carried in front of an engine or train denote that the engine or train carrying the same is followed by another engine or train which is irregular, and which will keep out of the way of all regular trains.

An Irregular
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12.—**A Yellow** flag or light carried in front of an engine denotes that the telegraph line is out of order.

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ENGINEMEN'S SIGNALS.

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13.—**One Short Blast** of the whistle is a signal to apply the brakes.

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14.—**Two Short Blasts** of the whistle is a signal to release the brakes.

Brakes off.

15.—**Three Short Blasts** of the whistle when standing is the signal that the engine or train will back.

Back.

16.—**Four Short Blasts** of the whistle is an answer to all signals.

Answer to
Signals.

17.—**Five Short Blasts** of the whistle denote that the engine is carrying signals for a following train. This signal must be given by the train carrying signals to all trains which may be met or passed.

Carrying
Signals.

18.—**One Long Blast** of the whistle is a

Approaching

- Stations. signal to be given when approaching stations, or railway crossings.
- The train has parted. 19.—**Two Long Blasts** of the whistle is a signal that the train has parted.
- Send out flagmen. 20.—**Three Long Blasts** of the whistle is a call for the flagmen to go out and protect the train.
- Flagmen return. 21.—**Four Long Blasts** of the whistle is a signal for flagmen to return to the train.
- Road Crossings. 22.—**One Long Blast** followed by **Two Short Blasts** of the whistle is a signal to be given on approaching under grade, over grade or level road crossings, bridges, tunnels or on passing whistling boards.
- Open Switch. 23.—**One Long** followed by **Three Short Blasts** of the whistle is a signal for a switch.
- Show Signals. 24.—**One Long** followed by **Four Short Blasts** of the whistle is a call for signals.
- Clear the track. 25.—**A Succession of Short Blasts** of the whistle is an alarm for live stock, or persons on the track, and a signal of danger ahead.
- SIGNALS BY BELL-CORD.
- Start or go on 26.—**One Stroke** of the signal bell when the train is standing is a signal to start. When the train is running and has slowed down it is a signal to go on.
- Stop. 27.—**Two Strokes** of the signal bell, when the train is running, is a signal to stop.
- Call in flagmen. 28.—**Two Strokes** of the signal bell, when

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the train is standing, is a notice to call in the flagmen.

29.—**Three Strokes** of the signal bell, when the train is running, is a notice to stop at the next station. Stop at next Station.

30.—**Three Strokes** of the signal bell when the train is standing is a signal to back. Back.

31.—**Four Strokes** of the signal bell when running is a notice to reduce speed; or it may be a warning that the train has parted. Reduce Speed.

SIGNALS BY HAND OR LAMP.

32.—The arm or lamp held in a horizontal position, and then lowered and raised smartly and repeatedly, is a signal to **Go Ahead**. Go ahead.

33.—One or both hands held high above the head, or a lamp swung in a direction across the track, is a danger signal. **Stop**.

34.—Hand or lamp moved slowly down towards the track is a signal to **Go Slowly**. Go Slowly.

35.—Hand or lamp swung in a circle horizontally is a signal to **Back the Train**. Back.

36.—Hand or lamp whirled vertically across the train at arm's length is a signal that **The Train has Parted**. The train has parted.

REGULATIONS TO BE OBSERVED IN THE USE OF SIGNALS.

37.—Each trainman, when upon duty, must carry three torpedoes in his pocket. Carry torpedoes.

38.—The whistle must be sounded a distance of half a mile on approaching stations or Sounding the whistle.

road crossings, before entering tunnels, on passing whistling boards, and also in all cases of emergency and danger.

Do not sound the whistle unnecessarily.

39.—Except in cases of emergency and danger, the whistle must not be sounded when shifting or moving in yards, as a signal for starting or stopping a passenger train, or when passing through streets or thoroughfares.

Ring the engine bell.

40.—The engine bell must be rung from a point one-eighth of a mile from every road crossing until the road crossing is passed, when shunting or moving in yards or at sidings, before starting an engine or train, when passing or meeting trains, and when passing through streets or thoroughfares.

One flag or light in place of two.

41.—If from accident or any cause only one flag or signal light is carried in front of an engine, it must be taken to indicate the same thing as if two were displayed; but engine-men will be liable to censure if from insufficient cause the proper signals required by the rules are not exhibited.

Have Signals Ready.

42.—All employes having occasion to use signals must provide themselves with same, and keep them ready **for immediate use.**

RUNNING RULES AND REGULATIONS.

Familiarity with rules.

43.—Every employe must procure a copy of these rules and make himself perfectly familiar therewith. Should any of the rules not be fully understood application should be made to the Superintendent for an explanation. Special

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orders and instructions issued in reference to particular duties must be strictly complied with. Ignorance on the part of Employees of the Rules and Regulations will be considered a sufficient cause of dismissal.

TIME.

44.—The clock in the telegraph office at Victoria will show the standard time. Time will be given to all telegraph stations every day at 9 a. m. Conductors, enginemen and others must regulate their watches daily by standard time. Watches must be regulated daily.

CLASSIFICATION OF TRAINS.

45.—Trains are either regular or irregular. Two classes.

46.—Regular trains are those shown on the time table. Extra trains are those which follow regular trains under signals and become part of the leading or regular train. Regular trains.

47.—Irregular trains are those which are not shown on the time table. They embrace all trains running under special orders, and known as special or wild trains. An irregular train will be known and identified by its engine number and the name of its conductor, which will be stated in all orders affecting such train. Irregular trains.

48.—Regular trains are graded in the order of their importance, as follows: Grade of regular trains.

PASSENGER TRAINS.

MIXED TRAINS.

FREIGHT TRAINS.

RIGHTS OF TRAINS.

Rights of track.

49.—Passenger trains have the right of track over mixed and freight trains; and mixed trains have the right of track over freight trains.

At Stations or sidings.

Trains going NORTH have the right of track at stations or sidings over trains of the same or inferior grade going SOUTH.

Cancelled trains.

50.—A train when three hours or more behind its schedule time, loses all its rights to the road against all trains, and can afterwards proceed only by special orders.

Numbers of trains.

51.—All regular trains going north will have EVEN NUMBERS, and all regular trains going south will have ODD NUMBERS on the time table.

PASSING POINTS.

Time Table.

52.—The FULL FACED FIGURES on the time table show where trains are to be crossed or passed, and reference to corresponding figures on the same line of the time table will show what trains are to be crossed or passed.

Trains must be identified.

53.—Upon arriving at a point where a particular train is to be met, care must be taken by trainmen to identify such train.

Trains at crossing points.

54.—Where trains are to cross each other, the train having the right of the road shall occupy the main track, except when it shall be impossible thus to pass. Trains taking the side track will always take the switch at the nearest end, except where this is impracticable, in which case the train must be sufficiently protected before running by the station to back into the siding. The trainmen of the train oc-

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55.—No other train except wh the Super patcher.

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RULES AND REGULATIONS

copying the main track shall open the switch for the approaching train.

55.--No train must leave a station where another train of the same or superior class is due, except when a crossing order is received from the Superintendent through the Train Dispatcher. Trains must wait.

56.--When trainmen of superior class trains do not find inferior class trains at their proper crossing stations, they must look out for them at each station until crossed, and have their trains under full control so as to stop short if necessary. Look out for inferior class trains.

57.--When a train is overtaken and passed by a train carrying signals for an extra train of its own grade, it must wait until the extra train has passed, and no inferior train shall come between a signal and the train signalled without a special order to do so. Wait for extra train.

Extra Trains.

58.--When any extra train or engine is to follow a regular train, the leading engine or train (see rule 10) must carry in front two green flags by day, and two green lights at night, in addition to the usual lights. The train following becomes, and must be considered, as part of the leading train, and as having all its schedule rights up to the point where the signals are withdrawn. All trains affected must wait at crossing points until the train or engine for which the signals are carried has arrived. Carrying signals.

Signalled train must keep near leading train.

59.—A signalled train must keep near the leading train, but must never be nearer to it than one mile, except on approaching stations, and must approach all stations, fueling or watering places with great caution on the supposition that the leading train will be overtaken at such stations.

Signalling an irregular train.

60.—When an irregular train is to follow a regular train the leading engine or train (see rule 11) must display in front one green and one white flag by day, and one green and one white light by night, in addition to the usual lights. The following train will keep out of the way of all regular trains.

Notify trainmen to place signals.

61.—When an engine or train is to follow another under signals, the Train Dispatcher will notify the conductor and enginemen of the trains, who must see that the proper signals are displayed before the trains start.

Call attention to signals.

62.—Enginemen of trains or light engines carrying signals must sound five short blasts of the whistle (see rule 17) when approaching trains or engines which are to be met or passed, and they will not meet or pass such trains or engines until the whistle signal has been answered (rule 16), or until signalled by their conductors to do so. Enginemen failing to answer signals must be reported to the Superintendent. Conductors of trains carrying signals must call the attention to the signals of all conductors they may meet or pass, and of all agents

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switchmen or trackmen at places where the train may stop.

63.—An irregular train must not carry signals for a following train. **Irregular train.**

64.—When a signalled train loses time and cannot keep up with the leading train, the conductor of the signalled train must report to the Train Dispatcher for orders. **Conductors of signalled trains.**

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65.—Should a signal be ordered down or have reached its destination, the conductor of the train which carried it will, before it is taken down, see that a notice or message is written in the telegraph book, and that the operator displays the telegraph signal (see rule 3) in order to stop and notify all trains that may arrive at his station subsequent to the arrival of the train carrying signals and previous to the arrival of the signalled train. The conductor must likewise notify all trains that he may meet, affected by the signals, that the same are withdrawn. **Conductor of train carrying signals.**

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66.—No engine or train shall carry signals for an extra engine or train without orders from the Superintendent through the Train Dispatcher; except as provided in the following rule: Should a train be held by another between telegraph stations the conductor of the train thus held may require the first train passing him, bound in the same direction, to carry a signal for him to the next telegraph station, on his arrival at which he must report to the Train Dispatcher. The train thus signalled would possess all the rights of an extra train. **Train held between telegraph stations.**

Light engines 67.—Whenever it may be necessary to send an extra engine over the road, it must, when practicable, run on the time of some regular train; it will be entitled to all the rights thereof and carry signals therefor. In such cases the regular train will run five minutes behind its schedule time.

Light engines running. 68.—Before an engine can return after piloting or preceding a train to any station under signals, regular train orders must be obtained from the Train Dispatcher. In case the engine is not required to go with the train to the next telegraph station, an order to return must be obtained by the enginemana from the Train Dispatcher at the station from which the engine starts.

Enginemen of light engines. 69.—Enginemen in charge of light engines, whether carrying signals or running under special orders, have the same responsibility as the conductor of a train, and must be guided by the same rules.

Special or Wild Trains.

Train orders. 70.—When it may be necessary to send a special train or engine over the road, a proper train order must be received by those in charge from the Superintendent through the Train Dispatcher, without which such special train or engine must not proceed.

Rate of Speed 71.—Special trains must be run between stations at the same rate as regular trains of the same class are timed to run in the timetable, and must be shunted clear of the main

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72.—Conductors of special trains must report to the Train Dispatcher upon arrival at their destination, and must have his reply before leaving the office.

Conductors of special trains.

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73.—Signals may be carried for a special or wild train in accordance with rule 11.

Carrying signals for a special train.

74.—Construction trains having established limits will work from day to day under special orders from the Superintendent. No construction train will be allowed to run beyond its limits without a special order, except in cases of great emergency or accident, or when orders cannot be received. In such cases the train running beyond its limits must be protected in front and rear by signals.

Construction and fuel trains; limits.

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75.—When a construction train is going to or coming from work it must proceed with the utmost caution, and must never be on the main track within ten minutes of the running time of trains.

Proceed cautiously.

Trains.

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76.—A danger signal must be placed at a distance of not less than eight hundred yards, or sixteen telegraph poles, on either side of the place where construction trains are at work on the main track, or where fuel or firewood is being loaded, and a man must remain with such signals.

Place danger signals.

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77.—Cars on which wood or material of every description is being loaded must have the

Brakes must be applied.

brakes firmly set, and wheels scotched; and, if on the main line, must be protected by signals in front and rear.

Construction trains at work.

78.—Before leaving stations for work, those in charge of construction or fuel trains must leave with the agent a memorandum stating the location where they intend to work, and the train must not leave the station until a special order has been received for doing so.

Take the safe course.

79.—Those in charge of construction or fuel trains must use every means of ascertaining what wild or special trains are on the road, and in all unprovided cases, or where any doubt exists, the safe course must invariably be adopted. **Run no risks.**

Delayed Trains.

Place danger signals.

80.—In the event of a train or engine being delayed between telegraph stations, the conductor or engine man must send a flagman with proper day or night signals, including torpedoes to the rear 800 yards or 16 telegraph poles, or further if necessary, to warn and advise any approaching trains. Two torpedoes must be placed on the rail 50 yards apart by the flagman and left there when the flagman is called. When a torpedo is struck the conductor or engine man must stop the train and find out the cause. If no obstruction is found upon the track the train may proceed carefully to the next station. Unless the delayed train has absolute right to the road it must be protected

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81.—In extreme cases, when from sudden or unexpected cause a train is unable to make a meeting point on time, or to back up to the last station, the conductor may require the engine to be detached, leaving the train under proper rear signals, as required by rule 80, and run to the next station so as to notify the approaching train, after which the engine may return to its own train.

Engine may be detached.

82.—When a train is more than fifteen minutes late, the conductor will report the cause of delay to the agent at the first telegraph station.

Report cause of delay.

83.—In all cases where a train, from whatever cause, may be delayed or stopped upon the track, except at stations, those in charge must use every precaution, by placing signals far enough in front and rear, to protect the train and prevent accident.

Protecting trains.

84.—In the event of a train being delayed station agents or switchmen aware of the fact, must notify conductors and enginemen of following trains.

Notify following trains

Speed of Trains.

85.—Enginemen must, as far as possible, keep up a uniform rate of speed, and the maximum speed given on the time table must not be exceeded. Conductors and enginemen must see when going down grade that their brakemen are on top of the cars ready to apply brakes as soon as the train has turned the grade.

Uniform Speed.

Trains must keep to schedule time. 83.—Trains must not leave or pass a station or turn-out ahead of schedule time without a special order from the Train Dispatcher.

Making up lost time. 87.—When trains are delayed the lost time may be made up by shortening the stops at stations, but no risk must be incurred by increasing speed for the purpose of making up lost time.

Speed crossing bridges. 88.—No train or light engine must cross at a speed greater than seven (7) miles an hour, the bridges at the following points: **Millstream, Waugh Creek, Coldstream, Double Head Ravine, Niagara Canon, Arbutus Creek, Koksilah River, Cowichan River, Chemainus River, Oyster Bay, Nanaimo River, Chase River, Millstone Creek** and all other bridges, public road crossings, and switches must be crossed at reduced speed. Trains or light engines must come to full stop before passing level railway crossings.

Speed passing through towns or villages, &c. 89.—The speed of trains passing through towns, villages or tunnels must not be greater than six miles an hour.

Running trains in stormy weather. 90.—During and after rain or snow storms or in foggy weather, trains must be run with extra caution, and the speed reduced if necessary for safety.

Keeping off the Time of Other Trains.

91.—Trains of an inferior grade must keep

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out of the way of all trains of a superior grade moving in either direction, and irregular trains, unless otherwise specially provided, must keep ten minutes off the time of all regular trains.

Inferior and Superior trains.

92.—No train must leave a station expecting to meet or be passed at the next station by a train having the right of track, unless it has full schedule time to make the meeting or passing point.

Full schedule time to make meeting points.

93.—A train of inferior grade running ahead of a train of superior grade, must keep ten minutes off the time of such superior train.

Inferior and superior trains running in the same direction.

GENERAL RULES.

94.—The Conductor will have charge of the train and of all persons employed on it, and is responsible for its movements while on the road, except when his directions clearly conflict with the regulations or involve risk or hazard, in either of which cases the Engineer will be held equally accountable.

Conductor has charge of train.

95.—As soon as a passenger train leaves a station a trainman must go through each coach and announce the next station where the train will stop, and when the train arrives at the station the name must be called again.

Announcing stations.

96.—Conductors and Enginemen when running on telegraph orders must make sure the trains they are crossing are those specified in

No verbal orders while trains are running.

- such orders, and no verbal orders relating to the movement of trains must be received or delivered by trainmen or others while the trains are in motion.
- Badges.** 97.—Trainmen must wear badges while on duty.
- Time.** 98.—Time must be given by the conductor to the first train passing along the line after 6 a. m. to each station where the train may stop, which there is no telegraph office. Station agents will be responsible for keeping the clocks properly regulated.
- Rights of Trackmen.** 99.—Trainmen must remember the rights of trackmen to the road for repairs, and the whistle must be sounded when necessary to warn trackmen of the approaching train.
- Accidents must be reported.** 100.—All accidents to engine or train must be immediately reported by the conductor to the superintendent, and in the case of running over or striking stock a separate report must be sent by the engineman.
- Defects in the track, or telegraph line broken.** 101.—Where there is reason to believe that a train has passed over a broken or misplaced rail, or a portion of the track or any structure that is unsafe, the train must be stopped and the track or structure carefully examined by the trainmen. Should any defect be found the conductor must notify sectionmen if near by; otherwise he must send back a brakeman with the proper danger signals to warn following

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trains (see rule 80) and notify sectionmen when found, and all trains he may meet of the defect. He must likewise report to Train Dispatcher from the nearest telegraph office. In case a break is discovered in the telegraph line the conductor must warn sectionmen and others by signal (see rule 12) and personally communicate with them when possible.

102.—All persons engaged in the service of the company are required to give notice of any obstruction on the road, from whatever cause, by exhibiting a red flag by day and a red light at night, at least 800 yards or 16 telegraph poles in both directions on the road from such obstruction. Give notice of obstructions.

103.—On approaching, leaving or passing stations, trainmen must be on the outside to look out for signals. Look out for signals.

104.—Agents and others in charge must look out for, and carefully observe signals carried by trains passing or stopping at their stations, and enter them in the train register book, notifying conductors and enginemen of other trains running in opposition to such signals. Agents and others must observe train signals.

105.—The time indicated in the time table is the arriving time of trains, except where the departure is expressly stated. Time table.

106.—Conductors of trains running at night must report in person to the operator at every night telegraph office where they may stop. Running at night.

- Stock on the track. 107.—Great care must be taken to prevent the killing of stock upon the line, and all trains must come to a dead stop, if possible, to avoid striking them. The frequent killing of stock will be taken as proof of incompetency or carelessness on the part of trainmen.
- Familiarity with all rules and regulations. 108.—Employees are expected to be familiar with all the rules and regulations whether the same apply to their own particular duties or not.
- Trains passing each other. 109.—Trains of the same grade running in the same direction must not pass each other without special instructions from the Superintendent.
- Freight trains on being passed by passenger trains. 110.—When freight trains are passed by passenger trains going in the same direction, the freight train must not proceed until 10 minutes after the passenger train has left.
- Irregular trains. 111.—No irregular train or engine will be permitted to leave a station or pass along the road without receiving a proper train order from the Train Dispatcher.
- Passenger trains must be drawn. 112.—Passenger trains must be drawn, not pushed, except in cases of accident or emergency, and in case trains are pushed the speed must be reduced to insure safety.
- Do not run engines tender first. 113.—Engines must not be run tender first except to save delay or inconvenience.
- 114.—When express or freight are hauled

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Freight cars
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trains.

Filing of stock
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115.—Passenger and mixed trains must use
bell-cords. The rear brakeman must see that
the bell-cord is in proper order and attached to
the rear end of the train. Bell-cord and signal
lights must not be removed until the train is
clear of the main track at the end of the run.

Bell-cord and
Signal lights.

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116.—When the track is clear a white signal
must be displayed from stations where the
trains pass without stopping.

White signals

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117.—Wood or coal must not be thrown from
the train while in motion.

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118.—Flying switches must never be made
by passenger trains, and in no case except when
authorized by the proper officer.

Flying
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119.—No person will be permitted to ride on
the engine or tender without an order from the
Superintendent, except the enginemen, firemen,
section foremen in the discharge of their duty,
and trainmen in case of accident or when ne-
cessary.

Riding on the
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120.—No train must start without a signal
from the conductor, and conductors must not
give the signal until they know that everything
connected with the train is in proper working
order.

Starting
trains.

run tender fir
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121.—Conductors and others must carefully
make out and dispose of all forms or returns in

Forms.

accordance with the instructions printed thereon or given from time to time.

Trains at sidings where there is no staff.

122.—At a siding where there are no station men, no freight or other train must stop after dark to leave off or take on cars, unless the train is safely protected by signals in both directions.

Train register

123.—At stations where registers are kept where bulletin boards are exhibited, it is the duty of those in charge to see that the arrival and departure of trains are accurately noted thereon, and trainmen must carefully examine the same before proceeding on their runs.

Trains taking fire.

124.—If any car of a train takes fire more than 300 yards from a watering place, the train must be stopped, the burning car cut out, and every endeavor made to extinguish the fire. If necessary a hole may be cut in the top of the car as the flames extinguished through it; keep the ends and sides closed. The engine man must give what water he can spare from the tender.

Trains breaking loose.

125.—When a train breaks in two the person who discovers it must signal to the other man on the train (see rules 19, 31, 36,) repeating the signal several times until sure it has been observed. The forward part of the train must stop until the engine man is sure that the rear part has stopped. When certain that such is the case, the forward part may stop and after sending back a signal, to be kept 800 yards in advance, it may move slowly and carefully back

to the rear of the train has stopped, he must have time to leave a flag. When the train stops those signals (signals) reaches the train has returned detached proceeding, proceed to meet the rear

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129.—Every track switch and lock is to be ruled

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to the rear part of the train. If the engineman of the train cannot make sure that the rear portion has stopped, or if a train from the opposite direction having the right to the road is expected, he may run to the next station or siding, if he has time to do so without encroaching on the time of the opposing train, and there leave a flagman to hold all trains till his return. When the rear portion has been brought to a stop those in charge must protect the rear by signals (see rule 80.) If a following train reaches the detached portion before its engine has returned from the siding, it may push the detached portion in front of it towards the siding, proceeding with great caution, expecting to meet the returning engine.

126.—In case of a train being hauled by two engines the engineer of the first engine is to be considered as in charge of the train, as far as his particular duties are concerned.

Train hauled
by two en-
gines.

127.—In all cases of doubt protect your train by signals; take the safe course; run no risks.

Protect your
train and
take safe
course.

128.—Any employe who shall be found intoxicated while on duty will be instantly dismissed.

Intoxication
on duty.

129.—Every person who opens a main track switch must before leaving close and lock it for the main line; neglect of this rule will be followed by dismissal.

Replace main
line switches.

Conductors, Brakemen, &c.

130.—The conductor has charge of the train

Conductors in charge of train. from the time it starts, and is responsible for the rules of the company being properly enforced.

Report for duty 30 minutes before train starts. 131.—Conductors and trainmen must report for duty 30 minutes before the starting time of trains, and must assist in switching and making up the train when necessary.

Apply for orders. 132.—Before starting conductors must apply personally at the telegraph office to see if there are any orders affecting their trains, and they will report to the Train Dispatcher the number of the engine, and number and class of cars in their train.

Train Outfit. 133.—Conductors must see before starting on their runs that the train is provided with everything in proper order necessary for a compliance with the rules of the road.

134.—Until the train starts the conductor will be under the orders of the station agent.

Street and Public Crossings. 135.—Conductors must see that street or public road crossings are not obstructed by the trains while waiting.

Approaching Stations, etc. Conductors and brakemen of mixed and freight trains must be out on their trains at least one mile from every station and must there remain until the station is passed, and must have their trains under full control when approaching stations, switches, long or steep grades, or watering places.

Descending Grades. 136. Conductors must see that the brakemen

are applied to the train. Heat the wheels from the

137.—Conductors to the Superintendent for injuries to passengers and connections and the name of the

138.—Conductors with reliable connections by the station time with the

139.—When conductors are switching.

140.—Conductors regularities of their trains the same to the end of each

141.—At crossings must be lighted

142.—Conductors travel without authorized connections the conductor, passenger, and train report.

143.—Conductors passengers for

are applied when descending grades to steady the train. The brakes must not be set so as to heat the wheels, but must frequently be changed from one car to another.

137.—Conductors will make a detailed report to the Superintendent of all accidents or injuries to persons or property that may occur in connection with their trains, the cause of same and the names of witnesses if any.

Report Personal Injuries and Accidents.

138.—Conductors must provide themselves with reliable watches which must be regulated by the standard clock, and they must compare time with the engineman before starting.

Time.

139.—When at way stations doing business conductors must attend personally to their switching.

Switching.

140.—Conductors must record all delays, irregularities, or other incidents connected with their trains on the prescribed forms, and return the same to the Superintendent's office at the end of each trip.

Train Reports.

141.—At sunset the car and signal lamps must be lighted.

Lamps.

142.—Conductors must not allow any one to travel without a ticket or pass, signed by the authorized officer. When a fare is collected the conductor must at once issue a ticket to the passenger, and make the proper entry in the train report.

No Person to travel without a Ticket.

143.—Conductors have no authority to carry passengers free.

Carrying Passengers Free.

Secure cars
left on Sid-
ings.

144.—Conductors and brakemen must see that cars left on sidings are secured against running or being blown out by the wind, and that they are clear of the main track for passing trains.

Passengers
on Platform
of Cars.

145.—Passengers must not be allowed to stand on the platform of cars and must be cautioned not to leap on or off trains while in motion.

Passengers
without Tick-
ets.

146.—Any passenger without a ticket and refusing to pay fare should be removed, and riotous conduct should be permitted on the train.

Passengers
removed.

147.—Passengers removed for non-payment of fare should be put off near a dwelling house or at a station, and all the facts connected with the occurrence, with the names of the witnesses if any, must be forwarded to the Superintendent.

Responsibil-
ity.

148.—The conductor is responsible for freight while in his charge.

Way-bills.

149.—Loaded cars must not be taken without way-bills. If way-bills are not ready freight must not be taken, but the circumstances must at once be reported to the Superintendent.

Check Way-
bills.

150.—Conductors must before starting examine and check way-bills, and see that freight is safely loaded and convenient for livery; and they must personally check with the receiving agent the freight delivered,

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ing on the way-bill on the spot, any discrepancy or damage that may exist, with the cause thereof. An entry of the facts must also be made in the conductor's trip report.

151. - When loaded cars destined for any station are left at another station the way-bills must be left with them, and the cause noted thereon. Way-bills left with cars.

152. - When any cars which should have been taken forward are left on the way, from whatever cause, the way-bills must be handed to the agent at the next regular station, and the reasons why the cars were left, endorsed on the way-bills. Left on the way.

153. - Freight taken from a station where there is no agent, must be reported at the first station where there is an agent, and a way-bill made out at tariff rates from where the freight was taken. Freight billed to stations where there are no agents must be prepaid and way-bill left at the first station having an agent beyond where the goods were left. Stations without Agents.

154. - Conductors must deliver freight on the platform of the freight house or at such other convenient place as the agent may designate. Delivery.

155. - Great care must be exercised in loading and unloading freight so as to prevent loss or damage. And no person except those duly authorized must be permitted to enter the cars to handle the freight. Handle freight with care.

156. - All cars containing freight must be kept locked. Keep cars locked.

- locked except when receiving or delivering same.
- Report inattention.** 157.—Conductors must report to the Superintendent any want of attention on the part of agents or persons whose duty it is to aid in the passage of trains.
- Heavy baggage and dogs** 158.—Passenger conductors must not allow heavy baggage or dogs to be carried in passenger cars.
- See that cars are comfortable.** 159.—Conductors and brakemen must see to the heating of the cars when necessary, and that they are kept in a clean and comfortable condition.
- Passengers on freight trains.** 160.—No conductor in charge of a freight or construction train shall receive or take a fare from any person traveling on his train. No conductor shall allow any person to travel as a passenger without the written order of the Superintendent.
- Brakemen.** 161.—Brakemen are under the orders of the conductor, they must see that the bell-ropes, lamps, stoves, brakes, etc., are in good working order and report any defect to the conductor. Passenger brakemen must see that a supply of good fresh water is constantly on hand.
- Look out for signals and keep train under control.** 162.—Brakemen must be ready to apply brakes on the signal being given, and must keep their trains well in hand, and completely under control, without waiting for signals—on down grades and at points where the rules call for reduced speed, or extra caution in the running of trains.

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163.—At stations or sidings where the trains may stop brakemen must examine journals to see that none are heated and carefully look to couplings. Should any defects be found in the running gear the proper remedies must be at once applied. Duties at Stations.

164.—Brakemen must keep a sharp lookout for trains breaking loose, especially on grades. Trains breaking loose.

165.—Train baggagemen are under the order of the conductor. Baggagemen.

166.—They must see that all baggage is properly marked, checked and arranged convenient for unloading; carefully noting on the prescribed book or form all the particulars of each piece; valuable parcels must be accompanied by way-bills. Baggagemen must carefully check parcels and way-bills and must not receive baggage or parcels not properly checked or billed. Care of Baggage.

167.—Baggagemen are held responsible for all value packages, cash boxes, and letters entrusted to their care; they must give and take receipts for all value parcels, and be careful in the delivery of the same. Valuable Packages, etc.

168.—No checks must be removed from baggage in the car, and all baggage must be left there marked for, except in cases where passengers wish to leave the train at some other station when it may be put off as the conductor may direct, and shewn on the return accordingly. Checks.

169.—Conductors may act as baggagemen when desirable. Conductors may act as Baggagemen.

Dogs.

170.—Dogs may be carried in the baggage car on a proper ticket only, and when a chain and collar are attached for properly securing them in the car.

Articles left in Cars.

171.—Articles left in the cars by passengers at the end of the trip must, in case no owners are found, be handed over to the station agent.

Trainmen will assist wherever required.

172.—Trainmen must cheerfully give their assistance whenever required, outside of their own particular duties, and must be always ready to aid in the quick and efficient dispatch of the company's business.

Enginemen and Firemen.

Familiarity with Signals.

173.—Enginemen and firemen must make themselves thoroughly acquainted with the signals referred to in these rules and regulations.

Time to report for duty.

174.—The engineman of a train must be on duty thirty minutes, and the fireman forty-five minutes before the starting time of the train. The engineman before starting must see that his engine in all its parts is in proper working order, and provided with a complete set of signals; and he must examine all bulletin board exhibited or notices printed for his guidance.

Care of Engines.

175.—Each engineman will be held responsible for the engine under his charge, and should inspect, as often as possible, the machinery, reporting to the Superintendent any defects that may be discovered.

Economy in fuel and material.

176.—The engineman must use strict economy in the use of fuel, material, and stores supplied

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plied to his engine, and see that there is no waste.

177.—Enginemen and firemen must provide themselves with good watches, which they must regulate daily by the standard time, and compare with the conductor's watch before the departure of their train. They must constantly have with them while on duty the current working time table. To have good watches.

178.—Every engine must be supplied with 12 torpedoes and the necessary signal lamps and flags, also a pair of screw jacks, 2 wrecking frogs, extra spring hangers and such other tools as may be necessary to operate the engine and provide for accident or delays. Necessary tools, &c.

179.—No persons other than the engineman and fireman will be permitted to ride upon the engine or tender without the permission of the Superintendent, except as provided in rule 119. Riding on the engine.

180.—Enginemen must not start their trains without a signal from the conductor, which must be answered by ringing the engine bell, and they are required to start and stop the train slowly and without jerking, so as not to break or injure the couplings, or require violent application of the brakes. Care of train.

181.—Enginemen must be careful to see that the whistle is sounded and the engine bell rung, as required by the rules governing the use of signals. (See page 7.) Sound the whistle and ring the bell.

182.—Train orders when read to the engineman must, if understood by him, be received Train orders.

- and read to the fireman, and kept until the end of the trip, when they must be delivered to the proper officer as may be directed. Engines will not receive or act on orders unless they clearly understand them.
- Signals on the track.** 183.—When the engineman sees a green signal on one side of the track he will know that the track is not safe for a high speed and must proceed with caution. When a red signal is seen between the rails he will know that the track is impassable and the train must be stopped, and remain standing until the signal has been removed.
- Avoid running over stock.** 184.—Enginemen must be careful to avoid running over stock. (See rule 107.)
- Proceed carefully.** 185.—On entering or rounding curves or approaching stations where their trains do not stop, enginemen must use great watchfulness and sound the whistle when necessary.
- Engines not to be left.** 186.—No engineman on duty must leave his engine, except in case of great necessity, when he must put it in charge of his fireman, but on no account shall both leave it until given up to the person having authority to receive it.
- Light engine disabled.** 187.—Should a light engine become disabled the tender brake must be firmly set, the regulator secured, the reversing lever in mid gear, signals put out in both directions, and the Train Dispatcher advised as speedily as possible.
- Engine on main line.** 188.—No engine without a train, except at

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shows a green signal the engine will know the speed and must stop on a red signal. The engine must be stopped when the signal has

careful to avoid collisions (107.)

ing curves or approaching trains do not require great watchfulness necessary.

must leave his engine in readiness, when necessary, when the fireman, but only when given up to the receiver.

become disabled by any set, the regular engine in mid gear, and the engine must be proceeded as possible.

an, except at

station, must stand on the main line unless protected by signals, which engineers must see are exhibited.

189.—Dampers and ash pans must in all cases be closed while engines are crossing bridges or other wooden structures, or passing woodpiles. Ash pans must not be cleaned out in front of station platforms, coal sheds, on frogs or switches, and in all cases fire must be quenched at once after cleaning out ash pans. Close dampers and ash pans.

190.—The air brake must never be used in shunting trains or where brakemen are expected to brake. Air brake.

191.—Engineers must report neglect of duty on part of signalmen, and the absence of lights or signals where such should be shown. Report defects in signals.

192.—Engineers will carefully peruse the rules governing the speed of trains (page 14.) Speed of trains.

193.—Engines must be carefully examined at the end of each trip, and all defects reported in the prescribed form to the proper officers. At the end of trip.

194.—In addition to the above, engineers and firemen will be governed by the general and running rules and regulations, which they must carefully and frequently peruse. General rules.

Station Agents.

195.—Station agents and others connected with transportation service will act in accordance with the rules and conditions relative to freight classification and tariffs which may be Agents will observe tariff rules.

issued from time to time.

Responsibility of agents.

196.—Station agents are held responsible for the care of station buildings and offices, and for the property connected therewith. They must see that station employes properly attend to their duties and are civil and respectful to the public.

Switches.

197.—Switches at stations are under the care of the agents and must be kept set and locked for the main track, except when a man is standing by, who must, before leaving, **close the switch**, as provided by rule 129.

Office hours.

198.—Agents are required to see that employes are promptly on duty at the hours prescribed, and leave of absence must not be granted to any of the station staff without the knowledge and consent of the Superintendent.

Way-bills.

199.—Station agents must be prompt in having way-bills ready for all cars or freight going into the train, and must co-operate with conductors and others in preventing delays to trains; they must see that all cars in their charge are properly secured and locked and everything clear for passing trains. They must have everything about their stations kept in a neat and orderly manner.

Keeping train registers.

200.—The times of arrival and departure of every stopping train, and the times of passing of all other trains or engines must be accurately entered in the train book.

201.—No notice may be given of irregular

trains and them at

202.—Money received will be received in cash. The amount is described and forwarded

203.—Apply passengers enter to sell tickets stop. Tickets be opened starting tickets before the

204.—No of any employes allowed to otherwise, un

205.—Station time their clock

206.—All tionery, &c forms, and supplies are

207.—In accidents of station mu graph or of Chief Engi

trains and station agents must be prepared for them at all times.

202.—Agents will be held responsible for all money received at their stations for traffic, and will be required to make good any deficiency of cash. They must keep their books in the prescribed form, and carefully fill up all returns and forward them as may be directed.

Accounts,
Cash, &c.

203.—Agents must use every exertion to supply passengers with tickets before such passengers enter the cars, and they must be careful not to sell tickets to stations where trains do not stop. Ticket offices for the sale of tickets must be opened at least twenty minutes before the starting time of trains and closed immediately before the train starts.

Tickets.

204.—No package or parcel for the private use of any employe, or for any other person, will be allowed to be sent free in the baggage car or otherwise, unless by proper authority.

Carrying parcels free.

205.—Station agents must see that the correct time is kept at their stations and regulate their clocks daily.

Time.

206.—All applications for stores, tickets, stationery, &c., must be made out in the proper forms, and care must be taken that sufficient supplies are always kept on hand.

Applications for stores.

207.—In case of obstructions, slips, or other accidents on the line, the agent at the nearest station must give immediate notice, by telegraph or otherwise, to the Superintendent or Chief Engineer and the nearest Section Fore-

General Duties.

man. Agents must at once report to the Superintendent or head office, any change or suggestion calculated to promote the public convenience, increase the revenue, or protect the interests of the company.

Trackmen.

Rules, signals, &c.

208. Trackmen must make themselves familiar with the rules of the road, and have constantly in their possession the current time table. They must provide themselves with the necessary signals and thoroughly understand their use.

Inspecting line.

209.—Track foremen must, unless otherwise directed, pass over and carefully inspect the portion of the line under their charge before the passing of every regular train, and special care must be taken to see that rocks which fall from cuttings on the track are at once removed.

Fences, road crossings, &c.

210.—Trackmen must see that all the fences, gates, road crossings, cattle guards, ditches, culverts, &c., are kept in good order, that all nuts which may work loose are tightened, and that no wood, ties, or other material are piled within six feet of the track. Ballast unloaded along the line must be spread so as to be clear of passing trains.

To look out for trains.

211.—Trackmen must watch every train as it passes and observe whether it carries signals for a following train, or for defects in telegraph line. They may expect trains at any moment and must always be prepared and on the look

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out for them whether a signal has been carried or not.

212.—When a rail is to be taken out or other work done, or obstructions or defects are discovered which will render the track or any structure impassable, a red flag must be securely placed between the rails 800 yards or 16 telegraph poles in each direction, or farther if on a grade, and two torpedoes must be placed on the rail 50 feet apart near the signal and on the engineer's side. When the track has been repaired, or the obstructions removed, the flags and torpedoes must be taken up. If work is being done which renders the track unsafe for a high speed a green flag must be placed on one side of the track 800 yards in each direction and removed when the track repairs have been completed.

Signals must be used.

213.—Special vigilance on the part of trackmen is required during and after heavy storms, whether by day or night, to see that all obstructions are promptly removed. Dangerous trees when observed should at once be cut down in such a manner as not to injure the fences or the track. After storms, or during their continuance if necessary, section foremen must go over their sections with danger signals, to see if the track is safe for the passage of trains. The points on sections most liable to injury, are to be first visited.

Stormy weather. Trees on the track, &c.

214.—The track must be kept in proper line,

Keeping the track in order

level, and surface, and no lift must be greater than three inches to the rail.

Tools, materials, &c.

215.—All track tools, signals, &c., when not in use, must be locked up by the section foreman who will be responsible for their safe-keeping, and all bolts, nuts, and other material which may have dropped from the rolling stock on the track must be picked up and sent to the nearest station.

Cattle on the track. Farm gates, trespassing, &c.

216.—All cattle and animals found straying within the railway fences must be driven off, and the cause of their being on the track ascertained if possible. Any farm gates found open must be promptly closed, and the Superintendent duly advised. All persons walking on the line who are not in the company's service, must be ordered off.

Telegraph repairs.

217.—Trackmen will observe the condition of the telegraph line as they pass over their sections, and in the event of the line being broken or obstructed they will make such temporary repairs as may be required, and, as soon as practicable, report the circumstances of the case to the nearest telegraph office.

Accidents.

218.—In case of accident to a train section foremen near by will go with their whole force to its assistance, whether the accident is in their own sections or not.

Movement of Trains by Telegraph.

Train Dispatcher.

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authority of the Superintendent, is the only person authorized to issue special orders for the movement of trains.

220.—Orders must be clearly and distinctly expressed in the same words to all concerned when practicable. They must contain no erasures, alterations or interlineations, and no instructions not essentially a part of them. Ordinarily each order will include no more than two trains and one specified movement.

Train orders clear and distinct.

221.—Orders will be numbered consecutively for each day, commencing with No. 1 at midnight.

Numbers of orders.

222.—Before sending train orders the Dispatcher will give the signal "9." The receiving operator on receipt of this signal will immediately display the red signal (see rule 3) and answer back "S. D." (signal displayed). Operators must not take in the red signal until the orders are delivered for which the signal was displayed. Trains passing while the red signal is displayed for which there are no orders must be given a clearance on the prescribed form.

S. D. Signal displayed.

223.—Orders will be sent when practicable to all trains affected at one and the same time. Operators must write all copies of the order at once on the manifold paper furnished for the purpose. In order to enable them to do this the Dispatcher who is to send an order will, when he raises an office and has received the "S. D." "copy," giving the number of copies re-

Orders to all trains affected to be sent at same time.

quired. Should it be necessary to make a change in first copy the Dispatcher must repeat the order and a new copy be made by receiving operator.

Orders to be addressed to the conductor and engineer.

224.—All orders for the movements of trains by telegraph will be addressed to the conductor and engineer. The operator will repeat the order back exactly as sent by the Dispatcher underlining each word in the body of the order as repeated. The conductor addressed will read the order carefully and, **if understood** will sign it. When conductor's signature obtained the operator will give the Dispatcher the signature thus: "13." Order, No. If correctly understood Dispatcher will repeat to conductor and engineer, order No. "correct" giving exact time and signing initials. This will be recorded on all copies of the order which then, and not till then, comes valid. Conductors and engineers forbidden to receive or act upon any order which they do not clearly understand.

Conductor must sign order.

Complete orders.

Line failing to work.

225.—Operators must not allow copy of order to leave their possession until complete or enter "correct" thereon in advance of receipt. Should the line fail to work before "correct" has been received the operator will deliver such order, but will inform the conductor of the occurrence. It is then the duty of the conductor to adopt such precautions which will prevent accident. Trains will not proceed in such cases except under the protection of signals until all doubt has been removed.

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226.—One impression of the order will be kept by the operator, and two impressions when properly endorsed "correct," will be handed to the conductor who will hand them to the engineer; the engineer must then sign his name under the conductor's on one of the said orders and return it to the conductor, retaining possession of the other one himself.

Engineman
must sign
orders.

227.—All orders must be read by the conductor to his brakemen, and by the engineer to his fireman. Enginemen of light engines, or when there is no conductor, will receive and sign train orders, handing duplicates to firemen.

Orders must
be read to
trainmen.

228.—All special orders for the movement of trains will be in the forms as hereafter described, but notice of obstruction to track, repairs of bridges, or other matters which cannot be expressed in such forms will be sent to trains in such terms as may be necessary to cover the case. The same rules as to record and delivery will be observed for orders delivered at the Dispatcher's office as for other points.

Form of
orders.

229.—Where the signal to stop is shown, the approaching train will in all cases be brought to a full stop, and in such cases it is the duty of operators and agents to see that trains are stopped, and the conductor must go immediately to the telegraph office to receive and answer such orders as may be waiting the train. Operators and agents must know without doubt that the train in question has not passed, and must not reply to the order before the signal to stop has been displayed; they must also be

See that
trains are
stopped.

Enquire for
orders.

sure that the signal is not disturbed till the proper time arrives for withdrawing it. In case of severe storm or dense fog, operators and agents will place two torpedoes in front of the station 50 yards apart on the engineman's side as an additional safeguard.

Place torpedoes.

Orders addressed to operators.

230.—When an order is addressed to an operator his signature must be sent and "correct" obtained in the manner provided in rule 22 and conductors and enginemen will respect such order the same as if addressed to themselves.

Orders for trains away from telegraph stations.

231.—An order for a train away from a telegraph station will be repeated back and received "correct," and will be forwarded as directed. It will be addressed as follows: To C. and E., train No., at., care of.; the conductor or other person in whose care it is to be forwarded will sign for it and get "correct." He will be furnished with a copy in addition to those for C. & E. and on this copy he will take their signature and deliver it to the operator he can first reach who will transmit the signatures and get the Dispatcher's "correct" for preservation.

Get understanding from train having right of road.

232.—In giving orders Dispatchers will, as far as practicable, get an understanding from the conductor of the train having the right to the road before running any train against it, but in case such understanding cannot be had without delay, Dispatchers may depend upon agents, operators and signals to stop such running train.

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233.—If conductors and enginemen change off before the completion of their trip, they must carefully exchange any special orders they may have, and must know that they are perfectly understood by the others. No changing off will be allowed without authority.

Conductors and enginemen changing off.

234.—Trainmen and enginemen are prohibited from delaying their trains for any cause after receiving an order which allows them to proceed, without first obtaining permission to do so from the Dispatcher, and when such permission is received the conductor must report to the Dispatcher when he is ready to go, and find out if there are any further orders for him.

Delays to trains not permitted.

235.—Dispatchers will keep a train register showing all trains run and their time of passing the different stations, which operators will promptly report.

Train register.

236.—Time will be sent each morning (except Sundays) at 9 a. m., and must be acknowledged by each operator, giving "O. K." for same.

Time.

237.—Special orders for the movement of trains are for the persons to whom they are directed only, and no other persons will use such orders as authority to move their trains.

Special orders for whom directed only.

238.—Extra and special trains will be designated by their engine number, in addition to name of conductor.

Designation of extra and special trains.

FORMS OF TRAIN ORDERS.

FIXING A MEETING POINT FOR OPPOSING TRAINS.

No. 1.

C. & E. No. at
 C. & E. No. at
 Train No. (Conductor's Name) and
 Train No. (Conductor's Name) will meet
 and pass at

Upon an order of this form the train arriving first at the point named therein will wait until the other train arrives unless the conductor and engineer receive another order authorizing their train to proceed. In issuing this and the following forms, where a special train is addressed, the No. will be that of the engine of such train.

IN CASE THE MEETING POINT IS CHANGED THE ORDER FOR CHANGING IT WILL BE AS FOLLOWS :

No. 2.

C. & E. No. at
 C. & E. No. at
 Train No. (Conductor's Name) and
 Train No. (Conductor's Name) will meet
 and pass at instead of

RUNNING ORDERS FOR SPECIALS.

No. 3.

C. & E. No. (Engine No.) at
 Train No. (Engine No.) (Conductor's Name) will run
 as Special from to
 keeping clear of regular and signalled trains.

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PASSING ORDERS.

No. 4.

C. & E. No. at
 C. & E. No. at
 Train No. (Conductor's Name) will pass
 No. (Conductor's Name) at
 and run ahead to

The above order must be considered as only a privilege to pass trains ahead, and must not alter their right of track in any way. Conductor of train passing and running ahead must advise all agents and conductors of trains from opposite direction of the fact that he is running ahead of Train No. giving his own train number at the same time.

RUNNING ORDERS FOR CONSTRUCTION OR WORKING TRAINS.

No. 5.

C. & E. No. (Engine No.) at
 Construction Train No. (Engine No.) (Conductor's Name) will work to-day between
 and from m.
 to m., keeping clear of regular and signalled trains.

This order gives working or construction trains authority to use the track between the points named within the hours specified only, and in accordance with the rules.

ORDER FOR AN EXTRA.

No. 6.

C. & E. No. (Regular Train.)
 C. & E. No. (Engine No.)
 No. (Engine No.) (Conductor's Name) will run as
 section of No. (Regular Train.)

ORDER TO CARRY SIGNALS.

No. 7.

C. & E. No. at
 C. & E. No. at
 Train No. (Conductor's Name) will carry

green signals from.....
to.....**for Train No**.....(Conductor's Name)

This order may be issued to agents in cases where a prompt reply cannot be obtained from conductor. Agents will see that the signals are displayed as directed.

In case of a Light Engine without a conductor being required to carry signals, the order will be in the following form:

C. & E. No.....**at**.....
E. No.....**Light Engine at**.....
No.....**Light Engine** (Engineer's Name) **will carry**
green signals from.....**to**.....
for Train No.....(Conductor's Name.)

HOLDING ORDERS.

No. 8.
To agent or operator at.....**Hold**
Train No.....(Conductor's Name) **for orders**

When an operator or agent receives this order for a train that train must not be allowed to proceed, no matter how many orders may be received for it in the meantime, until the following order has been received :

No. 9.
To agent or operator at.....
allow Train No.....(Conductor's Name) **to proceed**

The foregoing rules and regulations have been approved by the President, and must not be varied in any particular unless under a special written or telegraphic order from him or the General Superintendent, acting under his authority.

R. DUNSMUIR,
 President.

JOSEPH HUNTER,
 General Superintendent.

WAY.

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Conductor's Name

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(Name.)

..... **Hold**
(Name) **for orders**
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