

17. Each officer shall make himself thoroughly acquainted with all time tables and special rules which may be made from time to time, and shall keep a copy of the same on his person when on duty, as well as a copy of these Regulations, under a penalty of ten shillings for each neglect.

18. Each Conductor, Baggage Master, Engineer, and Brake-man, while on duty, shall wear upon his hat or cap a badge which shall indicate his office.

19. Each Officer or employee of the Railway is prohibited from smoking while on duty in the Cars, Stations, or Depots.

20. Employees disapproving of these Regulations, or not disposed to aid in carrying them out, are requested not to remain in the Railway employment.

#### SECTION SECOND.

##### Signals.

21. RED is a Signal of DANGER—STOP.  
GREEN—CAUTION—PROCEED SLOWLY.  
WHITE—ALL RIGHT—GO ON.

These Signals will be made by FLAGS in the day time, and by LAMPS at night. In addition to this ANY signal WAVED violently, or a man standing with both arms raised above his head, denotes danger, and the necessity of stopping immediately.

22. The Red flag is the flag of danger whenever displayed. At road-crossings when displayed across the common road, it signifies that the train is coming, and travellers must look out.

But whenever a RED flag or RED light is displayed on the track, it signifies danger to the train, AND THE TRAIN MUST STOP and ascertain the cause of the danger.

23. Engines with Passenger trains must carry one WHITE Light in front after sunset.

24. Every train or empty Engine moving on the line after sunset, shall display one or more RED Tail Lights.

25. The Conductor of the train is responsible for attaching the tail lamp on the last Car, and the Engine driver and fireman for placing the lamp on the Engine or Tender. When a Car is detached care must be taken to see that the tail light is removed and re-attached to the train.

26. The tail signal must be inspected at every Station: and in the event of the train being brought to a stand on the main line from any cause, the Conductor must take care that no one stands before the tail lamp so as to prevent its being seen.

27. A Red flag by day, or an extra Red light by night, hung at the back of the Train, or in front of an Engine, denotes that an EXTRA TRAIN is to follow.

28. Two sounds of the Whistle is the signal to apply the brakes.

ONE sound of the Whistle to let go the brakes.

THREE sounds of the Whistle is the signal for backing the train.

FOUR sounds of the Whistle is a signal of recal to Flagman.

29. The Bell is always to be sounded when approaching a level crossing or Station.

30. The Whistle is to be sounded (being careful to avoid frightening horses,) with a continuous sound, 120 rods before reaching any Station or level crossing of a public road.

31. The Bell must be rung from 80 rods before reaching any level crossing of a public road, until the crossing be passed.

32. Frequent use of the Bell must always be made in foggy weather.

33. No one must be allowed to judge of a DANGER or CAUTION signal, *except the one by whom it is given.*

34. Signal cords shall be used on all trains, and shall extend from the rear car to the whistle or alarm bell on the Engine.

#### SECTION THIRD.

##### Running of Trains.

35. Trains shall be classed as—

- 1st, Regular Passenger Trains.
- 2nd, Special Trains.
- 3rd, Freight Trains.
- 4th, Ballast Trains.

36. All trains of an inferior class must KEEP OUT OF THE WAY of all trains of a superior class going in either direction.

37. All regular Passenger trains will leave termini at the specified time, and trains due must keep clear.

38. If any part of a train is detached when in motion, care must be taken not to stop the train in front before the detached part has stopped, and the Conductor of such a detached part must apply his brake in time to prevent a collision with the cars in front in the event of their stopping.

39. No special train or engine shall be despatched from any Station without the direct authority of the Superintendent.

40. No train must leave a Station when another train is due until such train arrives, or positive instructions, in writing or by telegraph, are received from the Superintendent or Conductor that the expected train will not come. Whenever telegraph despatches are used for the movement of trains they must in all cases be repeated back from the receiving office to the sending office and acknowledged before the Conductor starts his train, and then proceed with care; all such orders must also be read by the Engine driver before starting.

41. Regular Passenger trains will not wait for Freight trains. Freight trains must be on a turn-out *ten minutes* at least before the regular time of Passenger trains; Freight trains must also wait for extra and special trains, of which notice is given by signals, giving the extra or special trains the right to the road.

42. If any train breaks down or is delayed on the road, the first duty of all persons connected with the train is to see that every precaution is used to prevent any other train from running into the delayed train. *One*, and in cases of danger, *two* efficient men must be sent backwards or forwards as the case may require, with red flags or lanterns at least half a mile to stop any approaching train. No wish to have the signal men go on in the delayed train must prevent their going back at least half a mile and stopping until the approaching train is stopped, and if a third or fourth train is following, the same precaution must be observed. *This rule is of the utmost importance.*

43. No Engine or train must leave or pass a Station within ten minutes of another going in the same direction.

44. Whenever it becomes necessary to back a train to a Station it must be done with great care, keeping at least two men with red flags or red lights constantly in advance of the rear end of the train to warn any train that may be approaching; neither the Conductor nor Engine driver has a right to assume that there are no trains approaching.

45. Gravel and Wood trains must be on a turn-out *thirty minutes* before a train is due, and wait till all trains due have arrived.

46. No extra or uncertain train will leave any Station unless it has time to arrive at the next Station at least ten minutes before the time fixed in any time table for the arrival of any regular train.

47. In the meeting of trains at the Stations each train must take the right hand track except uncertain trains, which must take the turn-out and must remain until the expected train arrives.

48. If any uncertainty arises as to the entire safety of proceeding with the train, a signal must be sent backward or forward as the case may be, and be kept at least half a mile distant from the train until the danger is over.

49. Trains following each other must keep two miles apart.

50. An extra train following a regular train, will approach all Stations and wooding places with great care, expecting to find the preceding train taking wood or water at such station, whether it may be a stopping place for that train or not. The responsibility of a collision will rest upon the Conductor and Engineer of the extra train.

51. Gravel and Wood trains shall *daily* before leaving their Stations for the day's work, report to the Superintendent, and also leave with the Station Master a memorandum of where the train will be operating for the day, and such memorandum shall be entered by the Station Master in a book to be kept for that purpose. This book shall be open for the inspection of all persons on duty connected with the trains.

52. Red Flags or Red Lanterns must always be placed at a safe distance on either side of the ground where gravel trains are at work, and a man must remain with them. The same precautions must be used when single cars are at work on the road, when repairs of bridges are going on, or any description of repairs which interferes with the safety of the track.

53. Torpedoes must be carried upon every train, to be used as follows:—Should the train be detained from any cause during the night, or by fogs or storms of snow or rain during the day, in such a position as to endanger a following or approaching train, in addition to all other precautions *two Torpedoes* must be placed upon the rails at a sufficient distance to prevent all risk of accident, and all trains MUST STOP as soon as possible after the explosion of a torpedo, without waiting for other signals.

54. Whenever it shall be necessary to send an extra engine over the road it shall in all cases precede and run on the time of some regular train, and shall be entitled to all the rights thereof, and shall carry the proper Red signals therefor.

55. The rear car of every train must be a BRAKE CAR, and a man must, when the train is in motion, be always stationed on that car.

56. Whenever any train is twenty four hours or more behind its own time, it thereby loses all right to the road.

57. When trains are to PASS EACH OTHER, the train having the right to the road shall occupy the main track.

58. No VERBAL MESSAGE touching the safety of trains, track, or bridges, MUST BE SENT OR RECEIVED, except in cases of pressing necessity; such messages should be sent in writing, to prevent misconception.

59. In forming a passenger train, baggage, freight, or lumber cars SHALL NOT be placed in rear of passenger cars.

60. Engines and Cars must in no case be left upon the main track; they must be placed as quickly as possible in a SIDING, clear of the main line, *with the wheels scotched*; at night the first car must be chained and locked.

#### SECTION FOURTH.

##### Station Masters.

61. He is responsible for the proper use and care of all the buildings and property of the Railway, and is answerable for the faithful and efficient discharge of the duties of all persons employed at his Station.