

quantity from his train to take it; but perishable property must not be so left.

101. No Conductor, Breakman or other person, except the regular Switchman at Stations, shall be permitted to unlock any switch thereat; at turn-outs, when there are no Switchmen, the Conductor or Engineer shall be the only persons authorized to unlock the switch, and the Conductor is RESPONSIBLE that all SWITCHES are LEFT in their proper positions after he has passed or used them.

102. Conductors will consider themselves to be and act as brakemen when necessary.

SECTION SIXTH.

Enginemen.

103. The Engineman of every train must be in attendance half an hour before the appointed time for starting the train, and must see that his Engine is in proper working order, sufficiently supplied with fuel and water, and properly oiled.

104. Every Engineman shall have with him at all times in his Tender, the following Tools:—

- A complete set of Lamps,
- A complete set of Screw Keys,
- Two Jack-screws and Levers,
- One large and small Monkey Wrench,
- Three Cold Chisels; two Hammers,
- One Crowbar; two short Chains with hooks,
- A quantity of Flax and Twine,
- Four large and small Oil Cans,
- Plugs for tubes and irons,
- Two Fire buckets; Tackle and fall,
- Red Flags and Detonating Signals,

for which he will be RESPONSIBLE.

105. He must not START HIS TRAIN till directed by the Conductor, nor till the bell be rung. He must answer the signal for STARTING by a short WHISTLE, must invariably start with care, and see that he has the whole of his train before he gets beyond the limits of the Station, and he must run the train as nearly to time as possible, arriving at the Stations neither too soon nor too late.

106. He shall allow no person to ride on his Engine or Tender excepting the Commissioners, Superintendent, Engineer, Conductor or Track Master.

107. He is to stand by the hand gear and keep a good look out all the time the engine is in motion. The fireman also is to keep a good look out when not engaged in other duties.

108. He must cause the bell to be rung or the whistle sounded where directed, at least 80 rods before arriving at any PUBLIC ROAD CROSSING, and to be continued until he pass it, and the neglect of this precaution will be followed with immediate dismissal.

109. He must sound the whistle with a continued sound at half a mile from every Station.

110. He must pass by Stations where his train does not stop, at a much reduced rate of speed, and haul up where trains are receiving or discharging passengers.

111. When ATTACHED TO A TRAIN he will be subject to the order of the Conductor, who has exclusive charge of the train, and who will direct him when to start and when to stop.

112. When AT A STATION and not attached to a train, he will be subject to the orders of the Station Master.

113. He will be accountable for running off a switch at any STATION WHERE HIS TRAIN STOPS; but he will not be held responsible for running off at a switch at a Station where his train does not stop.

114. In RUNNING BEHIND ANOTHER TRAIN he must so run as to allow the train in front of him to be at least two miles a head. When coming to Stations, and in approaching a Station or in running round or entering a curve, particular caution must be used to avoid the probabilities of running into the leading train. *No excuse will justify the slightest neglect of this Rule.*

115. He must keep a good LOOK OUT as he moves forward FOR ANY SIGNALS or for any indication of danger, all which he is RESPONSIBLE FOR SEEING and immediately attending to; and he must obey any SIGNAL made by a repair man or other person employed on the road, even if he should see reason to think such SIGNAL unnecessary. The lives of the passengers are entrusted to his care, and it is fully expected that he will not only attend to every signal and to all his instructions, but also that he will ON ALL OCCASIONS be VIGILANT and CAUTIOUS himself, not trusting alone to signals and rules for safety.

116. He must always run on the supposition that at any Station he may find a train, out of place, and he must have his train well in hand in approaching a switch or Station.

117. Although the Conductor has charge of the train, the Engineman will not be considered blameless if he run any unnecessary RISK on the road, without all the precautions being observed which are necessary to perfect safety; nor will he be relieved from blame if he proceed in violation of his instructions or orders, even should the Conductor, from negligence or misapprehension, direct him to do so.

118. He shall NOT PROCEED after DARK without the PROPER LIGHTS on the front of his Engine. If the proper lanterns are out of order he shall place in front of the Engine common white lanterns, which the Conductor will furnish to him upon application.

119. He is never to leave his ENGINE IN STEAM without shutting the regulator, throwing the Engine out of gear, and putting on the Tender brakes.

120. He will not be allowed (except in case of accident or sudden illness) to change his Engine on the journey, nor to leave his station without permission.

121. He is strictly forbidden THROWING WOOD OR WASTE, or allowing the same to be done, from the Tender while the train is in motion.

122. He must START and STOP the train slowly and without a jerk, which is liable to snap the couplings and chains. He must be careful not to shut off steam suddenly (except in cases of danger) so as to cause a concussion of the cars.

123. The utmost care must be used in PUSHING CARS INTO TURN-OUTS so as to avoid accidents.

124. In BRINGING UP A TRAIN he must pay particular attention to the state of the weather and the condition of the rails, as well as to the length of the train, and these circumstances must have due weight in determining when to shut off the steam. Stations must not be entered so rapidly as to require a violent application of the brakes, or to render the sounding of the signal whistle necessary; every instance of overshooting the Station, must be reported to the Superintendent.

125. When passenger trains are behind time he is at liberty to make it up, in whole or in part, with the consent of the Conductor, when he can do so with safety, provided that he run cautiously and at moderate rates on the curves and bad parts of the road.

126. When a CONDUCTOR is DISABLED the Engineman will have full charge of and be held responsible for the safety of the train until a proper person takes charge.

127. Before any train is backed into a siding or crossing the Conductor, fireman, or some competent man must keep a good look out with a signal to stop any following train.

128. No Engine is to run TENDER OR TRAIN foremost unless from unavoidable necessity or by order of the Superintendent.

129. Speed must be slackened, and the bell kept ringing in foggy weather. No ballast engine must be on the line in a fog.

130. Enginemen having charge of freight trains must always keep out of the way of passenger trains, by shunting if necessary, and if doubtful of getting out of the way, they must direct the trackman to make the usual signals to the following train, and to explain that a freight train is before them.

131. Enginemen with freight trains are to approach all stopping places at a speed not exceeding TEN MILES an hour when within HALF A MILE of the stopping place, and to signal the brakeman to put on his brake before the Tender brake is put on.

132. Enginemen in charge of freight trains must refuse to take up cars of goods if they see that they are of a nature to take fire by a spark or hot cinder.

133. The targets of all switches must be perceived to be correct before they are passed.

134. Every Engineman must carefully examine his engine after each journey, and he must report immediately any defect or deficiency in the engine or train.

135. He must report to the Station Master at the nearest Station, and to the Superintendent, any accident, neglect, or irregular occurrence, that he may have observed during the journey.

136. He must see that the alarm lines are attached to the engine whistle before starting.

137. Enginemen must guard against killing stock. Should any animal be injured by the engine, the Engineman must report the same in writing to the Superintendent, stating the facts in the case. Any Engineman who neglects to make such a report immediately, will be held responsible for all damages.

SECTION SEVENTH.

Brakemen.

138. Brakemen must see that the cars are properly warmed and oiled, and when the train is in motion ride on the platform of the cars, in readiness to apply the brakes, having care that the wheels shall not slip on the rails, unless to prevent accidents.

SECTION EIGHTH.

Baggage Masters.

139. Baggage Masters will receive from passengers all baggage to be forwarded, and check or mark it plainly. Baggage must, in all cases, be handled with such care as to prevent injury and prevent all just cause of complaint.

140. Baggage checks must be kept at all times in a secure place, and they must not be exposed to theft or loss.

141. Eighty pounds of personal baggage will be allowed to each passenger, and all articles other than personal baggage, and all excess of personal baggage, will be charged for at double the rates for freight on freight trains, and must be prepaid.

142. They will consider themselves to be and will act as brakemen at all times.

SECTION NINTH.

Firemen.

143. They are subject to the orders of the Engineman while on their engines.

144. They will keep the engines cleaned and properly oiled, and assist the Engineman as may be required.