

# Regulations for altering the Crossing Places of Trains shewn in the Working Time Book.

12. The Crossing Places as shewn in the Working Time Books must never be changed, except by the direction of the Superintendent at Glastonbury, and then only in case of ascertained delay to the Trains, or of accident or break down; and not until the Telegram sent by the Superintendent at Glastonbury,

altering the crossing arrangements has been **correctly repeated** from the Stations with which the arrangements are made, and in no case is a Train to be sent forward until the whole instructions in **Rule No. 1** have been fully complied with.

13. When a Train is ordered to proceed beyond the **ordinary crossing place** a red flag by day, and a red lamp by night, will be fastened to the **buffer plank of the Engine** by the Driver. All **Signalmen, Pointsmen,** and others, will, in such cases, allow the Train to proceed, this Signal indicating that they have had special instructions to do so.

14. **Drivers of Trains** sent on to cross other Trains at places where they are not marked to cross in the Working Time Book must be furnished with a **crossing order**, directing them to do so, and stating where the Trains are to cross; this order must be signed by the **Station Agent** issuing the same. Then after the **special instructions** contained in the crossing order have been obeyed, the Trains are to meet and pass each other at the **regular crossing places marked in the Working Time Book.**