

whether with a Train or not, on approaching a Station or Junction where he cannot see freely ahead, whether from fog or otherwise, shall, at a sufficient distance, not less than half a mile, slacken his speed, and approach it at such a speed as to be able to stop his Engine or Train promptly, and without the danger of collision or accident.

186. The Whistle or Bell is to be sounded on approaching each Station and Level Crossing, and on entering the Tunnels. Three short, sharp whistles, rapidly repeated, must be given when danger is apprehended, and when it is necessary to call the attention of the Guards to put on the brakes. When more than one Engine is attached to the Train, the signal is to be given by the leading Engineman; and in case of danger is to be repeated by the following Enginemen, who will both forthwith reverse their Engines, and apply their Tender Brakes. Frequent use must be made of the Whistle in foggy weather, or of the Bell, where there is one on the Engine.

187. The Engine Whistle must not be used more than is absolutely necessary, the sound being calculated to disturb passengers and the public residing in the vicinity of the railway, and to frighten horses.

188. Drivers should avoid as much as possible blowing off steam and opening the cylinder-cocks at Stations, in Goods Yards, or in passing Trains, or men engaged on the line, or anywhere where the steam might occasion danger by obstructing the sight.

189. Should Fire be discovered in a Train, the Steam must be instantly shut off, the Brakes applied, and the Train be brought to a stand, the Signal of obstruction on the Line be made, and the burning Wagon or Wagons be detached with as little delay as possible.

190. Each Engineman must, at the end of his day's work, make a correct return thereof, and fill in the particulars required, on the form provided for the purpose, which he must give to his Foreman, with the Tickets he has received for the coke, coal, oil, and tallow issued to him during the day, or a fine of One Shilling will be levied on him for each case of neglect. He must also see that he receives the full quantity of coke, coal, oil, and tallow charged to him, and that it is of sufficiently good quality to enable his Engine to do the work required.

191. The strictest economy must be observed in the use of Fuel and all other Stores, and each Driver will be responsible for the Stores booked to him or to his Engine. The economy shown by Drivers in the working of their Engines will form an item of consideration when determining the promotion of Drivers.

192. Every report of Pumps being out of order, Line rough, or anything whatever connected with the Engines, Carriages, Wagons, Telegraph, Stations, or Line must be reported immediately to the Foreman in writing, on the back of the Time Sheet; and should the Driver or Fireman observe any defect in the road or works, or in the working of the Signals, or any unusual circumstance, he must report the same to the Stationmaster at the next Station, and also note the same on his daily report. No *verbal* report can be considered as a report at all. *Strict* attention is called to this Rule.

193. When the Engineman requires the assistance of the Guard's Brake, he must give three distinct rapid whistles; and should the Guard wish to attract the attention of the Engineman, he may do so by repeatedly applying the Brake and suddenly releasing it, and he must also exhibit his Red Flag or Red Light.

194. The Driver is particularly cautioned against going too quickly through Points and over Turntables: the latter must never be crossed at more than walking speed.

4—H. 12.

195. Drivers are enjoined that when passing over any of the Timber Bridges of the Railway, that they must keep both dampers of their Engines closed tight to prevent any live ashes falling out and endangering the safety of the Bridge by firing it.

196. When a Ballast Train is standing on the Main Line, except at Stations or where there are fixed signals (in constant use), the Driver must see that the Guard makes the proper signals for the protection of the Line, as directed in Rule No. 165.

197. Drivers in charge of Goods and Ballast Trains must always exert themselves to keep out of the way of Passenger Trains, by shunting if necessary, and if unable or doubtful of being able to get out of the way, the proper signals for protection must be made, as directed in Rule No. 164.

198. Drivers of Ballast Trains are to take particular care always to have a proper supply of Fuel and Water in their Engines, so as to prevent the possibility of any detention on the line from a deficiency; and they are also to take care that only such number of Wagons as can be drawn with certainty are attached.

199. At the end of Sidings entering upon the Main Line a White Post is placed, beyond which no Engine is to advance. At night and in foggy weather a White Light will be shown on this Post.

200. When at a Station, the Driver is under the orders of the Clerk in charge of that Station.

201. Every Enginedriver and Fireman will sign his name, coming on and going off duty, in the book kept for that purpose, and the Clerk will write opposite each signature the time at which the name is inserted.

202. Before starting on his day's work, the Driver is in all cases to inspect the notices affixed to the Notice Boards in the Steam Sheds, in order to ascertain if there is anything requiring his special attention on parts of the Line on which he is going to work, as he is responsible for any accident that may take place owing to his neglecting to read the notices posted in the Sheds.

203. Enginemen and Firemen are required to turn their Engines before dropping their Fires, and to clean out the Tubes and Smoke-boxes of Engines which they may be working for the time being, unless the Foreman allow this to be done in some cases by others. Any Enginedriver putting his Engine into the shed before the ashes are cleaned out will be fined, and he must see that the regulator is shut, the brake on, the Engine out of gear, and the boiler full of water before he leaves his Engine.

204. Enginedrivers must have their Engine Boilers washed out every seventh day; and when in the shed each Engineman will be held responsible for having his Engine Boiler filled with water, ready for the steam being got up next morning. Enginemen will be held responsible for having the Glands or Stuffing-boxes properly packed and screwed up, so as to prevent them from blowing.

205. On shed-days the Driver must report to his Foreman the general condition of his Engine, and what he has done to it during the day.

206. Enginedrivers and Firemen will be required to have at all times a plentiful supply of dry Sand, and in addition to that in the Sand-box, a quantity must be dried and kept in reserve in the Smoke-box of the Engines ready for use. No excuse can be admitted for time lost by Engines slipping.

207. Enginemen are required to report to their Foreman, in writing, any failure in working or defects of Pumps or Pump Joints or Injectors of their Engines. They will be held responsible that no coke, coal, wool, dirt, waste, or other article that would cause a stoppage gets into their Tenders or Feed Pipes; and when an Engine stops, or loses