



British Rail

BR 328

to

from

C. PEARTREE
48 REYNOLDS RD
IPSWICH

ext.

y/t

date

o/t

date

1994

Born 1903 27 commercial Rd. Ipswich

left school at 14

Great Eastern pension retired at 65

was £4.50 a month

Mr. C. Peartree
48 Reynolds Road,
Ipswich.

L. R. Peartree

EASTERN COUNTIES RAILWAY.

SIGNALS

AND

REGULATIONS,

20TH DECEMBER, 1846.

Books of a previous date are incorrect.

OBSERVE.

*Alterations as compared with Regulation Book dated
January, 1846.*

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ACT FOR REGULATING RAILWAYS.

By the 13th and 14th Sections it is provided, "That any engineman, guard, porter, or other servant in the employ of any Railway Company, who shall be found *drunk while employed upon the railway, or commit any offence against any of the Bye-Laws, Rules, or Regulations of such Company, or shall wilfully maliciously, or negligently do, or omit to do, any act whereby the life or limb of any person passing along or being upon the railway belonging to such Company or the works thereof respectively, shall be or might be injured or endangered, or whereby the passage of any of the engines, carriages, or trains, shall be or might be obstructed or impeded; and any person counselling, aiding, or assisting in such offence, may be summarily seized and taken before a Justice of the Peace, and being convicted of any of the above offences, is made liable to a penalty of TEN POUNDS, or to be IMPRISONED AND KEPT TO HARD LABOUR FOR TWO CALENDAR MONTHS; or such Justice may (if he thinks fit) commit such offender to prison for taking his trial at the next Quarter Sessions, where, if convicted he will be liable to be IMPRISONED AND KEPT TO HARD LABOUR for any time not exceeding TWO YEARS.*"

And by the 15th Section it is provided—

"That any person who shall wilfully do, or cause to be done, anything in such manner as to OBSTRUCT ANY ENGINE OR CARRIAGE used on any railway, or to endanger the safety of any person conveyed in or upon the same, or shall aid or assist therein, SHALL BE GUILTY OF A MISDEMEANOUR, and being convicted thereof, may be IMPRISONED WITH HARD LABOUR FOR TWO YEARS.

EASTERN COUNTIES RAILWAY.

RULES AND REGULATIONS.

Every officer and Engineman, before he shall be allowed to move on the Line, shall sign these Regulations, and for disobedience to which, he will be punishable as for an offence against his employers and against the law.

SIGNALS.

HAND SIGNALS.

DAY.

1. The Signal *All Right* is shown by extending the Arm horizontally, so as to be distinctly seen by the Engine Driver.



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2. The *Caution Signal to Slacken Speed*, is shown by a *Green Flag*, or (in the absence of a Green Flag) by holding *One Arm Straight up*.



3. The *Danger Signal Always to Stop* is shown by a *Red Flag*, or (in the absence of a Red Flag) by holding *both Arms straight up*, or waving with violence a *Hat* or any other object.

NIGHT.

4. The Signal *All Right* is shown by a steady *White Light*.
5. The *Caution Signal to Slacken Speed* is shown by a steady *Green Light*.

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6. The *Danger Signal, Always to Stop*, is shown by a *Red Light*, or in cases of emergency, by waving any *Light* with violence.

POST SIGNALS.

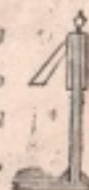
DAY.

7. Each Signal Post is furnished with an arm or arms.

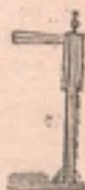
8. The Signal *All Right* is shown by the *left hand side* of the Signal Post, as seen by an approaching Engine Driver, being *clear* thus



9. The *Caution Signal, to Slacken Speed* is shown by the arm on the *left hand side* being raised *half way to the horizontal position*; thus



10. The *Danger Signal, Always to Stop*, is shown by the arm on the *left hand side* being raised to the *horizontal position*, thus:



11. The position of the arm on the *right hand side* has reference to the *right hand line*, and is consequently a Signal to Trains running in a *contrary direction*.

NIGHT.

12. Each Signal Post is furnished with Lamps, showing three colours by night, as follows:—

13. The Signal *All Right* is shown by the *White Light*.

14. The *Caution Signal, to Slacken Speed*, is shown by the *Green Light*.

15. The *Danger Signal, Always to Stop*, is shown by the *Red Light*, or the explosion of Two or more Fog Signals.

JUNCTION SIGNALS.

16. Every Junction is furnished with two Signal Posts, corresponding with the two meeting Railways:

and the Signals for each Railway are given on that Signal Post which corresponds with that particular Railway.

17. The Signals for Trains running to or from the *right hand Railway* are given on the *right hand Signal Post*, and the Signals for Trains running to or from the *left hand Railway* are given on the *left hand Signal Post*.

18. At both Posts the regular Day and night Signals are given as described in the "Post Signals."

19. On approaching the Stratford Junction, if going down the Colchester Line, the Engineman shall give one distinct sound of the whistle; and if going down the Cambridge Line, he shall give three distinct sounds of the Whistle. On approaching the Broxbourne Junction, he shall give three distinct Whistles if going to Hertford, and one continued Whistle if for Cambridge. Likewise on approaching the Ely Junction, he shall give three distinct Whistles if going to Peterborough, and one if for Brandon.

FOG SIGNALS.

20. In Foggy weather both Day and Night Signals are given.

21. "The Fog Signal" is also used in cases of accident or emergency when the other Signals cannot well be seen. The explosion of Two or more Signals is the warning *immediately* to stop.

TRAIN SIGNALS.

22. Each Train or Light Engine, after Sunset, or in Foggy Weather, is provided with *White Head and Red Tail Lights*.

23. Every Train to carry one White Light in front, to be placed on the top of the Smoke-box.

24. Every Train to carry one Red Tail-light, and two Side Lamps, with Red Lights shown behind. The Side Lamps to be placed on the last carriage.

25. A Red Tail-board by day, or a second Red Tail-light by Night, indicates that a Special or Extra Train will follow, and all the men upon the Line must be prepared for the Special Train passing when this signal is given.

26. Express Engines or Trains, (which have the preference of all others,) to carry a White Board in front by Day and Two White Lights by Night one placed on the Smoke-box, and the other on the Buffer Beams.

27. When a Train is to be stopped unexpectedly, the Engineman must give three distinct Whistles, as the Signal for the Guard to put on his brake.

INSTRUCTIONS

FOR THE

MANAGEMENT AND METHOD

OF

GIVING THE SIGNALS.

28. The Signals, both by Day and Night, are to be shown by the Signal-man, until every Carriage or Truck in the Train shall have passed him. In all cases where Hand Signals are used, the Signal-man is to stand on the opposite side of the Railway, that he may be quite conspicuous to the Driver and Fire-man, as well as to the Guards, taking great care not to be in the way of any Engine or Train approaching in the opposite direction.

29. The *Danger Signal* is always to be made immediately after an Engine or Carriage of any description has passed along the Line, and it is to be continued for *Five Minutes*; it is also to be made whenever there is any obstruction on the Line, or any

danger of obstruction, and at a Tunnel, whenever the state of the Atmosphere, or the Steam, or any other cause, shall make it at all doubtful whether the line within the Tunnel is quite free, even though more than Five Minutes may have elapsed since the entrance of the last Engine or Carriage.

30. The *Caution* Signal is always to follow the *Danger* Signal, and to be continued *Five Minutes*; it is also to be made whenever the state of the Road, or other circumstances, make it desirable that the speed should be reduced.

31. The *All Right* Signal is only to be made when the Signal-man has satisfied himself that the line is clear and unobstructed, and that there is no danger to the free passage of the Engine or Train.

32. In case of a Fog, the Day and Night Signals must be used simultaneously, in addition to the Fog Signals.

33. When the Fog Signal is used, it must be fixed to the upper flange of the rail, by means of the lead clip, and, if possible, not less than half a mile from the place of obstruction.

34. When a Train is stopped unexpectedly upon

the Line, (except at a Station) the Guard must immediately go back half-a-mile, and show a Red Signal, to stop any following Train. When an Engine is stopped under similar circumstances, the Engine-man must send his Fireman, or some competent person, with the Signal as above. This Signal must be shown until the Train or Engine is ready to start See Rule, No. 61, folio 21.

35. Every Signal-man is immediately to report to his nearest Superior Officer any instance of disobedience of the Signals given, and that officer is immediately to report to the Secretary.

DIRECTIONS

FOR THE

USE of COWPER'S SIGNALS IN FOGGY WEATHER

OR IN CASES OF

DANGER OR GREAT EMERGENCY

"These Signals are to be placed on the Rail (label "upwards") by bending the lead clip round the upper flange of the Rail, to prevent their falling off. When "the Engine passes over the Signal, it explodes with

"a loud report. The explosion of *One* of these "Signals will signify **Caution**.

"Two or more, **Danger**.

The use of Fog Signals is to be in addition to the regular Day and Night Signals of the Line which must be used simultaneously.

36. Whenever an accident occurs to a Train, by which the Line is obstructed, the Under Guard is to return back $\frac{1}{2}$ a mile, to stop any Engine or Train following on the same Line, and as he proceeds he is to place on the Rail, at a distance of every 200 yards, one of these Signals; and on his arrival at the end of the above-mentioned distance, he is to place Two Signals upon the Line of Rail at a space of *Ten yards* apart, thus he will have placed Five Signals, and he is to remain for the purpose of explaining the cause of obstruction to the Driver of any following Engine, until he is recalled by the continuous sound of the Engine Whistle: he is then to leave one of the "TWO" signals, above mentioned, as a caution to any following Train, and collecting the other "FOUR," join his Train as expeditiously as possible.

37. Should an engine arrive before the line is clear,

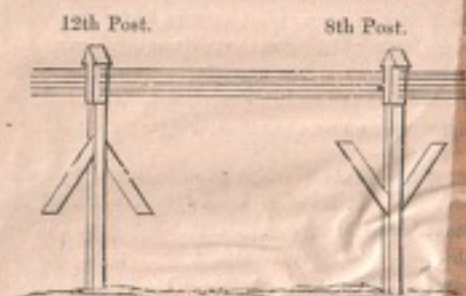
the driver, after being informed of the cause of the stoppage, must proceed *slowly* to the place of obstruction—and the fireman precede him on foot, collecting the Fog Signals; the Under Guard, or other party in charge of the Signals, after apprising the Driver as above, must then go back a quarter of a mile further, placing on the rails one Signal every 100 yards, and two at the extreme, at a distance of Ten Yards apart, and on being recalled, he is to leave one Signal, and collect the remainder (as per Rule 36).

38. Should the accident occasion the stoppage of both Lines of Rail, the Head Guard will send the Stoker or other Servant of the Company, and in the absence or inability of either, then go himself in advance of the Train, to place the Signals on the opposite line of rail to that which the Train is on, in the same order as to distance, as is above directed for the Under Guard, by which precaution both Lines of Rail will be protected.

39. In case of the stoppage of either Line of Rail from any cause, or there being any danger apprehended in the passage of an Engine or Train, whether in Foggy Weather or otherwise, any Station or Perambulating Police,—Signal,—Switch,—Gate,—or Tunnel Man, must place one of these Signals on the Line or Lines of Rails so obstructed, every 200 yards

from the point of danger, until the Line or Lines of Rail are so protected for half-a-mile.

40. The 8th and 12th Telegraph Posts in both directions of each station will be distinguished as follows:—



and during a Fog, one of these Signals is to be placed on the rail opposite the 12th post, as a guidance to the Enginemen to *shut off the steam* of any train intended to stop at that station; and immediately the train has passed, two Fog Signals must be placed, one opposite the 8th, and the other opposite the 12th post, where they are to remain until the train has left the station *five minutes*, when that opposite the 8th post is to be taken up, and at the expiration of *ten minutes* the one opposite the 12th post is also to be removed.

41. In Foggy Weather these Signals are to be similarly used whenever an Engine or Train is following, or likely to follow, too closely upon another Engine or Train, or in cases of emergency or great danger.

42. Whenever an Engine passes over one of these Signals, the Driver is immediately to shut off the steam and proceed with CAUTION until he reaches the next station, where he will learn if the line is clear.

43. Every Driver of an Engine for Piloting or Ballasting is to use these Signals, in case of accident or obstruction in the manner before-mentioned; he and the Stoker, in the absence of a Guard, fixing them as the Upper and Under Guard are herein directed. And when an Engine passes over two of the Signals, the Driver must stop his Engine, and act as directed by Rule 37.

44. After the line is clear and the trains ready to proceed, particular care is to be taken in collecting all the Signals, *excepting the one left as CAUTION*.

45. In any of the above circumstances, and in the absence of either of the Officers above-mentioned, any Engineman, Foreman of Works, Ganger of Plate Layers, or any other Serrant of the Company, is to

observe the same rules to guard against danger. Each Head and under Guard, Policeman and Switchman, not affixed at a Station, and all Enginemen, Gatemen, Foremen of Works, Gangers of Plate Layers, and Tunnel Men, will be provided with Six Signals each, which they are always to have ready for use whilst on duty; and every clerk at a Station will be provided with Twelve Signals, which are to be kept in an unlocked drawer or shelf in the counter, in order that they may at all times be easy of access to all on duty at the Station; and every person connected with the Station shall be made acquainted with the place where they are deposited.

46. All the persons above-named will be held responsible for their having the proper supply of Fog Signals; when one or more are expended, it is their duty immediately to apply to their Superior Officer for a further supply of them to keep up the stock as above directed.

ENCINEMEN.

47. The Engineman of every train must be in attendance half-an-hour before the appointed time for starting the train; or he will be fined *one shilling* for every minute exceeding that time, and he must see that his engine is in working order, sufficiently supplied with fuel and water, and properly oiled.

48. Before leaving a station the engineman's attention is to be directed to the guard, who will give the signal to start by a slight sound of the station bell, which is to be answered by the steam whistle, and the steam put on immediately, taking care not to injure the couplings of the carriages by a sudden jerk. The fireman is to look carefully out behind, that all the vehicles appear properly attached.

49. The engineman is to stand by the hand-gear, and keep a good look out all the time that the engine is in motion; and the fireman is also to keep a good look out, except when engaged with his other duties.

50. The engineman and fireman must pay immediate attention to all signals, whether the cause of the signals is known to them or not.

51. Any engineman neglecting to obey a signal, is liable to immediate dismissal from the Company's service.

52. The enginemen must regulate the working of their engines, so as to arrive at the stations as near as possible to the times appointed in the time-table; and they must be very careful to avoid any delay to the trains upon the line, or from over-running or stopping short of the stations. Enginemen with goods trains, and light engines, are never to exceed a speed of

20 miles an hour, and with ballast trains, fifteen miles an hour; and that no luggage, ballast, or light engine, shall pass a station when a train is taking up or setting down passengers; and that no light engines shall travel at a greater speed than 20 miles an hour, and before arriving at the different stations, the steam is to be shut off, and on passing the stations the speed reduced to 5 miles per hour.

53. The enginemen must always look out with great attention, in approaching and passing stations where they have not to stop, and no station shall be passed at a greater speed than twenty miles per hour, if a train be standing there on the other line; so that the speed of their engine may be checked instantly, if required, and notice of their approach must be given by sounding the whistle continuously until the train has passed.

54. The enginemen must give every possible assistance with their engines that may be required for the arrangement and dispatch of the trains; when they are with a train, they must invariably follow the directions of the guard, and when without a train the directions of the station-master, or station-clerk.

55. The enginemen with pilot or assistant engines, must be ready, whilst on duty, to start immediately on receiving instructions from the locomotive foreman or the station-master.

56. An engine must never approach within half-a-mile of another engine upon the same line, except when expressly summoned.

57. Any engine or train perceived at a stand, or obscured by steam, on whichever line of rails it may be, must be approached very cautiously, so as to enable the engineman to stop, if necessary, *before* arriving at it; and he must give full warning of his approach by the whistle.

58. Every engineman must invariably run on the left-hand line of railway.

59. When there is an unavoidable necessity, from an accident or other special cause, for any engine, with or without a train, to stop on the main-line, not at a station, or for any engine to be moved in the wrong direction, upon the main line, the engineman must send the guard, his fireman, or some other competent man, with a signal, to the distance of half-a-mile, *before his engine moves*, in order to stop any other engine coming on the *same line* in the *opposite direction* to that in which he is going to move.

This man must proceed with the signal, at the distance constantly of half-a-mile in advance of the engine, so long as the engine is moving in the wrong direction or obstructing the main line; and the engineman must not move in the wrong direction at a greater speed

than *four miles an hour*, so as to enable the man with the signal to keep at this distance in advance of him; the engineman must frequently sound his whistle whilst moving in the wrong direction.

60. An engineman must never leave his engine standing on the main line without placing a competent man in charge of it; and if it is stopped or disabled, he must immediately send his fireman, or some other competent man, with a signal half-a-mile back to stop any engine or train following on the same line.

61. When an accident or a stoppage occurs to a train, the engineman is to direct the guard, or some other competent person, to go back with a signal half-a-mile behind the last vehicle to stop any engine or train following on the same line.

62. An engine man must never leave his engine when it is in steam, without shutting the regulator, putting the engine out of gear, scotching the wheels, and fixing down the tender brake.

63. An engine is always to draw a train and never to push it, except in the cases of shunting or assisting a train with a disabled engine; and the engine must then be removed to the front of the train at the earliest opportunity.

64. No engine is to run upon the main line with the tender foremost, except by special orders of the superintendent, or from unavoidable necessity.

65. An engine is never to be detached or shunted in the front of a train, without the train being previously stopped; and no carriages or waggons are to be detached from a train whilst the train is in motion.

66. The engineman must give a short whistle before starting in every case, and three distinct whistles when it is necessary to call the attention of the guard to put on his brake.

67. A long-continued whistle must always be given when approaching the London, Stratford, Colchester, Broxbourne, Stortford, Cambridge, Ely, and Brandon Stations; and the whistle must be sounded on approaching each station or crossing gate, unless the engineman can plainly see that the line is clear.

68. The repeated sound of the whistle is always to signify the want of assistance.

69. When more than one engine is attached to a train, the signal of two distinct whistles is to be used, when it is required to reverse and put back all the engines at once, and the signal of a single whistle for them all to move forward at once; in these cases the

first engineman must give the signals, and the other enginemen immediately repeat and obey them.

70. The enginemen must not sound the whistle unless when necessary for the above purposes, or to warn any person upon the line.

71. Enginemen in charge of third class, goods, or ballast trains, must always use their best exertions to keep out of the way of the fast passenger trains; and they must always shunt their engines and trains when they are within a quarter-of-an-hour of the time that a passenger train is due on the same line.

When an engineman is not certain of keeping out of the way of a passenger train until he can go into the next shunt, he must direct the gate-keepers and plate-layers upon the line, to give a signal to the train following to go slowly.

72. The engineman must never exceed a speed of five miles an hour in passing through the Junction points at Stratford, Broxbourne, or Ely. During a fog no engine must pass these Junctions at a greater speed than three miles an hour.

On approaching these Junctions, all enginemen must give one distinct whistle if they are to proceed straight on, and three distinct whistles if they are to be turned through the points.

73. Between the Shoreditch Station and the Stratford Junction all engines, with or without trains, must proceed at such a reduced speed as will enable the engineman to stop almost instantaneously, if required, to prevent accident or collision.

74. The enginemen must always use the greatest caution in descending the following inclined planes, and must not exceed a speed of twenty miles an hour with passenger trains, and fifteen miles an hour with goods trains; namely—

Elsenham incline, with the up trains.	
Hethersett „ „	down.
Brentwood „ „	up and down.
Hatfield „ „	up and down.
Lexden „ „	down.

75. The engineman is never to allow any one but his fireman to travel on his engine or tender, unless by the special order of the secretary, superintendent, engineer, or superintendent of permanent way, under a penalty of £1 1s. for the first offence, and dismissal for the second.

76. Every engineman must carefully examine his engine after each journey, and he must immediately report to the locomotive-foreman, any defect or de-

ficiency in the engine. He must also report to the locomotive-foreman, and to the station-master or station-clerk at the nearest station and at the terminal station, any accident, neglect or irregular occurrence that he may have observed upon the journey.

77. Every engine is to be supplied with the following articles, and the engineman is held responsible for the care of the same; namely, a complete set of screw-keys, a large and a small monkey-wrench, three cold chisels, two hand hammers, a pinch-bar, a screw-jack, a towing chain, two coupling-chains with hooks, a signal-lamp; a set of signal flags, a gauge-glass lamp, a large and small oil can, a bucket, two pump-clacks, a gauge-glass tube, six tube plugs, a coke-shovel and set of fire-tools, and a quantity of flax spun yarn, waste, and twine.

GUARDS.

78. The guard of every train must be in attendance half-an-hour at least before the appointed time for starting the train, and he must not start without having his signal-flags and signal-lamp ready for use.

79. The guard is to follow the instructions of the station-master or station-clerk, and the guard is to report to him any occurrence or deficiency that he

may observe. Previous to the train being started, the guard must see that the carriages are all properly coupled, that there are proper brakes in the train, that the tail, side, and roof-lamps are attached and lighted if required, and on the journey he will from time to time look to the tail and side lamps, and see that they *continue* lighted; that the luggage is properly placed and protected, and that the carriages are in a proper state of cleanliness.

After the train is started it is entirely under the control of the guard; the passengers and luggage are in his charge, and he is responsible for the safety and regularity of the train.

80. The guards of goods trains must carefully examine the sheeting of the waggons before starting from each station, to ensure the protection of the goods from rain or sparks.

81. The guards must immediately on arrival at the next station, and also at the terminus of the line, report to the station-master any defect in the line, and any delay, neglect, or irregular occurrence that may have taken place in the course of the journey.

82. The guard is responsible for the bye-laws of the Company, so far as they relate to passengers, being properly enforced while the train is upon the line.

83. In cases of accident or stoppage on the line, the guard is to follow entirely the directions of the engineman.

84. When the guard of a train has reason to suppose that any passenger is without a ticket, or not in the proper carriage, he must request such passenger to show his ticket; when any passenger is desirous to change his place from an inferior to a superior carriage, the guard must get this done by the clerk at the first station.

85. The guard must not, on any account, leave his train, whilst it is upon the line, except for the special purpose of showing a signal; he must give every assistance in removing passengers' luggage from the train, for the safety of which he is responsible.

86. The guard must not allow any person or any thing to be conveyed by the train unless properly booked.

87. The guard's situation in the train must always be at the brake, and he must keep a constant watch upon the train, and be ready to apply the brake instantly when required.

STATION-MASTERS & STATION-CLERKS.

88. No engine or train is to be allowed to leave or

pass a Station within five minutes of another train upon the same line.

89. No engine, carriage, or waggon is to be allowed to cross or shunt on the main line, when a train can be seen or heard approaching.

If a train is expected, a red signal must be sent back to stop it, in addition to the station-post signal, before anything is allowed to be shunted on the main line. When a train is being shunted, every assistance must be afforded by the men at the station in giving signals to the enginemen, or otherwise as required.

90. No Engines, carriages, or waggons are to be left upon the main-line; they must be placed as quickly as possible in a siding, clear of the main-line, with the wheels securely scotched.

91. The station-master or station-clerk is to see that every exertion is made for the expeditious dispatch of the station duties, and he must use every exertion to ensure punctuality in the trains.

92. No train is to be started from any station before the time stated in the time-tables.

93. The station-master or station-clerk is responsible

for the carriages and waggons in each train being properly coupled, and the lamps attached and lighted when necessary.

94. When a special train has to be dispatched from a station, the station-master or station-clerk must attach to the preceding train, a red board by day, or an extra tail-lamp by night.

95. The station must at all times be in the charge of some competent person, to give the signal to each passing train.

96. During fog the Fog Signals are to be used, See Rule No. 40.

GATEMEN AND POLICEMEN.

97. Each gateman or policeman is provided with day and night fog signals, and is required to keep them always in proper order and ready for use. The red gate-lamp is to be always lighted and fixed on the gate at dusk, and to be kept lighted all night.

98. The gates are to be always kept open for the railway, and shut across the road, except when required to be opened for the road; and they must then be again closed across the road as quickly as possible.

The gates at Ware are exceptions to this regulation, and a special order is issued for working them.

99. The gates are never to be closed across the railway when a train can be seen or heard approaching; and in such cases the gateman must not allow anything to cross the railway until the train has passed.

100. Every gateman and policeman will be furnished with a lamp having three different coloured glasses, red (to show danger), green (to show caution), and white (to show all right).

Every gateman and policeman shall take care that his lamp is well trimmed and cleaned, and the glasses clean and unbroken. In the event of the lamp or glass requiring repair, he is to procure another from the nearest station, to be used until his own be restored to him. And every gateman or policeman, or person acting as such, shall light his lamp at dusk, or during fog, and shall have it constantly trimmed, burning, and ready to give such signals as may be required.

101. If the signal of caution do not seem to be observed, the gateman or policeman shall stop the engine by the exhibition of the red signal, telling the engineman to go slowly, and giving him the reason for the necessity for so doing.

102. On the approach of a train the lamp is to be held steadily facing it, and as it passes by the lamp is to be moved round so that the light may continue to fall upon the engine. Care must be taken to hold the lamp steady, in order that it be not mistaken for other than a signal.

The signals both by day and night are to be kept steadily shewn to each passing engine or train by each gateman or policeman on the line, until every carriage and truck in such trains shall have passed.

103. In all cases the gateman or policeman signalling is to stand on the *opposite side* of the railway, that he may be conspicuous to the persons in charge of the trains.

104. If an engine follow another within *three minutes* in time or *half-a-mile* in distance, the DANGER SIGNAL, TO STOP, shall be shewn, and for the next *seven minutes* the SIGNAL OF CAUTION shall be shewn.

105. If there be any obstruction on the line, or danger of obstruction, or *if from any cause the line be unsafe for the passage of an engine*, or, if (as has been stated) an engine shall have gone before on the same line within *three minutes*, the DANGER SIGNAL TO STOP, shall be shewn.

106. If there be any reason to make a reduced speed desirable, on account of the state of the road, settlement in the ground, or (as has been stated) because an engine has gone before on the same line within more than three minutes, and less than ten minutes, the CAUTION SIGNAL TO GO SLOWLY, shall be shown.

107. In the event of the road being from any cause obstructed, and *if only one line is obstructed*, the gateman or policeman is to hasten back to stop any engine approaching on that line, giving the danger signal to stop, to any coming engine. If he meet with another gateman, policeman, or competent person he is to communicate the fact to him: if not, he is to take his station half-a-mile from the obstruction, and to remain there to give the signal to stop, until he knows the line is clear, or until he is relieved by another servant of the Company.

If both lines are obstructed, he shall remain on the spot to give warning of danger both ways, until he can find some experienced man whom he can send half-a-mile in one direction to give the signal of danger, while he goes half-a-mile in the other direction himself for the same purpose. The gateman and policemen are warned that the first point to be attended to, in all accidents and casualties, is the showing the proper signals to warn a coming engine of danger.

108. If a passenger train approach within ten minutes of a goods or ballast train upon the same line, the gatekeepers are required to give a signal to the passenger train to go slowly.

PLATELAYERS.

Every Self-Contractor, Contractor's Foreman, Inspector, or Platelayer, must not only sign, but implicitly obey these Regulations, or he cannot be permitted to be employed on the Eastern Counties Railway, and he will be liable to punishment according to the Act for regulating Railways, whether he be a Company's Servant or not.

THE INSPECTORS OF WORKS.

Each Inspector will be under the immediate orders of the Engineer; and their duty will be as follows:—

To examine minutely all the works of the line and stations on his district; and take proper measures for keeping them in perfect order. His attention must be particularly directed to the state of the road and fences. The condition of each of the works on the line and stations is to be reported to the engineer as often as necessary.

To make himself acquainted with the instructions issued to the platelayers and engine-drivers, and to report to the engineer any neglect of duty on their part, but he is not to interfere with the engine-drivers.

To take charge of the platelayers and other workmen, to oblige them to perform their duty, and to keep a strict account of their time, according to a printed form, which must be sent to the chief clerk or secretary every fortnight for payment.

To ascertain that every person under his charge is fully acquainted with his instructions, and with the use and object of the signals, the particulars of which he will be provided with.

To prevent any point, crossing, or siding, either temporary or permanent, from being made in any part of the line, without the written authority of the engineer, and to see that the engineer's orders are strictly complied with. To try frequently that the main line, sidings, and points, are in their proper and respective gauge. The gauge for the main line at the switch points and crossing points to be 4 feet 8½ inches, in strict accordance with No. 2 gauge. The gauge for the main line shall be 4 feet 8½ inches, in strict accordance with No. 1 gauge. The standard gauges, as above, will be kept in the engineer's office, to which the Inspector will have access, and it must be his duty to ascertain that the gauges in use on the line are in strict accordance with them, and correctly numbered. He must oblige the platelayers to lay the rails, so that the above gauges may fit tightly in the places they are to be employed.

To report to the engineer any irregularity or interruption to the traffic on the line; and if any persons are found trespassing on the line, he must take them into custody, and deliver them over to the inspector of the nearest station.

He must ascertain if there be any waggons or carriages on the line, with wheels less than 4½ inches in width, and stop them at the first siding, and report the same to the engineer.

In case of accident he is forthwith to communicate such particulars as he shall have ascertained to the engineer, and to proceed to the place where it has occurred, with such assistants as he may readily procure; to direct the men, and to make himself acquainted with all the facts which occasioned the accident, for the further information of the engineer.

PLATELAYERS.

1. Will be under the immediate orders of the Superintendent or Inspector, and they will be held responsible for the efficient state of the way committed to their care, and the protection of the Company's premises and property belonging thereto, for which purpose they will be made special constables; thus being authorised to arrest any person or persons trespassing or damaging the works, taking the party so offending to the nearest station, to be dealt with as the law directs.

2. Each foreman platelayer will be provided with a set of tools, viz., 1 level, 3 beaters, 2 bars, 1 lever, 2 hammers, 1 gauge, 1 mill, 1 set of heights, 1 augur,

and a truck, for which he will be held responsible; also a constable's staff, a red and green flag, and a signal lantern, to be used under the following circumstances, viz.:—

3. When a signal is made to the engine-drivers to stop, the proper flag must be held up six hundred yards in advance of the place where the obstruction occurs, so that the engine-driver of a coming train may see it, and have ample time to slacken his speed, or to stop before arriving at the defective part.

4. When there is no occasion to make any signal to the engine-drivers, the flags must be rolled up carefully, and placed in the oil case provided and fastened, in order that they may not blow out; and they must be carried in such a manner that the engine-drivers may not mistake them for a signal to stop or to slacken their speed; and in the event of any platelayer losing his flag, or not having it at hand in cases of emergency, his handkerchief is to be used. Platelayers or constables neglecting the precaution to fasten their flags when not in use, will be fined two shillings, and dismissed in case a wrong signal shall be made. Should an engine-driver neglect to obey a signal, he will be dismissed, and rendered legally liable for all injury that may arise therefrom.

5. When *dark*, or at *night time*, the like communications are to be made, as follow:—

Should it be necessary to stop a train, the red light must be shown; and if to slacken speed, the green light must be exhibited; and the platelayer is to be ready to explain to the engineman the cause of the signal.

6. In the event of any engineman neglecting to comply with the signal, the platelayer is to report the circumstance to the Inspector, or the clerk of the station, in his district without delay. Each platelayer on seeing any signal, or learning by any other means, that an accident has occurred, is to make all possible dispatch to the next platelayer, by means of the platelayer's truck, if at hand, who again in like manner is to hasten to the next more distant platelayer, and so on progressively till information of the accident has by this means reached the nearest station.

7. The platelayer on whose district the accident may have happened, after having communicated with the next man, must return with all possible dispatch, with the whole of the assistants, to the place where the signal was displayed.

8. The platelayers of the adjoining districts must also send their assistants to the point from whence

signal was made, but after having communicated the information towards the station, they must themselves return and remain on their own districts, if their services should not be required.

9. Any platelayer refusing or neglecting to forward a communication thus made, will be fined or dismissed from the Company's service; and as an encouragement for conveying such intelligence, a register will be duly kept of their attendance and vigilance, with a recommendation for a gratuity.

10. The duty of each platelayer, in addition to the foregoing, will be as follows:—

To maintain the rails in proper gauge, perfect in line and level, and safe in all other respects. To scrape and sweep the rails, so as to keep them clean, and free from dirt and snow during the winter season.

To examine the whole of his length every morning before train time, and to see that it is in a safe state for their passage; the neglect of this precaution will subject the platelayer to a heavy penalty, or immediate dismissal.

11. To remove all loose timber, stones, iron, or other materials from the road, and to keep the line clear from interruption of any kind.

12. To try frequently that the main line, sidings, and points are in their proper and respective gauge. The gauge for the main line at the switch points and crossing points, to be 4 feet 8½ inches, in strict accordance with No. 2 gauge. The gauge for the main line, shall be 4 feet 8½ inches, in strict accordance with No. 1 gauge. For all the above, each platelayer will be held responsible, and liable to punishment for neglect.

13. It is to be understood that no waggon or truck shall be used on the line without the precaution of placing a man with a red flag by day, or red light by night, at the distance of 600 yards, to stop any approaching train, and to warn the engineman thereof.

14. No rail or chair shall be taken out, or any other thing done, which in the slightest degree affects the safe passage of the trains, without taking the same precaution of placing a signal-man at a distance of 600 yards with a red flag, or light.

15. In foggy weather, and after dark, no lorry or truck shall be used; nor shall any work of any description, endangering the safe passage of the trains on the line, be done under any pretence whatever, except in cases of emergency, when special directions must be given by the inspector for the maintenance of the

line, who is required to adopt any additional precautions that may be suggested by the engineer of the Company.

GENERAL REGULATIONS.

16. Every man employed upon the Railway is required to devote himself entirely to the Company's business, and to use his utmost exertion to carry out the Company's regulations. He must attend at the times that are appointed, and reside wherever he may be required. He must obey all orders which he receives from the inspector, and all the regulations that may be issued for the management of the railway; and he must submit to be immediately discharged, or to be fined to an amount not exceeding one pound, for disobedience of orders, negligence, or other misconduct.

17. Any instance of intoxication will subject a man to be immediately discharged.

18. Every man employed upon the Railway will be paid weekly, and will receive and give a week's notice before he leaves, except when he is discharged for some misconduct.

19. When he is discharged, he must immediately give up to the Company all clothes, tools, &c., that

have been supplied to him, or forfeit their value from his wages.

If any such articles shall have been improperly used or damaged, a deduction from any of the pay due to the man shall be made, sufficient to make good the damage, or to supply a new article.

20. He is not to quit the Company's service without giving two weeks' previous notice of his intention; and in case he quits without such notice, all pay then due shall be forfeited.

21. When any man is absent from duty, his pay will be stopped, unless a special order is given to the contrary effect. No man, whilst employed upon the railway, is allowed to receive any fee or reward, upon any pretence whatever, except from the Company.

22. All the men employed upon the railway are required to conduct themselves with civility to the passengers upon the railway and Company's officers.

23. Any case of incivility or rudeness will meet with instant punishment.

24. All who have received from the Company any article of dress, are required, when on duty, to appear in it in a proper state of neatness and cleanliness.

25. Each man shall be liable to immediate dismissal for incompetency, disobedience of orders, negligence, or other misconduct, or to such other punishment as the Directors may award, in accordance with their Act.

26. Any person embezzling or attempting to embezzle, any property from the Company's premises, will be prosecuted with the utmost rigour of the law.

27. Whenever any person has occasion to walk on the railway, he is to take that line which would meet a coming engine, that is the right hand line of rails, and before getting out of the way of a coming train, to look behind, and keep clear of any that might be following. In the event of any one being obliged to go in a tunnel, in case of two trains meeting, he is to lie on the ground, close to the right hand side wall of the tunnel, and to remain in that position till the trains have passed.

28. Every servant of the Company is immediately to repair to any part of the line, where his assistance is likely to be required, should he hear the alarm of fire, or of any accident, by ringing the station bells.

29. Every man employed on this railway is to be supplied with a copy of these Regulations and a train

time bill, and he is required to keep them constantly on his person when on duty, and to produce them whenever required.

30. When a *special written order* is given by the *Superintendent or Secretary* to rescind or alter any of the foregoing Regulations, such *special written order* is to be complied with; but in all other cases the foregoing Regulations must be *strictly obeyed*.

31. In addition to the foregoing Regulations of the Company, all the men employed upon the Railway are liable in case of misconduct, to be punished under the preceding Act of Parliament.

32. That platelayers' trucks are not, under any pretence, to be attached to any train or engine, under the penalty of instant dismissal.

33. All old chairs, spikes, sleepers, and rails, are to be collected at some convenient place, ready at any times to be loaded and conveyed to the Company's stores, they are to forward all property found on the railway to the nearest station; also to gather up all coal sacks, &c. that may be left on the road.

34. As an encouragement to industrious platelayers and labourers, they will have the free use of any spare

land on the sides of the railway for growing vegetables, but they are not to cultivate more than they are able to manage before or after working hours; any platelayer working other than on the railway, during working hours, will be instantly dismissed.

I, the undersigned, being engaged in the service of the Eastern Counties Railway Company, do hereby bind myself to observe and obey the Company's regulations, which I have read, (or have heard read,) and understand and all others that may from time to time be issued for the better government of this Company, so long as I may be a servant in it, and do hold myself legally responsible for any injury to persons or property occasioned by my neglecting the same.

Dated this day of 184

Witness

INSTRUCTIONS

FOR THE
REGULATION
OF THE

STRATFORD AND WESTERN JUNCTION SIGNALS.

The Signals at both Junctions are to be kept at Danger both by Day and Night

UP TRAINS

From Colchester or Cambridge.—After the Tickets are collected at Stratford and the train ready to proceed, the Engineman will give the usual signal, and if all is clear at the *Western Junction* the signalman there must show the caution signal, and the *Stratford junction* signalman will then give the corresponding signal that the train may proceed, but the train is not, under any circumstances, to be allowed to pass the *Stratford Junction* until it is ascertained (as above) that all is clear at the *Western Junction*.

The man in charge of the *Western Junction* signals, before turning on his caution signal for a Cambridge or Colchester train to proceed from Stratford, must first see that there is no train approaching from *Woolwich*, or for *Woolwich*, as the latter trains must always have the precedence.

DOWN TRAINS

From London.—Trains for Cambridge must give ~~three~~ whistles; trains for Colchester one whistle, and those for Woolwich two whistles, and in addition to this, the engine with Woolwich trains will have a Blue Buffer Disc, and at night a Blue head light; the Woolwich train engines may also be distinguished by their short chimneys.

As the down Woolwich trains will have to cross the Up main line, the Signal-man at the Western Junction must be particular in seeing the danger signal is on for the line from Stratford, and that nothing is approaching in that direction before letting a Down Woolwich train through the points.

EAST END OF WESTERN JUNCTION.

Prior to an Up train starting from Stratford Bridge Station, a Bell will be rung and the Telegraphic Needle pointed to "Start."

If all is clear the junction Signal-man will repeat the Signal "Start;" if otherwise, he will reply "Stop."

DOWN TRAINS.

The Telegraphic signal "Start" must be given to

Stratford Bridge by the Junction Signal-man immediately he perceives a Woolwich train approaching.

The Up Junction Signal must be turned to "Caution," immediately the Train has left Stratford Bridge.

C. P. RONEY,

Secretary.

7th June, 1847.

OPENING

OF THE

NORTH WOOLWICH BRANCH.

It is Ordered, that the following Regulations with reference to Signals be strictly observed.

The North Woolwich trains will be distinguished from the other trains of the Company by having a Blue Disc on the front of the engine; and at night these engines will carry a blue head-light.

On approaching the Western Junction at Stratford with Down Trains, the Engine-man must give TWO distinct whistles, and reduce the speed to two miles per hour in passing from the main line through the junction points.

As the Up TRAINS from Woolwich will start at the same time as the Down Trains from London, the latter must not enter the single line of rails at Blackwall until the Up Train has passed.

Trains must not exceed a speed of ten miles per hour in passing the Junction for the Coke Ovens at Blackwall.

Every Up Train, whether Passenger or Coal, must stop at Stratford Bridge Station; and prior to leaving there, the Station Master must apprise the man at the East end of the Western Junction by giving the Telegraph signal "Start," and if all is clear at the

Junction, the signal "Start," must be repeated by the signal-man. And immediately on starting from Stratford Bridge, the Engine-man, with Passenger Trains or Coal Trains for London direct, must sound the whistle twice, and repeat it again on passing under the bridge, proceeding carefully through the Junction points, and at such a speed only as is required to aid them in ascending the incline. Enginemmen with Coal Trains for Stratford must sound the whistle continuously, on leaving Stratford Bridge to passing the Western Junction points.

C. P. RONEY, *Secretary.*