

18. In approaching Stations, Drivers must never depend upon any information they may receive as to where a train ahead will stop for fuel, water or other cause, but must always be prepared to stop short of the station. They must invariably run on the supposition that a train may be out of place at a station.

19. In bringing up their trains Drivers must pay particular attention to the state of the weather, and the condition of the rails, as well as the length of their trains, and all these circumstances must have due weight in determining them when to shut off steam. Stations must not be entered so rapidly as to require a violent application of the brakes, and any Driver over-running a station will be punished.

20. Engine Drivers must not allow Firemen to shunt cars, or move engines, unless they are upon it themselves to direct its movements. The shunting of cars must not be done at so great a speed as to endanger the lives of men engaged in coupling, or injure the property of the Company in any way.

21. Engine Drivers running an empty engine have the same responsibility as Conductors, and are subject to the same rules, and while on the main line must keep at least one mile behind any other engine or train.

22. No engine or train shall pass from a branch on to the main line until the proper signals are given that the main line is clear.