

the occurrence may take place, who is to exercise his discretion as to the proceedings to be taken, always reporting what has been done.

82. The power of detention is to be exercised with great caution, and never where the address of the party is known, or adequate security offered for his appearance to answer the charge. When it is necessary to detain any person, such detention shall not continue for a longer period than is absolutely necessary, and the party shall be conveyed before a Magistrate with as little delay as possible.

83. The power of detention for offences is limited to the *person* of the Passenger, and does not extend to his Luggage; but the Luggage may be detained for the Fare, in case it is not intended to proceed against the owner for a penalty, such Luggage being subject to a lien for the amount of the Fare.

84. As it is the *intent* which constitutes the offence, it is very desirable that the power of detention should be exercised with caution and discretion, as cases may frequently occur of persons *unintentionally* travelling beyond the distance for which they have paid their Fare, or even against their wish, and to their inconvenience; and the right of detention is applicable only in cases of passengers travelling without having first paid their Fare, or in cases of what is termed over-riding by parties who, *knowingly* and *wilfully*, proceed beyond the place to which they are booked, not only without previously paying the additional Fare for the additional distance, but also with *intent* to avoid payment thereof.

85. No Engine or Vehicle of any kind must, under any circumstances, be allowed to run from a Siding on to the Main Line, until distinct permission has been received for it to do so, by the exhibition of the necessary Signals by the Signaller in charge of the post; and it is also incumbent on the Guard and Engine-driver to satisfy themselves that the Signals necessary for the safe performance of the operation are exhibited before the Main Line is fouled. Points must not, under any circumstances, be wedged or propped open, but must in all cases be held by hand for the Line in connection with which they are required to be used.

86. Carriages and Wagons are never to be allowed to remain on the Main Line, but must be placed in a Siding; the Wheels securely scotched and Brakes applied. Sprags and Chocks must be kept at all Stations where there is Goods Traffic.

87. IF ANY TRUCK GETS OUT ON, OR FOUL OF, the MAIN LINE from a siding, in consequence of the entrance block being left open, the person through whose neglect the vehicle gets away WILL BE DISMISSED, in addition to any penalty that he may incur under clause 152 of "The Public Works Act, 1876."

88. *Every exertion must be made for the expeditious despatch of the Station duties, and for insuring punctuality in the Trains.*

89. It is the imperative duty of every Station Clerk, &c., to examine the Time in the Bills applicable to his Station, as soon as possible after receipt, and to report any irregularity to the Manager at once. All the Bills out of date must be sent to the Manager's Office.

90. The Time Bills and Public Announcements issued to Stations are held to be sufficient notices for Stationmasters, Booking Clerks, and all other Servants of the Department as to the changes in the Train Service, Special Trains, or any other matter to which the notices refer. The NOTICE BILLS announcing alterations in time of Trains are to be posted up on the MORNING of the DAY ON WHICH THEY COME INTO OPERATION, before the Station is open for business; and all OLD TIME BILLS must be REMOVED and DESTROYED.

91. In addition to any Circular Memorandum that

may be issued, Special Trains are to be timed on to and from all Telegraph Stations; and before any SPECIAL TRAIN is despatched notice must be RECEIVED and ACKNOWLEDGED by every Stationmaster on the Line; and the Guard (or, if there is no Guard, the Driver) of each Special Train or Engine must receive *written* instructions from the Stationmaster who despatches the Train, directing him when to leave each Station and where to shunt, if it should be necessary for him to do so in order to allow Trains to pass.

92. No Train is to be started before the time stated in the Tables; and care must be taken that all Carriage Doors are carefully fastened, where the Carriages have side doors.

93. No Engine or Train shall be allowed to leave or pass a Station within five minutes after another Train on the same Line.

94. The Clerk in charge of the Station shall direct the Guard when to start the Trains by ringing a Bell.

95. Station Clerks and Ticket Collectors are required to examine all Season Tickets at the time they examine the ordinary Tickets. This must be done by every Train. Passengers not producing their Season Ticket must pay the ordinary fare.

96. When Passenger Trains arrive at the Platform, the name of the Station must be distinctly *called* opposite *each compartment of every Carriage*, by the Porters on duty. At Junctions where Trains are divided, the Carriage Doors must be opened, and every Passenger asked where he is going.

97. Station Clerks having charge of Signals, Pumps, Gates, Turn-tables, or Points, are to take care that they are in complete working order, and shall give notice to the Foreman of Permanent Way of the Division immediately, and also to the Manager, as directed by Rule No. 106, on any repairs being required thereto; and in case any part becomes deranged or broken, the nearest Platelayer must be ordered to have the same made perfectly safe; and the Station Clerks will be held responsible for the consequence of any accident that may arise from the defective state of their Signals, Pumps, Gates, or Points, unless such defect shall have been previously reported as hereby required.

98. The greatest possible care must at all times be exercised in cleaning, trimming, and lighting of Signal Lamps; and Station Clerks who do not perform this duty themselves must understand that they are responsible for its efficient performance by the men under their supervision.

99. The oil-burners of the Semaphore, Distant Signal, and Platform Lamps must always be taken out of their cases when the lights are extinguished, and be at once cleaned, trimmed, and put in a proper place of safety, so as to be ready for use at any time when required. They must be lighted as soon as it commences to be dusk; and during the interval between the dusk of evening and dark, both the Day and Night Signals must be used. The Signal Lamps must be extinguished in accordance with the following directions: At places where a person is in attendance all night, and at Level Crossings where a Station Clerk or Gateman is resident on the spot, the Signal Lamps must not be put out until broad daylight in the morning. At places where no person is in attendance during the night, the Signal Lamps must be put out before the person last on duty leaves. In foggy weather or snow-storms, when the Day Signals cannot be seen plainly, the Signal Lamps must be kept burning by day as well as by night. Where no Night Trains are run, the Lights are to be extinguished after the passage of the last Train.

100. The working of the Signals is under the charge of the Station Clerk, and he must appoint his