

clusively to the Government service, attending at such hours as may be appointed, and residing wherever he may be required. He is to obey all orders and instructions he may receive from those placed in authority over him, and conform to all the General Regulations of the Department. He must always when on duty have with a copy of this book, and of all rules issued to him, which book and rules he is required to read over frequently, so as to become thoroughly acquainted with every particular set forth therein. The daily pay which may be fixed for each man will always include his services during such hours, whether early or late, as may be determined upon from time to time by the Manager according to the arrangement of the train, and which hours will be so arranged as to give to each man a fair average day's work.

150. The Government shall have the right to deduct from the pay of any Drivers or Firemen any sums awarded for neglect of duty as fines, or for damage to Engines or other property of the Government.

151. Drivers and Firemen will be liable to immediate dismissal for any (the slightest) instance of insobriety, as well as punishment by a Magistrate; and to fine or dismissal, as may be determined by the Manager, for disobedience of rules and orders, for negligence or other misconduct. No Driver or Fireman is allowed to quit the service of the Government without giving one month's previous notice. If a man is suspended by way of punishment for misconduct, or dismissed from any cause, his wages will cease during the whole time of such suspension, or from the date of such dismissal.

152. The Engine-driver is responsible for the safety of the Engine and Train; and he must make himself thoroughly acquainted with the road over which he conducts an Engine, and also the Signals governing the traffic. He is at all times to exercise the greatest watchfulness, and while on duty must keep his mind entirely fixed on that which is required to be done.

153. The Fireman must in all cases act under the direction of the Driver with whom he is appointed to work, when his directions are not inconsistent with these rules.

154. The duty required of every Driver will be determined each day by the Manager, and no overwork is to be undertaken by any man on any account without the sanction of the Manager, except on sudden emergencies; and in such cases it must be reported in the daily return.

155. No person except the proper Engineman and Fireman is allowed to ride on the Engine or Tender without the special permission of the Manager; and no Fireman must move an Engine except when instructed by the Driver, and has also an order from the Locomotive Superintendent.

156. The Engineman and Fireman must appear on duty as clean as circumstances will allow; and every Driver must be with his Engine thirty minutes, and every Fireman forty-five minutes, before the time appointed for starting, in order to see that the Engine is in proper order for going out, has the necessary supply of fuel and water, and that the Signals are in a fit state for use. He must attach his Engine to the Train five minutes before time for starting.

157. Every Engineman must provide himself with a good watch, and shall have with at all times on his Engine the following tools:—

- A case of Detonating Signals.
- 2 Short Chains with Hooks.
- 1 complete set of Screw Keys.
- 1 Large and Small Monkey Wrench.
- 3 Cold Chisels.

1 Hand Hammer and 1 Flogging Hammer.

1 Crowbar.

2 sets Links and Pins or other Couplings.

2 Screw Jacks.

A quantity of Flax and Twine.

4 Large and Small Oil Cans.

Plugs for Tubes.

1 Fire Bucket.

1 complete set of Fire-irons.

1 Shovel.

1 complete set of Lamps.

The Lamps will be delivered into the Lamproom every night or morning when the journey is completed, and taken out again when required.

158. Every Driver must take care that he is provided with a Time Table showing the exact time in which each journey is to be performed, except for Special and Ballast Trains, the speed of which must be regulated by circumstances; and he should consult frequently the table showing the speed of an Engine, to judge with certainty the rate at which he is travelling, or should travel, to arrive at a given Station at a certain time, and endeavour to run the Engine regularly at a uniform speed, from which he should vary as little as possible, and on no account run before the time specified in the Time Table.

159. The speed of Trains must never exceed that shown in the Service Time Tables, nor are Drivers on any account to make up lost time by increased speed, unless they receive special permission so to do.

160. When the Engine is in motion, the Engineman is to stand where he can keep a good look-out ahead, and the Fireman must at all times be ready to obey the instructions of the Engineman, and assist him in keeping a look-out when not otherwise engaged. He must be ready to assist the Engineman in looking out for signals when nearing a Station or a Junction. They are also, before starting, and frequently during the journey, to look back and see that the whole of the Train is following in a safe and proper manner, especially just after starting and after passing a Crossing or a Pointsman. The Engine-driver must pay particular attention to all Signals when going over any portion of the Line under repair, and must always go slowly over such places.

161. When two Engines are employed the first is to start and get the whole Train in motion, or the draw-bars stretched, before the steam is put on by the second Engine. The Driver of the second Engine must look for and take the Signals from the Driver of the leading Engine, but the Driver of the second Engine will be held equally responsible with the Driver of the leading Engine for the proper observance of all Signals regulating the safe working of the Line. Great caution must be used in starting and stopping Trains drawn by two Engines, in order to prevent the breaking of the coupling. Two distinct Whistles will signify to reverse and put back, and one sound to move forward.

162. There may be cases requiring a Train to stop, either from a Signal or from the personal observation of the Driver, when the most prompt judgment and skill will be required to decide whether to stop quickly or merely to shut off the steam and let the Train stop of itself; this must be left to the judgment of the Driver. As a general rule it may be considered that, if anything is the matter with the Engine requiring to stop, the quicker it can be done the better; but if any intermediate parts of the Train are off the rails, allowing the carriages to stop of themselves has, in some cases, kept up a disabled carriage, whereas it is probable that if the brakes had been applied in front, the carriages behind would have forced themselves over the disabled one. If, however, the disabled carriage should be the last or