

nearly the last on the Train, the brake in front may be applied with advantage; but if towards the middle or the front of the Train, it is better to let the carriage stop gradually, as by keeping up a gentle pull the disabled carriage is kept more out of the way of those behind until the force of the latter is exhausted. In all cases the application of all brakes behind the disabled carriage will be attended with the greatest advantage and safety.

163. If any part of a train becomes detached when in motion, care must be taken not to stop the Train in front before the detached part has stopped; and it is the duty of the Guard of such detached part to apply his brake in time to prevent a collision with the Carriages in front, in the event of their stopping.

164. When from any cause a Train is unable to proceed at a greater speed than four miles an hour, the Guard or Fireman shall be sent back half a mile with a red flag or lamp (where he shall place two Detonating Signals on the Rails), and continue walking at that distance behind the Train with his Danger Signal shown, so as to stop any following Train, until assistance arrives or the Train is shunted.

165. When from accident or any other cause an Engine or Train is stopped on the main line, the Guard, or in his absence the Fireman, or any other competent person, shall immediately go half a mile with a red flag or lamp, and detonators, to stop any following Train, even if such Train be not expected.

166. In all cases where the Driver leaves his Engine, it must be put out of gear and the steam shut off; but he must not leave his Engine, except in cases of great necessity, when he must place the Firemen in charge; but on no account shall they both leave it, either on the main line or any siding, nor until given up to the proper person.

167. In all cases when the Engine is standing still, however short the time, the Engine or Tender brake is to be screwed tight, until the signal is given for starting. The Engine, when standing in a shed or on a siding, must always be put out of gear and the brake fixed down.

168. In getting up Steam, special care must be taken to see that the Regulator is shut, and the Engine left in middle gear, and brake on, and that there is a proper quantity of water in the boiler.

169. Enginemen are strictly prohibited from throwing out of their Tender any small coal, coke, wood, or dust, except into the pits made for that purpose.

170. The Engine-driver is responsible for attaching the proper Signals to his Engine when required.

171. In the evening when it is getting dusk, and before it is dark, the Engineman must see that his Lamps are trimmed and ready, and must take care that the Signal Lamp, showing a *White Light* for Passenger, and *Green* for all other Trains, is fixed in front, on the right-hand side of the Engine; and a *Light* must also be fixed on the left-hand side of the tender, showing *Red behind*. *This latter being more important than a front Light when he has only one Lamp*, and if he should be upon the Line without his Lamps, he must procure them from the Locomotive Foreman or Storekeeper at the next principal Station.

172. Enginemen will afford every assistance with their Engines that may be required for the arrangement and despatch of the Trains, and shall follow the directions of the Guards in working the Trains.

173. If a Driver is required by a Station Clerk to do anything which may appear in excess of the Driver's duty, or unreasonable, he is not to refuse to do it, unless inconsistent with safety; but the

matter is to be referred to the Manager without delay.

174. The Driver is never to start without the proper signal. On starting, at every Station the Driver must direct his attention to the Guard, who will give the proper signal to start the Train by blowing a whistle and showing his hand by day, and a lamp by night. Every Driver on receiving the signal to start must sound his whistle *before* turning on steam.

175. All Engines to be backed carefully to their Trains, and Enginemen with all Trains are strictly enjoined to start and stop slowly, and without a jerk, which is liable to snap the Couplings and Chains; and they are further warned to be careful not to shut off steam too suddenly (except in cases of danger), so as not to cause a concussion of the Carriages or Wagons. Particular care is required with Cattle Trains, to prevent injury to the animals.

176. It is very important that Engine-drivers use the utmost caution when shunting Wagons into Sidings, so as to avoid injuring the wagons or other property of the Government. The Engine must never be detached until the Train or vehicles are put into the Siding or elsewhere as far as required, and come to a standstill. On no account must any shunting be done, unless both Driver and Fireman are on the Engine. No Engine must push a Train, but always draw it, except in cases of necessity. Flying shunts are strictly forbidden.

177. Engines without trains are not to stop or stand on the Main Lines of rails, unless for water.

178. An Engine must not leave a standing Train on a descending gradient suddenly, but must draw gradually away, so that it may be seen whether the wagons are properly secured by their brakes.

179. Drivers must be careful not to overrun Platforms at Stations, and they must run at such speeds, and have their Train under such control, when approaching Junction and Stations, as will enable them to stop at the required place without the aid of the Guard's brake. To this end Drivers are enjoined to pay particular attention to the gradients, state of the weather, and condition of the rails, as also to the length and weight of the Train; and these circumstances must have due weight in judging when to shut off steam and when to apply the brakes. Should a Train by accident stop short or overrun a Station, the Driver must not move forward or put back until he receives a signal from the Guard to do so.

180. *Every exertion must be made for the expedition of the Station Duties, and for insuring punctuality in the Trains.*

181. Enginemen and Firemen are to pay immediate attention to all Signals, whether the cause of the Signal is known to them or not; and any Engineman neglecting to obey a Signal is liable to *immediate dismissal* from the service. The Engineman must not, however, trust to Signals, but on all occasion be vigilant and cautious, and on no account be running before the Time specified on his Time Table.

182. When an Engine-driver sees a Red or "Danger" Signal, or other stop Signal, he must bring his Engine to a stand close to the Signal, and on no account to pass it unless he receive verbal instructions from the person in charge of the Signal.

183. During frosty weather and thaws, Enginemen must pass through all Rock Cuttings with great caution, as pieces of rock are in such weather liable to become detached and fall on the rails; and they may reduce their speed over any part of the Line which may be in bad order.

184. Particular attention is called to the arrival at and departure from Junctions.

185. Every Driver having charge of an Engine,