

42. 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 these Signals, they explode with a loud report, and the Driver is to *shut off steam*, and to proceed cautiously.

43. If an Engine or Train is required to stop, the Red Flag by day, or Red Light by night or in foggy weather, must be shown; the Signalman facing the Engine.

44. Every Train, after sunset, must carry a Red Tail Light, and two Red Side Lights in the rear of the Train. Engines must always exhibit the necessary Head Lights, and when running alone, a Red Tail Lamp also. Every Train must carry a Tail Lamp, which will not be lighted during the day-time, but its presence will furnish evidence to all Signalmen along the Line that no portion of the Train has become detached on the road.

45. As regards Signals, it is the duty of every Servant of the Department to prevent danger, and if, from accident, the proper Servant or Officer cannot perform his duty, any other Servant on the spot must give the Signal required.

46. A Red Board or Red Flag by day, or an extra Red Light by night or in foggy weather, attached to the back of an Engine or Train, denotes that an Extra Engine or Train is to follow; but it may happen that Special Trains will be despatched without any previous notice having been given: *It is therefore necessary to be at all times prepared for unexpected Trains.* When a Train has a Red Board, Red Flag, or Red Tail Lamp affixed to the rear of it, the Guard is to see that such Signal is removed at the proper Station, and report to the Station Clerk that a Special Train or Engine is coming. One or more Tail Boards should be kept at each Terminal or Junction Station with the name of the Station painted on each. After use, these Boards are to be returned at once to the Station they belong to.

47. Hand Lamps and Flags, when used as Signals, must always be held in the hand, and not placed upon or stuck in the ground.

48. Care must be taken that the person sent on any occasion to use a Signal be practised in the same, and understands its meaning.

49. *The absence of a Signal at a place where a Signal is ordinarily shown, or a Signal imperfectly exhibited, must be considered as a Danger Signal, and treated accordingly.*

50. No Signal must, under any circumstances, be altered, or made to show a different Signal, without the knowledge and sanction of the man on duty and in charge of it.

51. The Guard or Brakesman of a Train is responsible for attaching and lighting the Tail and Side Lamps, or attaching a Tail Board on the last Carriage or Wagon; and the Engine-driver and Fireman for placing the Lamps on the Engine and Tender; and for seeing that their lights are kept properly burning throughout the journey. When a carriage is detached, care must be taken to see that the Tail and Side Lamps or Tail Board are removed and refixed to the Train.

JUNCTION SIGNALS.

52. The Junctions are provided with two or more Semaphore Signal Posts corresponding with the meeting Railways; the Signal for each Branch Line being shown on the Signal Post next to such Branch.

53. The signals at the Junctions are always set at Danger, and no Engineman is allowed to pass until the Arm is lowered to Caution, or the Green Light is shown. Inasmuch as at Junctions the Signal is not under any circumstances lowered beyond Caution, and the Drivers might mistake such Caution

Signal to indicate that the Line is unimpeded, when it may happen that the preceding Train is not clear of the next Signal Station, Signalmen will, for the purpose of indicating to Drivers that the five minutes' interval has elapsed, but that the preceding train is not clear of the next length, in addition to turning the Signal to Caution, show a Green Flag or Green Hand Light. When two trains are seen approaching a Junction from different Lines, the Signalman must keep his Signals on at Danger to both Trains, and not allow either to pass until one of the Trains has been brought to a stand.

54. All Main Line Enginemen must give *one* distinct whistle when approaching a Junction from either side; and all Branch Enginemen must give *two* distinct whistles, unless otherwise ordered.

INSTRUCTIONS IN CASE OF ACCIDENT OR FOG.

55. In case of any accident to the Engine or Train, or if the Line be obstructed in any way so as to cause a complete stoppage, the Engineman, after taking such steps as may be necessary for the safety of the Engine, must immediately see the Guard of the Train, and communicate with him, and receive his directions.

56. Whenever a Train is stopped in its journey from any cause other than the regular stoppages at the Station, the Guard or Brakesman, if there be only one, or the Under Guard or Brakesman, if there be two or more, and the Fireman, shall *immediately go 1,000 yards both ways with Danger Signals to stop any coming Engine or Train*, and shall in addition to his Hand Signals take Detonators. At every interval of 300 yards, he must place upon one of the rails of the Line on which the stoppage has happened, *one of the Detonators*, and on arriving at the distance of 1,000 yards he must place *one Detonator upon each rail and opposite each other*, to stop any approaching Engine or Train, when he will return (picking up the intermediate Detonators), and *conspicuously show his Hand Danger Signal*, to within a distance of 600 yards of the stoppage, where he will continue to show his Danger Signal until the obstruction is removed and safety insured, when he will return to his Train and remove the remaining Detonators, except the two which were placed 1,000 yards in rear of the Train.

57. In the absence of the Guard, the Engineman must send a Messenger each way to the next Plate-layer or other person to stop any Trains approaching in either direction; and, if dusk or dark, he must see that the Lamps are so turned that his own and the Front Carriage Lamps shall show *Red Lights* forward, and the last Carriage and the Tail Lamps show a *Red Light* backwards, thus putting *Red Lights* to show in *both* directions, observing likewise the instructions given in preceding Rule. The Engineman is also, in case of the absence of the Guard, to send immediate information of the stoppage to the nearest Station; and, if necessary, to the nearest Engine-house for assistance, *but he is not himself to leave the Train.*

58. In case of his meeting an Engine before reaching three-quarters of a mile, he is immediately to place two Detonators on the Rails, show a Red Flag or Light, and use every other means to stop the Engine, when he will instruct the Engineman as already mentioned. He will then proceed and place Signals as before directed.

59. If a second train comes up before the obstruction be removed, the Guard of the second train will leave his Van, and proceed to protect his Train, as directed in the preceding Rules. The Guard of the first train, having assured himself that the Guard of the second Train has gone back with the necessary