

1877.

NEW ZEALAND.

# REGULATIONS, BY-LAWS, ETC., FOR THE MANAGEMENT OF RAILWAYS OPEN FOR TRAFFIC,

(COPIES OF, PUBLISHED IN THE *NEW ZEALAND GAZETTE*.)

*Laid on the Table of the House in compliance with "The Public Works Act, 1876."*

[Published in the *New Zealand Gazette* No. 62, 23rd November, 1876.]

*Making Rates for Freight and Insurance for Horses, Cattle, Vehicles, Special Goods, &c., on certain of the New Zealand Railways.*

NORMANBY, Governor.

ORDER IN COUNCIL.

At Wellington, this sixteenth day of November, 1876.

Present: HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

In pursuance of the power and authority vested in him by the 145th section of "The Public Works Act, 1876," and of all other powers and authorities in any wise enabling him, His Excellency the Governor of the colony of New Zealand, by and with the advice and consent of the Executive Council thereof, doth hereby make the rates for freight and insurance for horses, cattle, vehicles, special goods, &c., contained in the instrument attached on the railways specified in the Schedule below, and doth declare that the same shall be in lieu of the rate for freight and insurance for horses, cattle, vehicles, special goods, &c., at present in force in such railways respectively:—

## SCHEDULE.

Kaipara to Riverhead Railway	...	Helensville to Riverhead.
Auckland to Mercer Railway	...	Auckland to Mercer, and Onehunga Branch
Napier to Waipukurau Railway	...	Napier Spit to Waipukurau.
Wellington to Masterton Railway	...	Wellington to Upper Hutt.
Foxton to Manawatu Railway	...	Foxton to Feilding.
Waitara to Wanganui Railway	...	Waitara to New Plymouth.
Picton to Blenheim Railway	...	Picton to Blenheim.
Nelson to Foxhill Railway	...	Nelson to Foxhill.
Brunner to Greymouth Railway	...	Brunner to Greymouth.

FORSTER GORING,  
Clerk of the Executive Council.

**RATES OF FREIGHT AND INSURANCE FOR HORSES, CATTLE, VEHICLES, SPECIAL GOODS, ETC.**

Under "The Public Works Act, 1876," the Government are exempted from all liability for loss of or damage to the following Articles when the value of such Goods exceeds the values mentioned below, unless such Goods are specially Insured as per Section No. 153 of the said Act.

	Value not to exceed	For any Distance not exceeding 10 Miles.	Per Mile after the first 10 Miles.	SCALE OF RATES FOR THE INSURANCE OF HORSES, CATTLE, SHEEP, OR PIGS, OR OTHER SPECIAL GOODS. FOR EVERY £100 OF THE DECLARED VALUE IN EXCESS OF THE VALUES MENTIONED IN FIRST COLUMN.			
				1 to 50 Miles.	51 to 100 Miles.	101 to 150 Miles.	151 Miles and upwards.
Horses, one only ...	£15 each.	8/8	-2½	40/-	60/-	80/-	100/-
Each additional one belonging to the same owner ...	£15 each.	6/-	-2	40/-	60/-	80/-	100/-
Cattle, one only ...	£8 each.	6/6	-2	40/-	60/-	80/-	100/-
Each additional one belonging to the same owner ...	£8 each.	3/6	-1	40/-	60/-	80/-	100/-
Calves (one year old and under) one only ...	£8 each.	2/6	-1	40/-	60/-	80/-	100/-
Each additional one belonging to the same owner ...	£8 each.	1/3	-½	40/-	60/-	80/-	100/-
Valuable or imported sheep or pigs, one only ...	15s. each.	2/6	-1	40/-	60/-	80/-	100/-
Each additional ...	15s. each.	1/3	-½	40/-	60/-	80/-	100/-
Sheep or pigs ...	15s. each.	Carried according to goods rates.		40/-	60/-	80/-	100/-
For such articles as stamps, maps, silks, furs, hand-made lace, clocks, and timepieces ...	£10 per pkg.	Carried according to goods rates.		7/6	10/-	12/6	...
For gold or silver coin, gold or silver in a manufactured or unmanufactured state, precious stones, jewellery, watches, trinkets, bank notes, title deeds, writings, bills of exchange, orders notes or securities for the payment of money (English or Foreign), gold or silver plate, plated articles, glass and china, marble or slate goods ...	£10 per pkg.	Carried according to goods rates.		20/-	22/6	25/-	...
For paintings, engravings, pictures, and musical instruments ...	£10 per pkg.	Carried according to goods rates.		50/-	55/6	60/-	...
Carriages, two-wheeled ...	...	7/6 each	-3				
" four-wheeled ...	...	10/0 each	-4				
Drays ...	...	10/0 each	-3				
Heavy wagons, special agreement ...	...	...	...				
Dogs (must be provided with chains, or sufficient means of securing them) ...	...	-/6 each	-¼				
<b>LUGGAGE.</b>				<b>PARCELS.</b>			
Passengers are allowed to carry 56 lbs. free of charge, the same to consist of personal luggage only. All excess above that weight to be charged at Excess Luggage Rates—viz., 1/- for every additional 56 lbs. or fractional part thereof.				Distance.	Not exceeding 14 lbs.	Above 14 lbs. and not exceeding 28 lbs.	Every additional 28 lbs. or fraction thereof.
				10 miles and under ...	-/6	1/-	-/6
				Over 10 and under 20 miles ...	1/0	2/-	1/-
				For every additional 10 miles or fraction of 10 miles ...	-/6	1/-	-/6

N.B.—Prepayment required in all cases.

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*Addition to Rates for Wool on certain Railways in the Provincial District of Canterbury.*

NORMANBY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this sixteenth day of November, 1876.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

In pursuance of the power and authority vested in him by the one hundred and forty-fifth section of "The Public Works Act, 1876," and of all other powers and authorities in any wise enabling him, His

Excellency the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council thereof, doth hereby make the following additional rates for the carriage of wool on the railways specified in the Schedule hereto:—

RATES FOR DOUBLE-DUMPED WOOL.

For distances of 100 miles and upwards—One penny and one-fifth, per double-dumped bale, per mile.

SCHEDULE.

Line of railway from Lyttelton to Christchurch.  
Lines of railway from Christchurch to the Waithiki.  
Branch line railway from Racecourse to South-bridge.

Branch line of railway from Rolleston to Sheffield and White Cliffs.

Branch line of railway from Main Line to Waimate.

Branch line of railway from Washdyke to Opawa.

FORSTER GORING,  
Clerk of the Executive Council.

[Published in *New Zealand Gazette* No. 62, 23rd November, 1876.]

*By-laws and Regulations on certain of the New Zealand Railways.*

NORMANBY, Governor.  
ORDER IN COUNCIL.

At the Government House, at Wellington, this sixteenth day of November, 1876.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance of the power and authority vested in him by the one hundred and forty-fifth section of "The Public Works Act, 1876," and of all other powers and authorities in any wise enabling him, His Excellency the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council thereof, doth hereby make the following By-laws and Regulations, and doth declare that the same shall come into force on the several railways specified in the Schedule hereto, from the day of the date hereof, and shall be in lieu of the By-laws and Regulations relating to the same subject at present in force on such railways respectively:—

BY-LAWS AND REGULATIONS.

*Passenger Traffic.*

1. In the interpretation of these Regulations, the term "General Manager" shall mean the person who shall be General Manager of the railway, in accordance with the provisions of "The Railways Regulation and Inspection Act, 1873." The word "railway" shall mean and include each of the lines of railway described in the Second Schedule hereto.

2. No person will be admitted to the booking office at any station whilst the door is closed for making up and despatching any train, and no passenger will be allowed to take his or her seat in or upon any carriage used on the railway, or to travel therein upon the railway, without first having paid his or her fare and obtained a ticket.

3. Any person wilfully altering or defacing his ticket, so as to render the date, number, or any material portion thereof illegible, shall be liable to a penalty not exceeding ten pounds, and shall, in addition, be liable to pay the fare from the station whence the train originally started.

4. Tickets will be issued conditionally—that is to say, in case there shall be room in the train for all the passengers to whom tickets shall have been issued. If there shall not be room for all such passengers, the holders of periodical tickets shall have priority over holders of return and single tickets, and the fare will be returned, on application to the Station Clerk, to the holders of such return and single tickets as shall be unable to obtain seats.

5. If any person travel or attempt to travel in any carriage on the railway without having previously paid his fare, and with intent to evade payment thereof; or if any person, having paid his fare for a certain distance, knowingly and wilfully proceed in any such carriage beyond such distance without previously paying the additional fare for the additional distance, and with intent to evade payment thereof; or if any person knowingly and wilfully refuse or neglect, on arriving at the point to which he

has paid his fare, to quit such carriage, every such person shall for every such offence be liable to a penalty not exceeding ten pounds.

6. If any person be discovered either in or after committing or attempting to commit such offence as in the preceding clause mentioned, all officers and servants and other persons on behalf of the General Manager, and all constables, gaolers, and peace officers may lawfully apprehend and detain such person until he can be conveniently taken before some Justice, or until he be otherwise discharged by due course of law.

7. No return or periodical ticket will be available for special trains.

8. Every passenger, on arriving at the station for which he or she may have taken a ticket, or to or from which he or she may hold a periodical ticket, shall quit the station and premises of the railway; and no person shall be allowed to loiter about the stations, wharf, or premises, or any part thereof; and if any passenger or other person shall refuse to quit the station, wharf, or premises aforesaid, on being requested so to do by any Station Clerk or any servant attached to the railway or wharf, such passenger or person may be expelled by such Station Clerk or other servant as aforesaid from the railway premises.

9. No gunpowder or other explosive or dangerous material shall be carried by any passenger train.

10. Each passenger, on paying his fare, will be furnished with a ticket, which he is to show whenever required by any Station Clerk or authorized Porter, or by the Guard in charge of the train; and if it be a return ticket, he must allow it to be marked when required; and every ticket (whether single, return, or periodical) must be delivered up on the demand of any porter or servant authorized to collect tickets. Single tickets not used on the day of issue, or a return ticket not used within the prescribed time, shall be deemed to be cancelled. Any person offending against the provisions of this regulation shall be liable to a penalty not exceeding ten pounds.

11. Tickets are not transferable; and any person using or attempting to use a transferred ticket, or a ticket the time for the proper use of which has expired, shall be liable to a penalty not exceeding ten pounds.

12. Any person knowingly, and with intent to defraud, travelling upon the railway in a carriage of a superior class to that for which he is provided with a ticket, or altering a return or other ticket, shall be liable to a penalty not exceeding ten pounds.

13. Tickets, whether single or return, shall be used by passengers only to convey them to the station named thereon, or to a station short of that destination. In no case, however, shall any "cheap excursion" ticket be used for any other station than that for which such ticket is issued. Any person using or attempting to use a ticket in violation of the provisions of this section shall be liable to a penalty not exceeding ten pounds.

14. No person will be allowed to break his journey by stopping at any intermediate station, and thereafter proceeding by a subsequent train with the same ticket, under a penalty not exceeding ten pounds.

15. Any person, not duly authorized by the General Manager, who shall sell or offer for sale any free pass ticket or portion of a return ticket, shall be liable to a penalty not exceeding ten pounds.

16. No male passenger shall be allowed to enter any waiting-room or carriage set apart for the accommodation of females; and any person remaining in any such room or carriage after being warned to leave the same shall be liable to a penalty not exceeding ten pounds.

17 Any person entering a carriage or compart-

ment of a carriage containing the full number of persons which it is constructed to convey, except with the consent of the persons in such carriage or compartment, and refusing to go out when requested by the Guard or other officer of the railway to do so, shall be liable to a penalty not exceeding two pounds.

18. Any person, not being a railway servant, who shall open any carriage for the purpose of entering the same after the tickets have been examined and the carriage doors locked by the person appointed for that purpose, or who shall let himself out of any carriage or truck, or attempting to do so, at any station or at any time during the journey, by the use of a private key or other instrument, shall be liable to a penalty not exceeding ten pounds.

19. No person shall, without the consent of the General Manager or other authorized officer, travel outside a carriage on any railway under any circumstances, or get into or upon or quit any railway carriage when the train is in motion; and any person doing so, or attempting to do so, shall be liable to a penalty not exceeding ten pounds.

20. Loaded firearms are on no account to be taken into or placed upon any carriage, wagon, truck, or other vehicle forming or intended to form a train, or any portion of a train, on the railway; and every person so offending shall be liable to a penalty not exceeding ten pounds.

21. Smoking is strictly prohibited in any of the railway sheds, offices, or waiting-rooms; and any person found so smoking shall be liable to a penalty not exceeding ten pounds.

22. Smoking is strictly prohibited in any railway carriage except those set apart for the purpose; and any person found smoking in a carriage not set apart for the purpose shall forfeit a penalty not exceeding ten pounds, and may be removed from the carriage by any railway servant.

23. Dogs will be conveyed and charged for according to printed conditions, but will not on any account be allowed to accompany passengers in the carriages. Any person persisting in taking a dog into a passenger carriage shall be liable to a penalty not exceeding ten pounds.

24. No gratuity shall be, under any circumstances, allowed to be received by a railway servant, on pain of dismissal. Any person giving or offering a gratuity to any such servant shall be liable to a penalty not exceeding ten pounds.

25. Any person writing any indecent words on any part of a railway, or the premises thereof, shall be liable to a penalty not exceeding ten pounds.

26. Any person making use of insulting or abusive language to any railway officer or servant while in the execution of his duty, or obstructing any such officer while in the execution of his duty, or making use of indecent or blasphemous language in any carriage or upon any railway platform or premises, shall be liable to a penalty not exceeding ten pounds.

27. If any person omit to shut and fasten any gate or slip panel set up at either side of the railway for the accommodation of the owners or occupiers of the adjoining lands, as soon as he and the carriage, cattle, or other animals under his care have passed through the same, he shall forfeit for every such offence any sum not exceeding ten pounds.

28. Any person throwing stones, gravel, timber, or any rubbish on a railway, or at any engine, carriage, or wagon thereon; or causing or allowing any animal to wander on a railway which is fenced on both sides; or doing any act which may obstruct the working of a railway, or may endanger the lives of persons travelling thereon; or driving or attempting to drive any vehicle or animal across a level crossing or elsewhere on a railway when an engine or any carriages or wagons on the railway are approaching and within

a mile from such crossing; or moving any part of the rolling-stock on any railway, or leaving the same on any part of a railway, not having lawful authority so to do; or attempting to do, or counselling or aiding any other person in doing, any of the things mentioned in this section, shall be liable to a penalty not exceeding fifty pounds, in addition to any penalty which he may otherwise be liable for doing any of the said things.

29. If any person deface the writing on any boards, or any notices authorized to be maintained on a railway or any station thereof, or any rolling-stock thereon, he shall forfeit for every such offence a sum not exceeding ten pounds, and an additional sum equal to the cost incurred in repairing any such damage.

30. Any person trespassing upon any part of a railway, not being a station platform or crossing, or other part to which the public are allowed access by law, shall be liable to a penalty not exceeding ten pounds.

31. The General Manager shall publish the short particulars of the several offences for which any penalty is imposed by these or any other by-laws of the railway, and of the amount of every such penalty, and shall cause such particulars to be painted on a board, or printed upon paper and pasted thereon, and shall cause such board to be hung up or affixed on some conspicuous part of the principal station of the railway; and, where any such penalties are of local application, shall cause such boards to be affixed in some conspicuous place in the immediate neighbourhood to which such penalties are applicable or have reference; and such particulars shall be renewed as often as the same or any part thereof is obliterated or destroyed.

32. Any person in or upon any railway carriage or station, being in a state of intoxication, or committing any nuisance, or gambling, or wilfully interfering with the comfort of any passenger, shall be liable to a penalty not exceeding ten pounds, and to removal from such carriage or station as soon as shall be practicable.

33. No driver or conductor of any cab, hackney carriage, omnibus, express, or other public vehicle, shall ply for hire within the railway premises without a license in writing from the General Manager or other authorized officer; and any person offending contrary to this section shall be liable to a penalty not exceeding ten pounds.

34. No person will be allowed to come upon any railway platform for the purpose of removing any passenger or luggage, unless required by a passenger and engaged by him for such purpose, and no person will be allowed to come upon any railway premises for the purpose of soliciting custom or hire. Any person attempting to evade or being guilty of a breach of this section, or not quitting the premises when required by a Station Clerk or other railway servant, shall be liable to a penalty not exceeding ten pounds.

35. Any person, unless authorized by the General Manager, who shall post or stick any placard or bill within or on any of the property or premises, shall be subject to a penalty not exceeding ten pounds.

36. Any person who shall wilfully injure, wholly or in part, any of the linings or blinds, or break or deface any of the windows, or remove or injure any number-plate or advertisement, or remove or extinguish any of the lamps, or otherwise damage any engine, carriage, truck, wagon, or other property belonging to a railway, shall be liable to a penalty not exceeding ten pounds, in addition to a sum equal to the cost incurred in repairing any such damage.

37. Any person selling or attempting to sell any

article on any of the premises of a railway without the consent of the General Manager, shall forfeit a sum not exceeding ten pounds.

38. All persons employed on or about the railway or wharf are strictly prohibited from using the refreshment-room; and every such person partaking of intoxicating liquor at such refreshment-room will be liable to instant dismissal.

39. Any person attending upon the refreshment-room who shall supply an employé on or about the railway or wharf with intoxicating liquor shall be liable to a penalty not exceeding ten pounds, and shall be dismissed from his employment.

#### *Merchandise.*

40. Neither Her Majesty the Queen nor the lessee of any railway will be accountable for any articles unless the same be signed for as received by some clerk or agent; nor will they, or any of them, be responsible for the loss of or damage to money in cash, or bills, or promissory notes, or securities for money, or jewellery, trinkets, rings, precious stones, bullion, gold and silver plate, clocks, watches, mirrors, marbles, lace, furs, silks, writings, title-deeds, prints, paintings, maps, or other valuables; nor for damage done to china, glass, musical instruments, furniture, toys, castings, or any other such hazardous or brittle articles, unless they shall have been declared as such, and a special agreement entered into for the same; nor for any loss or damage to any goods in their hands as carriers, or in their warehouse, or on their landing-places, arising from fire (except from their own engine or apparatus), the act of God, civil commotion, or foreign enemies; nor for the loss of or damage done to goods put into boxes or packages described as empties; nor for damage of any goods or packages insufficiently or improperly packed, or containing a variety of articles liable by breaking to damage each other or other articles; nor for leakage, nor for any loss or damage whatsoever by reason of accidental or unavoidable delays in transit or otherwise.

41. Every person, before delivering any of the special goods above mentioned at any railway station, shall first give to the person in charge of such station a statement in writing declaring the nature and value of such special goods, and the person so in charge shall give a receipt for the same, specifying the nature and value so declared.

42. No person, unless he has first delivered such statement and received such receipt, shall be entitled to recover, in respect to any loss or damage of or to any such special goods, any greater sum than five pounds in respect of any such parcel in which any such special goods are packed, ten pounds per head in respect of any horses, five pounds per head in respect of any neat cattle, and one pound per head in respect of any sheep or swine.

43. No claim for loss or damage will be allowed unless specified in writing, and made within two days after delivery in case of partial loss or damage, or within seven days after the due time of delivery in case of total loss.

44. No person shall have any right to send by a railway any goods of a dangerous nature; and if any person attempts to send by a railway, or deposits in any premises of the railway, any box or package containing any such goods, or any goods declared by the regulations, or publicly notified by the Minister, to be of a dangerous nature, without distinctly marking the contents on the outside of such box or package, or giving notice in writing of the contents to the officer in charge of the station at which such box or package is left, he shall be guilty of a misdemeanour.

45. Fruit, fish, meat, poultry, and any other perish-

able articles, not taken away within six hours after arrival at the station to which they are consigned, may be forthwith sold, by auction or otherwise, without notice to the sender or consignee; and payment or tender of the net proceeds of any such sale, after deduction of freight and expenses, shall be accepted as equivalent to delivery.

46. All empties not taken away within one month after arrival will be sold to defray expenses.

47. All goods and merchandise, whether bonded or free, and all luggage, having arrived at its destination, shall be removed by the consignees from the platform and sheds within twelve working hours; and any free goods, merchandise, or luggage not removed by that time may be stored at the risk and expense of the consignees or owners, and will become subject to such charges as may from time to time be duly fixed with respect to the railway; and any bonded goods or merchandise which shall not be removed within the period aforesaid shall be subject to the payment of the sum of two shillings per ton per day until the removal of the same from the railway premises.

48. Any goods, merchandise, or luggage, arriving at any station, which shall not be removed from the railway premises within twelve working hours, may be stored at risk and expense of the consignee or owner.

49. All tolls and charges and warehousing charges must be paid immediately to the person duly authorized to receive the same.

50. If any person refuses or fails to pay the proper charges for any goods carried on a railway, or received on, stored in, or delivered from any wharf, pier, jetty, shed, or yard connected therewith, or any charge for demurrage, for one month after demand of same by any person duly authorized to collect such charges, any such goods, or in case such goods have been delivered, then any other goods on the premises of the railway belonging to the same person, may, by order of the Minister, be sold; and the proceeds of such sale shall be used first for paying the said charges and the expenses of such sale, and the balance, if any, shall be paid over to the owner of the goods sold.

51. If any such goods are left on the premises of the railway, and the owner thereof, or the person liable for the charges thereon, is not known, the Minister may cause it to be publicly notified that such goods will be sold upon a day named in such notice, not less than one month from the publication thereof; and if such goods are not removed and the charges thereon paid before such day, the said goods may be sold, and the balance of the proceeds of such sale, after paying the charges upon such goods, shall be paid into the Public Trust Office, and shall be paid by the Public Trustee to any person establishing a lawful claim thereto.

52. The above conditions, numbered from 40 to 52, both inclusive, apply to all parcels and goods received by the proper officers of the railway at the offices and warehouses thereof, wherever situate.

#### SCHEDULE.

RAILWAYS ON WHICH ABOVE BY-LAWS AND REGULATIONS ARE TO BE IN FORCE.

Kaipara to Riverhead Railway: Kaipara to Riverhead.

Auckland to Mercer Railway: Auckland to Mercer, and Onehunga Branch.

Napier to Waipukurau Railway: Napier Spit to Waipukurau.

Wellington to Masterton Railway: Wellington to Upper Hutt,

Waitara to Wanganui Railway: Waitara to New Plymouth.

Picton to Blenheim Railway: Picton to Blenheim.

Nelson to Foxhill Railway: Nelson to Foxhill.  
 Brunner to Greymouth Railway: Brunner to Grey-  
 mouth.  
 Foxton to Manawatu Railway: Foxton to Feilding.  
 Westport to Mount Rochfort Railway: Westport to  
 Waimangaroa.

FORSTER GORING,  
 Clerk of the Executive Council.

[Published in *New Zealand Gazette* No. 69, 14th December,  
 1876.]

*Rules and Regulations under which the Ashburton  
 Bridge will be open for Ordinary Traffic.*

NORMANBY, Governor.

IN pursuance of all powers and authorities vested  
 in me for that purpose, I, George Augustus Con-  
 stantine, Marquis of Normanby, the Governor of the  
 Colony of New Zealand, do hereby make the follow-  
 ing Regulations authorizing traffic on, along,  
 or across the Ashburton Bridge, on the line of  
 railway from Amberley to the Bluff, and fixing the  
 times or occasions during or on which such traffic  
 shall be allowed, and generally regulating such traffic,  
 that is to say,—

1. All horses crossing the bridge which are not  
 driven in harness, or led by bridle or halter; and all  
 cattle and sheep, &c., must have a man behind and  
 before them.

2. Horses or light vehicles will not be allowed  
 to enter upon the bridge within ten minutes, drays with-  
 in twenty minutes, cattle and sheep and pigs within  
 thirty minutes, of the advertised time of arrival and  
 departure of any train from the Ashburton Railway  
 Station. Vehicles must keep to their proper side of  
 the roadway when passing over the bridge.

3. Horsemen or wheeled vehicles will not be  
 allowed to travel at a greater rate than six miles an  
 hour across the bridge.

4. Traction engines, or engines employed in agri-  
 culture, or flax-deessing, or any other purpose, will  
 not be permitted on the bridge otherwise than on the  
 goods wagons in use on the railways.

5. No greater weight than two tons gross on any  
 one pair of wheels with tires less than five inches  
 wide will be permitted to cross the bridge.

6. In the event of a special train the restrictions  
 described in clause 2 for advertised trains may be  
 put in force.

7. Any damage done to any part of the bridge by  
 the contravention of any of the foregoing rules may  
 be recovered by a summary process; and any person  
 or persons entering upon the bridge within the pro-  
 hibited hours, or resisting the gatekeepers in the  
 execution of their duties, will be subject to a penalty  
 hereinafter mentioned.

8. Any person in a state of intoxication will not  
 be permitted to enter upon the bridge whilst in such  
 condition.

9. Any person offending against any of these  
 regulations will be liable to a penalty not exceeding  
 ten pounds.

Given under my hand, at Wellington, this  
 twelfth day of December, one thousand  
 eight hundred and seventy-six.

J. D. ORMOND,  
 Minister acting for the Minister for  
 Public Works.

[Published in *New Zealand Gazette* No. 69, 14th December,  
 1876.]

*Rules and Regulations under which the Rakaia Bridge  
 will be open for Ordinary Traffic. (In substitution  
 of Regulations previously issued.)*

NORMANBY, Governor.

IN pursuance of all powers and authorities vested

in me for that purpose, I, George Augustus Con-  
 stantine, Marquis of Normanby, the Governor of the  
 Colony of New Zealand, do hereby make the follow-  
 ing Regulations authorizing traffic on, along, or  
 across the Rakaia Bridge, on the line of railway  
 from Amberley to the Bluff, in lieu of Regulations  
 at present in force on the said bridge, and fixing the  
 times or occasions during or on which such traffic  
 shall be allowed, and generally regulating such traffic,  
 that is to say,—

1. All horses crossing the bridge which are not  
 driven in harness, or led by bridle or halter; and all  
 cattle and sheep, &c., must have a man behind and  
 before them.

2. Horses or light-wheeled vehicles will not be  
 allowed to enter upon the bridge within fifteen  
 minutes, drays within thirty minutes, and cattle and  
 sheep or pigs within one hour of the advertised time  
 of arrival and departure of any train from the  
 Rakaia Railway Station.

3. Horsemen or wheeled vehicles will not be  
 allowed to travel at a greater rate than six miles  
 an hour across the bridge.

4. Traction engines, or engines employed in agri-  
 culture, or flax-dressing, or any other purpose, will  
 not be permitted on the bridge otherwise than on the  
 goods wagons in use on the railways.

5. No greater weight than two tons gross on any  
 one pair of wheels with tires less than five inches  
 wide will be permitted to cross the bridge.

6. In the event of a special train, the restrictions  
 described in clause 2 for advertised trains may be  
 put in force.

7. Any damage done to any part of the bridge by  
 the contravention of any of the foregoing rules may  
 be recovered by a summary process; and any person  
 or persons entering upon the bridge within the pro-  
 hibited hours, or resisting the gatekeepers in the  
 execution of their duties, will be subject to a penalty  
 hereinafter mentioned.

8. Any person in a state of intoxication will not  
 be permitted to enter upon the bridge whilst in such  
 condition.

9. Any person offending against any of these  
 regulations will be liable to a penalty not exceeding  
 ten pounds.

Given under my hand, at Wellington, this  
 twelfth day of December, one thousand  
 eight hundred and seventy-six.

J. D. ORMOND,  
 Minister acting for the Minister for  
 Public Works.

[Published in *New Zealand Gazette*, No. 69, 14th December,  
 1876.]

*Rules and Regulations under which the Waitaki  
 Bridge will be open for ordinary Traffic. (In  
 substitution of Regulations previously issued.)*

NORMANBY, Governor.

IN pursuance of all powers and authorities vested  
 in me for that purpose, I, George Augustus Constan-  
 tine, Marquis of Normanby, the Governor of the  
 Colony of New Zealand, do hereby make the following  
 Regulations authorizing traffic on, along, or across  
 the Waitaki Bridge, on the line of railway from  
 Amberley to the Bluff, in lieu of the Regulations  
 at present in force on the said bridge, and fixing the  
 times or occasions during or on which such traffic  
 shall be allowed, and generally regulating such  
 traffic, that is to say,—

1. All horses crossing the bridge which are not  
 driven in harness, or led by bridle or halter, and all  
 cattle and sheep, &c., must have a man behind and  
 before them.

2. Horses or light-wheeled vehicles will not be

allowed to enter upon the bridge within fifteen minutes, drays within thirty minutes, and cattle and sheep or pigs within one hour of the advertised time of arrival and departure of any train from the Waitaki Railway Station.

3. Horsemen or wheeled vehicles will not be allowed to travel at a greater rate than six miles an hour across the bridge.

4. Traction engines, or engines employed in agriculture, or flax-dressing, or any other purpose, will not be permitted on the bridge otherwise than on the goods wagons in use on the railways.

5. No greater weight than two tons gross on any one pair of wheels with tires less than five inches wide will be permitted to cross the bridge.

6. In the event of a special train, the restrictions described in clause 2 for advertised trains may be put in force.

7. Any damage done to any part of the bridge by the contravention of any of the foregoing rules may be recovered by a summary process; and any person or persons entering upon the bridge within the prohibited hours, or resisting the gatekeepers in the execution of their duties, will be subject to a penalty hereinafter mentioned.

8. Any person in a state of intoxication will not be permitted to enter upon the bridge whilst in such condition.

9. Any person offending against any of these regulations will be liable to a penalty not exceeding ten pounds.

Given under my hand, at Wellington, this twelfth day of December, one thousand eight hundred and seventy-six.

J. D. ORMOND,  
Minister acting for the Minister for  
Public Works.

[Published in *New Zealand Gazette* No. 69, 14th. December 1876.]

#### *Fixing Tolls.*

In pursuance of the power and authority vested in me by "The Public Works Act, 1876," I, Harry Albert Atkinson, the Minister acting for the Minister for Public Works, do hereby fix the scale of tolls mentioned in the Schedule hereto to be collected at the Waikato Bridge.

Dated at Wellington, this 4th day of December, 1876.

H. A. ATKINSON,  
Minister acting for the Minister for  
Public Works.

#### SCHEDULE OF TOLLS.—WAIKATO BRIDGE.

	s.	d.
Horse, saddled or harnessed	0	6
Horse, unharnessed	0	3
Mule, ass, or head of great cattle	0	3
Dray, cart, or two-wheeled vehicle drawn by one horse...	0	6
For every additional horse	0	6
Dray, cart, or four-wheeled vehicle drawn by one horse...	0	9
For every additional horse	0	6
For every pig, sheep, or goat	0	0½
For every foal at foot, or calf	0	3
For bullock drays—every two bullocks to be charged as one horse.		

*Extract from Section 104 of "The Public Works Act, 1876."*

The following persons, animals, and vehicles, and every animal and vehicle employed solely in carrying such persons or their tools or materials, shall be exempt from tolls:—

1. The Governor, and every person in attendance on the Governor.
2. Every member of any Military, Militia, or Volunteer Force, when on duty, or going to or returning from parade, and in the uniform (if any) of his corps.
3. Every policeman and constable on duty, and every prisoner in his custody.
4. Every person, animal, and vehicle, when exclusively employed in conveying Her Majesty's mails.
5. All passengers by any public conveyance.
6. Every child going to or from school.
7. Every animal, the property of any person residing within one mile of a toll-gate, going to or from water or feed.
8. Every animal and cart employed solely in drawing manure.
9. Every person, animal, or vehicle in respect of which toll has been paid at the same toll-gate at any time since the midnight previous.

[Published in *New Zealand Gazette* No. 69, 14th December, 1876.]

#### *Charges for Supply of Water, Thames Water-race.*

In pursuance of the powers vested in me by "The Public Works Act, 1876," I hereby prescribe the following rates and charges to be paid for water supplied from the Thames Water-race:—

#### CHARGES.

- Motive-power, 7s. 6d. per horse-power per week.  
Tables, 1s. per stamper per week.  
Boilers, 2s. 6d. per 10 horse-power per week.  
Horse-power to be calculated at 70 per cent. of theoretical horse-power, as deduced from quantities supplied and available fall.  
Dated at Wellington, this twelfth day of December, 1876.

J. D. ORMOND,  
Minister acting for the Minister for  
Public Works.

[Published in *New Zealand Gazette* No. 69, 14th December, 1876.]

#### *Sale of Tolls at Ferry near Gorge, Manawatu.*

In pursuance of the power and authority vested in me by "The Public Works Act, 1876," I, John Davies Ormond, the Minister acting for the Minister for Public Works, do hereby fix the scale of tolls mentioned in the Schedule hereto to be collected at the Ferry near the Gorge, at Manawatu.

Dated at Wellington, this 12th day of December, 1876.

J. D. ORMOND,  
Minister acting for the Minister for  
Public Works.

#### SCHEDULE.

#### SCALE OF TOLLS AT FERRY NEAR GORGE, AT MANAWATU.

	s.	d.
For every passenger carried over	0	6
For every horse or head of cattle carried or towed over, including the rider or person in charge	1	0
For every sheep, goat, pig, or other head of small cattle	0	1
For every dray, cart, or other vehicle to be drawn by horses or cattle	2	0
For every horse or bullock drawing same	0	6

## EXEMPTIONS.

Extract from "The Public Works Act, 1876,"  
Section 104.

The following persons, animals, and vehicles, and every animal and vehicle employed solely in carrying such persons or their tools or materials, shall be exempt from tolls:—

1. The Governor, and every person in attendance on the Governor.
2. Every member of any Military, Militia, or Volunteer Force when on duty, or going to or returning from parade and in the uniform (if any) of his corps.
3. Every policeman and constable on duty, and every prisoner in his custody.
4. Every person, animal, and vehicle, when exclusively employed in conveying Her Majesty's mails.
5. All passengers by any public conveyance. But this exception shall not apply to such passengers at any ferry at which tolls are lawfully taken from foot passengers.
6. Every child going to or from school.
7. Every animal, the property of any person residing within one mile of a toll-gate, going to or from water or feed.
8. Every animal and cart employed solely in drawing manure.
9. Every person, animal, or vehicle, in respect of which toll has been paid at the same toll-gate at any time since the midnight previous.

But the three last-mentioned exemptions shall not apply to tolls payable at a ferry.

Extract from "The Bridges and Ferries Act,  
1868."

3. In the interpretation of this Act the word "cattle" shall mean and include one or more horses, mares, geldings, colts, fillies, bulls, cows, oxen, heifers, calves, rams, ewes, sheep, lambs, goats, kids, or swine.

4. The Governor may, subject to such conditions as he may think fit, authorize any person to construct a bridge across any river, creek, or stream, or to establish a ferry across any river, creek, stream, or lake, and to permit the maintenance of such bridge or ferry for such period as he shall think fit, and the occupation for such period as he shall think fit of such portion of any highway or waste lands of the Crown as may seem to him to be necessary as a site for any such bridge or ferry; and, by Proclamation published in the *New Zealand Gazette*, from time to time, as occasion may require, to make regulations, either applicable to such bridges or ferries generally or applicable only to any one such bridge or ferry, for the management of such bridges or ferries, and the approaches thereto, in the occupation of the person authorized to maintain the same, and for the maintenance of such bridges and ferries in good repair; and by any such regulations to fix and appoint the tolls to be levied on such bridges, and the fares to be chargeable for the conveyance of passengers, animals, and goods by such ferries, and what exemptions shall be allowed from the payment of any such tolls or fares, and to make rules for the collection of any such tolls or fares, and for preventing the evasion thereof; and it shall also be lawful for the Governor from time to time to alter or revoke any such regulations.

5. Every person who shall cross, or who shall cause any cattle to cross, or who shall convey or cause to be conveyed any cattle or other animals, or any cart, vehicle, or goods, across any river, creek, or lake at, opposite to, or within one mile in a straight line from any point or station within any part of the colony in

which this Act shall be in operation, at which a public bridge or ferry for the convenience of crossing such river, creek, or lake is or shall be established, and at which any toll, rate, or ferryage is by law payable, without availing himself of the use of the bridge or of the services of the ferryman, or the use of the ferry boat or boats, shall be liable for and shall pay to the keeper of the tollhouse or bar on such bridge, or at which toll is payable by persons crossing or about to cross such bridge, or to the ferryman (as the case may require), the toll, ferryage, or rate that would have been demandable in case such person had crossed or had conveyed such cattle or animals, cart, vehicle, or goods across the bridge, or had employed the ferryman to convey him or such cattle, cart, vehicle or goods, across such ferry in the ferry boat or boats, as the case may be.

6. If any person shall neglect or refuse to pay any toll or ferryage payable under the last preceding sections of this Act, or shall be guilty of any evasion or attempt at evasion of the payment of any such toll, rate, or ferryage, every such person shall for every such offence forfeit and pay any sum not exceeding five pounds, to be recovered by way of summary proceeding before two or more Justices of the Peace, in the manner provided in and by "The Justices of the Peace Act, 1866."

7. The fifth and sixth sections of this Act shall not apply to any person who shall cross on foot or horseback or in any vehicle or in any boat, or who shall cause any cattle to cross, or who shall convey or cause to be conveyed, any cattle or other animals, or any cart, vehicle, or goods, across any river, creek, or lake, at or from any land in his occupation or in the occupation of any person in whose service he shall be, unless such person so causing any cattle to cross or conveying any cattle, animals, cart, vehicle, or goods across any such river, creek, or lake, at or from land in his occupation, or in the occupation of his master, shall do so for hire or reward, or, in the case of a servant of the occupier, for hire or reward to be paid by some person other than the occupier.

8. It shall be lawful for the Governor from time to time, by Proclamation, to exempt from the operation of the fifth and sixth sections of this Act, as regards the bridge or ferry to which such Proclamation shall be declared to relate, such class or classes of persons, and such kind of cattle, carts, vehicles, or goods, as the Governor may think fit.

9. Every bridge or ferry shall be deemed to be a public bridge or ferry, as the case may require, within the meaning of this Act, which shall be proclaimed to be a public bridge or ferry, as the case may be, by the Governor, by Proclamation published in the *New Zealand Gazette*.

[Published in *New Zealand Gazette* No. 11, 1st February, 1877.]

*Wharf Rates on the Brunner to Greymouth Railway: Brunner to Greymouth (Greymouth Wharf).*

NORMANBY, GOVERNOR.

ORDER IN COUNCIL.

At the Government House, at Wellington, this thirtieth day of January, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance of the power and authority vested in him by the 145th section of "The Public Works Act, 1876," and of all other powers and authorities in anywise enabling him, His Excellency the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council thereof, doth hereby make the following rates for wharfage on the railway specified in the Schedule hereto:—



**WHARF RATES.***Tonnage Dues.*

	s.	d.
On all sailing vessels, foreign, intercolonial or coastwise, from ports beyond the limits comprised between Cape Farewell and Milford Sound, per ton register, per trip	1	0
On all sailing vessels from ports within the above limits, per ton register, per trip	0	9
On all coasting steamers from ports beyond the limits comprised between Cape Farewell and Milford Sound, per ton register, per trip	0	9
On all coasting steamers trading only within the above limits, per ton register, per trip	0	6
On all intercolonial steamers when coming to the wharf, per ton register, per trip	0	6
On all vessels or steamers tendering ships or steamers (not entering the river) in the roadstead, per ton register, per trip	0	1
On all vessels coming for coal (in ballast)	0	1

*Wharfage.*

On all goods and luggage not otherwise specified, per ton weight or measurement	2	0
Minimum charge	0	3
Wool, per bale	0	6
Timber, per 100 feet superficial	0	1
Firewood, per cord	2	0
Half dues for wharfage to be charged on all goods transhipped into lighters, &c., from vessels lying alongside Government wharves or at any of the Government moorings	2	0
Cattle and horses, per head	2	0
Sheep, pigs, goats, &c., per head	0	6
Hides, each	0	1
Palings, per 1,000	2	0
Poultry, each	0	1
Shingles, per 1,000	0	6
Slates, per 1,000	3	0
Vehicles, four-wheel	5	0
"    two-wheel	2	6
Parcels, each	0	3

*Cranage.*

For use of crane on wharf or yard, per ton	0	9
Exceptional cargoes (as may be determined by the Railway Department) to be charged per day, or otherwise, by special agreement.		

The charge for cranage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom

*Unloading Trucks.*

Discharging coal, per ton	0	6
Discharging other goods, as per classification sheets.		

*Storage.*

On goods not removed within 12 working hours, per day, per ton	1	0
On timber not removed within one week, per 100 feet superficial, per day	0	2

**SCHEDULE.**

BRUNNER to Greymouth Railway: Brunner to Greymouth (Greymouth Wharf).

FORSTER GORING,  
Clerk of the Executive Council.

[Published in *New Zealand Gazette* No. 21, 8th March, 1877.]

*Regulations and Rates for Storage and Delivery of Goods at the Lyttelton Railway Station, in substitution of Clause 43 of By-laws and Regulations for Canterbury Railways fixed by Order in Council dated 26th October, 1875.*

NORMANBY, Governor.

**ORDER IN COUNCIL.**

At the Government House, at Wellington, this sixth day of March, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance of the power and authority vested in him by the one hundred and forty-fifth section of "The Public Works Act, 1876," and of all other powers and authorities in any wise enabling him, His Excellency the Governor of the Colony of New Zealand, by and with the advice of the Executive Council thereof, doth hereby make the following Regulations for Storage and Delivery of Goods at the Lyttelton Railway Station, and doth declare that the same shall come into force from the day of the date hereof, and shall be in lieu of clause 43 of the By-Laws and Regulations for the Canterbury Railways fixed by Order in Council dated 26th October, 1875, so far as it relates to the Lyttelton Railway Station.

Any goods, merchandise, or luggage forwarded for shipment which shall not be taken delivery of by the consignee within five working hours after arrival in Lyttelton, and which shall not be shipped within that time, may be stored at the risk of the consignees or owners (or may be kept in the railway wagons at the option of the Railway Department) up to forty-eight working hours, for which a distinct charge of two shillings per ton will be made for storage and delivery to ship; afterwards threepence per ton per week or fraction thereof will be charged for storage for two weeks; after two weeks sixpence per ton per week or fraction thereof: Provided that delivery must be taken at any time on demand after three weeks' storage. Haulage and delivery from private stores to wharves, one shilling and sixpence per ton.

FORSTER GORING.

Clerk of the Executive Council.

[Published in *New Zealand Gazette* No. 24, 15th March, 1877.]

*Regulations and Rates for Storage and Delivery of Grain at the Lyttelton Railway Stations, in substitution of Regulations fixed by Order in Council dated 6th March, 1877.*

NORMANBY, Governor.

**ORDER IN COUNCIL.**

At the Government House, at Wellington, this thirteenth day of March, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance of the power and authority vested in him by the one hundred and forty-fifth section of "The Public Works Act, 1876," and of all other powers and authorities in anywise enabling him, His Excellency the Governor of the Colony of New Zealand, by and with the advice of the Executive Council thereof, doth hereby make the following Regulation for Storage and Delivery of Grain at the Lyttelton Railway Station, and doth declare that the same shall come into force from the day of the date hereof, and

shall be in substitution of Regulations for Storage and Delivery of Goods at the Lyttelton Railway Station fixed by Order in Council dated the sixth day of March, one thousand eight hundred and seventy-seven:—

## REGULATION.

Any grain forwarded for shipment which shall not be taken delivery of by the consignee within five working hours after arrival in Lyttelton, and which shall not be shipped within that time, may be stored at the risk of the consignees or owners (or may be kept in the railway wagons at the option of the Railway Department) up to forty-eight working hours, for which a distinct charge of two shillings per ton will be made for storage and delivery to ship; afterwards threepence per ton per week or fraction thereof will be charged for storage for one week; after one week, sixpence per ton per week or fraction thereof: Provided that delivery must be taken at any time on demand after three weeks' storage. Haulage and delivery from private stores to wharves, one shilling and sixpence per ton.

FOSTER GORING,  
Clerk of the Executive Council.

[Published in *New Zealand Gazette* No. 24, 15th March, 1877.]

*By-Laws, Rules, and Regulations for Canterbury Railways.*

NORMANBY, Governor.

## ORDER IN COUNCIL.

At the Government House, at Wellington, this thirteenth day of March, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

In pursuance of the power and authority vested in him by the one hundred and forty-fifth section of "The Public Works Act, 1876," and of all other powers and authorities in anywise enabling him, His Excellency the Governor of the Colony of New Zealand, by and with the advice of the Executive Council thereof, doth hereby make the following Regulation No. 43 for Canterbury Railways, in lieu of clause 43 of the By-laws, &c., fixed by Order in Council dated twenty-sixth October, one thousand eight hundred and seventy-five, and doth declare that the same shall come into force from the day of the date hereof:—

43. Any goods, merchandise (except grain), or luggage forwarded for shipment, which shall not be taken delivery of by the consignee within five working hours after arrival in Lyttelton, and which shall not be shipped within that time, may be stored at the risk of the consignees or owners (or may be kept in the railway wagons at the option of the Railway Department) for forty-eight working hours free of charge; after which a charge for storage will be made at the rate of two shillings and sixpence per ton per week, or fraction of a week, but agricultural produce other than grain will be subject to a charge of one shilling and sixpence per ton per week or fraction of a week. In all cases a distinct charge of one shilling and sixpence per ton will be made for delivery of such goods, &c., not shipped within five working hours after arrival.

FORSTER GORING,  
Clerk of the Executive Council.

[Published in *New Zealand Gazette*, No. 25, 22nd March, 1877.]

*By-laws, Rules, and Regulations to be in force on the Napier to Waipukurau Railway—Waipukurau to Takapau—in extension of By-laws, Rules, and Regulations published in "New Zealand Gazette," Nos. 8, 27, and 62, of 10th February, 11th May, and 23rd November, 1876, respectively.*

NORMANBY, Governor.

## ORDER IN COUNCIL.

At the Government House, at Wellington, this twentieth day of March, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS under the provisions of "The Immigration and Public Works Act, 1870," and the several Acts amending the same, and other Acts, certain lines of railway have been constructed by the Governor: And whereas by "The Immigration and Public Works Act, 1875," the Governor in Council is authorized to make regulations and by-laws applicable to all railways constructed by him under the authority of the said hereinbefore mentioned Acts, and actually open for traffic, whether the whole of such railway shall have been completed or not; and whenever it shall be necessary to extend the operation of such regulations and by-laws to any particular railway, it shall be lawful for the Governor, by a notification published in the *New Zealand Gazette*, to extend the operation of such by-laws to the railway or railways named therein, and that, from and after a day to be fixed in such notification, the regulations and by-laws so made as aforesaid shall for all purposes be, and be deemed to be, the regulations and by-laws in force for the railway or railways named therein:

Now, therefore, His Excellency the Governor of New Zealand, with the advice and consent of the Executive Council thereof, and in exercise and pursuance of all powers and authorities enabling him in this behalf, doth hereby extend the operation of the By-laws, Rules, and Regulations published in the *New Zealand Gazette*, Nos. 8, 27, 62, of 10th February, 11th May, and 23rd November, 1876, respectively, to the portion of the line of railway mentioned in the Schedule hereto; said By-laws, Rules, and Regulations to be from that date deemed to be the Regulations and By-laws in force for the portion of the line of railway mentioned in the Schedule aforesaid.

## SCHEDULE.

NAPIER to Waipukurau Railway: Waipukurau to Takapau.

FORSTER GORING,  
Clerk of the Executive Council.

[Published in *New Zealand Gazette*, No. 29, 5th April, 1877.]

*Extending operation of Rates fixed by Orders in Council of 13th May and 16th November, 1876, to certain Railways.*

NORMANBY, Governor.

## ORDER IN COUNCIL.

At the Government House, at Wellington, this third day of April, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

In pursuance of the power and authority vested in him by the one hundred and forty-fifth section of "The Public Works Act, 1876," and of all other powers and authority in any wise enabling him, His

Excellency the Governor of New Zealand, by and with the advice and consent of the Executive Council thereof, doth hereby extend the operation of the rates for the conveyance of passengers, animals, carriages, goods, &c., fixed by His Excellency the Governor on the thirteenth of May and sixteenth of November, one thousand eight hundred and seventy-six, to the railways specified in the Schedule hereto.

SCHEDULE.

Line of railway from Timaru to Moeraki.  
Line of railway from Moeraki Junction to Port Moeraki.  
Line of railway from Awamoko Junction to Marawhenua.  
Line of railway from Waiareka Junction to Ngapara.

FORSTER GORING,  
Clerk of the Executive Council.

*By-laws on the New Zealand Railways.*

NORMANBY, Governor.  
ORDER IN COUNCIL.

At the Government House, at Wellington, this seventeenth day of April, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance of the power and authority vested in him by the one hundred and forty-fifth section of "The Public Works Act, 1876," and of all other powers and authorities in any wise enabling him, His Excellency the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council thereof, doth hereby make the following By-laws, and doth declare that the same shall come into force on the several lines of railway in New Zealand from the day of the date hereof, and shall be in lieu of the By-laws and Regulations relating to the same subject at present in force on such railways respectively:—

BY-LAWS.

1. In the interpretation of these By-laws, the word "Minister" shall mean Minister for Public Works appointed in accordance with "The Public Works Act, 1876." The term "Engineer-in-Chief" shall mean the Engineer-in-Chief appointed under "The Public Works Act, 1876." The term "General Manager" shall mean the person who shall be General Manager of the railway, in accordance with the provisions of "The Railways Regulation and Inspection Act, 1873." The word "railway" shall mean and include any lines of railway within the meaning of "The Public Works Act, 1876." The term "goods" shall mean goods and chattels of every description, including live animals.

2. No person will be admitted to the booking office at any station whilst the door is closed for making up and despatching any train; and no person will be allowed to take a seat in or upon any carriage used on the railway, or to travel therein upon the railway, without first having paid the fare, and obtained a ticket.

3. Any person wilfully altering or defacing a ticket, so as to render the date, number, or any material portion thereof illegible, shall be liable to a penalty not exceeding ten pounds, and shall, in addition, be liable to pay the fare from the station whence the train originally started.

4. Tickets will be issued conditionally—that is to say, in case there shall be room in the train for all the passengers to whom tickets shall have been issued. If there shall not be room for all such passengers, the holders of periodical tickets shall have priority over holders of return and single tickets,

and the fare will be returned, on application to the Station Clerk, to the holders of such return and single tickets as shall be unable to obtain seats.

5. If any person travel or attempt to travel in any carriage on the railway without having previously paid his fare, and with intent to evade payment thereof; or if any person, having paid the fare for a certain distance, knowingly and wilfully proceed in any such carriage beyond such distance without previously paying the additional fare for the additional distance, and with intent to evade payment thereof; or if any person knowingly and wilfully refuse or neglect, on arriving at the point to which the fare has been paid, to quit such carriage, every such person shall for every such offence be liable to a penalty not exceeding ten pounds.

6. If any person commit such offence as in the preceding clause mentioned, all officers and servants and other persons on behalf of the General Manager, and all constables, gaolers, and peace officers, may lawfully apprehend and detain such person until he can be conveniently taken before some Justice, or until he be otherwise discharged by due course of law.

7. No return or periodical ticket will be available for special or for excursion trains, except when the ordinary time-table is suspended. Return tickets are available within distances of 50 miles on the day of issue only; above 50 miles and within 100 miles, until the end of the next day after issue; above 100 miles, until the end of the next day but one after issue. Ordinary single tickets issued on Saturdays and Sundays are available as return tickets until the end of the following Monday. All return tickets used for return later than the day of issue must be presented at the ticket window, and re-dated before the passenger enters the train. Any person neglecting to get such ticket re-dated will have to pay the ordinary fare.

8. Every passenger, on arriving at the station for which a ticket has been taken by such passenger, or to or from which such passenger may hold a periodical ticket, shall quit the station and premises of the railway; and no person shall be allowed to loiter about the stations, wharf, or premises, or any part thereof; and if any passenger or other person shall refuse to quit the station, wharf, or premises aforesaid, on being requested so to do by any Station Clerk or any servant attached to the railway or wharf, such passenger or person may be expelled by such Station Clerk or other servant as aforesaid from the railway premises.

9. No gunpowder or other explosive or dangerous material shall be carried by any passenger train.

10. Each passenger, on paying the fare, will be furnished with a ticket, which shall be produced whenever required by any Station Clerk or authorized Porter, or by the Guard in charge of the train; and if it be a return ticket, it must be given up to be marked when required; and every ticket must be delivered up on the demand of any porter or servant authorized to collect tickets. Single tickets not used on the day of issue (except as specified in clause 7 hereof) or a return ticket not used within the prescribed time, shall be deemed to be cancelled. Any passenger travelling under any circumstances without a ticket shall pay the fare from the station whence the train originally started to the end of his journey. Any person offending against the provisions of this regulation shall be liable to a penalty not exceeding ten pounds.

11. Tickets are not transferable; and any person transferring any ticket, or using or attempting to use a transferred ticket, or a ticket the time for the proper use of which has expired, shall be liable to a penalty not exceeding ten pounds.

12. Any person knowingly, and with intent to de-

fraud, travelling upon the railway in a carriage of a superior class to that for which such person is provided with a ticket, or altering a return or other ticket, shall be liable to a penalty not exceeding ten pounds.

13. Tickets, whether single or return, shall be used by passengers only to convey them to the station named thereon, or to a station short of that destination. In no case, however, shall any "cheap excursion" ticket be used for any other station than that for which such ticket is issued. Any person using or attempting to use a ticket in violation of the provisions of this section shall be liable to a penalty not exceeding ten pounds.

14. No person will be allowed to break a journey by stopping at any intermediate station, and thereafter proceeding by a subsequent train with the same ticket, under a penalty not exceeding ten pounds.

15. Any person, not duly authorized by the General Manager, who shall sell or offer for sale any free pass ticket or portion of a return ticket, shall be liable to a penalty not exceeding ten pounds.

16. No male passenger shall be allowed to enter any waiting-room or carriage set apart for the accommodation of females; and any person remaining in any such room or carriage after being warned to leave the same shall be liable to a penalty not exceeding ten pounds.

17. Any person entering a carriage or compartment of a carriage containing the full number of persons which it is constructed to convey, except with the consent of the persons in such carriage or compartment, and refusing to go out when requested by the Guard or other officer of the railway to do so, shall be liable to a penalty not exceeding two pounds.

18. Any person, not being a railway servant, who shall open any carriage for the purpose of entering the same after the tickets have been examined and the carriage doors locked by the person appointed for that purpose, or who shall open any carriage or truck, or attempt to do so, at any station or at any time during the journey, by means of a private key or other instrument, shall be liable to a penalty not exceeding ten pounds.

19. No person shall, without the consent of the General Manager or other authorized officer, travel outside a carriage on any railway under any circumstances, or get into or upon or quit any railway carriage when the train is in motion; and any person doing so, or attempting to do so, shall be liable to a penalty not exceeding ten pounds.

20. Loaded firearms are on no account to be taken into or placed upon any carriage, wagon, truck, or other vehicle forming or intended to form a train, or any portion of a train, on the railway; and every person so offending shall be liable to a penalty not exceeding ten pounds.

21. Smoking is strictly prohibited in any of the railway sheds, offices, or waiting-rooms; and any person found so smoking shall be liable to a penalty not exceeding ten pounds.

22. Smoking is strictly prohibited in any railway carriage except those set apart for the purpose; and any person found smoking in a carriage not set apart for the purpose shall forfeit a penalty not exceeding ten pounds, and may be removed from the carriage by any railway servant.

23. Dogs will be conveyed and charged for according to printed conditions, but will not on any account be allowed to accompany passengers in the carriages. Any person persisting in taking a dog into a passenger carriage shall be liable to a penalty not exceeding ten pounds.

24. No gratuity shall be, under any circumstances, allowed to be received by a railway servant, on pain of dismissal. Any person giving or offering a gratuity

to any such servant shall be liable to a penalty not exceeding ten pounds.

25. Any person writing any indecent words on any part of a railway, or the premises thereof, shall be liable to a penalty not exceeding ten pounds.

26. Any person making use of insulting or abusive language to any railway officer or servant while in the execution of his duty, or obstructing any such officer while in the execution of his duty, or making use of indecent or blasphemous language in any carriage or upon any railway platform or premises, shall be liable to a penalty not exceeding ten pounds.

27. If any person omit to shut and fasten any gate or slip panel set up at either side of the railway for the accommodation of the owners or occupiers of the adjoining lands, as soon as he and the carriage, cattle, or other animals under his care have passed through the same, he shall forfeit for every such offence any sum not exceeding ten pounds.

28. Any person throwing stones, gravel, timber, or any rubbish on a railway, or at any engine, carriage, or wagon thereon; or causing or allowing any animal to wander on a railway which is fenced on both sides; or doing any act which may obstruct the working of a railway or may endanger the lives of persons travelling thereon; or driving or attempting to drive any vehicle or animal across a level crossing or elsewhere on a railway when an engine or any carriages or wagons on the railway are approaching and within a mile from such crossing; or moving any part of the rolling stock on any railway, or leaving the same on any part of a railway, not having lawful authority so to do; or attempting to do, or counselling or aiding any other person in doing, any of the things mentioned in this section, shall be liable to a penalty not exceeding fifty pounds, in addition to any penalty to which he may otherwise be liable for doing any of the said things.

29. If any person deface the writings on any boards, or any notices authorized to be maintained on a railway or any station thereof, or any rolling stock thereon, he shall forfeit for every such offence a sum not exceeding ten pounds, and an additional sum equal to the cost incurred in repairing any such damage.

30. Any person trespassing upon any part of a railway, not being a station platform or crossing, or other part to which the public are allowed access by law, shall be liable to a penalty not exceeding ten pounds.

31. The General Manager shall publish the short particulars of the several offences for which any penalty is imposed by these or any other by-laws of the railway, and of the amount of every such penalty, and shall cause such particulars to be painted on a board, or printed upon paper and pasted thereon, and shall cause such board to be hung up or affixed on some conspicuous part of the principal station of the railway; and, where any such penalties are of local application, shall cause such boards to be affixed in some conspicuous place in the immediate neighbourhood to which such penalties are applicable or have reference; and such particulars shall be renewed as often as the same or any part thereof is obliterated or destroyed.

32. Any person in or upon any railway carriage or station being in a state of intoxication, or committing any nuisance, or gambling, or wilfully interfering with the comfort of any passenger, shall be liable to a penalty not exceeding ten pounds, and to removal from such carriage or station as soon as shall be practicable.

33. No driver or conductor of any cab, hackney carriage, omnibus, express, or other public vehicle, shall ply for hire within the railway premises without a license in writing from the General Manager or other authorized officer; and any person offending

contrary to this section shall be liable to a penalty not exceeding ten pounds.

34. No person will be allowed to come upon any railway platform for the purpose of removing any passenger or luggage, unless required by a passenger and engaged by him for such purpose, and no person will be allowed to come upon any railway premises for the purpose of soliciting custom or hire. Any person attempting to evade or being guilty of a breach of this section, or not quitting the premises when required by a Station Clerk or other railway servant shall be liable to a penalty not exceeding ten pounds.

35. Any person, unless authorized by the General Manager, who shall post or stick any placard or bill within or on any of the property or premises, shall be subject to a penalty not exceeding ten pounds.

36. Any person who shall wilfully injure, wholly or in part, any of the linings or blinds, or break or deface any of the windows, or remove or injure any number-plate or advertisement, or remove or extinguish any of the lamps, or otherwise damage any engine, carriage, truck, wagon, or other property belonging to a railway, shall be liable to a penalty not exceeding ten pounds, in addition to a sum equal to the cost incurred in repairing any such damage.

37. Any person selling, or attempting to sell, any article on any of the premises of a railway without the consent of the General Manager, shall forfeit a sum not exceeding ten pounds.

38. No goods will be received for carriage, or carried upon a railway, except upon the following conditions:—

- (1.) That a "consignment note," on a form to be obtained from the person in charge of the Station, properly filled in and signed by or on behalf of the consignor, is handed to the officer receiving the goods at the time of their delivery. (*See notice below.*)
- (2.) That the person delivering the goods obtains at the same time a written receipt for the same, signed by the officer to whom they are delivered.

39. The Minister will not be responsible for any loss or damage in respect to any goods received for carriage, or carried on a railway, under any of the following circumstances, that is to say,—

- (1.) If the above-mentioned consignment note is not delivered with the goods, or the receipt not obtained for the same.
- (2.) If the goods are wrongly or insufficiently described on the consignment note.
- (3.) If the goods are allowed to remain on the premises of the railway for more than twelve working hours after their arrival at the station to which they are addressed.
- (4.) If they are put into packages described as "empties."
- (5.) If they are insufficiently or insecurely packed, or if articles liable by breakage or leakage to damage one another are packed in the same package.
- (6.) If the loss or damage arises from the act of God, civil commotions, Queen's enemies, or from fire (except from the railway engines or apparatus), or from accidental delays in transit occurring from either of these causes.

40. The following goods are hereby declared to be special goods, within the meaning of "The Public Works Act, 1876":—

Bank Notes.	Maps.
Bills of Exchange.	Marble Goods.
Carriages.	Musical Instruments.
Castings.	Notes or Securities for
Cattle.	payment of Money.
China.	Orders for ditto

Clocks.	Paintings.
Drays.	Pictures.
Engravings.	Pigs.
Furniture.	Plated Articles.
Furs.	Precious Stones.
Glass.	Sheep.
Gold or Silver Coin.	Silks.
Gold or Silver Plate.	Slate Goods.
Gold or Silver, Manu-	Stamps.
factured.	Title Deeds.
Gold or Silver, Unmanu-	Toys.
factured.	Trinkets.
Horses.	Wagons.
Jewellery.	Watches.
Lace.	Writings.

41. The consignment note accompanying any special goods must state them to be "special," and must set forth their nature and value. Unless such statement and declaration is made, the Minister is not responsible for any loss or damage to a greater extent than fifteen pounds in respect to any horse, eight pounds in respect to any neat cattle, fifteen shillings in respect of any sheep or swine, and ten pounds in respect of any package in which any special goods are contained. All special goods exceeding in value the above-mentioned sums, shall be subject to a charge, in addition to the ordinary freight, by way of insurance, according to a scale of rates of insurance to be from time to time published by the Minister in that behalf.

42. If the value of any special goods stated on the consignment note appears to the officer receiving the same to be extravagant or fictitious, or if the goods are of a nature to be extraordinarily liable to damage, such officer may refuse to receive them without the instructions of the General Manager of the railway. And the General Manager may, by the authority of and on behalf of the Minister, make such special agreement for the carriage of such goods, on such terms as to insurance or otherwise, as he thinks fit; or if no such special agreement is come to, may refuse to receive or carry such goods on the railway, except at the sole risk of the consignor; and upon notice in writing to the consignor to that effect given to the consignor by the General Manager, the Minister shall not be liable to any claim for loss or damage from any cause whatsoever in respect of such goods. Such notice may be served upon the consignor or his agent, or either of them, or may be left at the last known place of abode or business of either of them.

43. Any claim for loss or damage must be specified in writing, and made within two days after delivery in case of partial loss or damage, or within seven days after the due time of delivery in case of total loss.

44. No person shall have any right to send by a railway any goods of a dangerous nature; and if any person attempts to send by a railway, or deposits in any premises of the railway, any box or package containing any such goods, or any goods declared by the Regulations, or publicly notified by the Minister, to be of a dangerous nature, without distinctly marking the contents on the outside of such box or package, or giving notice in writing of the contents to the officer in charge of the station at which such box or package is left, he shall be guilty of a misdemeanour.

The following are, amongst others, declared to be dangerous goods:—Benzoline and all other dangerous oils, bisulphide of carbon, blasting powders, bleaching liquids, bromine, cartridges, chloride of sulphur, cotton gunpowder, dynamite, fireworks, fluoric acid, fog signals, fusees, gasoline, gazogen, gun cotton, gunpowder, lucifer matches, muriatic acid, or spirits of salts, naphtha, naphthaline, nitrate of iron, nitric

acid, oil of vitriol or sulphuric acid, oily canvas or oily paper for packing, oily rags or oily waste, perchloride of iron, petroleum, phosphorus, pudrolythe, pyrolithe, or other materials or compounds liable to sudden ignition or explosion, and the Minister may, at his option, refuse to receive or carry such goods.

45. Fruit, fish, meat, poultry, and any other perishable articles, shall be carried only at the sole risk of the person sending the same, and if not taken away within six hours after arrival at the station to which they are consigned, may be forthwith sold, by auction or otherwise, without notice to the sender or consignee; and payment or tender of the net proceeds of any such sale, after deduction of freight and expenses, shall be accepted as equivalent to delivery.

46. All empties not taken away within one month after arrival will be sold to defray expenses.

47. All goods and merchandise, whether bonded or free, and all luggage, having arrived at its destination, shall be removed by the consignees from the platform and sheds within such periods as may be defined in the tables of rates published in accordance with clause 52 hereof; and if not removed within such period may be stored or kept in the wagons at the risk and expense of the consignees or owners, and will become subject to such charges as may from time to time be published in such tables. If on the arrival of goods forwarded by railway the railway sheds and stores shall, in the opinion of the General Manager, be full, and the consignees or owners do not take delivery within twelve working hours, the General Manager may store such goods in any private store or yard at the risk and expense of the owners. In case of goods to be unloaded by the consignee, a charge will be made for demurrage according to the tables of rates from time to time published in the *New Zealand Gazette*, in accordance with clause 52 hereof, for each truck not unloaded within the period named therein.

48. Should a consignor present a consignment note with goods understating the quantity or weight of such goods, he shall be liable to a charge of double the ordinary rate on the difference between the actual weight or measurement of the goods in question and that stated upon the consignment note, in addition to any penalty which may be inflicted under the 154th clause of "The Public Works Act, 1876."

49. All tolls and charges and warehousing charges must be paid immediately on demand to the person duly authorized to receive the same, and, except where a special agreement is entered into, no goods will be delivered to the consignee until the payment of such tolls and charges shall have been made.

50. If any person refuses or fails to pay the proper charges for any goods carried on a railway, or received on, stored in, or delivered from any wharf, pier, jetty, shed, or yard connected therewith, or any charge for demurrage, for one month after demand of same by any person duly authorized to collect such charges, any such goods, or in case such goods have been delivered, then any other goods on the premises of the railway belonging to the same person, may, by order of the Minister, be sold; and the proceeds of such sale shall be applied first for paying the said charges and the expenses of such sale, and the balance, if any, shall be paid over to the owner of the goods sold.

51. If any such goods are left on the premises of the railway, and the owner thereof, or the person liable for the charges thereon, is not known, the Minister may cause it to be publicly notified that such goods will be sold upon a day named in such notice, not less than one month from the publication thereof; and if such goods are not removed and the

charges thereon paid before such day, the said goods may be sold, and the balance of the proceeds of such sale, after paying the charges upon such goods, shall be paid into the Public Trust Office, and shall be paid by the Public Trustee to any person establishing a lawful claim thereto.

52. The Minister may from time to time fix or alter scales of fares and charges for passengers and goods carried on a railway, or received on or into, or stored in, or delivered from any wharf, pier, jetty, store, shed, or yard in connection with a railway, or for demurrage on the use of any rolling stock, or for the use of any cranes, hoists, or other machinery for loading or unloading of such goods, by a notice published in the *New Zealand Gazette* declaring the date at which such shall take effect. A printed notice of such fares and charges shall also be fixed and maintained in a conspicuous place at such stations as may be deemed advisable by the Engineer-in-Chief.

The Minister may authorize the General Manager from time to time to alter such passenger fares and rates temporarily by publishing a notice to that effect, such notice to be affixed in some conspicuous place at each station to which such alterations refer on the line of railway affected.

The General Manager may from time to time make time tables fixing and showing the times at which trains arrive at and depart from stations; such time tables, so far as relating to public passenger trains, shall be advertised in a local newspaper three days before coming into force, and shall also be posted in a conspicuous place at each station on the railway affected where tickets are sold.

The General Manager may, by the posting of notices at such stations as they refer to, fix rules for regulating the loading and unloading of carriages and wagons and the weights they carry, for ordering the receipt and delivery of goods, and for storing the same.

The Engineer-in-Chief may from time to time, by a notice in the *New Zealand Gazette* make rules and regulations for the conduct of the traffic, and for the guidance and observance of the officers and men employed on the railways.

FORSTER GORING,  
Clerk of the Executive Council.

*Rates for Storage and Delivery of Grain at the Gladstone Pier and Lyttelton and other Railway Sheds, and for Conveyance of Minerals—Amberley to Moeraki Railway, and Branches thereof.*

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council dated the 17th day of April, 1877, the following rates for the storage and delivery of grain, and for the conveyance, loading, and unloading of minerals, are hereby declared to be fixed, and shall be paid by persons using the railways from this date forward, until altered, on that portion of the railway from Amberley to the Bluff situated between Amberley and Moeraki, and on the branch lines in connection therewith, in substitution of all previous rates for storage and delivery of grain, and for conveyance, loading, and unloading of minerals, except for the conveyance, loading, and unloading of minerals on the Lyttelton branch.

TABLE OF RATES FOR STORAGE AND DELIVERY OF GRAIN FOR LYTTELTON STATION AND THE GLADSTONE PIER.

	£	s.	d.
For grain not taken delivery of by the consignee within five (5) working hours after arrival (to be kept in the railway wagons or stored at the risk of the consignees or owners, and at the			

## SCHEDULE.

## ONEHUNGA BRANCH RAILWAY.

## Onehunga Wharf Rates.

	s.	d.
For every vessel each day, if it occupies a berth at or fastened to the wharf, per ton up to 150 tons	0	0 ½
For every vessel each day, if it occupies a berth at or fastened to the wharf, for every ton above 150 tons	0	0 ½
For every wagon (not being an express wagon) drawn by one horse	1	0
For every wagon (not being an express wagon) for every additional horse	0	6
For every other vehicle drawn by one horse	0	6
For every other vehicle for every additional horse	0	6
For every barrow or truck	0	3
For every vehicle with four wheels, without horses	1	0
For every vehicle with two wheels, without horses	0	6
For every horse not drawing any vehicle	0	6
For every head of great cattle	0	6
For every pig, sheep, or goat	0	1

## For Landing Goods and Merchandise.

	s.	d.
Tun, butt, each	2	6
Pipe or puncheon, each	1	3
Hogshead, each	0	8
Barrell, tierce, or quarter-cask, each	0	3
Octave, keg, or firkin, each	0	2
Case, cask, crate, bale, box, bundle, bag, trunk, or any other package containing goods not otherwise mentioned, measuring 30 feet and not exceeding 50 feet, each	2	6
Case, cask, crate, bale, box, bundle, bag, trunk, or any other package containing goods not otherwise mentioned, measuring over 50 feet, each	3	0
Case, cask, crate, bale, box, bundle, bag, trunk, or any other package containing goods not otherwise mentioned, measuring over 15 feet and not exceeding 30 feet, each	2	0
Case, cask, crate, bale, box, bundle, bag, trunk, or any other package containing goods not otherwise mentioned, measuring over 5 feet and not exceeding 15 feet, each	1	0
Case, cask, crate, bale, box, bundle, bag, trunk, or any other package containing goods not otherwise mentioned, measuring over 3 feet and not exceeding 5 feet, each	0	6
Case, cask, crate, bale, box, bundle, bag, trunk, or any other package containing goods not otherwise mentioned, measuring over 2 feet and not exceeding 3 feet, each	0	4
Case, cask, crate, bale, box, bundle, bag, trunk, or any other package containing goods not otherwise mentioned, measuring under 2 feet, each	0	2
Chest of tea, each	0	4
Half-chest of tea, each	0	2
Quarter-chest or box of tea, each	0	1
Fruit, in cases or crate, at per ton measurement	1	6
Case, cask, or any package of any liquid in bottle (reputed pints and quarts), tin, jar, carboy, or drum, 5 gallons and upwards	0	4
Case, cask, or any package of any liquid in bottle (reputed pints and quarts), tin, jar, carboy, or drum, under 5 gallons	0	2
Sugar, coffee, rice, dried fruits, tallow, soap, paints, potatoes, meat, salt, cordage, flax, oakum, nails, shot, iron sheeting, metal machinery, steel, lead, and other loose metals, or other articles not otherwise enumerated per cwt.	0	2
Candles, per 100 lbs.	0	2
Coal, per ton	1	6
Flour, per ton (2,000 lbs)	2	0
Hay, per ton	2	6
Guano, per ton	1	6
Bone-dust, per ton	1	6
Stone, per ton	1	6
Pig iron, per ton	1	6
Timber, per load of 50 cubic feet, in proportion greater or lesser quantity	2	6
Sawn timber, per 100 feet	0	6
Oars, spades, shovels, forks, and other similar articles, per dozen	0	2
Oars, spades, shovels, forks, and other similar articles, fractional part of dozen to pay as a dozen	0	2
Brooms, handles, staves, handspikes, gun stocks, and small pieces of shaped wood, per score	0	2
Grain of all kinds, per bushel	0	0 ½
Four-wheel carriage, each	10	0
Four-wheel cart or wagon, each	5	0
Two-wheel carriage, each	5	0

	£	s.	d.
option of the General Manager), for receiving and delivering to the ship, at per ton	0	2	6
after which, for each week or fraction of a week, a charge for storage will be made, at per ton, or fraction of a ton, of	0	0	6
and after three (3) weeks, provided that the consignees or owners, upon demand, fail or neglect to take delivery when required by the General Manager, from the date of such demand a charge will be made per ton or fraction thereof per day or fraction thereof, of	0	0	2
Demurrage for each truck not unloaded by a consignee or owner of the grain under contract to do so, within eight (8) working hours after arrival, will be charged at the rate of per truck per day or fraction thereof	1	0	0
Haulage from private store to wharves, at per ton or fraction of a ton	0	0	6

## TABLE OF RATES FOR THE STORAGE AND DELIVERY OF GRAIN AT ALL OTHER STATIONS EXCEPT LYTTELTON STATION.

	£	s.	d.
For grain brought by rail not taken delivery of by the consignees or owners within twelve (12) working hours after arrival, at per ton or fraction of a ton per day or fraction of a day	0	2	0
Demurrage for each truck not unloaded by a consignee or owner of the grain under contract to do so, within twelve (12) working hours after arrival, per day or fraction of a day	1	0	0

## TABLE OF RATES FOR CARRIAGE, LOADING, AND UNLOADING OF MINERALS (CARRIED AT OWNER'S RISK).

	£	s.	d.
Minimum charge	0	6	0
For distances not exceeding fifty miles, at per ton per mile	0	0	2
After the first fifty miles, at per ton per mile	0	0	1 ½
Full truck charged for, owner loads and unloads. For each loading or unloading done by the railway, 6s. 3d. additional per truck will be charged.			

Includes:

Bones
Bricks
Clay
Coal, minimum per ton
Coal, dross
Coke, double rates
Copper ore
Drain pipes and tiles
Flagging
Granite, rough
Gravel
Iron ore
Limestone
Lime, in bulk
Manures, animal
Marble, in rough blocks
Pyrites
Quartz and quartz tailings
Road metal
Sand
Ships' ballast
Stone, rough.

Any of the above in lots of less than two tons, if in bags or packages, to be as Class B.

Fraction of ton as a ton. Fraction of mile as a mile.

Dated this 18th day of April, 1877.

J. D. ORMOND,  
Minister for Public Works.[Published in *New Zealand Gazette* No. 35, 19th April, 1877.]*New Zealand Railways.*

IN accordance with the By-laws for the New Zealand Railways fixed by Order in Council dated the seventeenth day of April, 1877, the following rates for the Onehunga Wharf of the Onehunga Branch Railway are hereby declared to be fixed, and shall be paid by persons using the said wharf from this date forward until altered.

	s.	d.
Two-wheel cart or wagon, each ... ..	2	6
Pianos or harmoniums, each ... ..	5	0
Tubs or buckets, loose, each ... ..	0	1
Chairs, if loose, each ... ..	0	1
Whale oil, per ton ... ..	2	6
Iron tanks, each ... ..	2	6
Lime, per bushel ... ..	0	1
Slates, per 1,000 ... ..	3	6
Posts and rails, per 100 ... ..	2	6
Shingles, per 1,000 ... ..	2	6
Palings, per 100 ... ..	0	6
Bricks, per 100 ... ..	0	3

Dated the eighteenth day of April, 1877.

J. D. ORMOND,  
Minister for Public Works.

*Rules and Regulations for the Conduct of the Traffic,  
and for the Guidance of the Officers and Men in  
the service of the New Zealand Railway Depart-  
ment.*

IN accordance with an Order in Council made the 17th day of April, 1877, the following Rules and Regulations are declared to be made for the conduct of the traffic and for the guidance and observance of the officers and men employed on the New Zealand Railways, in substitution of all previous issues.

JOHN CARRUTHERS,  
Engineer-in-Chief.

Dated 18th day of April, 1877.

RULES AND REGULATIONS.

1. This Book is the property of the New Zealand Government, and must be delivered up by the holder on his leaving their service.

2. Every Station Clerk, Goods Clerk, Booking Clerk, Engineman, Fireman, Guard, Brakesman, Switchman, Policeman, Signalman, Gateman, Ganger, Platelayer, and Foreman, or any person temporarily employed in any or either of the above capacities, is to be supplied with, and shall have with him on duty, and produce when required, a copy of these Rules and Regulations, and a Time Table of the Trains.

3. Although the Rules and Regulations given hereafter, under different heads, are made specially for the observance of the Servants employed in doing the work required by such Rules and Regulations, yet every Servant must make himself thoroughly acquainted with the whole of them; and every Servant will be held responsible for a knowledge of, and compliance with, the whole.

4. Each Servant is to devote himself *exclusively* to the Government service, attending during the regulated hours of the day, and residing wherever he may be required. He is to obey promptly all instructions he may receive from persons placed in authority over him, and conform to all the Regulations of the Department.

5. He will be liable to *immediate dismissal* for disobedience of orders, negligence, misconduct, or incompetency.

6. The pay of all Officers and Servants will be stopped from the moment of their being suspended, and the pay will not be allowed except in the event of entire acquittal of the charge for which the person was suspended.

7. No instance of intoxication on duty will ever be overlooked; such an offence will render the party committing it liable to instant dismissal, and punishment by a Magistrate. The Servants are forbidden to take, or have in their possession, spirits or liquors, when on duty.

8. Any Servant using improper language, or cursing and swearing, while on duty, or committing any

act of rudeness or incivility to passengers, or receiving any gratuity from the public, will be liable to fine or dismissal.

9. Every Servant receiving uniform must appear on duty clean and neat, and, if any article provided by the Government shall have been improperly used or damaged, such Servant will be required to make it good.

10. No Servant is allowed, under any circumstances, to absent himself from his duty without permission of his Superior Officer. In case of sickness, a doctor's certificate must be sent to his immediate Superior Officer, who will then send it to the Chief of the Department under which he is employed.

11. No Servant is allowed to quit the Railway Service without giving four weeks' previous notice. And, in case he quits without such notice, all pay then due to him shall be forfeited. He will likewise be held liable for any loss, damage, inconvenience, or expense which may be occasioned by his leaving without giving such notice. On leaving the Service, he must deliver up his uniform and other property of the Government.

12. Application for leave of absence must be made, in writing, to the Manager, countersigned by the Officer under whose immediate orders the applicant is employed.

13. The Government reserve the right to deduct from the pay of their Servants such sums as may be imposed as Fines for neglect of duty, and for Rent when the Servant is a tenant of the Government.

14. Every person, on joining the Service, must become a member of the Benefit Society, should such a Society be formed.

15. Should any Servant think himself aggrieved at any time, he may memorialize the Minister for Public Works; but in such cases the memorial *must be sent through the Manager*, who will forward it through the proper channel. Any Officer or Servant who has cause to complain of or make report against his Superior shall make the complaint within seven days after the occurrence of the matter so reported by him, otherwise such report will be regarded as the result of malice, and not from a conscientious desire to advance the interests of the public service.

16. Free Passes may be given to Workmen and others travelling solely on Railway business, by the Chief Officer or head man of the Department to which they belong.

17. Every person employed on the Railway will (as far as practicable) have his ordinary specific duties assigned to him; but the Government retain the right to assign to such person the performance of *any other duties* which the business of the Department may render necessary.

18. Should any casualty unfortunately occur to a Passenger, either from his own want of caution or otherwise, the names and addresses of Passengers or other persons who may witness the occurrence are if possible to be procured for after reference if required.

19. No Servant is allowed to convert to his own use any article, the property of the Railway Department, and the fact of the article appearing to be waste or useless will not form any excuse for its private appropriation. Every Servant will be expected to inform his Superior Officer *immediately* of any property which he may observe exposed and liable to loss or waste, and to deliver up to him any found property.

20. Officers or Servants of the Railway Department are not to take legal proceedings on behalf of the Government, nor show any document or book to persons not connected with the Railway Department, nor deal with any communication on a subject for which they have no precedent, or with doubtful



questions, or to communicate directly or indirectly with the public Press, or any person or persons, without first obtaining instructions through the Head of his Department.

21. Head men of Departments are at all times to remain until the *entire* business in their Departments is brought to a close for the day.

22. All letters, orders for Stores, Stationery, &c., or any other correspondence, must be addressed to the Head Office, and no order will be executed unless initialled by the Manager or his assistant, or other person deputed by him.

23. Ten days' stock of all Stores must always be kept on hand. Should the Stores not arrive within twenty-four hours of being advised, written notice must be sent to the Storekeeper.

24. In every case where any person does not understand his duty, or any other subject on which information may be sought, he must immediately apply for instruction to his Superior Officer, and no excuse of want of knowledge will be admitted as an extenuation in the event of any irregularity or neglect. Every person is strictly enjoined to read the whole of the Rules over at least once a month, and an examination of the men to test their acquaintance with the Rules must be made at least once in three months by each Officer in charge of men, who will be held responsible for all persons under him knowing the Rules and duties, and being acquainted with all orders that may from time to time be issued, and if necessary he shall read and explain the Rules and Instructions to every man employed under him.

25. Each Officer or Servant is required to report to his Superior Officer every instance of damage, derangement, or irregularity, or violation of these Rules, of any kind whatsoever, that may come under his notice. *All communications, messages, and reports from Servants are at all times to be made in writing. No report will be considered as a report unless made in writing.* Every notice of communication is to be acknowledged in writing.

26. Besides this Book of Rules and Regulations, which are applicable to the whole system of Railways in New Zealand, additional Special Rules and Regulations will be drawn up for each individual Line, and every Officer and Servant must take care that he is furnished with a copy of the same, which he shall always have with him when on duty, and produce when required, as provided by Rule No. 2, and shall make himself acquainted with that portion relating to the Line on which he is working, as directed by Rule No. 3 of this book.

27. All Officers and Servants employed in the Railway Department will be paid four-weekly, and two weeks' pay will be kept in hand.

### SIGNALS.

28. The PUBLIC SAFETY, which must be the chief care of every Officer and Servant of the Railway Department, being mainly dependent on the proper use and observance of the Signals, *all persons employed*, whose duties are in *any way* connected with the service of the Line, are therefore particularly required to make themselves familiar with all the Codes and Instructions relating to Signalling which are now or may hereafter be issued from time to time.

29. All persons employed on any duty connected with the Line must bear in mind that *Engines may pass any part of the Line at all hours or at any moment during the day or night*, whether or not they are mentioned in the Time Bills, or Signalled in any way; and the same *precautions must always be taken in Signalling*, WHETHER ENGINES ARE EXPECTED OR NOT.

30. The FIRST DUTY in every case must be that relating to SIGNALS.

31. RED is a signal of Danger—STOP.

GREEN is a signal of caution — PROCEED SLOWLY.

WHITE is a signal of All Right—GO ON.

These signals will be made by Flags in the day-time, and by Lamps at night and in foggy weather.

32. The Distance Signals will be made by a raised Signal, with an arm painted red.

When the arm is at right angles to the Signal Post it is the signal to "Stop" before passing such Signal.

Or by a Red Light.

But if the Driver sees that the way is clear, he must proceed slowly and cautiously within the Distance Signal, having such control over his Train as to be able to *stop at any moment*, and bring his Engine or Train to a stand as near the Station or Junction as the circumstances will allow, taking care that the rear of his train is protected by the Distance Signal. He must pay particular attention to the gradients, state of the weather, and condition of the rails, as well as to the length of the Train.

33. When the Signal is lowered thus,— it means "Proceed Slowly."

Or by a Green Light.

34. And when the Signal is down, it means "All right; go on."

Or by a White Light.

35. The *Danger Signal* is shown for five minutes after the passing of any Engine or Train, and the *Caution Signal* is shown for a further five minutes, after which the *All Right Signal* is shown.

36. In the event of a Distance Signal becoming defective, or so that it will not work efficiently, a competent person must be stationed just outside the Distance Signals, with Hand Signals and Detonating Signals, and act under the instructions of the Signalman in charge of the main Signal Post; and when such temporary Signalman is out of sight of the man in charge of the main Signal Post, an intermediate man must be stationed between that Post and the defective Signal, for the purpose of repeating any Hand Signals which may be given from the main Signal Post to the man stationed temporarily at the Distance Signal. When the circumstances of the case admit of such an arrangement, the Station Clerk must select proper men from his own Staff for the purpose; but where this cannot be done, he must apply to the nearest Ganger for competent Platelayers, who must be furnished by the Station Clerk with the necessary Hand Signals and Detonating Signals, and appointed to the duty.

### HAND SIGNALS.

37. The DANGER Signal, "To Stop," is shown by a RED FLAG, or, in the absence of a FLAG, by *both arms* held up.

38. CAUTION, "To Slacken Speed," is shown by a GREEN FLAG, or, in the absence of a Flag, by *one arm* being held up.

39. ALL RIGHT is shown by a WHITE FLAG, or, in the absence of a Flag, by holding the right arm in a horizontal position, pointing across the Line of Rails.

40. Any unusual Signal, or the hand waved violently, denotes danger, and the necessity of stopping immediately.

41. *Detonating Signals* are to be used in addition to the regular Day and Night Signals in the case of fog, obstruction, or accident. They must be kept in a dry place, and care must be taken not to crush or hit them against any hard substance, as a blow will explode them.

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

Signals for the protection of the second Train, may then rejoin his own Train. If other trains come up, the same Regulations to be carried out, the Guard of the last Train being the protection of the whole.

60. Each Guard, Brakesman, Policeman, and Pointsman not at a Station, and all Enginemen, Gatemen, Foremen of Works, and Gangers of Plate-layers will be held responsible for having the *proper supply*—namely, *one dozen of Detonating Signals*—which they must keep in a dry place, and always have ready for use whilst on duty; and every Officer in charge of a Station will be provided with these Signals, which are to be kept in an unlocked drawer or shelf in a dry place, in order that they may, at all times, be easy of access to all on duty at the Station; and every person connected with the station shall be made acquainted with the place where they are deposited.

61. During a Fog, should a Train be disabled and standing at a Station, so that it cannot proceed forward, and cannot get clear of the Main Line—if another Train is nearly due, a Servant of the Railway must be sent back 800 yards at the least, to place one of the Detonators on the Rails, in order to stop any engine that may approach until the Station shall be free from obstruction; and should another Train be then nearly due, he must proceed 800 yards further and place another Detonator. Every Train in succession that is thus brought up, either in consequence of fog or accident, is to be sent on slowly, as ordered in Rule 59.

#### CLERKS.

62. Every Officer in charge of a Station is answerable for the Office and Buildings and the Railway Property there. He is also responsible for the faithful and efficient discharge of the duties devolving upon all the Railway Servants at the Station. He must pay particular attention to the Special Rules for working that portion of the Line on which he is engaged.

63. The address of every Servant connected with the Station is to be registered in a book to be kept at the Station for that purpose.

64. He is to see that all general and other orders are duly entered and executed, and that all Books and Returns are regularly written up and neatly kept.

65. He is to take care that all Servants at his Station behave respectfully and civilly to Passengers of every class, and to prevent Passengers from crossing the Line, or standing near the edge of the Platform on the approach or departure of Trains.

66. He is to inspect *daily* all Rooms and Offices in connection with the Station, in order to see that they are neat and clean, and also ascertain that the Signals are in proper order. Terminal Station Clerks must satisfy themselves that the Carriages are always started in a clean and orderly condition.

67. Every Station Clerk in charge of a Station where there is no telegraphic communication is to take the time from the Guard of the First Train, and **NO TRAIN IS ON ANY ACCOUNT TO BE STARTED FROM ANY STATION BEFORE ITS APPOINTED TIME.**

68. He is to take care that all the Servants come on duty clean in their persons and clothes.

69. He must be careful that all Stores supplied for the Station are prudently and economically used, and that there is no waste of gas, oil, grease, coal, wood, or stationery.

70. He must cause the *windows to be closed* and the *doors locked* of all spare Carriages standing at his Station, so as to exclude the rain and dust, and prevent the Cushions being stolen.

71. He is to report, without delay, neglect of duty on the part of any one under his charge; and, in

case of complaint against any man, he is to communicate the particulars as soon as possible to his Superior Officer.

72. The Station Clerk has the power to suspend any servant under him, where the conduct of the servant is such as to require that course, either with regard to the safety of the public or the interests of the Service. He must, however, report the matter immediately to the Manager.

73. Terminal Station Clerks must be very strict in their *selection of Porters* sent to *perform Guards' duty* temporarily. The smartest, most intelligent, and best educated men must be employed on such occasions.

74. No Station Clerk is allowed to be absent without leave from the Manager, except from illness, in which case he must immediately inform the Manager, and send a doctor's certificate, and take care that some competent person is intrusted with his duties.

75. Passenger Trains must take precedence of Goods and Mineral Trains; and the latter must not be started from any Station or Junction within ten minutes of the time of a Passenger Train being due to leave. If, however, the Station Clerk or Signaller is aware, from facts which may come to his knowledge by Telegraph or otherwise, that the Passenger train which is due to leave may not be expected for some time, he will be justified in despatching the Goods or Mineral Train, taking care specially to warn the Engineman and Guard of the Passenger Train when it arrives, and to inform them of the precise time when the Goods or Mineral Train was despatched.

76. When a Truck is left at a Station short of its destination, in consequence of an axle-box being hot, or from other cause, the Stationmaster must take care that the goods are not unnecessarily delayed. If the Truck cannot speedily be put into running order, the contents must be transferred to another Truck and forwarded to their destination.

77. A Station Clerk, having no wagons to forward by a Train timed to call at his Station, must exhibit to the Engineman the White Hand Signal, on observing which the Engineman, if he has no wagons to leave, may proceed without stopping.

78. Intermediate Stationmasters, who have to attach Carriages or Wagons, should have them quite ready by the Time the Train arrives, and, if possible, so arrange them as to prevent unnecessary shunting.

79. Persons not employed in the service, or not about to travel by the Trains, have no right of access to the Station; but no person is to be excluded from the platforms without sufficient or special reasons. The Booking Offices must be kept perfectly private, and the public must not have access behind the counter of any Station, or be furnished with information not intended for them.

80. The Booking Office must never be left during the Hours of Business without a competent person in charge, and the Window of the Booking Office must be Open, for the purpose of issuing Tickets, at least Fifteen Minutes before each Train is due to start. *On Race Days and other Holidays, Tickets must be sold at all times.*

81. If the Guard or Station Clerk has reason to suspect that any Passenger is or has been travelling upon the Railway without having paid any Fare, or the proper Fare, he may require such person to produce his Ticket; and every Passenger, before leaving the Railway premises at the end of the journey, is to be required to deliver up his Ticket. If any Passenger shall refuse or be unable to produce a proper Ticket, or shall commit any other offence against the By-laws or Regulations of the Railway relating to Travellers by the Railway, the case shall be immediately investigated by the Station Clerk where

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

best Porters to attend specially to them. Such Porters shall be designated "First Signal Porter," "Second Signal Porter," and so on, in the Pay Bill; the "Second Signal Porter" being the man appointed to attend to the Signals during the absence of the "First Signal Porter."

101. The weighing-machines and weighbridges must be kept clean, the knife-edges and other parts must be slightly greased, and the steelyard and other indicator kept bright, so that the letters and figures thereon may be legible. Each machine must be balanced ready for work the first thing every morning. Machines which have a brake lever or other ungearing apparatus must be carefully kept out of gear except when weighing.

102. In frosty weather the Station Clerk will be held responsible for keeping Fires in the Water Cranes at his Station, so as to prevent the freezing of such cranes.

103. At Stations where there is Goods Traffic one or more *Tail Ropes* must be kept for the use of the Stations.

104. Whenever any vehicle has received injury, however slight in appearance, by getting off the line or otherwise, it must not be allowed to continue in traffic until it has been inspected and pronounced safe by the Inspector of Rolling-stock or his deputy.

105. Station Clerks must give ten days' notice at least, to the Manager, of great Markets, Show-days, Races, &c., in the neighbourhood of their Stations, that extra accommodation may be provided.

106. Whenever any Goods or Station Clerk has any complaints or remarks to make whatever, they must be made on the back of the Goods and Passenger Returns.

107. Any subject of importance must always be communicated immediately in writing.

108. Horse Boxes, Cattle and Sheep Wagons, must be thoroughly cleaned immediately after being used.

109. Slings must be invariably used when lifting by crane wet casks, such as wine, spirits, oil, &c., and also for boxed carriages or other bulky packages. Cant or dog hooks may be used for dry casks and other solid packages.

110. The **LOADING, SECURING, and SHEETING** of goods, timber, &c., should be done so as to prevent the possibility of anything falling off or extending beyond the proper limit, and the goods should be sheeted so as to prevent the possibility of fire. The **GREATEST CARE** is necessary in this particular, as improper loading is likely, not only to cause serious damage to the Rolling-stock or the works of the Line, but may occasion accident to subsequent trains from articles falling off and forming obstructions. Round timber must be specially secured. Goods must be loaded in such a manner that they may not be damaged by concussion or chafing. All casks of spirits or other liquids must be blocked tightly.

111. Trucks *must* be loaded in such a manner as to distribute the weight of the load as equally as possible between the four wheels. The **MAXIMUM LOAD** allowed for *any Truck* or Wagon is **FIVE TONS**.

112. Every Truck or Wagon, as soon as loaded, must have a card affixed, with number of truck, destination, and date, and which must always be removed as soon as a truck is unloaded.

113. No Package is to be allowed to be taken into any carriage which cannot be put under the seat occupied by the Passenger.

114. The Clerk must see that the Guard delivers all Parcels, Luggage, &c., to the Porters appointed to take charge of them.

115. A man must be told off for the duty of *Searching* the Carriages of all Trains immediately on arrival at their destination,

116. Every Station Clerk must see the Mails properly sorted and sent off from his Station. He must also receive all Mails and see that no mistakes take place. Station Clerks will be held responsible for any mistakes that may occur.

117. Smoking is strictly prohibited in any covered part of the Railway Premises, or in Carriages other than those appointed for the purpose, and gaming or games of chance are forbidden.

118. No person can be allowed to ride on Railway Wagons either empty or loaded, or Goods or Passenger Vans, except by special permission of the Manager.

119. No Fire must be allowed in or near any of the Stations or Buildings, except in the regular fire-places. Any person lighting or allowing a fire to be so lit will be fined.

120. All Letters and Parcels, except Money, must be placed by the Clerk at each Station in the Guard's Van, and if the Box provided for that purpose, and in that portion marked with the name of the Station for which such Letter or Parcel is intended. On the arrival of every Train the Clerk must see what Letters are in the Box for his Station, and must deposit in their respective Boxes the Letters, &c., for other Stations. A Box will be put in the Guard's Van for the conveyance of all letters and moneys to the Head Office.

121. All Clerks are to report any Driver going at rapid speed through Points or over Turn-tables.

122. Station Clerks are required to see that the Rails are sanded in slippery weather, so as to prevent the Engine slipping.

123. All small Packages are to be put into the Guard's Van and locked up by the Guard, and a separate Way-bill, entitled "*Van Way-bill*," must be made out for everything in the Van.

124. Each Guard must make a Report on Running Sheet showing cause of delay, if any, and noting late starts. These Reports are to be sent to the Head Office, and, if the Guard reports delays caused by Engine-driver, the Locomotive Foreman will make searching inquiries into the cause, and report the same to the Head of his Department.

125. The Chief Clerk will attend to all irregularities on the part of the Traffic Department.

126. Lost Luggage, not previously claimed, must be forwarded by first Train on the Monday morning next after the day on which it was found, to the Manager, together with a List giving full particulars relative to each article, accompanied by a Way-bill, which must be given to the Guard with the Luggage. *Lost Luggage Register Books* are kept at the Stations, into which particulars of every article found must be entered immediately on its delivery to the Station Clerk. *Any person making application for lost Luggage* must give the date, Train, and full description of the lost property, before he is allowed to see it, should it be in the Railway's possession. On delivering it up, a Luggage Delivery Note must be signed by the party receiving the articles. *All lost Luggage* which has been *claimed*, when not properly addressed, or which is merchandise, or lost through the carelessness of the passenger, must be returned to the owner, the regular charges being made upon it. When Luggage has been mis-sent, or lost, through the carelessness of the Railway Servants, it must be returned free of charge.

#### INSPECTORS OF THE LINE.

127. The Line Inspectors must take observations, make inquiries, and render reports to the Manager as to the following matters:—

- (1.) Proper use of Signals.
- (2.) Signalling of Trains at Stations.
- (3.) Signalling by Gatekeepers.

- (4.) Maintenance of proper intervals between Trains at Stations.
- (5.) Proper Keeping of Train Record Books and Truck Journals.
- (6.) Prompt advising of the arrival of Goods.
- (7.) Improper delay of Wagons after discharge.
- (8.) Demurrage of Trucks.
- (9.) Improper delay of Sheets.
- (10.) Careful use and custody of Sheets.
- (11.) Systematic and occasional Trespassing.
- (12.) Proper signing of Risk Notes (Cattle and Horses, Fish, &c.)
- (13.) Cases of Suspected Fraud.
- (14.) To inspect Stations and Offices, &c., as to cleanliness.
- (15.) Generally must notice if the Rules, Regulations, and Orders of the Railway are adhered to, reporting all irregularities, especially those affecting the same working of the Line.

Inspectors must report direct to their Superior Officer everything that comes under their notice which is *irregular*. They must not interfere with the authority of the Station Clerks, who have the command of all the men included in their Station Pay Bill.

#### SIGNALMEN AND POINTSMEN.

128. Every Signalman and Pointsman must be able to read and write.

129. Every Signalman or Pointsman on duty must stand upon the Line clear of the Rails, and give the proper Signal on the passing of any Engine or Train.

130. Signalmen and Pointsmen must not allow any person, except on duty, to pass on the Line without written authority; and they must report any occurrence of this nature to the Manager through their Superior Officer. They must also obey any orders which the Officers in charge of Stations may give.

131. Every Signalman or Pointsman is to report if any Gates or Slip Panels (which the Owners or Occupiers of land are required to keep shut) have been left open, that the parties may be charged with the penalties; and any instance of Sheep or Cattle being on the Line or Slopes is also to be duly reported to the Manager through his Superior Officer.

132. Every Pointsman must be careful to keep his switches clear and well oiled; and whenever a Train has passed over, he must see that no coal, coke, wood, or dirt has dropped within the Points (so as to prevent them from closing), and that they are replaced in their proper position. He must also try his Points before the passing through of a Train, that he may be thoroughly satisfied that there is no impediment to their true working. At *Facing Points*, these precautions become doubly important. At all Facing Points the handle must be held down whilst any Train or Vehicle is passing.

133. Whenever any Signalman or Pointsman has any complaint or remark to make, he must communicate with the Head Office immediately through his Superior Officer in writing.

134. Whenever, from the passage of an Engine or Train, the Points, Crossings, or Guide Rails receive injury or strain, or the Rails themselves are split or chipped, the circumstance must immediately be reported by the person in charge of the Points to his Superior Officer.

135. All Signalmen and Pointsmen must take particular notice of each train as it passes, and, if they see anything wrong, they must show a Red Signal to the Guard or Driver, and blow their whistle.

136. No Fire for cooking or any other purpose must be lighted on any property adjoining the Railway Line. Such Fires must be within the

Railway Boundary, and great care must be taken by Foremen, Gangers, and men, that all such Fires are quite put out before leaving work.

137. Every Signalman and Pointsman is to make himself duly acquainted with the Code of Signals and Regulations for the working of the Trains. He must pay particular attention to the Special Rules for working that portion of the Line on which he is engaged.

#### GATEMEN.

138. All Gatemen must remain at their Gates both night and day. They will be supplied with locks to lock the Gates in a proper manner. Any accident happening from the neglect of this order will be visited severely on the party or parties offending.

139. Every Gateman will be provided with Signals and a Whistle.

140. Every Gateman on duty must stand upon the Line clear of the Rails, and give the proper Signal on the passing of an Engine or Train.

141. Gates must always be kept closed across a public road, except when required to be opened to allow the passage of traffic. Before opening the Gates, the Gateman is to satisfy himself that a Train is not in sight. He will then exhibit his Red Signal until the Railway is clear and the Gates closed.

142. The Gate towards which Cattle, Carriages, or Horses are approaching, is not to be opened until the opposite Gate has been first opened, so as to allow them to cross over without stopping upon the Line.

143. Gatekeepers and others having charge of Gates, Signals, and Points, are required to give notice to the Foreman of their Division immediately on any repairs being required thereto; and in case any part becomes deranged or broken, or should any Gate be imperfectly hung, so as not to shut itself, or should the fastenings be defective or become deranged, so as not to fasten the Gate on the instant of its being shut, they must immediately order the nearest Platelayer to see that the same is made perfectly safe.

144. When any Signal, Gate, Post, Hanging, or Fastening thereto shall be defective, the person in charge thereof will be held responsible for the consequence of any accident that may arise from such defect, unless the same shall have been previously reported by him as required by Rule 143.

145. The Gateman must take particular notice of each Train as it passes; and, if he sees anything wrong, he must show a Red Signal to the Guard and Driver, and blow his Whistle.

146. Gatekeepers are to prevent, as much as possible, any person Trespassing upon the Railway, and every case of Trespass must be immediately reported to the Foreman of the District; and they are also to report any irregularity of Signals or other infringement of the Government Regulations, whether of Platelayers or others in the Railway Service.

147. Gatemen must make themselves well acquainted with all the Signals and Regulations thereto. They must pay particular attention to the Special Rules for working that portion of the Line on which they are engaged.

148. Where no Night Trains are running, the Gates must be thrown across the Line at night and securely locked, so as to prevent Cattle from Trespassing on the Line.

#### ENGINEMEN AND FIREMEN.

149. Every Engine-driver and Fireman must be able to read and write, and must devote himself ex-

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

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 expeditious despatch 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,



whether with a Train or not, on approaching a Station or Junction where he cannot see freely ahead, whether from fog or otherwise, shall, at a sufficient distance, not less than half a mile, slacken his speed, and approach it at such a speed as to be able to stop his Engine or Train promptly, and without the danger of collision or accident.

186. The Whistle or Bell is to be sounded on approaching each Station and Level Crossing, and on entering the Tunnels. Three short, sharp whistles, rapidly repeated, must be given when danger is apprehended, and when it is necessary to call the attention of the Guards to put on the brakes. When more than one Engine is attached to the Train, the signal is to be given by the leading Engineman; and in case of danger is to be repeated by the following Enginemen, who will both forthwith reverse their Engines, and apply their Tender Brakes. Frequent use must be made of the Whistle in foggy weather, or of the Bell, where there is one on the Engine.

187. The Engine Whistle must not be used more than is absolutely necessary, the sound being calculated to disturb passengers and the public residing in the vicinity of the railway, and to frighten horses.

188. Drivers should avoid as much as possible blowing off steam and opening the cylinder-cocks at Stations, in Goods Yards, or in passing Trains, or men engaged on the line, or anywhere where the steam might occasion danger by obstructing the sight.

189. Should Fire be discovered in a Train, the Steam must be instantly shut off, the Brakes applied, and the Train be brought to a stand, the Signal of obstruction on the Line be made, and the burning Wagon or Wagons be detached with as little delay as possible.

190. Each Engineman must, at the end of his day's work, make a correct return thereof, and fill in the particulars required, on the form provided for the purpose, which he must give to his Foreman, with the Tickets he has received for the coke, coal, oil, and tallow issued to him during the day, or a fine of One Shilling will be levied on him for each case of neglect. He must also see that he receives the full quantity of coke, coal, oil, and tallow charged to him, and that it is of sufficiently good quality to enable his Engine to do the work required.

191. The strictest economy must be observed in the use of Fuel and all other Stores, and each Driver will be responsible for the Stores booked to him or to his Engine. The economy shown by Drivers in the working of their Engines will form an item of consideration when determining the promotion of Drivers.

192. Every report of Pumps being out of order, Line rough, or anything whatever connected with the Engines, Carriages, Wagons, Telegraph, Stations, or Line must be reported immediately to the Foreman in writing, on the back of the Time Sheet; and should the Driver or Fireman observe any defect in the road or works, or in the working of the Signals, or any unusual circumstance, he must report the same to the Stationmaster at the next Station, and also note the same on his daily report. No *verbal* report can be considered as a report at all. *Strict* attention is called to this Rule.

193. When the Engineman requires the assistance of the Guard's Brake, he must give three distinct rapid whistles; and should the Guard wish to attract the attention of the Engineman, he may do so by repeatedly applying the Brake and suddenly releasing it, and he must also exhibit his Red Flag or Red Light.

194. The Driver is particularly cautioned against going too quickly through Points and over Turntables: the latter must never be crossed at more than walking speed.

4—H. 12.

195. Drivers are enjoined that when passing over any of the Timber Bridges of the Railway, that they must keep both dampers of their Engines closed tight to prevent any live ashes falling out and endangering the safety of the Bridge by firing it.

196. When a Ballast Train is standing on the Main Line, except at Stations or where there are fixed signals (in constant use), the Driver must see that the Guard makes the proper signals for the protection of the Line, as directed in Rule No. 165.

197. Drivers in charge of Goods and Ballast Trains must always exert themselves to keep out of the way of Passenger Trains, by shunting if necessary, and if unable or doubtful of being able to get out of the way, the proper signals for protection must be made, as directed in Rule No. 164.

198. Drivers of Ballast Trains are to take particular care always to have a proper supply of Fuel and Water in their Engines, so as to prevent the possibility of any detention on the line from a deficiency; and they are also to take care that only such number of Wagons as can be drawn with certainty are attached.

199. At the end of Sidings entering upon the Main Line a White Post is placed, beyond which no Engine is to advance. At night and in foggy weather a White Light will be shown on this Post.

200. When at a Station, the Driver is under the orders of the Clerk in charge of that Station.

201. Every Enginedriver and Fireman will sign his name, coming on and going off duty, in the book kept for that purpose, and the Clerk will write opposite each signature the time at which the name is inserted.

202. Before starting on his day's work, the Driver is in all cases to inspect the notices affixed to the Notice Boards in the Steam Sheds, in order to ascertain if there is anything requiring his special attention on parts of the Line on which he is going to work, as he is responsible for any accident that may take place owing to his neglecting to read the notices posted in the Sheds.

203. Enginemen and Firemen are required to turn their Engines before dropping their Fires, and to clean out the Tubes and Smoke-boxes of Engines which they may be working for the time being, unless the Foreman allow this to be done in some cases by others. Any Enginedriver putting his Engine into the shed before the ashes are cleaned out will be fined, and he must see that the regulator is shut, the brake on, the Engine out of gear, and the boiler full of water before he leaves his Engine.

204. Enginedrivers must have their Engine Boilers washed out every seventh day; and when in the shed each Engineman will be held responsible for having his Engine Boiler filled with water, ready for the steam being got up next morning. Enginemen will be held responsible for having the Glands or Stuffing-boxes properly packed and screwed up, so as to prevent them from blowing.

205. On shed-days the Driver must report to his Foreman the general condition of his Engine, and what he has done to it during the day.

206. Enginedrivers and Firemen will be required to have at all times a plentiful supply of dry Sand, and in addition to that in the Sand-box, a quantity must be dried and kept in reserve in the Smoke-box of the Engines ready for use. No excuse can be admitted for time lost by Engines slipping.

207. Enginemen are required to report to their Foreman, in writing, any failure in working or defects of Pumps or Pump Joints or Injectors of their Engines. They will be held responsible that no coke, coal, wool, dirt, waste, or other article that would cause a stoppage gets into their Tenders or Feed Pipes; and when an Engine stops, or loses

time from Pumps or Injectors failing, the cause must be distinctly traced, and the party to blame will have to answer for his neglect.

208. Drivers are cautioned that they must invariably see that all the joints of their Engines are *screwed up when hot*, as they will be held responsible for any failure arising from the omission.

209. Any Driver improperly cottering up any joint, thereby causing the journals to become hot, or allowing any cylinder, side-block, or journal to cut or tear for want of oil, grease, or proper trimming, shall pay for the damage done.

210. Fuel must not be taken from one Engine to light the fire of another without the special permission of the Locomotive Foreman, who must duly record the circumstance.

211. Tools must not be removed from one Engine to another.

212. On stopping at a Station, the Enginedriver should examine and oil his Engine, and if any of the journals or working parts are hot they must have more oil, and, if necessary, be eased.

213. Firemen are instructed to keep the Foot Plates, Gauge Glasses, &c., of their Engine clean. Any complaints against them in this respect will retard their promotion.

214. The time lost with Trains, stated from being short of Steam, in most cases arises from Dirty Fires and Foul Tubes. Delays from this case will be strictly inquired into, and the Drivers and Firemen will be fined if the Fire or Tubes are found dirty from neglect.

215. Any cleaner or other person using a Bar through the spokes of either Engines or Tender Wheels, for the purpose of moving them, will be liable to be discharged immediately.

216. If an Engineman or Fireman be not required for his full time upon the Line, he is to employ the remainder of his time in the Shop, under Shop Rules, and at such work as the Foreman may give him.

217. The attention of Enginemen and Firemen is particularly called to the Special Rules for Working that portion of the Line on which they are employed.

#### GUARDS AND BREAKSMEN.

218. Every Guard and Breaksman must be able to read and write.

219. Every Guard must be at the Station from which he is to start half an hour before the appointed time, that he may see the Carriages and Wagons are properly marshalled, coupled, lamped, greased, and that the brakes are in good working order, and to the arrangement of the Passengers' Luggage, Parcels, &c.

220. The Guard must provide himself with a good watch, and is to see that he has with him in the train—

- 1 case Detonating Signals.
- 1 Tail Lamp.
- 2 Side Lamps.
- 1 Hand Signal Lamp.
- 1 pair of Signal Lamps.
- 1 pair of Levers.
- 2 sets Links and Pins or other Couplings.
- 1 copy of the Working Time Table.
- 1 Whistle.
- 1 Tail Signal Board.

In addition to the above, each Goods or Mineral Guard shall carry,—

- A box of Grease, with
- Knife or Probe,
- A Tow Rope,
- And a couple of Sprags.

221. Until the Train starts, the Guards are under the orders of the Station Clerk.

222. Before leaving a Terminal Station, the Guards (except where there are Ticket Inspectors) must be particular in examining that each Passenger is furnished with a proper Ticket.

223. No Train is to be started before the time stated in the Tables; and care must be taken that all the Carriage Doors are carefully fastened, when the Carriages or Side Doors and Windows of such Carriages not occupied closed.

224. All Trains will be under the charge of the Guard, and the Passengers and their property, and all goods, will be under his charge, and he will be responsible for the safety and regularity of the whole. Previous to starting he must take care that there are a sufficient number of Carriages attached to the Train, that they are properly coupled, and that an adequate number of ropes and covers for Goods are provided. He is to keep the time of running, and is answerable that any Carriage which is to be left at any intermediate Station is detached at such Station, and is also responsible for seeing all Carriages and Wagons properly labelled, according to their destination.

225. The Guard must not allow any Passenger or Parcel to be conveyed by the Train unless *properly booked*, and if he has reason to suppose that any Passenger is without a Ticket, or is not in the proper Carriage, he must request the Passenger to show his Ticket. When a Passenger is desirous of changing his place from an *inferior* to a *superior* Carriage, the Guard must have this done by the Station Clerk at the next Station.

226. Guards must keep a good look-out that no Passenger, on arriving at any Station, gets out to rebook by the same Train for the purpose of evading the payment of his proper fare. See also Rules 63 to 66.

227. Passenger Guards must carefully compare the Parcels with the Way Bill, and note any discrepancy on the face of the Way Bill; having checked the Way Bill, he must initial it. Every instance of a Parcel or Way Bill being over-carried will be severely punished.

228. If any Carriage is complained of as being *unsteady* or *defective*, it must, if found necessary, be removed from the Train, and the number of the Carriage, and the line to which it belongs, must in either case be specially reported to the Manager, through the proper channel.

229. *No Train is to leave a starting point without having one or more efficient Brake Vans, one of which must always be the last vehicle in the Train.*

230. The Guard will give the Engineman a Signal to start the Train by blowing a Whistle. While in motion the Train is under the orders of the Guard. When there are two Guards, the Engine-driver will receive the signal to start from the leading or front Guard. The Senior Guard or Brakesman is always at the rear of the Train, and the Second Guard will take and receive orders from him.

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

232. Guards, when travelling, must keep a good look-out, and should they see any reason to apprehend danger, they must use their best endeavours to give notice thereof to the Engineman.

233. 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 will place two Detonating Signals on the line), and continue walking at that distance behind his Train with his Danger Signal shown, so as to stop any following Train, until assistance arrives or the Train is shunted.

234. On arrival of a Train at a Terminus the

Guards are not to leave the platform until they have delivered over all parcels as well as luggage to the Porters appointed to take charge of them; and if any article is missing they are immediately to report the same to the Officer in charge of the Station. Before leaving the Station, the Guards are to make out a return on their Time Sheet, noting at the foot any circumstances of an unusual character that may have happened, or unnecessary delays at Stations; they are also to state on this return whether all the Parcels and Luggage by the Train have been duly delivered. On the arrival of a Goods Train at a Terminus, the Guard must not leave the Train until it has been delivered over to the Foreman or Shunter, and his services are not further required.

235. Should any Train overshoot the Station Platform at a stopping place, by the length of the Train, the circumstance must be noted in the Report.

236. No Passenger is to be allowed to ride outside or on any Wagon under any circumstances whatever, nor in the Guard's Van without the special permission of the Manager.

237. The Doors of the Carriages on the off-side are always to be locked when side doors are used, and Guards are charged to request Passengers to keep their seats in cases of any stoppages on the Road, except when the Guard shall think it necessary for passengers to alight.

238. In the event of any Passenger being drunk or disorderly, to the annoyance of others, the Guard is to use all gentle means to stop the nuisance; failing which he must, for the safety and convenience of all, exercise his authority and remove such person from the Train.

239. Should fire be discovered in a Train, the Steam must be instantly shut off, the Brakes applied, and the Train be brought to a stand, the Signal of obstruction on the Line be made, and the burning Wagon or Wagons be detached with as little delay as possible. The Guard or Brakesman is to see that, when practicable, three or more Wagons are placed between the Engine and any Wagon loaded with Live Stock, or with Wool or other Goods likely to take fire.

240. If any part of a Train becomes detached while 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.

241. Great importance is attached to the prompt delivery of Letters, Way Bills, and Despatches confided to the care of a Guard or Brakesman; and any neglect in this particular will be severely dealt with. All Despatches must be indorsed by the sender with his name, the date, and Train when sent.

242. When the Engineman gives three or more distinct rapid whistles, the Guard must immediately apply the Brakes. Should a Guard wish to attract the attention of the Engineman, he must do so by repeatedly applying his Brake, and suddenly releasing it again, and he must also exhibit his Red Flag or Red Light.

243. Every Guard and Brakesman is to observe the strictest attention and obedience to all Signals at Crossings, Intermediate Stations, Tunnels, and of each Pointsman on the Line, as well as to respect all Special Orders which the Officers in charge of Stations may think necessary.

244. The Guard or Brakesman of a Train is responsible for attaching and lighting the Tail and Side Lamps on the last Carriage or Wagon, or attaching Tail Board, and Engine-driver and Fireman for placing the lamps on the Engine and Tender. When a carriage is detached, care must be taken to see that

the Tail and Side Lamps are removed and re-fixed to the Train.

245. Prisoners, Deserters, and Persons afflicted with insanity or contagious diseases, and their attendants, must never be placed with the other Passengers, but be put in a *compartment*, and, if practicable, in a *carriage by themselves*.

246. Brakesmen must be in attendance one hour before the time fixed for the departure of the Train.

247. Brakesmen are responsible that all the Wagons in the Train are properly coupled together. They are carefully to examine the Loading and Sheeting of the Wagons before starting from each Station, to insure the protection of the Goods from rain and sparks. They must also, at every Station where the Train stops, ascertain that the loading of the Trucks has not moved, and especially that it does not overhang the sides.

248. Brakesmen are to make themselves acquainted with the time of the Passenger and Fast Goods Trains; and when likely to be overtaken, will instruct the Engine-driver immediately to shunt into a siding, out of the way of the approaching Train, and in passing, warn the Signaller of their intention.

249. Brakesmen are to be careful to ascertain that the Axles of the Wagons are properly greased or oiled before starting from a Station, and that the Van Brake is in good order.

250. Brakesmen must have in their Van a few spare Chains or Hooks and Pins, a Crowbar, Fire-bucket and Rope, Hand, Side, and Tail Lamps, also a Red Flag and a White one, and a copy of the Working Time Tables.

251. Brakesmen are always to be careful in getting between Wagons to uncouple them, and are not to do so while the Train is in motion.

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

253. All complaints or remarks concerning defective Couplings, Carriages, Defect in Telegraph, or anything whatever, must be made on the back of the running Time Sheet. Anything of importance, however, must be communicated *immediately* in the usual way.

254. The Guard and Brakesman are to report at once any case of the Driver going quickly through Points or over Turntables.

255. Both Guard and Brakesman must pay particular attention to the Carriages, and see that they are always kept clean. Disregard of this rule will be punished.

256. The attention of Guards and Brakesmen is particularly called to the Special Rules for working that portion of the line on which they are employed.

#### PLATELAYERS AND OTHERS.

257. In every gang of Platelayers, or men repairing the permanent way, there must be a Ganger or Foreman; and the Manager shall take care that every such Foreman or Ganger shall be provided with a copy of these Regulations, and with accurate Gauges for gauging the Line, and with the proper Signal Flags and Lamps.

258. Every Inspector or Foreman of Permanent Way must have a *List of the Names and Abodes* of every man in his district, so that, in case of accident, he may be enabled to summon them immediately to assist in any way that may be deemed necessary; and should any obstruction take place, caused by snow, frosts, slips, or other sudden emergency, he is instantly to collect the required strength to overcome the obstacle.

259. Every Foreman or Ganger shall constantly have with him when on duty a copy of these Regulations, and he must read and explain them to every man engaged under him, and must produce them

when required to do so. They must pay particular attention to the Special Rules for working that portion of the Line on which they are engaged.

260. Every Foreman or Ganger is to see that the Signalmen, Pointsmen, and Gatemen in his district are at their posts, clean in their persons, sober, and attentive to their duty. He must ascertain that they are conversant with their orders, and that the Points are in good working order, cleaned and oiled, and report to the Manager any irregularity he may detect.

261. When the Trains are required to slacken speed over any portion of the Line in consequence of the Road being out of order or under slight repairs, a Green Flag by day and Green Light after dark or in foggy weather, must be exhibited at a thousand yards back from the place over which the Train is required to pass at a slow speed. *When repairing a Line, so as to make it necessary for the Train to proceed cautiously, the Foreman or Ganger shall send a man a quarter of a mile to meet it, and exhibit the Caution Signal so as to be plainly visible to the Driver of the approaching Train.*

262. In the event of any Engineman neglecting to comply with the signal to "Stop" or to "Proceed Cautiously" (as the case may be), the Platelayer is to report the circumstance in order that proper notice may be taken of it.

263. All broken Rails, Sleepers, or other defective materials shall be removed from the Road with the least possible delay, and sound materials substituted, and the broken parts sent in as soon as possible to Chief Depôt. In case of any defect of a dangerous nature, it must be immediately remedied.

264. Each Foreman or Ganger must walk over his length every Morning and Evening on week days, and once every Sunday, and tighten up all fastenings that may be loose; and he must examine the line, level, and gauge of the road, and the state of the joints—marking and, if necessary, repairing such as may be defective. He must also carefully examine the Points, Crossings, three throws, and Wire Signals, and see that they act properly.

265. Each Foreman or Ganger will be held responsible for keeping his portion of the Line clear and safe, and the Fences in repair; and he is to report to the Manager all cases of Sheep, Cattle, or other animals straying within the Fences or on the Line.

266. Each Ganger must provide himself with a Bag, for the purpose of carrying Bolts, Nuts, and Spikes, which he must always have with him, as well as a Gauge, Spanner, and Hammer, when going over his length to examine the Bolts and Fastenings of the Rails.

267. No Lorry, Truck, Wagon, Ballast Train, or other impediment can be allowed to be on any part of the Line within fifteen minutes of a Train being due; and except in cases of accident or absolute necessity, all repairs must be effected and the Line made clear and safe for the Passage of Trains five minutes before Train time. *No Lorry is, under any circumstances, to be attached to the end of a train, or to be used in a fog; and the Wheels of Lorries must be always locked when not in use.*

268. Each Foreman of Permanent Way will be held responsible for the security of all Rails, Sleepers, and other Permanent-way Materials, belonging to the Railway in his district, and they must be kept clear of the Line and properly stacked.

269. All Tools and Implements required for the repair of the Line must, when not in use, be kept locked up in a building or in boxes, for the security of which each Foreman or Ganger of his own length will be held responsible.

270. Any Luggage, Goods, Lumber, Couplings, or articles of any kind whatever, falling off Train, are to

be conveyed without delay to the nearest Station Clerk, and thence to the care of the Manager.

271. Each Foreman or Ganger is required, in the event of a flood, to examine carefully the action of the water through the Culverts and Bridges on his length; and should he see any cause to apprehend danger to the works, he must immediately exhibit the proper Signals for the Trains to "Proceed Cautiously," or to "Stop," as necessity may require, and inform the Manager thereof; and until the Manager arrives he must take all the precautionary measures necessary for securing the stability of the Line. Any accident that takes place must be immediately reported by letter and telegraph to the Inspector or Foreman, who will report it to the Manager.

272. In the event of any Fire taking place on or near the Line, the men employed on the Line must immediately put it out.

273. No Fire for cooking or any other purpose must be lighted on any property adjoining the Railway Line. Fires for cooking must be within the Railway Boundary, and great care must be taken by Gangers or Foremen to see that all such Fires are put out before leaving work.

274. On learning that an accident has occurred, a Platelayer is to proceed with all possible despatch to the next gang in each direction, placing on the Rails as he goes three Detonating Signals, one at a distance of a quarter of a mile, another at half a mile, and a third at three-quarters of a mile, from which a Platelayer will in like manner run to the next more distant Platelayer, till information of the accident has by this means reached the Station in each direction. Having communicated the information, the Platelayers are immediately to return to give their assistance.

275. When a Ballast Train is discharging, or taking in Ballast, Blocks, Sleepers, or other materials, on the Main Line, the Ballast Guard is to go back 1,000 yards with a Red Signal, and must remain on the look-out until the Ballast Train is ready to move. He must stop any approaching Train and inform the Driver of the position of the Ballast Train; and when Ballast Trains are engaged Ballasting between Stations or Sidings, the Ballast Guard must give information thereof to the last Station Clerk, or man in charge, as to the place where the Ballast is to be unloaded; and the Station Clerk or man in charge must caution all following Trains by a Green Signal.

276. All persons in charge of Ballast Trains are to obey the orders of the Station Clerks, Pointsmen and Inspectors, so far as relates to the time of their running on the Line; and no Ballast Engineman is to *leave a Siding* in front of an expected Train, or without the permission of the Officer in charge of the points.

277. No Ballasting is to be carried on in *foggy weather*, except under urgent circumstances, and then only by special arrangement between the Superintendent of Permanent Way of the District and the District Superintendent of the Line.

278. Every Foreman and Platelayer must order off all persons Trespassing within the Fences on his district; and if such persons persist in remaining, he is to take them to the nearest Station and give them into the charge of his Superior Officer.

279. Every Platelayer is to report if any Gate or Slip Panel (which the owners or occupiers of land are required to keep shut) has been left open, in order that the parties may be charged with the penalties; and any instance of Sheep or Cattle being on the Line or Slopes is also to be reported to the Manager.

280. Every Platelayer is to make himself duly acquainted with the Code of Signals and Regulations for the working of Trains.

281. Whenever a Platelayer has any complaint or

remark whatever to make, he must communicate it to the Head Office immediately through his Foreman.

282. Particular attention must be paid to the Telegraph. Branches of trees that are so close to the Telegraph as to touch when moved by the wind, must be cut off.

*Rates for the Conveyance of Passengers, and for the Conveyance, Delivery, and Storage of Goods, Parcels, &c., on all the New Zealand Railways.*

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council dated the 17th day of April, 1877, the following rates for the conveyance of passengers, and for the conveyance, delivery, and storage of goods, parcels, &c., on all the New Zealand Railways, in substitution of all previous rates, with the exception of the rates for storage and delivery of grain for Lyttelton Station and Gladstone Pier published in the *New Zealand Gazette*, No. 34, of the 18th April, 1877, are hereby declared to be fixed, and shall come into force on the 1st day of July, 1877.

PASSENGER RATES.

1st class, 3d. per mile; minimum charge, 6d.  
2nd " 2d. " " " " 4d.

SEASON TICKETS, SCHOOL TICKETS, EXCURSION AND SPECIAL TRAINS.

EXCURSION TRAINS.

Excursion trains will be run, by special request, upon a minimum number of 120 full fare second-class single tickets being taken, such tickets being available for the return journey.

SPECIAL TRAINS. £ s. d.

The rate for special trains, with one large or two small carriages, per mile, is ... 1 0 0  
For every additional carriage, per mile ... 0 5 0  
The minimum charge for a special train is 5 0 0  
The mileage is counted one way only.

Special trains will be permitted to wait five hours at the station of destination, after which period half-rates will be charged for the return journey until seven hours' detention from time of arrival; after which, full rates will be charged for the return journey.

SEASON TICKETS.

Season tickets will be issued at the following rates. Application for them must be made to the General Manager of the line, upon a form to be obtained from any Station Clerk.

FIRST CLASS.

Miles	12 Months.	6 Months.	3 Months.	1 Month.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2	3 0 0	1 15 0	1 2 6	0 10 0
3	4 17 6	2 15 0	1 13 9	0 15 0
4	6 15 0	3 15 0	2 5 0	1 0 0
5	7 10 0	4 10 0	2 10 0	1 2 6
6	8 10 0	5 5 0	3 0 0	1 7 0
7	9 10 0	5 15 0	3 5 0	1 10 0
8	10 10 0	6 10 0	3 15 0	1 14 0
9	11 10 0	7 0 0	4 0 0	1 16 0
10	12 10 0	7 10 0	4 10 0	2 0 0
11	13 10 0	8 5 0	4 15 0	2 3 0
12	14 10 0	8 15 0	5 5 0	2 7 0
13	15 10 0	9 10 0	5 10 0	2 10 0
14	16 10 0	10 0 0	6 0 0	2 14 0
15	17 10 0	10 10 0	6 5 0	2 16 0
16	18 10 0	11 0 0	6 15 0	3 0 0
17	19 5 0	11 10 0	7 0 0	3 3 0
18	20 0 0	12 0 0	7 5 0	3 6 0
19	20 15 0	12 10 0	7 10 0	3 9 0
20	21 10 0	13 0 0	7 15 0	3 12 0

For further distances add for every mile.

Miles	12 months.	6 months.	3 months.	1 month.
	0 15 0	0 10 0	0 5 0	0 3 0

SECOND CLASS.

	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2	2 5 0	1 2 6	0 15 0	0 6 6
3	3 10 0	2 1 3	1 5 0	0 11 3
4	4 15 0	3 0 0	1 15 0	0 16 0
5	5 15 0	3 10 0	2 0 0	0 18 0
6	6 10 0	4 0 0	2 5 0	1 0 0
7	7 5 0	4 10 0	2 10 0	1 2 6
8	8 0 0	5 0 0	2 15 0	1 5 0
9	8 15 0	5 10 0	3 0 0	1 7 0
10	9 10 0	6 0 0	3 5 0	1 10 0
11	10 5 0	6 10 0	3 10 0	1 12 0
12	11 0 0	7 0 0	3 15 0	1 14 0
13	11 15 0	7 10 0	4 0 0	1 16 0
14	12 10 0	8 0 0	4 5 0	1 18 0
15	13 5 0	8 10 0	4 10 0	2 0 0
16	14 0 0	9 0 0	4 15 0	2 3 0
17	14 10 0	9 7 6	4 19 0	2 5 6
18	15 0 0	9 15 0	5 3 0	2 8 0
19	15 10 0	10 2 6	5 7 0	2 10 6
20	16 0 0	10 10 0	5 11 0	2 13 0

For further distances add for every mile.

	0 10 0	0 7 6	0 4 0	0 2 6
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SCHOOL TICKETS.

School season tickets for children under 16 years of age only will be issued at per quarter, or fractional part of a quarter, irrespective of distance, each ... 10 0

These tickets will terminate on a quarter-day, the charge to be the same whether the ticket is taken out at the beginning of the quarter or at any later date. First-class carriages are not guaranteed, except in the case of girls.

SCHOOL PARTIES.

Parties of school children numbering 20 or upwards can be conveyed by ordinary trains, at per mile, including return, each ... 0 0½  
Bonâ fide teachers accompanying the children, each ... 0 1¼  
First-class tickets will be issued in such cases, but first-class carriages are not guaranteed.

CONSTABLES.

Constables and their prisoners are allowed to travel free on all railways, without passes. Fraction of a mile as a mile in all cases.

FREE PASSES, ETC.

Free passes, season or school tickets, do not entitle the bearers thereof to travel by special or excursion trains, except the ordinary trains are suspended.

RATES FOR PARCELS AND LUGGAGE, DOGS, FOWLS, CLOAK ROOM CHARGES, ETC.

LUGGAGE.

Bonâ fide personal luggage, not including merchandise of any kind:—  
Each passenger is allowed to take 112lbs. of luggage, free; and for every 56lbs., or fraction of 56lbs., above this weight, for fifty miles, or fraction of fifty miles, the charge will be ... 1 0

**LOST LUGGAGE.**

Lost luggage will be charged, for booking, per package ... .. 0 6  
The platform will be cleared after the last train, and all property found will be treated as lost luggage; and if not claimed within one month will be sold.

**LEFT PARCELS.**

Left parcels labels, of the value of 1d. each, may be obtained upon application, which, when attached to parcels not exceeding 28lbs. weight sent to the station, will entitle the bearer of the duplicate to receive the parcel at the cloak room on application. A further charge of 1d. per day will be made after the day on which it is left. Any parcel not claimed within a month will be sold.

**CLOAK ROOMS.**

Luggage left in the cloak room is charged for the first day, per parcel ... .. 0 2  
And for each day after, per parcel ... .. 0 1  
Any luggage not claimed within a month will be sold.

**DOGS.**

Dogs must be provided with chains, or sufficient means of securing them. They will not be allowed in carriages, and the sender must obtain a ticket, to be given up at the end of the journey, before the dog is delivered.

The charge for conveyance of dogs for every twenty-five miles, or fractional part of twenty-five miles, per head ... .. 0 6  
The maximum charge being, per head ... .. 2 6

**FOWLS.**

Fowls must be properly secured.  
The charge for fowls for every twenty-five miles, or fractional part of twenty-five miles, per head ... .. 0 1  
The minimum charge for any one consignment ... .. 0 6

**PARCEL RATES.**

Miles Under	7 lbs.	14 lbs.	28 lbs.	56 lbs.
	s. d.	s. d.	s. d.	s. d.
15	0 6	0 6	0 9	0 9
20	0 6	0 9	1 0	1 3
30	0 6	0 9	1 3	1 6
40	0 9	1 0	1 6	1 9
65	0 9	1 3	1 9	2 0
80	1 0	1 3	2 0	2 3
100	1 3	1 9	2 3	2 6
120	1 6	2 0	2 9	3 3
150	1 9	2 6	3 3	4 0

All parcels to be at the station at least fifteen minutes before the advertised time of departure of the train by which they are to be forwarded. All freights on parcels must be prepaid, or paid upon delivery; no ledger accounts for these being permitted. For the convenience of the public, parcels freight labels may be obtained at the principal stations, of the values, 3d., 6d., and 1s. Parcels, with the proper value in stamps attached, will be received by the Station Clerk, at any station, for transmission at the consignor's risk.

**GOODS CLASSIFICATION, AND RATES.**

N.B.—Except where otherwise specified, all goods are carried by dead weight of 2,240 lbs. to the ton.

CLASS A.—*Minimum, 5 cwt.; 6d. per ton per mile.*

Acids, in cases and carboys, double rate, owners' risk  
Agricultural implements, not otherwise specified, owners' risk

Bagatelle or billiard tables, double rate; if loose, owners' risk  
Banners and flags, in case; if loose, owners' risk  
Bark, in bundles, single rate; loose, rate and half  
Baskets and basketware  
Baths, plunge and shower; if loose, owners' risk  
Ditto, wooden, lined with zinc or tin  
Beehives  
Beer or cider, bottled, in casks and cases, owner's risk  
Bells, of all kinds, owners' risk  
Benzole and naphtha, owners' risk  
Bicycles, owners' risk  
Biscuits, in tins and cases, owners' risk  
Bitters, in cases and jars, owners' risk  
Boilers and shell flues, owners' risk; if requiring more than one truck, rate and a half  
Ditto (copper or iron), kitchen, washing, or other open  
Boxes, trunks, cases, casks, and hogsheads, empty (not returned empties)  
Britannia metal goods  
Cages, bird, double rate, owners' risk  
Carpeting  
Cartridges, double rate, owners' risk  
Charcoal  
Cheese, loose, owners' risk  
China, owners' risk  
Chinese goods, in cases, jars, or packages, owners' risk  
Chimney-pieces, owners' risk  
Cigars, in cases  
Clocks, in cases, owners' risk  
Confectionery  
Copying presses; if loose, owners' risk  
Cordials, in cases and jars, owners' risk  
Corks  
Cutlery  
Demijohns, earthenware or glass, in wickerwork, owners' risk  
Demijohns, earthenware or glass, without wickerwork, owners' risk, double rate  
Distillery apparatus, double rate, owners' risk  
Doors, glass, owners' risk  
Drapery, in cases; if in bales, owners' risk  
Drugs  
Earth-closets  
Fancy goods, owners' risk  
Feathers, double rate  
Fireworks, owners' risk  
Flock, in bales  
Furniture, in packages or cases, owners' risk; ditto, if loose, owners' risk, double rate  
Furniture, marble tops, double rate, owners' risk  
Furniture, in skeleton cases, owners' risk  
Gasaliers and chandeliers, owners' risk  
Gig and carriage shafts and wheels  
Ginger  
Glass, looking, in cases, owners' risk  
Ditto, ditto, not packed, double rate, owners' risk  
Ditto, plate, in cases, owners' risk  
Glassware, owners' risk  
Grates, fenders, and fireirons, if loose, owners' risk  
Gravestones, finished, owners' risk  
Gunpowder, double rate, owners' risk  
Hats, in cases, double rate  
Hat boxes, double rate, owners' risk  
Harness and saddlery, loose, owners' risk  
Hobby horses, owners' risk  
Hosiery, in cases; if in bales, owners' risk  
Indiarubber goods or hose, owners' risk  
Ink, writing, owners' risk  
Iron castings, turned and polished, light and fragile, owners' risk  
Instruments, musical, owners' risk  
Ditto, scientific, owners' risk

Japanned ware, owners' risk	Treacle and honey, in bottles, owners' risk
Joinery, owners' risk	Tricycles, owners' risk
Ladders, by measurement, under 16 feet long, 60 feet, and over 16 feet long, 40 feet to the ton	Troughing and guttering, zinc and tin
Lamps, hall and street, loose, owners' risk, double rate	Turnery, loose, owners' risk
Lamps and lampware, in cases, owners' risk	Turpentine, spirits of, owners' risk
Leather, bookbinders' or fancy	Umbrellas, in cases; if in packages, owners' risk
Liquors, in glass, not otherwise specified, owners' risk	Upholsterers' and coach trimmings
Machines, at owners' risk, viz.,—	Velocipedes, owners' risk
Winnowing, leather-cutting, stripping, printing, threshing, reaping, sodawater, clod-crushing, chaff-cutting, smut, weighing, and flour dressing; engines—fire, beer, and garden; hayrakes and elevators, horse-works; cheese, wool, hay, and wine presses; steam-ploughs, mangles, and all machines not otherwise specified	Venetian blinds, in cases; if in packages, owners' risk
Marble, loose and polished, owners' risk	Whips
Matches and vestas, in cases, owners' risk	Window sashes, glazed, owners' risk
Mats and rugs, woollen, in bales, owners' risk	Wine, in cases or jars, owners' risk
Mattresses, in bundles	Wine butts, pipes, and vats, double rate, owners' risk
Millinery, in cases, double rate	Wire cloth and netting, owners' risk
Mouldings and cornices, in bundles, 40 feet to the ton	Wood patterns for castings, owners' risk
Oars	Woollen goods, in cases; if in bales, owners' risk
Opium, double rate, owners' risk	Yeast, in keg or cask, owners' risk
Paintings and engravings, in cases, owners' risk	Zinc, perforated, owners' risk
Paintings and engravings, loose, double rate, owners' risk	Zinc and tin spouting and ridging, owners' risk.
Paperhangings	
Papier maché goods, owners' risk	CLASS B.— <i>Minimum, 5 cwt.; 5d. per ton per mile.</i>
Perambulators, loose, double rate, owners' risk	Aërated waters of all kinds
Perfumery	Almonds
Pictures	American woodenware, buckets, tubs, &c.
Picture frames, owners' risk, double rate	Apples, dried, in casks and cases
Plants, in pots, in cases, owners' risk	Arrowroot, sago, and tapioca
Plaster of Paris ornaments, loose, double rate, owners' risk	Baking powder
Plaster of Paris ornaments, in case, owners' risk	Barley, pearl, or groats, in casks
Plated goods, owners' risk	Beer or cider, in bulk
Poultry or animals, living, in crates or cases, owners' risk	Bees'-wax
Preserves, in bottles	Bellows, owners' risk
Safes, bread, meat, and milk, owners' risk	Bleaching powder
Saws, loose	Boiler fluid, owners' risk
Scales and scale-beams, owners' risk	Books, in cases
School slates, in packages or cases, owners' risk	Boots and shoes, in cases and trunks
Sewing machines, loose, owners' risk	Bottles, druggists', in cases or casks, owners' risk
Shop fittings or counters	Brooms, in bales, bundles, and cases
Sieves, owners' risk	Brushware
Signboards	Buckets or tubs, tin or other metal, in nests, owners' risk
Silk, owners' risk	Camp and colonial ovens, owners' risk
Silk goods, owners' risk	Canvas, in bolts or bales
Slate slabs, for furniture and house fittings, owners' risk	Carriage and gig bodies; minimum, 1 ton each
Slops, in cases; if in bales, owners' risk	Chicory, in cases or bags
Snuff	Chimney-pots, owners' risk
Soap, fancy	Chinese matting
Spices, in bales, boxes, &c.	Churns, owners' risk
Spirits, in cases or jars, owners' risk	Cider, in bulk
Sponge, in bales or cases, double rate	Cocoa and chocolate
Stationery, owners' risk	Cocanut fibre and matting
Stoves and stovepipes, owners' risk	Coffee, ground or roasted
Sugar, loaf, loose, owners' risk	Coir mats
Sundries, or cases, casks, and packages, contents not specified, owners' risk	Copper and brass rod
Tanks, empty, corrugated iron, owners' risk	Ditto, sheet
Ditto, ditto, iron, up to 400 gallons, owners' risk	Ditto, wire
Ditto, ditto, ditto, over 400 gallons, rate and a half, owners' risk	Ditto, nails
Tea	Cordials, in bulk
Theatrical scenery, owners' risk	Crucibles
Tinware, in cases; if loose, owners' risk	Currants, in casks or cases
Tobacco, smoking	Disinfectants, in cases and casks
Toys, in cases	Door fittings, owners' risk
	Dray shafts and wheels
	Duck, in bolts or bales
	Dyes, in casks and cases
	Earthen and stone ware, in casks, crates, or cases, owners' risk
	Eggs, packed, owners' risk
	Felt
	Figs
	Firearms, in cases
	Fish, dried
	Flax, dressed, pressed; if unpressed, rate and half
	Flower-pots, owners' risk
	Forks, hay or other agricultural

Fruits, dried	Varnish, in casks, cases, and cans, owners' risk
Fuze, owners' risk	Wine, in bulk.
Game, dead, owners' risk	CLASS C.— <i>Minimum, 5 cwt.; 4d. per ton per mile.</i>
Garden seats, owners' risk	Arsenic, in kegs
Gas fittings, in casks and cases	Axles and springs
Gas and water meters, owners' risk	Beef or pork, salt, in casks
Gates, house and garden, owners' risk	Bedsteads, in cases
Glass, window, in cases, owners' risk	Belting, leather and rubber, owners' risk
Grindery, not otherwise specified	Biscuits, in bags and casks
Hair, upholsterers'	Blacking
Hams and bacon, loose, owners' risk	Blacklead
Handles, wooden, in cases and packages	Bluestone, in kegs and casks
Hardware, not otherwise specified	Boats, minimum, 1 ton, owners' risk
Harness and saddlery, in cases	Bolts and nuts, not loose
Hides, 40 to the ton	Bran and pollard, in bags or packages
Hollow ware, owners' risk	Bread, owners' risk
Ink, printers'	Butter, in casks, kegs, or cases
Iron, corrugated, loose	Candles, in boxes
Ditto, galvanized, loose	Castings, in cases, owners' risk
Ditto, girders	Cement, owners' risk
Ditto, railings, owners' risk	Chain
Iron, lamp and verandah posts, loose, owners' risk	Cheese, in cases
Juniper berries	Coffee, raw
Kerosene, owners' risk	Colours and paints, in casks, kegs, and tins, owners' risk
Leather, in bales	risk
Limejuice, in cases, owners' risk	Copperas
Linseed	Cordage
Liquorice	Cotton waste
Liquors, in bulk, not otherwise specified	Crowbars
Luggage	Dairy produce, not otherwise specified
Machinery, light and fragile, owners' risk	Dates, in bags
Marble, manufactured, in case, owners' risk	Doors, wooden, owners' risk
Meat, preserved	Dray bodies, minimum 1 ton each
Nuts, edible, all kinds	Empty bottles, in packages, owners' risk, not taken loose
Oil, in casks, tins, and cases, owners' risk	Fat and tallow, in bags, casks, or other packages
Oil, Chinese, owners' risk	Felloes, spokes, and naves, manufactured
Oilcloth, owners' risk	Fire bars and bearers, dumb plates and furnace doors
Oilmen's stores	Fish, in brine
Paper, in reams or bales	Ditto, fresh, owners' risk
Ditto, bags	Flour and sharps, 2,000 lbs. to the ton
Peas, in casks or bags	Fruit, fresh, in cases, owners' risk
Pepper, in bags, cases, or tins	Glue
Perambulators, boxed	Glue pieces, in bales
Pipes, smoking	Gravestones, rough, owners' risk
Pots, iron, loose, owners' risk	Gum shellac
Pottery, not otherwise mentioned	Hair, for building purposes
Poultry and rabbits, dead, owners' risk	Hams and bacon, in casks, cases, and bags
Preserves, in cases, not otherwise specified	Hearthstones, owners' risk
Provisions, preserved	Honey, in kegs, jars, tins, and casks, owners' risk
Pumice stone	Horseshoes
Pumps, owners' risk	Hops, in bales and pockets, owners' risk
Quicksilver	Houses, wooden, in packages
Raisins, in casks or cases	Ice, in cases, owners' risk
Refuse from gold-smelting	Iron, bar and rod
Retorts, clay, owners' risk	Ditto, corrugated, in cases
Safes, iron, owners' risk	Ditto, galvanized, in cases
Scythe blades, in bundles	Ditto, hoop, sheet, and plate
Sewing machines, boxed	Kauri gum
Sheepskins, in bundles; if loose, rate and half	Lampblack
Shot, in bags or kegs, owners' risk	Lasts, in packages
Slate slabs for tanks, owners' risk	Laths, in bundles
Soda, bicarbonate of	Lead, pig, sheet, and piping, owners' risk
Spades and shovels, in bundles or cases	Machinery, not otherwise specified, including cylinders, sole-plates, and fly-wheels, owners' risk
Spirits, in bulk	Malt, in bags, owners' risk
Spirits of tar	Marble slabs, rough, owners' risk
Spouting, iron, owners' risk	Ditto tiles, in cases, owners' risk
Starch and blue	Meal, oat or other, in casks or bags
Sugar, in cases, casks, mats, bags, and baskets	Meat, fresh, owners' risk
Tacks, in cases	Mining trucks and buckets, iron
Tallow	Millstones, owners' risk
Tartaric acid	Nails and rivets, bootmakers', in casks
Tools, loose	Nails, rivets, and screws, in kegs or bags
Tubing, piping, and guttering, copper, brass, and iron	
Turnery, in cases	
Turpentine, in casks, cases, and cans, owners' risk	



Oysters, in bags, owners' risk  
 Piles or heavy timber, 40 cubic feet to the ton. If occupying more than one truck, 50 per cent. added  
 Ploughs, in cases  
 Ploughshares, loose  
 Potatoes, new, in cases or bags, owners' risk  
 Printing materials and type, owners' risk  
 Rattans  
 Retorts, iron, owners' risk  
 Rice  
 Rope, hemp or wire, owners' risk  
 Sash weights  
 Screw-jacks  
 Scythe stones, in cases or casks  
 Steel  
 Stone, carved, for building purposes, owners' risk  
 Sumach  
 Tanks, filled  
 Tarpaulins  
 Tents, in bundles  
 Tin and copper, ingot and bar  
 Tin plates and gold gratings  
 Tobacco, for sheep-wash, in casks  
 Tools, in chests  
 Trees and shrubs, not in pots and in packages  
 Twine  
 Vices  
 Vinegar and limejuice, in casks  
 Wheels, loose, iron, cast or wrought  
 Wheelbarrows and hand trucks  
 Willows, in bundles  
 Winches, crab  
 Wire iron, in bundles  
 Zinc, in casks and cases.

**CLASS D.—Minimum, 5 cwt.; 3d. per ton per mile.**

Alum, in casks  
 Anchors and chain cables  
 Anti-friction and axle grease  
 Antimony, smelted  
 Anvils  
 Asphalte  
 Bags, empty, in bags or bundles  
 Bath bricks  
 Broken glass, in packages  
 Caustic soda and potash  
 Chalk or ochre  
 Empties, certified by consignors to have passed over line full, half rate  
 Felloes, spokes, and naves, unmanufactured  
 Fire bricks and blocks  
 Fungus, double rate  
 Granite, dressed or polished, minimum 2 tons  
 Grindstones, owners' risk  
 Guano, and other artificial manures  
 Horns and hoofs  
 Hurdles, iron and wood  
 Iron, pig  
 Iron castings, rough  
 Lime, in bags  
 Manganese  
 Molasses and treacle, in casks  
 Oil cake  
 Onions, in bags  
 Paper, waste  
 Pipes, cast-iron, water or gas, owners' risk  
 Plaster  
 Portable engines, owners' risk  
 Rags, in bales  
 Resin  
 Rock salt  
 Rope, old, for making paper  
 Sacks, in bales  
 Salt, in bags  
 Saltpetre, in bags or casks  
 Scab specific and foot-rot preparation, in casks

5—H. 12.

Slates, roofing  
 Shooks  
 Soap, in cases  
 Soda, in casks, owners' risk  
 Stones, kerb or dressed, not otherwise specified  
 Sulphur, in barrels, owners' risk  
 Tar and pitch  
 Vegetables, not otherwise specified, in crates or bags  
 Whiting, owners' risk  
 White and red lead  
 Woolpacks, in bales.

**CLASS E, GRAIN RATE.—Minimum, 2 tons (if less, then Class A); 2½d. per ton per mile.**

Barley  
 Beans  
 Chaff, pressed; unpressed, double rate  
 Gram and dhol, in bags  
 Grain  
 Hay and straw, pressed; unpressed, double rate  
 Maize  
 Mixed horse-feed, pressed; unpressed, double rate  
 Oats  
 Potatoes  
 Roots, in bags, not otherwise specified  
 Rye  
 Seeds, grass and other, double rate  
 Wheat.

\* \* \* Wheat, 10 4-bushel bags to the ton

Barley, 12 " "

Oats, 14 " "

If bags contain more than 4 bushels, the owner will be charged as for the next highest bushel.

**CLASS F, MINERALS AND FIREWOOD — (Owner's risk).—Minimum charge, 6s.; 10d. per truck per mile. Full truck charged for. Owner loads and unloads.**

For each Loading or Unloading done by the Railway 6s. 3d. additional per truck will be charged.

Bones  
 Bricks  
 Clay  
 Coal; minimum, 12s. 6d. per truck  
 Coal dross  
 Coke, double rates  
 Copper ore  
 Drain pipes and tiles  
 Firewood  
 Flagging  
 Granite, rough  
 Gravel  
 Iron ore  
 Limestone  
 Lime, in bulk  
 Manures, animal  
 Marble, in rough blocks  
 Pyrites  
 Quartz and quartz tailings  
 Road metal  
 Sand  
 Ships' ballast  
 Stone, rough.

Any of the above in lots of less than 2 tons, if in bags or packages, to be as Class B.

**CLASS G.—POSTS AND RAILS, FASCINES, TUSSOCK GRASS, GREEN FLAX, SEA WEED, AND SPLIT HOUSE BLOCKS—(Owners' risk).—Minimum, 7s. per truck; 1s. per truck per mile. Owner loads and unloads.**

For each loading or unloading done by the Railway 6s. 3d. additional per truck will be charged.

**SAWN TIMBER.**—*Minimum, 200 feet super.;  $\frac{1}{2}$ d. per 100 feet super., per mile.*

$\frac{1}{2}$ -inch boards and under, half rate.

100 palings or 1,000 shingles as 100 feet timber.

Owner to do all loading or unloading.

For each loading or unloading done by the Railway 3d. per 100 feet additional will be charged.

All sawn timber under 1 inch is taken as inch stuff in computing the measurement.

**WOOL.**—*Minimum, 1s. per bale. Per bale not exceeding 4 cwt., 1d. per bale per mile;  $\frac{1}{2}$ d. per mile extra for bales over 4 cwt.*

For each loading and unloading done by the Railway 3 $\frac{1}{2}$ d. per bale additional will be charged.

#### WEIGHING.

Wool, 4d. per bale.

Grain,  $\frac{1}{2}$ d. per bag.

Potatoes, &c., 1d. per cwt.

#### *Cart Weighbridge.*

Goods carried by railway, per load, 3d.

Goods not carried by railway, per load, 6d.

**SHEEP, PIGS, AND GOATS.** (In large lots.) *Minimum, £1 per truck with two floors, if both floors are used; 10s. per truck, if one floor only, or if an open truck is used.*

1s. 6d. per truck with two floors per mile for the first 10 miles, and 1s. per truck per mile additional for each additional mile, if both floors be used.

1s. per truck per mile for the first 10 miles, and 9d. per truck per mile for each additional mile, if only one floor, or if an open truck be used.

These animals to be loaded and unloaded by owners, who must take entire responsibility and risk.

#### MISCELLANEOUS.

Corpses, 1s. per mile. Minimum £1.

Ships' goods to and from Dunedin and Port Chalmers, Christchurch and Lyttelton, and Invercargill and Bluff, all carried according to bill of lading.

In addition to the above rates per mile, a charge of 2s. 6d. per ton is made for terminal charges on Classes A, B, C, D, and grain. A remission of 9d. per ton on grain will be made for each loading or unloading done by consignees at country stations.

For distances after the first 50 miles to 100 miles the above rates to be diminished as follows:—On Classes A, B, C, D, and grain, by 1d. per ton; on minerals 2 $\frac{1}{2}$ d. per truck; on wool,  $\frac{1}{2}$ d. per bale.

For distances above 100 miles the rates to be further diminished as follows:—On classes A, B, C, by 1d. per ton; on D,  $\frac{1}{2}$ d. per ton; on wool,  $\frac{1}{2}$ d. per bale.

A truck load is computed at 5 tons. A fraction of a mile is counted as a mile, and a fraction of a ton as a ton, unless otherwise specified.

A truck of firewood must not exceed 3 cords. When the rate is per truck load, and the carrying capacity of the truck exceeds 5 tons, the weight loaded over that quantity (if consigned) will be charged 25 per cent. additional.

No truck with live stock is to be loaded with more animals than can be conveniently placed therein.

Any package weighing over 2 tons will be charged extra for loading and unloading.

Any freight working out to an odd half-penny will be charged at the next higher penny.

2s. per ton per day storage will be charged on all goods not removed by consignee within 12 working hours of their arrival.

£1 per truck per day demurrage will be charged for trucks not unloaded by consignees within 12 working hours of their arrival.

RATES OF FREIGHT AND INSURANCE FOR SPECIAL GOODS.

Under "The Public Works Act, 1876," the Government is exempted from all liability for loss of or damage to the following articles beyond the values mentioned below respectively, unless such goods are declared by the consignor to be "special goods," and their value is stated upon the consignment note; and upon such declaration being made and value stated all such goods will be subject to the charges stated below as the "rates for the insurance of special goods."

	Rates of Freight.			Rates for the Insurance of Special Goods. For every £100 of the declared value in excess of the values mentioned in first column.			
	Value not to exceed	For any Distance not exceeding 10 miles.	Per Mile after the first 10 Miles.	1 to 50 Miles.	51 to 100 Miles.	101 to 150 Miles.	151 Miles and Upwards
Horses, one only ... ..	£15 each	8/8	-/2½	80/-	120/-	160/-	200/-
" each additional one belonging to the same owner	£15 each	6/-	-/2	80/-	120/-	160/-	200/-
Cattle, one only ... ..	£8 each	6/6	-/2	80/-	120/-	160/-	200/-
" each additional one belonging to the same owner	£8 each	3/6	-/1	80/-	120/-	160/-	200/-
Calves (one year old and under), one only ... ..	£8 each	2/6	-/1	80/-	120/-	160/-	200/-
" longing to the same owner ... ..	£8 each	1/3	-/½	80/-	120/-	160/-	200/-
Sheep, goats, or pigs, one only ... ..	15s. each	2/6	-/1	80/-	120/-	160/-	200/-
" each additional ... ..	15s. each	1/3	-/½	80/-	120/-	160/-	200/-
Sheep or pigs (in large lots) ... ..	15s. each	Carried according to goods' rates.		80/-	120/-	160/-	200/-
For such articles as stamps, maps, silks, furs, hand-made lace, and clocks ... ..	£10 per pkg.	Carried according to goods' rates.		15/-	20/-	25/-	*
For gold or silver coin, gold or silver in a manufactured or unmanufactured state, precious stones, jewellery, watches, trinkets, bank notes, title deeds, writings, bills of exchange, orders, notes or securities for the payment of money (English or Foreign), gold or silver plate, plated articles, glass and china, marble or slate goods, castings, furniture, toys ... ..	£10 per pkg.	Carried according to goods' rates.		40/-	45/-	50/-	†
For paintings, engravings, pictures, and musical instruments	£10 per pkg.	Carried according to goods' rates.		100/-	111/-	120/-	‡
Carriages, two-wheeled ... ..	...	7/6 each	-/3	...	...	...	...
" four-wheeled ... ..	...	10/- each	-/4	...	...	...	...
Drays ... ..	...	10/- each	-/3	...	...	...	...
Heavy wagons, special agreement ... ..	...	...	...	...	...	...	...

\* And 5/- additional for every 50 miles or fraction of 50 miles. No less charge than for £10. Fractions of £10 to be calculated as £10. Minimum charge, 5/-.

† And 10/- additional for every 100 miles or fraction of 100 miles. No less charge than for £10. Fractions of £10 to be calculated as £10. Minimum charge, 10/-.

‡ And 20/- additional for every £100 miles or fraction of 100 miles. No less charge than for £10. Fractions of £10 to be calculated as £10. Minimum charge, 15/-.

Dated at Wellington, this 29th day of May, 1877.

J. D. ORMOND,  
Minister for Public Works.

[Published in *New Zealand Gazette* No. 58, 28th June, 1877.]

*Additions to and Alteration in the Rates for the Conveyance of Passengers and for the Conveyance and Delivery of Goods and Parcels on all the New Zealand Railways, published in New Zealand Gazette No. 48, of the 1st of June, 1877.*

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council dated the 17th day of April, 1877, the following additions to the rates for the conveyance of passengers, and for the conveyance and delivery of goods and parcels on all the New Zealand Railways, published in the *New Zealand Gazette* No. 48, of the 1st of June, 1877, are hereby declared to be fixed, and shall come into force on the 1st day of July, 1877:—

PARCELS.

CONVEYANCE OF PARCELS FOR DISTANCES BEYOND 150 MILES.

Weight ...	7 lbs.	14 lbs.	28 lbs.	56 lbs.
For each 25 miles, or } fraction of 25 miles }	3d.	3d.	6d.	9d.

PASSENGERS.

Ordinary return fares, except in cases specified in clause 7 of the By-laws for the New Zealand Rail-

ways, to be one and a half the ordinary single fares with minimum charges of—

1st Class ... ..	9d.
2nd Class ... ..	6d.

GOODS.

The minimum charge for sawn timber to be 6d. per hundred feet superficial.

STOCK, IMPLEMENTS, DOGS, AND POULTRY EXHIBITED AT AGRICULTURAL SHOWS.

Stock, implements, dogs, and poultry conveyed by railway for exhibition at Agricultural Shows may be conveyed back to the station from which they were originally sent *free of cost if unsold*, but at owners' risk, upon the production of a certificate in writing from the Secretary of the Agricultural Show at which they have been exhibited that such are unsold, and that they are returned direct from the Show for conveyance back to the station from which they were sent. All loading, unloading, collection, and delivery to be performed by the owners.

And in cancellation of the rates for the conveyance of flour, sharps, bran, pollard, and meal, in bags or packages, defined in *Gazette* No. 48, of the 1st of June, 1877, the following rate is declared to be fixed,

and shall take effect from the 1st day of July next, viz.,—

GOODS.

Flour, sharps, bran, pollard, and meal, in bags or packages, per ton of 2,200 lbs., at 2½d. per ton or fraction of a ton, per mile, or fraction of a mile, with a terminal charge of 2s. 6d.

For each loading or unloading done by the consignor a remission of 9d. per ton will be made. Minimum, 2 tons, if less then as Class A (at owner's risk).

GEO. McLEAN,  
(Minister acting for the Minister  
for Public Works).

27th June, 1877.

[Published in *New Zealand Gazette* No. 62, 19th July, 1877.]  
*Alterations in the Rates for the Conveyance and Delivery of Goods on all the New Zealand Railways published in the New Zealand Gazette No. 48, of the 1st of June, 1877.*

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council

dated the 17th day of April, 1877, the following alterations in the rates for the conveyance and delivery of goods on all the New Zealand Railways published in the *New Zealand Gazette* No. 48, of the 1st of June, 1877, are hereby declared to be fixed, and shall come into force from the day of the date hereof:—

The minimum quantities of goods of Classes A, B, C, D charged for to be 2 cwt.

Class E, in quantities of less than 2 tons, to be carried as Class D.

Class F., in lots of less than 2 tons, if in bags or packages, to be carried as Class D.

When a consignor sends to the same consignee several packages of different classes which may each be below the minimum quantity of 2 cwt., the whole may be sent as one consignment, carried at the rate for that class of goods to which the heaviest package belongs.

Dated at Wellington, this 16th day of July, 1877.

J. D. ORMOND,  
Minister for Public Works.

By Authority: GEORGE DEDSBURY, Government Printer, Wellington.—1877.

Price 1s. 6d.]