

12. See that the tender brake hose is always hung up in the clip for the purpose whenever it is not in use ; this will prevent dust getting into the triple valve. All brake couplings must be disconnected *by hand*. Remember that you are responsible for the condition of the brakes on the engine and tender.

13. For the automatic brake, the handle on triple valve must be turned horizontally ; if turned down, will change it to the simple air brake ; if turned midway between these two positions it will close communication with the brake cylinder and reservoir, and should be so turned when desirable to have the brakes out of use on any particular car, from breaking of rods, etc. This applies to tenders and cars.

14. When, from any cause, the automatic brake cannot be used, change to the simple air brake, but in this case remember that the brake valve on engine requires to be worked the opposite way.

15. Promptly test the brakes at the request of Car Inspectors at terminal and (whenever a car is taken on or put off) at intermediate stations, and obtain a notification that all is right before starting. The pump must not be worked while test is being made.

16. Enginemen must specially report upon arrival at terminal stations, or Round House, any defect in the working of their engine, valves, pump, etc., and on trip tickets particulars of all failures of the brakes and loss of time in connection therewith. All passenger engines must carry a spare hose and couplings, as part of their equipment.