

EXECUTIVE COUNCIL.

No. 267.

Rules made by the Railway Administration with the approval of the Governor-in-Council under Section 32 of the Railways Ordinance, 1909, (Ordinance No. 21 of 1909), this 26th day of July, 1910.

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CHAPTER I.

PRELIMINARY.

1.—In these rules, unless there is anything repugnant in the subject or context—

Definitions

(1) "ADEQUATE DISTANCE" means the distance sufficient to ensure safety, having regard to the local conditions obtaining.

(2) "AUTHORISED OFFICER" means the person who is duly empowered by general or special order of the railway administration, either by name or by office, to issue instructions or to do any other thing of the nature referred to in each case.

(3) "SPECIAL INSTRUCTIONS" means instructions issued from time to time by the authorised officer in respect to particular cases of special circumstances.

(4) "MAIN LINE" means the line ordinarily used for running trains through and between stations.

(5) "TRAIN" means an engine with or without vehicles attached.

(6) "PASSENGER TRAIN" means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train.

(7) "GOODS TRAIN" means a train intended solely or mainly for the carriage of general merchandise, minerals, materials or live stock.

(8) "MIXED TRAIN" means a train intended for the carriage of both passengers and goods, or of passengers, animals and goods.

(9) "BALLAST TRAIN" means a train intended for the carriage of ballast, stone, material or fuel when picked up or put down either between stations or within station limits.

(10) "ORDINARY TRAIN" means a train, whether passenger, goods or mixed, which is entered in the working timetable.

(11) "SPECIAL TRAIN" means any train which is neither an ordinary train nor a ballast train.

(12) "RUNNING TRAIN" means a train which has started under an authority to proceed and has not completed its journey.

(13) "GUARD" includes a Brakesman and any other Railway servant who may for the time being be performing the duties of a Guard.

(14) "ENGINE DRIVER" means the person for the time being in charge of a working locomotive engine.

(15) "INSPECTOR OF PERMANENT-WAY" means the Railway servant performing the duties of an Inspector of Permanent-way by whatever designation he may be known on any particular Railway.

(16) "GANGER" means the person in charge of a gang of platelayers or other workmen employed on the permanent-way.

(17) "STATIONMASTER" means the person on duty who is for the time being responsible for the working of the traffic within station limits as hereinafter defined, and includes:

(a) An Assistant Stationmaster,

(b) A Clerk in charge, and

(c) Any other person appointed to the charge of a station.

(18) "SYSTEM OF WORKING" means the system adopted for the time being for the working of trains on any portion of a Railway.

(19) "STATION" means any place on a line of Railway at which traffic is booked and dealt with, or at which an authority to proceed is given under the system of working.

(20) "STATION LIMITS" include:

- (a) All traffic lines and premises within the Distant signals, or,
- (b) If there be no Distant signal or Distant signals, all traffic lines and premises within the outside points, or,
- (c) If there be no Distant signals, and no outside points, all traffic lines and premises within the ends of the platform, or within such other positions as may be fixed by the authorised officer.

(21) "AUTHORITY TO PROCEED" means the authority given to the Driver of a train, under the system of working, to leave the station with his train.

(22) "PERMISSION TO APPROACH" means the permission given from a station to a station in rear for a train to leave the latter and approach the former.

(23) "BLOCK SECTION" means that portion of the running road between two stations on to which no running train may enter until permission to approach has been received from the station at the other end of the section.

(24) "FIXED SIGNAL" includes a semaphore arm for use by day and a fixed light for use by night.

(25) "FOULING POINT" means the point at which the infringement of fixed Standard Dimensions occurs, where two tracks cross or join one another.

(26) "OBSTRUCTION" or "OBSTRUCTING" means a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains.

(27) "DAY" means from sunrise to sunset.

(28) "NIGHT" means from sunset to sunrise.

CHAPTER II.

SIGNALS.

2.—The Signals to be used for controlling the movement of trains shall be:

- Fixed Signals,
- Hand Signals, and
- Detonating Signals.

3.—The Signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick or foggy weather.

4.—A Fixed or Permanent signal is a signal erected for controlling the movement of trains, and is constructed with one or more semaphore arms, discs or other appliances for use by day, and lamps for use by night.

N.B.—A Point Indicator is not a signal.

(a) Point Indicators are appliances attached to points to show for which road the points are set, and shall be so constructed as to be easily distinguished from Fixed or Permanent signals.

(b) Point Indicators will apply to all vehicles, whether forming part of a train or not, passing over the lines to which they refer.

5.—No Fixed or Permanent signal shall be used unless it is constructed to fly back to "danger."

(a) With Fixed or Permanent Semaphore signals the day signal must be made with the semaphore arm on the left-hand side of the post, as seen by the Driver of an approaching train.

Kinds of
Signals

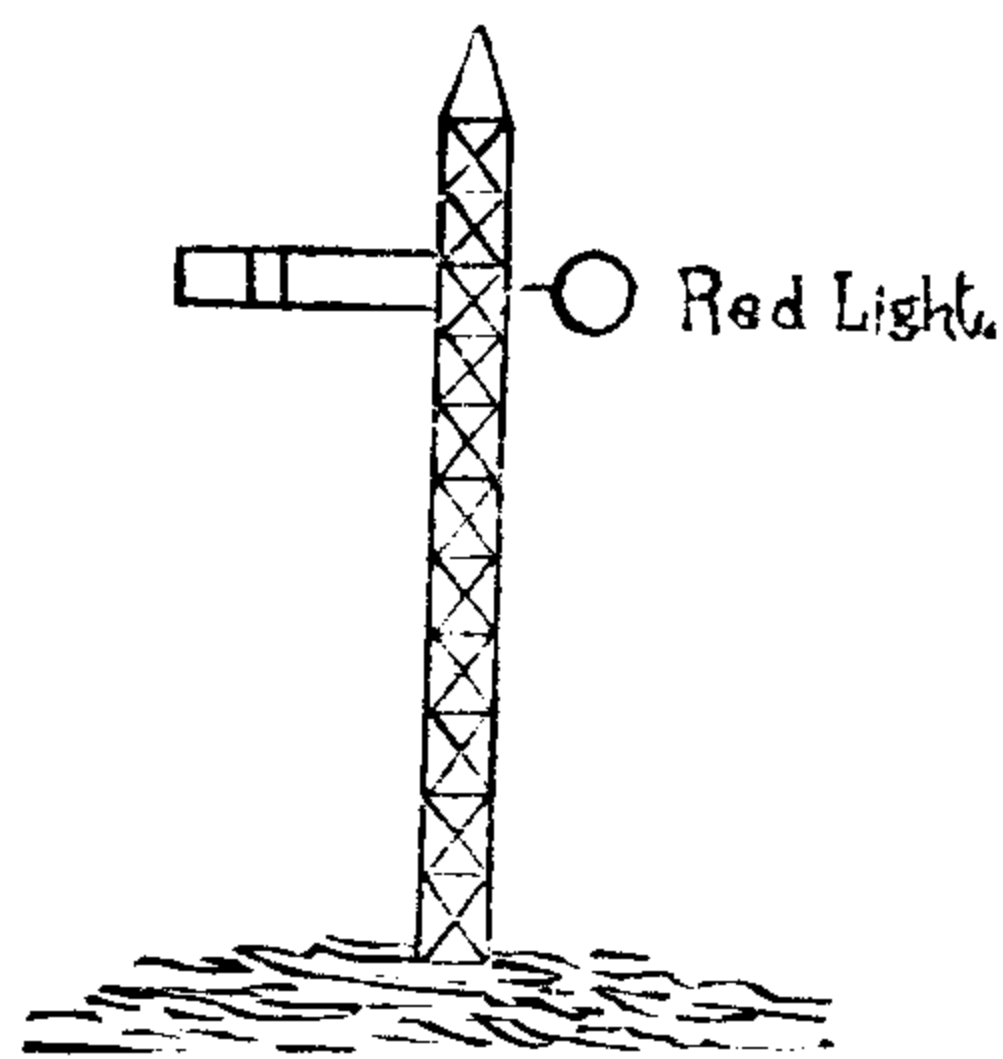
Use of Night
Signals by Day

Definition of
"Fixed or
Permanent
Signals."

Construction
of Fixed or
Permanent
Signals.

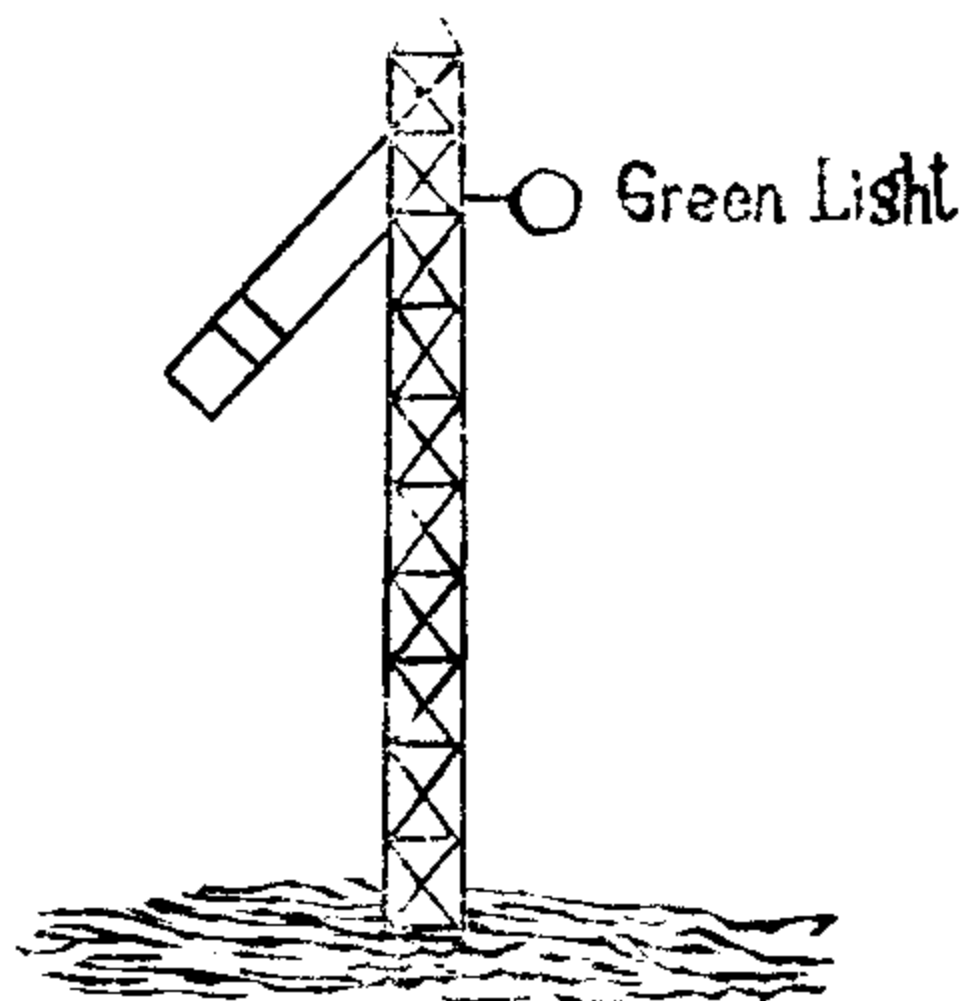
Use of Fixed
Permanent
Semaphore
signals.

(b) The " Danger " signal must be shown when it is intended that a train should stop, and shall be given, by day, by raising the semaphore arm to the horizontal position, thus—



and by night, by showing a red light. When the Semaphore arm is so raised or a red light is shown, the signal is said to be " on," and signifies " Stop Dead," do not pass until the arm is lowered, or at night till the light is changed to green.

(c) The " Proceed " signal must be shown when it is intended that a train may proceed, and shall be given, by day, by lowering the semaphore arm at least half way from the horizontal position, thus—



and, by night, by showing a green light. This constitutes the off position of the Signal.

(d) All signals shall show a white light towards the station when the signal is on, and no light at all in any other position.

(e) Every fixed signal, the light of which cannot be seen from the point from which the signal is worked, must be provided with a back-light or tell-tale, by which the Stationmaster may see whether the light is burning or not.

6. FIXED SIGNALS shall consist of Distant (or Outer) and Station or Home Signals, and shall be of the semaphore type.

Distant Signals. (a) " Distant Signals " are signals placed not less than 1,300 yards from the outermost facing points of a station.

Home Signals. (b) " Home Signals " shall be placed not closer than 25 feet to the outermost facing points in a station, and shall consist of a Bracket Signal on which shall be raised dolls of varying height. The highest is to be taken to refer to the Main Line and the others vary in height according to the sequence of the other lines.

(c) " Starting Signals " are signals placed so as to control the departure of trains.

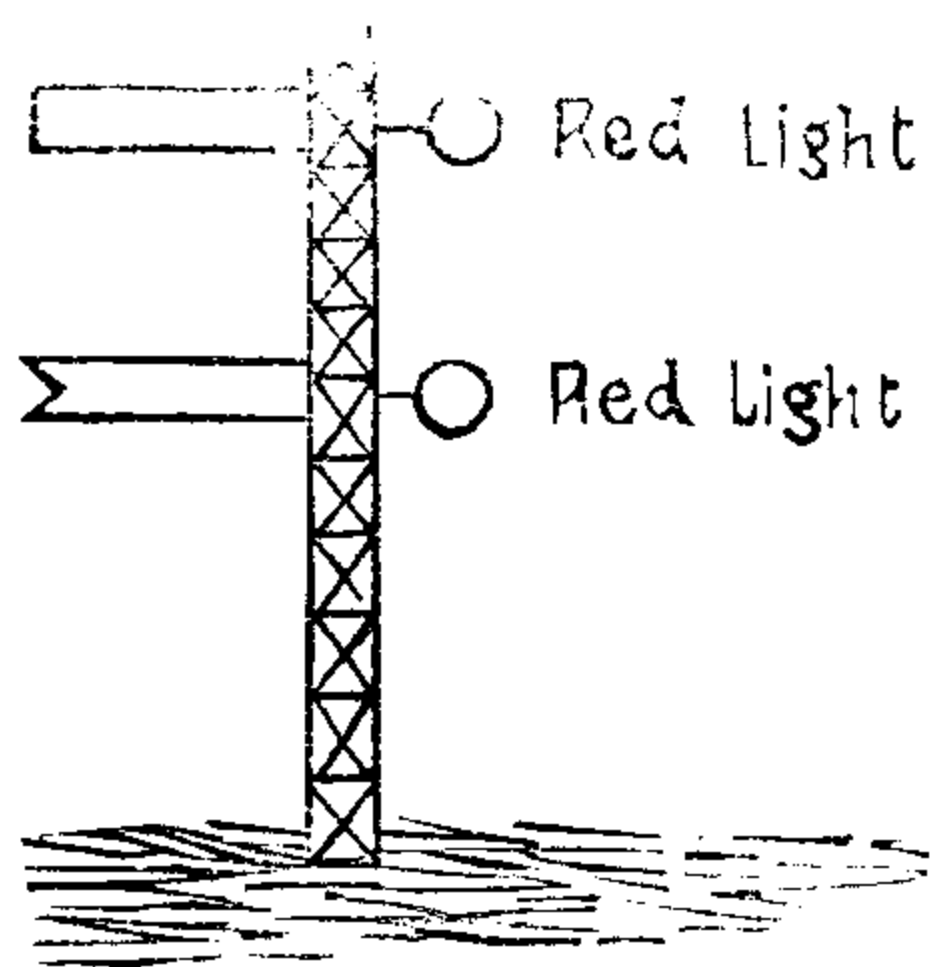
(d) " Disc Signals " shall be used at Stations to control the movement of trains entering or leaving that portion of a station premises allotted to the Locomotive Department. The " on " or " Danger Position " is shown in the day time by a red disc set at right angles to the line on which a train is approaching, and at night by a red light. The " Proceed " or " Off " position in the day time by the disc being turned parallel to the line, and at night by a green light. Disc signals may also be used to signal the position of gates as hereinafter described.

(e) In addition to the above Signals, such other fixed signals may be provided at any station as may in the opinion of the authorised officer be necessary for the safe working of trains.

Main signal. (6a) The Main signal is a signal fixed within station limits, generally near the centre of a station. It may, under APPROVED SPECIAL INSTRUCTIONS, be called the Home signal. It is ordinarily provided with two semaphore arms only, one on either

side of the post, in which case the left-hand arm only is applicable to approaching trains. No other arrangement of arms may be used without the sanction of the General Manager.

(7) Whenever the fixed signals at stations shall be fully interlocked, and then only, a warner arm may be fixed to the outer signal at a minimum distance of 6 feet below the upper (square) semaphore, and shall be a fished arm, thus—



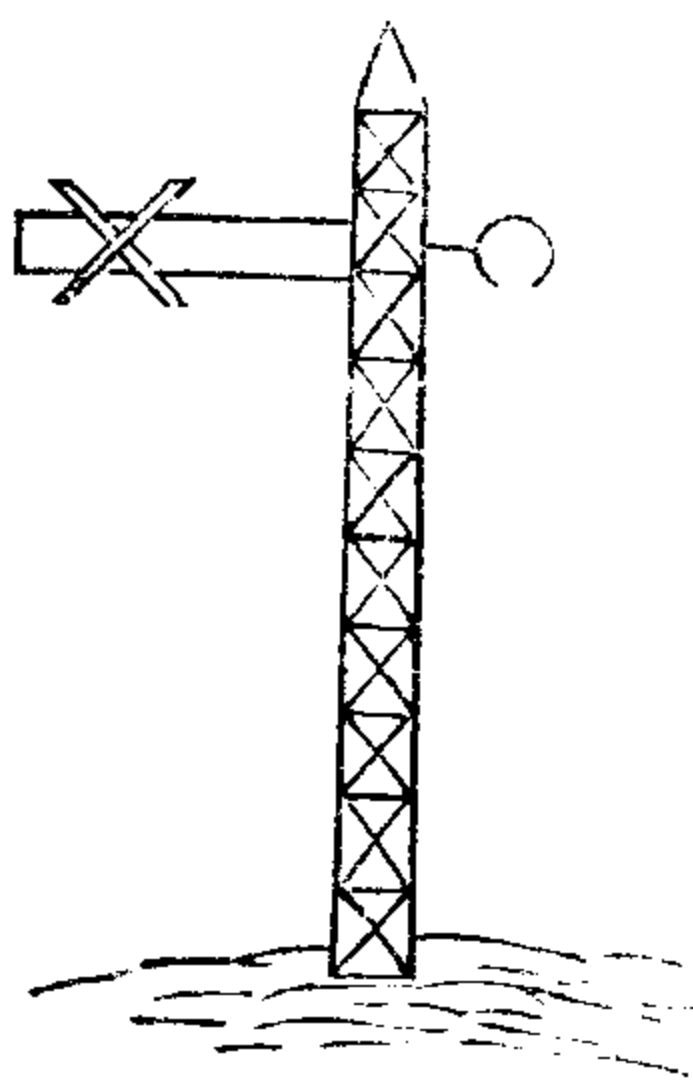
(8) The warner shall then become an indication to a train running through the station that the trailing points ahead are duly set and locked for the Main Line, that the Section up to the outer signal of the station next in order to the one through which the train is about to run is clear and free from obstruction. It shall not be possible to lower the warner until the outer or topmost signal itself is lowered, and in no case is it necessary to lower the warner when the train runs through on the loop. The speed at which any train runs through the loop being restricted to ten miles an hour.

FIXED SIGNALS.

7.—(a) Signal arms must be painted red with a white bar on the side facing trains to which they refer, and white with a black bar on the other side.

(b) On Warning signal arms the said bars must be parallel with the notching.

8.—When semaphore signals are not in use the arms must remain fixed in the "on" position, and must be distinguished by having two crossed bars, each at an angle of 45deg. to the arm on them, thus—



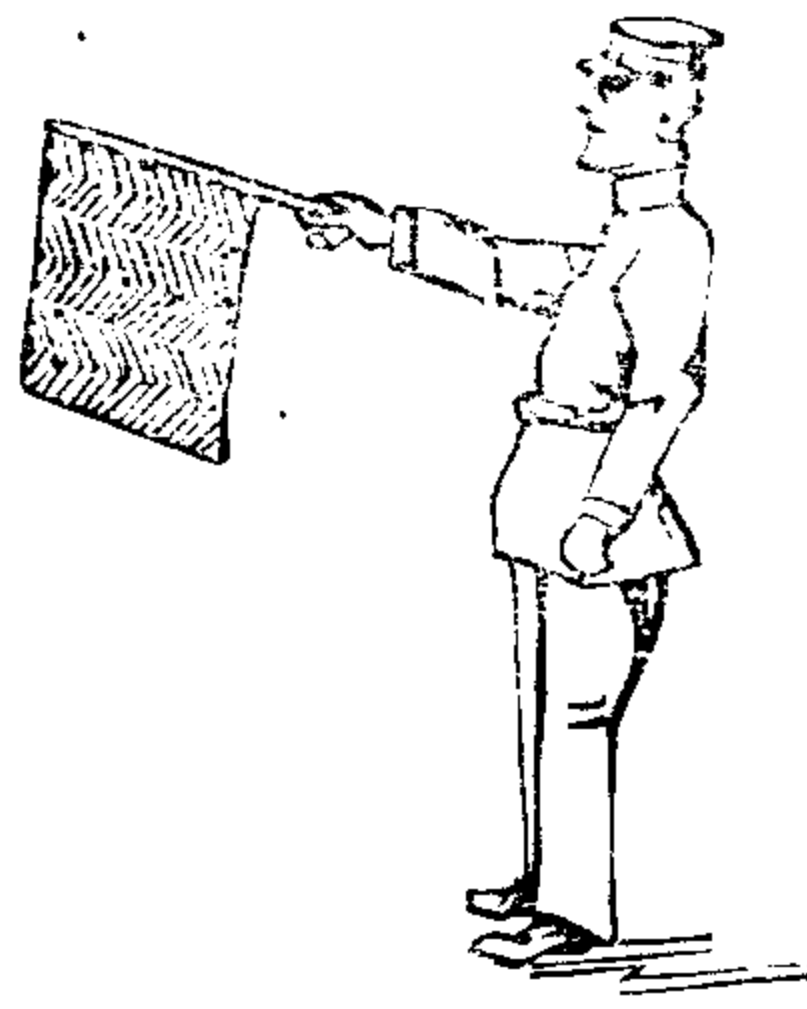
9.—Fixed signals shall be fixed on the side of the line on which they can be seen by Drivers of approaching trains, but the left hand side of the track is to be preferred unless the sighting is greatly interfered with.

HAND SIGNALS.

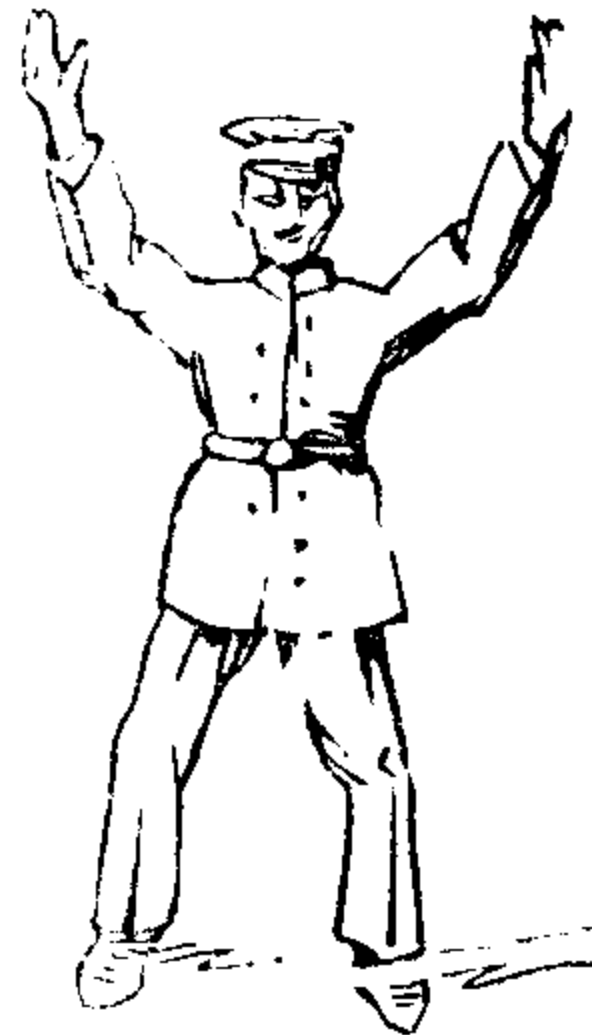
10.—A Hand signal shall be made, by day, by showing a flag or hand, and, by night, by showing a light.

Hand signs how made.

11.—The Stop signal shall be given, by day, (a) by showing a red flag, thus—

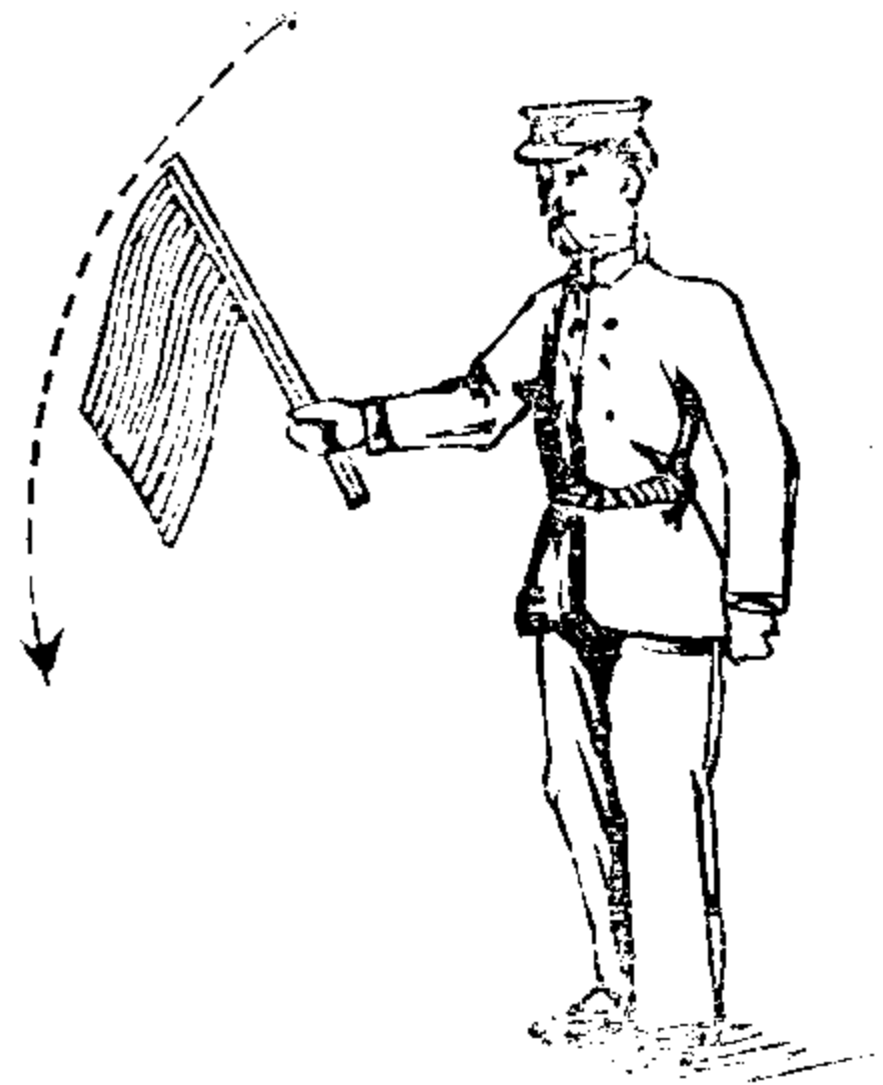


or, (b) in the absence of flags, by raising both arms with the hands above the head, thus—

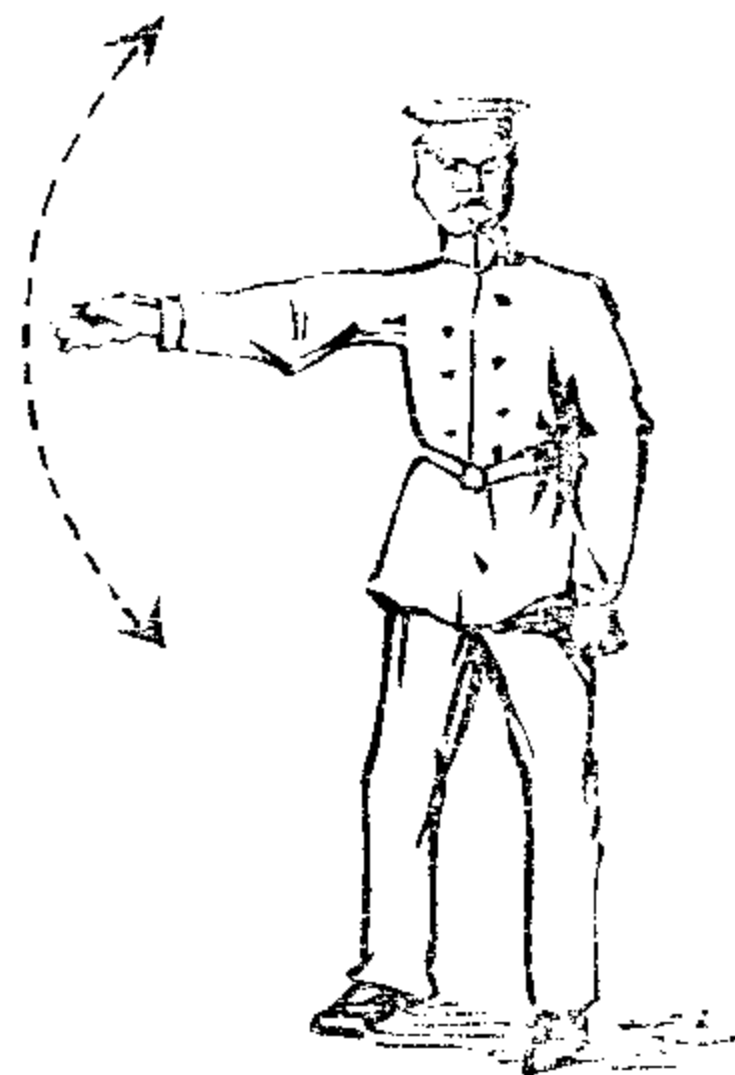


and, by night, (i.) by showing a red light; or, (ii.) in the absence of a red light, by violently waving a white light.

12.—The proceed with caution signal must be used when it is intended that a train should proceed slowly, and shall be given, by day, (a) by waving a green flag vertically, thus—



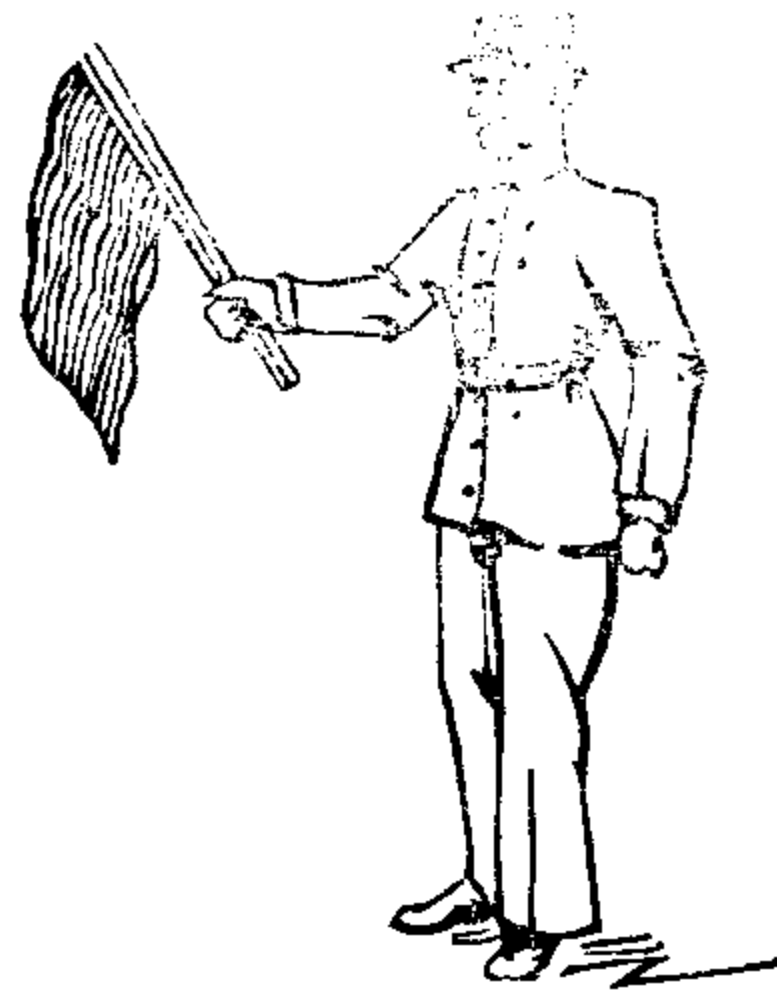
or (b) in the absence of flags, by waving one arm in a similar manner, thus—



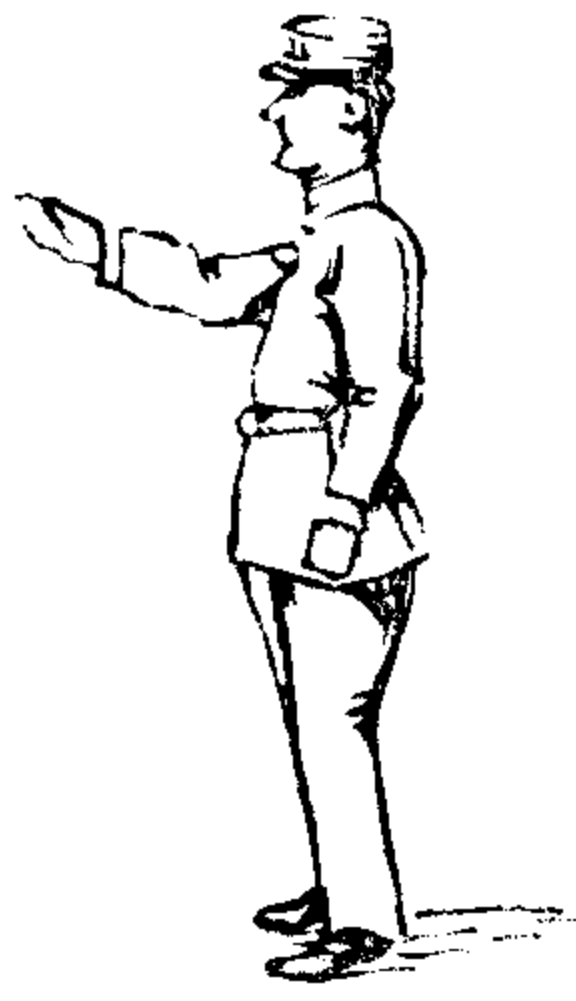
and, by night, by similarly waving a green light.

Proceed signal
how made

13.—The Proceed signal shall be given, by day, (a) by holding a green flag steadily, thus—



or, (b) in the absence of flags, by holding out one arm steadily, thus—



14.—In shunting operations, when not controlled by fixed Shunting Signals signals, signals shall be given as follows:

- (a) To move away from the person signalling, a green flag or green light moved slowly up and down.
- (b) To move towards the person signalling, a green flag or green light moved from side to side across the body.

To slow down, the above signals to be displayed slower and slower until the Danger signal is given with a red flag.

DETONATORS.

15.—“ DETONATING SIGNALS ” (otherwise called “ fog Detonating Signals defined. signals) are detonators placed on the line so as to explode with a loud report when an engine passes over them.

15A.—All Stationmasters, Guards, Engine Drivers, Gangers and Gatemen, and all other Railway Servants on whom this duty is laid by the General Manager, must keep a stock of Detonators.

16.—Detonators must be placed on the line with the label or brand upwards, and must be secured by bending the clasp round the upper flange of the rail.

17.—Detonators must be placed on the line—

- (a) in thick, foggy, snowy or tempestuous weather, to supplement, when necessary, the ordinary day or night signal.

18.—In thick, foggy, snowy or tempestuous weather, two detonators must be placed on the line, by the signalman or by some other trained railway servant selected by the Stationmaster, ten yards apart, and at least one hundred yards outside the Distant signal, or if there is no Distant signal, at least seven hundred yards beyond the outside points.

- (a) In case detonators are not on hand, a man should be sent out with signals to the same distance as that at which detonators are required.

19.—Every Railway servant placing detonators on the line must see that they are, when necessary, renewed immediately after a train has passed over them.

20.—(1) All Guards and Drivers shall be supplied by the authorised officer, and all Gangers and gangs of Platelayers or other workmen employed on the permanent way, shall be supplied by the Inspector of Permanent way with a sufficient number of detonators.

- (a) Drivers will be held responsible for having on their engines a red and a green flag, and also a supply of detonating signals, all of which must be kept in a dry place.

(2) Every Stationmaster and other railway servant in charge of signals must keep a supply of detonators in a suitable place, easy of access.

- (a) The stock of detonators must be replenished immediately after any are used.

21.—Every railway servant keeping detonators shall be bound to keep them carefully, so as to prevent explosion, and to protect them from damp.

22.—(1) At intervals of not more than one month, one at least from each stock of detonators kept by railway servants must be tested in accordance with special instructions.

(2) Where extra supplies of detonators are kept at a station for issue, the Stationmaster must test at least one before issuing any supply.

23.—When a Stationmaster or any other Railway servant in charge of signals has deputed men to place detonators on the line, he must see—

- (a) that fresh supplies of detonators are, when necessary, sent to the men so deputed, and
- (b) if it is necessary to keep out, for any length of time, any man so deputed, that he is relieved every six hours, and visited as often as practicable in order to ensure that he is on the alert.

SIGNALS AT GATES

Gate Signals.

24.—No gate shall be closed across the line at a level crossing except under approved special instructions, and in such a case it must be interlocked with the Station Signals or provided with semaphore signals fixed at an adequate distance from the gate, and showing stop signals both up and down the line when the gate is open for the passage of road traffic.

25.—Lifting gates at Level Crossings shall be signalled by a horizontal disc so fixed as to show RED as a Danger Signal to an approaching train when the gate is open to Road traffic, and shall be suitably signalled at night to show Red and Green lights to the Line and Road respectively.

WORKING OF FIXED SIGNALS.

Fixed Signal Generally.

26.—Fixed signals must always be kept “on” (that is, at “danger”), except when taken “off” (that is, lowered) to allow a train to pass.

(2) No fixed signal shall be taken “off” without the permission of the Stationmaster.

(3) The Stationmaster shall not give permission to take signals “off” to admit a train until—

- (a) All facing points over which the train will pass are correctly set and secured,
- (b) All trailing points over which the train will pass are correctly set, and
- (c) The line over which the train is to pass is clear and free from obstructions.

(4) Except in cases of emergency, a signal which has been taken “off” for the passage of a train shall not be placed “on” until the whole of the train which it controls has passed it, or, in the case of a Main signal, has arrived at the place at which trains usually come to a stand.

(5) When two or more trains are approaching simultaneously from any direction, the signals for one train only at a time may be taken “off,” all other signals being kept “on” until the train for which the signals have been taken “off” has come to a stand at the station or has cleared the station.

(6) No fixed signals shall be taken off for shunting purposes, but must be kept at Danger.

27.—The signals hereinbefore prescribed for use by night shall be used by day in thick, foggy, snowy or tempestuous weather, and during twilight in the mornings and evenings.

DEFECTIVE SIGNALS.

Duties of Stationmaster

29.—As soon as the Stationmaster becomes aware that any signal has become defective or has ceased to work properly, he shall—

- (a) Take measures, either by disconnecting the wire or by other means, to place the signal “on,” if it is not already in that position;

(b) Depute one or more competent railway servants, with such hand signals and detonators as may be required, to give signals at the place where the defective signal is situated, until the Stationmaster is satisfied that such signal has been put into proper working order;

(c) If possible, advise the station in rear in order that the Drivers of all approaching trains may be warned; and such warning shall be made by an endorsement on the Line Clear Ticket or by a Special Notice enclosed in the Pouch carrying the Tablet.

Drivers will then bring their trains to a stop at the outer signal and be piloted in by the Stationmaster by Hand Signal. (For which see Rule 10.)

(d) Report the occurrence to the person who is responsible for the up keep of the signal.

30.—As soon as a defective signal has been put into good working order, the Stationmaster must intimate the fact to the station which was advised of its being defective.

CHAPTER III.

WORKING OF TRAINS GENERALLY.

31.—The working of trains between stations shall be regulated by the standard time prescribed by the Governor in Council, which must be sent daily to all the principal stations on the railway. Standard time.

32.—No passenger train or mixed train shall be despatched from a station before the advertised time. Adherence to Advertised time.

33.—No train shall be allowed to run unless previous notice has been given, when practicable, to all stations concerned. Notice of Running.

34.—(1) No person other than the Stationmaster may ask for or give permission to approach or give authority to proceed. Permission to Approach and Authority to Proceed.

35.—(2) An authority to proceed given to a running train shall lapse as soon as the last vehicle of the train has passed—
(i.) inside the Home signal, or
(ii.) where there is no Home signal, inside the facing points.

36.—No engine shall be allowed, outside station limits, to push any train, except in accordance with special instructions, and at a speed not exceeding fifteen miles an hour. Pushing Engine.

(2) Sub rule (1) shall not apply to an engine assisting in rear of a train.

37.—(1) Except under special instructions, no engine with vehicles attached shall be despatched from any station without one or more Guards and one or more brake vans or hand-braked vehicles.

(2) Every Guard must, except under special circumstances, ride in his own brake-van or braked vehicle.

(3) Unless it be otherwise directed by special instructions, one brake-van must be attached to the rear of the train.

Provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such van.

38. No passenger train or mixed train shall be despatched from any station unless it be provided with means by which a Guard can communicate with, or get access to, every passenger carriage in the train. Means of communication with passengers

Explanation.—A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.

39.—(1) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axles prescribed by the authorised officers.

(2) Except under approved special instructions, no vehicles shall be so loaded as to exceed the maximum moving dimensions prescribed.

40.—No vehicle that is not furnished with screw couplings or with a central buffer coupling of approved pattern shall be attached to a passenger or mixed train.

Dangerous
vehicle.

41.—(1) No vehicle which has been off the line shall be allowed to run between stations until it has been examined and passed by a competent Carriage and Wagon Examiner:

(a) Provided that, in case of a derailment between stations, the Engine Driver may, if he considers it safe to do so, take slowly to the next station a vehicle that has been off the line.

(2) If a Guard or Stationmaster has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a Carriage and Wagon Examiner, the Engine Driver shall be consulted, and, if he so requires, the vehicle shall be detached from the train.

Travelling
crane.

42.—When attaching a travelling crane to a train, the Guard in charge of the train must see that the jib is properly lowered and secured, and that the crane is, if practicable, so placed that the jib will point towards the rear.

Dummy trucks

(a) When the jib of a travelling crane projects beyond its truck, or when the load in a truck projects to an unsafe extent beyond the end of the truck, an additional truck shall be attached, to act as dummy.

Train lights.

43.—At night, and in thick or foggy weather—

(1) No train shall be worked outside station limits unless it has—

(a) the head-lights prescribed by the Railway Administration; and

(b) in the case of an engine with vehicles attached, at least one red tail-light and two side-lights showing red towards the rear and white towards the engine; and

(c) in the case of a single engine without vehicles attached, at least one red tail-light; and

(d) in the case of two or more engines coupled together without vehicles attached, at least one red tail-light affixed to the rear engine.

(2) No engine shall be employed in shunting within station limits or in a siding unless it has the head-lights and tail-lights prescribed by the Railway Administration.

(a) Light engines and Shunting Engines will show one red light, Mail, Passenger and Goods train Engine will show two red lights: one on each side at the end of the front buffer beam, and the engines running tender foremost two red lights, one above the other.

Tail boards or
tail lamps.

44.—In order to indicate by day to the staff that a train is complete, the last vehicle must be distinguished by affixing to the rear of it either a tail-board, a tail-lamp, a red flag, or such other device as may be authorised by special instructions.

Speed limits.

45.—Every train must be run on each section of the line within the limits of speed sanctioned for that section. The sectional speed sanctioned shall be shown in the Working Time-table, a copy of which shall be supplied on issue to all concerned.

46.—No train shall be run through facing points at a speed exceeding ten miles an hour, or such lower rate as may be prescribed by special instructions.

47.—Provided that, if the points are interlocked with a fixed signal, or are locked in a manner approved by the authorised officer, trains may run over them at such speed as may be approved by the Authorised Officer.

Train running
through station

48.—When a train is to run, without stopping, through any station that is not interlocked, the Stationmaster of that station, or some railway servant appointed in his behalf by special instructions, must proceed to the facing points and satisfy himself that all facing points over which the train will pass are properly set and locked.

49.—A ballast train may be worked only with the permission of the Stationmaster on each side and in accordance with special instructions.

- (a) When working beyond station limits a ballast train must not be parted: the whole train from Engine to brake-van both inclusive must remain coupled up.
- (b) No ballast should be left above Rail level nor bricks or other materials within the distance prescribed in the maxima and minima dimensions, viz., 7 feet from centre of track. If a ballast train has to leave the spot where material is being deposited before these instructions can be carried out men must be left to complete the work.

50.—Before a ballast train is moved, the Engine Driver must give two clear whistles at an interval of half a minute, as a warning to the coolies that the train is about to move. Warning before moving a ballast train.

51.—When a ballast train with coolies is stabled at a station for the night it must be protected in the following manner: Protection of ballast train when stabled.

- (1) the Guard in charge of the train must see that all necessary points connected with the siding on which the train is stabled are correctly set against the train, and must then inform the Stationmaster, and, until the train is ready to start—
 - (a) if the station is not interlocked, must padlock all necessary points connected with the siding on which the train is stabled and keep the keys in his possession; or
 - (b) if the station is interlocked, must tie a red flag on the lever handle working the points; and
- (2) when under Clause 1 (b) a red flag has been affixed,

52.—The Stationmaster must take steps to ensure that the lever is not worked until the said Guard has removed the flag.

53.—No vehicle shall be moved so as to foul or obstruct any running road unless the previous sanction of the Stationmaster has been obtained. Moving of vehicles so as to obstruct running road.

54.—When any vehicle is being shunted on a steep gradient, the railway servant in charge of the operation must see that a sufficient number of brakes are put on, that sprags or hand-scotches are used when necessary, and that all necessary precautions are taken to prevent the vehicle getting out of control. Shunting on steep gradients.

55.—Loose shunting of, or against, vehicles containing passengers, explosives or live-stock is prohibited. Loose shunting.

56.—In case of accident to the line or to any train, or of failure or interruption of electric connections, trains must be worked between stations in accordance with special instructions. Working in case of accident or failure.

TRAINS STOPPED BETWEEN STATIONS BY ACCIDENT, FAILURE OR OBSTRUCTION.

57.—When a train is stopped between stations, the Guard in charge of the train must, unless the stoppage will only be one for a few minutes, immediately ascertain the cause; and, if the stoppage is other than incidental or authorised, and if he finds that through accident or for any reason the train cannot proceed, the following action shall be taken, namely:— Train stopped between stations.

- (1) The said Guard must immediately go back to protect the train;
- (2) The person so going back to protect the train must plainly show his hand Danger signal to stop any approaching train, and in addition to his hand signals must take detonators (to be used by day as well as by night), and must place them upon the line on which the stoppage has occurred, as follows, namely:
 - (a) one detonator, three-eighths of a mile from his train, to be placed on the way out; and
 - (b) three detonators, ten yards apart, not less than half a mile from his train, or at such distance as has been fixed by special instructions;
 and must also continue to show his hand Danger signal, to stop any approaching train, until he is recalled.
- (3) When such person is recalled, he must leave down three detonators, and must on his way back pick up the intermediate detonator.

(4) The Engine Driver must at once show a Danger signal to the front, and must proceed to protect the train in front in the manner prescribed in Clauses (2) and (3), either by going himself or by sending his Fireman or some other qualified person.

Sending advice
of accidents or
break downs.

58.—If the engine is for any reason unable to proceed, the Guard in charge of the train shall send an advice to the nearest station, stating the nature and cause of the accident, and, if assistance has been asked for, he shall not allow the engine or any portion of his train to be moved until such assistance arrives, provided that if the train is subsequently able to move it may do so at a walking pace, but not unless a man has been sent with hand signals and detonators to protect the train, such man keeping at least a quarter of a mile in advance of the train, the other end of the train being protected in a similar manner.

Light engine
stopped on line

59.—If any light engine should, while on the line outside station limits, be unable to proceed, the Engine Driver must see that the precautions prescribed by Rule 57 are taken for the protection of the engine, both in front and rear, employing Fireman or some other competent person to assist him.

Train parting.

60.—(1) If any portion of a train should, while in motion, become detached—

(a) the Engine Driver must use his judgment to keep the front portion in motion if possible until the rear portion has been brought to stand, so as to avoid the chance of a collision between the two portions, and

(b) the Guard or Guards in the rear portion must promptly apply their brakes and do all they can to prevent a collision with the front portion.

(2) As soon as the rear portion of the train has been brought to a stand, the Guard in charge of the train must protect that portion, in accordance with Rule 57, both in front and rear.

Portion of Train
left on Line.

61.—(1) When a train stopped between stations has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard in charge of the train must, before uncoupling, put down the brakes, and must, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.

(2) If the engine is capable of proceeding either with or without vehicles, the said Guard shall give permission to the Engine Driver to uncouple and proceed to the next station, and may, if he thinks fit, give him written instructions to return on the same line.

(3) When the said Guard has taken action under Sub-rule (2), he must immediately take steps to protect the rear portion of his train in accordance with Rule 57.

(4) At night or in thick or foggy weather, as soon as the engine, whether with or without vehicles, is drawn forward, the said Guard must see that a white light is shown on the front vehicle of the rear portion of the train.

(5) When the front portion of the train is taken forward, the Fireman, or, if there are two Guards with the train, the second Guard must, if it is practicable and safe to do so, ride upon the last vehicle of the said front portion of the train until it reaches the next station; but no tail-lamp or tail-board shall be placed on it.

(6) When, under the written instructions referred to in Sub-rule (2), the engine is to be brought back, the Guard in charge of the train must, until the arrival of the engine, continue to take the precautions prescribed in Rule 57, for the protection in rear of the portion of the train left on the line, and shall not permit a following train to move any of the vehicles under his charge.

(7) The Engine Driver shall not bring his train back on the same line unless he has received written instructions, under Sub-rule (2), from the Guard in charge of the train to do so.

CHAPTER IV.

SYSTEMS OF WORKING TRAINS.

62.—All trains running between Stations will be worked on the following systems as the case may be:—

- (a) One engine only.
- (b) Line Clear Message.
- (c) Absolute Block.

System of Working.

CHAPTER V.

ONE ENGINE ONLY.

63.—Where trains are worked on the one engine only system, only one engine in steam, or two or more engines coupled together, shall be allowed on the line at one and the same time.

Essentials of the One Engine only System.

64.—Trains may be worked on the one engine only system only on short branch railways having a single line of rails.

Application of the One Engine only System.

(1) If a train becomes disabled and requires assistance, or if an accident occurs which renders it impossible for the engine (or, if two or more engines are coupled together, for either or both of such engines) to proceed, the Guard in charge of the train must instruct the Engine Driver to keep the engine stationary until his return, and must then proceed to the station from which assistance can best be obtained, and must inform the Stationmaster there of the circumstances.

Procedure in Case of Accident.

(2) Such Stationmaster may then allow another engine to enter the line.

(3) Such other engine must be accompanied by the Guard in charge of the disabled train, who must explain to the Engine Driver where, and under what circumstances, the disabled train is situated.

(4) Such Guard shall be responsible for the safe and proper working of the line until each engine has left it and it is again clear.

(5) If there be no Guard in charge of the disabled train, the Fireman, or, if necessary, the Engine Driver, must perform the duties imposed by this rule on the Guard.

CHAPTER VI.

LINE CLEAR MESSAGE SYSTEM.

65.—Where trains are worked on the Line Clear Message system, no train shall be allowed to leave a station unless—

Essentials for Working the Line Clear System

- (a) permission to approach has been obtained by telephone from the station ahead, and
- (b) the Engine Driver has been given a written authority to proceed, certifying that the line on which he has to travel is absolutely clear of trains.

66.—Such permission to approach shall not be given unless the line on which the train is to travel is absolutely clear of trains and all other known obstructions up to the Outer signal and the whole of the last preceding train has passed inside the facing points or has arrived at the place at which trains usually come to a stand.

67.—(1) Every authority to proceed shall be delivered by the Stationmaster, or by some railway servant appointed in this behalf under special instructions to the Guard in charge of the train, who shall hand it personally to the Engine Driver, or countersign it and then send it to the Engine Driver either by the Stationmaster or by some railway servant appointed in this behalf by special instructions.

(2) Such authority shall not be handed by the Stationmaster to the Guard until the train is ready to start, or if the train be waiting to pass another train until the Stationmaster shall satisfy himself that the whole of the later train, as shown by the tail-lamps as prescribed in Rule 43, has come in and is clear of the running road for the former train. The Stationmaster shall be responsible that the Line Clear Ticket is properly filled up, that the date and the time of the receipt of the Line Clear Message on which it is based are noted thereon, that it applies to the particular train to which such message refers, and that it is signed in full and in ink.

(3) The Guard in charge of the train to whom the authority to proceed is delivered must satisfy himself before it is handed to the Engine Driver that the several points referred to above has been correctly represented.

(4) The Engine Driver preparatory to starting will be held responsible that he examines the Line Clear Ticket and is satisfied with its correctness in every respect.

68.—The following is the authorised form of Line Clear Ticket:—

No.....
KOWLOON-CANTON RAILWAY.
To the Engine Driver of No..... Train.
The Line is clear, you are authorised to proceed.
From Station.
To Station.
Signed S.M.
Date time..... Station.

69.—Obstructing the line outside the facing points in face of an approaching train followed by another train for which a permission to approach has been given is prohibited.

CHAPTER VII.

THE ABSOLUTE BLOCK SYSTEM.

Essentials of
the Absolute
Block System.

70. (1) Where trains are worked on the Absolute Block system—

- (a) no train shall be allowed to leave a station unless permission to approach has been received from the station ahead, and
- (b) such permission shall not be given unless the line is clear, not only up to the first Stop signal at the station at which such permission is given, but also for an adequate distance beyond it.

(2) The distance referred to in Clause (1) (b) shall not be less than one quarter of a mile, unless otherwise directed by special instructions.

71.—The line shall not be considered clear, and permission to approach shall not be given, unless—

- (a) the whole of the last preceding train has passed within the Home signal, or in the case of a Main signal, has arrived at the place at which trains usually come to a stand,
- (b) the Home (or Main) signal has been put "on,"
- (c) the line on which it is intended to receive the incoming train is clear up to the Starting signal, and
- (d) all points have been correctly set for the admission of the train on the said line.

72.—When permission to approach has been given, no obstruction shall be permitted outside the Home signal, or on the line on which it is intended to admit the train, up to the Starting signal which controls the train.

CHAPTER VIII.

USE OF ELECTRICAL INSTRUMENTS ON SINGLE LINES GENERAL PROVISIONS.

- 73.—Trains may be worked by means of—
 (a) electric token instruments, of such construction that only one of the tokens applying to the same section can be in use at the same time.
 (b) electric speaking instruments.

Electric speaking instruments must be provided at every station.

STATIONS AT WHICH ELECTRIC BLOCK INSTRUMENTS ARE PROVIDED.

74.—Every running train must, in its progress from station to station, be signalled on the electric block instruments. Signalling of Trains.

75.—No person shall operate the token instruments or the block instruments until he has passed a satisfactory examination, and unless he holds a certificate of competency granted by a railway servant appointed in this behalf by the Railway Administration. Certificate of Competence.

76.—The following is the Code of Bell Signals to be used with the system of electrical instruments:—

SINGLE LINE BLOCK INSTRUMENTS.

CODE OF BELL SIGNALS.

The following code of Bell Signals must be used, and each Signal must be given slowly and distinctly.

INDICATION.	CODE.	HOW SIGNALLED.	HOW ACKNOWLEDGED.
Attention.....	•	One beat.	One stroke.
Is line clear for	•••	Three beats.	
Mail Train	••—•	Two pause one.	By repeating the Signal, if time is clear, if not clear by sending obstruction Signal
Passenger Train	••—•	Do.	
Mixed Train	••—•	Do.	
Goods Train	••—•	Do.	
Ballast Train ... Fuel or other Train ... Light Engine Special Passenger Train	••—•—•	{ Two pause two. pause one. }	Do.
Train entering Section...	••	Two beats.	Repeating Signal.
Train out of Section	•—••	One pause two.	Do.
Line Blocked or obstruction Signal ... }	•••—•••	{ Three pause three. }	Do.
Ballast train or other returning or cancelling block	••—••	Two pause two.	Do.
Testing Signal.....	••••	Four beats.	Do.
Vehicles Running away	•••—•••—•••	{ Three pause three pause three. }	Do.
Error Signal	••••••••	Eight beats.	Do.

(1) Each signal received must be acknowledged by the sending of its authorised acknowledgment. Acknowledgment of Signal

(2) No signal shall be acknowledged until it is clearly understood.

(3) A signal shall not be considered to be complete until it is acknowledged.

(4) Should the station to which a signal is sent not reply, the signal must be repeated at intervals of not less than twenty seconds until the reply is received.

Train Register Book.

77.—(1) A Train Register book shall be kept by the Station-master or under his orders.

(2) The person who keeps the said book shall enter therein, immediately after acknowledgment, all signals received or sent on the instruments, and the times of receipt and despatch.

(3) The times entered in the book must be the actual times, except that any fraction of a minute must be counted as one minute.

(4) All entries in the book must be made in ink.

(5) No erasure shall be made in the book; but if any entry is found to be incorrect a line must be drawn lightly through it, so that it may be read at any time, and the correct entry must be made above it.

(6) The person who keeps the book shall be responsible for all entries made therein and for correctly filling in each column thereof.

The Attention Signal.

78.—(1) The Attention signal must be given when it is necessary to direct attention to the block instrument.

(2) When the attention signal is sent before the despatch of the Is Line Clear signal, it shall not be given until the Train out of Section signal has been received for the last preceding train.

The Is Line Clear Signal.

79.—In order to ascertain whether the station in advance is in a position to give a permission to approach to the station in rear, and in order to describe the train, the Is Line Clear signal (as in the Bell Code, according to the description of train) must be sent to the station in advance.

(1) If, on the receipt of an Is Line Clear signal, the conditions under which a permission to approach can be given are complied with, the station in advance must accept the signal by sending the signal prescribed by special instructions to indicate Line Clear on the particular block instruments in use.

(2) Except in case of failure of the block instruments, a train shall not be allowed to leave a station unless the Line Clear signal has been so sent.

The Refusal of the Is Line Clear Signal and the Sending of the Obstruction Danger Signal.

80.—(1) If, by reason of the line being blocked by the presence of a train in the section or by shunting or for any other reason, the station in advance is unable to accept the Is Line Clear signal, such station must refuse it by sending the Obstruction Danger signal.

(2) If the station in advance wishes the train to be detained at the station from which the Is Line Clear signal is sent, in order to cross a train approaching from the opposite direction, the Is Line Clear signal must be refused by sending the Obstruction Danger signal.

(3) If the station in advance does not accept the Is Line Clear signal, the train must be stopped at the station, and shall not be allowed to leave until a fresh Is Line Clear signal has been given to and accepted by the station in advance.

The Train Entering Section Signal.

81.—(1) On the departure of a train from a station, the Train Entering Section signal must be sent to the station in advance, and must be duly acknowledged.

(2) When so acknowledged, the section shall be considered to be blocked against any other train.

The Train out of Section and the Obstruction Removed Signal.

82.—(1) When the section is cleared by the arrival of the train or by the removal of the cause of blocking, the Train out of Section or Obstruction Removed signal must be given by the station in advance.

(2) Before the Train out of Section signal is given the Station-master must—

- (a) satisfy himself that the train has arrived complete; and
- (b) satisfy himself that the conditions under which permission to approach can be given are complied with.

83.—(1) The Cancelling signal cancels the last signal given from the station from which it is sent. The Cancelling Signal.

(2) Where an Is Line Clear signal has been forwarded and it is afterwards found that the train to which it referred has to be detained for shunting or other purposes at, or has returned to, the station from which that signal was sent, the Cancelling signal must be sent to the station in advance, so that the previous signal may be cancelled.

84.—The Testing signal shall be used only for the purpose of testing the instruments. Testing Signal.

CHAPTER IX.

GENERAL RULES APPLICABLE TO ALL SYSTEMS.

Possession of the Authority to Proceed.

85.—The Engine Driver shall not take his train from a station unless he has in his possession, as his authority to proceed, either—

- (a) a token for the section, taken from an electrical instrument, or such a token and a Caution order, or
- (b) a Line Clear ticket duly signed by the Stationmaster, or
- (c) a document prescribed in this behalf by special instructions.

An authority to proceed shall not be delivered to the Engine Driver until the procedure prescribed in the foregoing rules in Chapters 5, 6, 7 and 8, so far as it is applicable in the particular case, has been followed.

86.—(1) When the authority to proceed is a token taken from electrical instruments, the number of the token must be recorded in the Train Register book. No. of Token to be Recorded.

(2) On arrival of the train at the station in advance, the Engine Driver shall deliver up the token in accordance with special instructions, and this token shall then be placed in the instrument from which it was extracted.

(4) Whenever, in consequence of the line being under repair, or for any other reason, special precautions are necessary, the Stationmaster or other duly authorised person must make over to the Engine Driver, in addition to the token mentioned in Rule 85, Clause (a), a Caution order detailing the reasons for taking such special precautions

Note.—This rule does not apply in the case of long continued repairs, when fixed signals are provided at an adequate distance short of such place and have been notified to the Traffic Department.

87.—If the train stops at the station, and is waiting to pass another train, the authority to proceed shall not be delivered to the Engine Driver until the whole of the latter train has come in and is clear of the running road for the former train. Authority to Proceed when to be Delivered.

88.—An authority to proceed shall not be delivered to the Engine Driver except by the Stationmaster or by some railway servant appointed in this behalf by special instructions.

89.—If two engines are coupled together, or if one engine is in front and another in rear of the train, the authority to proceed shall be handed to the Driver of the leading engine.

90.—(1) The Engine Driver must see that the authority to proceed is accurate and applies to the section which he is about to enter, and, if the said authority is a ticket, that it is complete and is signed in full and in ink. Accuracy of the Authority to Proceed.

(2) If the conditions mentioned in Sub-rule (1) are not complied with, the Engine Driver shall not take his train past or from the station until the mistake or the omission is rectified.

91.—(1) If the block instruments or their electric connections should fail, permission to approach must be obtained through the electric speaking instruments. Failure of Electrical Instruments

(2) When permission to approach has been so obtained, an entry to that effect must be made at the top of the Line Clear ticket at the time of issue, and in the Train Register book, and the train may then be allowed to proceed.

92.—All messages dispatched in connection with the working of trains shall be written up in ink.

CHAPTER X.

SHUNTING.

Shunting.

93.—Hand-shunting must be performed only by persons in the employ of the railway and on the orders of the Stationmaster in charge or the Shunter, and the porters or coolies performing the shunt should be clearly given to understand what is required of them. No wagon in a station yard may be moved by employes of the Engineering, Locomotive or Stores Departments without the permission of the Stationmaster, and not even then, unless a competent employe of such Department supervises the movement.

94.—Except under unavoidable circumstances, vehicles in the act of loading should not be shunted; and if it is necessary to shunt such vehicles, care should be taken to see that the load in them is evenly distributed as far as possible before the shunting is commenced.

95.—At stations where a Traffic shunter is not employed, all engine shunting will be performed by the Guard in charge of the train of which the engine forms part, but he must first obtain the necessary authority of the Stationmaster.

96.—Drivers must not detach their engines from trains or commence shunting unless authorised to do so by a Traffic shunter, or where there is no shunter, by the guard.

97.—When wagons have to be hand shunted out of Station yards for Engineering purposes, line block should be obtained (see Rule 115). Before wagons are removed from a station the brakes must be examined, and no wagon whose brake is defective may be shunted beyond the limits of a station.

(a) The gangs must also be provided with sprags.

(b) Wagons must not be hand-shunted on or in the neighbourhood of gradients steeper than 1 in 500; except under special arrangements to be made by the District Engineer with the Traffic Superintendent which will prevent wagons from getting out of control.

98.—Not more than two wagons may be taken out at any one time. The wagon or wagons must be accompanied by not less than 4 men per wagon. The wagon or wagons first taken out must be brought back to the station before any other wagon is taken out.

99.—Wagons may not be shunted between stations at a speed exceeding 3 miles an hour.

CHAPTER XI.

RAILWAY SERVANTS GENERALLY.

100.—(1) The authorised officer shall supply—

(a) to each station, and to each Locomotive Running Shed, a copy in English of the rules for the time being in force on the railway.

(b) to each railway servant on whom any definite responsibility is placed by the said rules, and who understands English, a copy of the said rules, or a copy of such portions thereof as relate to his duties.

(2) The authorised officer may, at his discretion, supply to any railway servant who does not understand English, a translation, in a language which he understands, of the said rules, or of such portions thereof as relate to his duties, or cause them to be explained by a person competent to do so, who shall obtain an acknowledgment from the individual to the effect that he understands the purport of the same.

Supply of
Copies of
Rules or
Translations

101.—Every railway servant who has been supplied under rule with a copy or translation of rules must produce the same on the demand of any of his superior officers. Production of Rules.

102.—If any such copy or translation supplied to any railway servant should be lost or defaced, he must apply to his immediate superior for a new one.

103.—Every railway servant, whether supplied or not with a copy or translation of the rules relating to his duties, must make himself acquainted with such rules. Acquaintance with rules.

104.—Every railway servant must assist, whenever necessary, in carrying out the rules for the time being in force, and must report forthwith to his superior any breach thereof which may come to his notice. Assistance in carrying out rules.

105.—Every railway servant must promptly obey all lawful orders given by any person placed in authority over him. Prompt obedience to orders.

106.—Every railway servant must be in attendance for duty at such times and for such periods as may be fixed in this behalf by the Railway Administration, and must also attend at any other times at which his services may be required. Hours of attendance for duty.

107.—(1) No railway servant shall, without the permission of his superior officer, absent himself from duty, or alter his appointed hours of attendance, or exchange duty with any other railway servant. Absence from duty.

(2) If any railway servant desires to absent himself from duty on the ground of illness, he must immediately report the matter to his superior officer, and shall not leave his duty until a competent person has been placed in charge thereof.

108.—No railway servant directly connected with the working of trains shall, when on duty or in uniform, obtain spirituous or fermented liquor at any refreshment room at a station, except in accordance with special instructions. Obtaining spirituous liquors.

109.—(1) The conduct of all railway servants must be prompt, civil and obliging. Conduct generally.

(2) Every railway servant must at all times afford every proper facility for the business to be performed, and be careful to give correct information

110.—(1) Every railway servant shall be bound—

- (a) to see that every exertion is made for ensuring the safety of the public,
- (b) promptly to report to his immediate superior any occurrence affecting the safe or proper working of the railway which may come to his notice, and
- (c) to render on demand all possible assistance in case of an accident or obstruction.

Duties for Securing Safety.

(2) Every railway servant who observes—

- (i.) that any signal is defective, or
- (ii.) any obstruction, failure or threatened failure of any part of the way or works, or
- (iii.) anything wrong with a train, or
- (iv.) any unusual circumstance likely to interfere with the safe running of trains or the safety of the public,

must take immediate steps, such as the circumstances of the case may demand, to prevent accident; and, where necessary, must advise the nearest Stationmaster by the quickest possible means.

111.—No railway servant shall interfere with any signal or its fittings or connections for the purpose of effecting repairs or any other purpose, except with the previous consent of the Stationmaster or other railway servant in charge of the working of the signal. Consent required before interfering with signals.

112.—Every railway servant employed on or connected with shunting operations of any nature, or the movement of trains, must— Knowledge and possession of hand signals.

- (a) have a correct knowledge of hand signals, and
- (b) have the requisite hand signals with him while on duty.

Signals
Lamps.

113.—Every railway servant in charge of signals must see that the greatest care is taken in the cleaning, trimming and lighting of signal lamps.

Leaving
vehicles in
sidings out-
side station
limits

114.—No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running roads, and, except under special instructions, unless the wheels thereof are properly secured.

Obstruction
of line.

115.—No railway servant shall commence loading, shunting or other operation by which any running road may be fouled or obstructed, without obtaining the previous sanction of the Station-master, or of some railway servant appointed in this behalf by special instructions, who must see that all necessary steps are taken for the protection of traffic while such operation is being carried on.

(a) When it is necessary to block any portion of the line between stations for Engineering purposes, the Permanent Way Inspector will apply to the Traffic Superintendent for Line Block orders to be issued. The line must not be blocked for minor works such as removing and relaying a rail. Such work must be done under protection of the prescribed signals.

(b) The time for blocking the line must be arranged so as to interfere as little as possible with the train service. Twenty four hours notice must be given to the Traffic Superintendent that Line Block is required, and the application must be in the following specific terms from which no deviation whatever is authorised:—

Block line between (station)..... and Station.....
..... from hrs..... to hrs..... on (date).....

(c) The Traffic Superintendent will issue orders to:—

(i) The Station Masters of the Stations between which the line is to be blocked,
(ii) all Train Ordering Station Masters who have power to order trains over such part of the line, (iii) the Station Masters of stations from which trains thus ordered would commence their journey.

(d) The Traffic Superintendent must be equally precise in his orders which must be issued in the following form from which no deviation whatever is authorised:—

(e) The Station Masters of the stations between which the line is blocked as well as the Train Ordering Station Masters of the Section and the Station Master at the other end of the train ordering section, will immediately acknowledge receipt of the order in the following terms:—

"I note line between (station)..... and (station).....
..... will be blocked between hours of.....
..... and..... on (date).....
..... copy P. W. I. or A. E. (as the case may be)."

(f) When an order is received from the Traffic Superintendent that the line is to be blocked, this order must be copied in ink in bold handwriting across the page following the authority to proceed for the last train that entered the section. This must be done in the Train Register book for Block Instruments and a copy of the message must be placed across the Bell plunger of the Block Instrument, as a visual reminder of the state of the section. The Train Ordering Station Master must take care that he orders no Special trains whose running would be interfered with by the line block.

(g) (i) Until advice withdrawing the block is received no Traffic train may be allowed to enter the Blocked section under any circumstances whatever.

(ii) A Ballast or Engineering Material train may, on the responsibility of the Engineering Official in charge not under the rank of Permanent Way Inspector, be taken into the Blocked section, but such Engineering Official must furnish the Guard of such train with a written authority in the following terms:—

"You are authorised to take your train into the blocked section between (station)..... and (station)..... on (date)..... at hours..... for Engineering purposes. The line must be cleared before..... hours..... minutes."

(iii) Before he takes his train into the blocked section the guard must hand this voucher to the Station Master and obtain from him in return a certificate in the following terms:—

"I note you are authorised by the Engineering department to take your train into the blocked section between (station)..... and (station)..... on (date)..... at hours....."
"The last traffic train cleared that section at..... hours..... minutes."

(iv) No "Authority to proceed" must be issued for any train even though the time of the line block has expired until the line is declared clear by the Engineering official in charge in the manner described in the next rule.

(h) When the line is clear, the Engineering official in charge of the work for which the line was blocked must advise the nearest Station Master in writing that the line is clear, and if any train entered the section for Engineering purposes he must state in the advice where that train is at the time of his advice. This advice must be recorded in the Train Register at the station where it is received.

If such train is stated to have been despatched to the station at which the advice is received, the Station Master there must satisfy himself that it has arrived complete; if the train was despatched to the station at the other end of the section he must ascertain by telegraph whether it has arrived at that station, the Station Master there satisfying himself before replying, that the train has arrived.

(i) When these orders have been carried out, and the Station Master who received the advice has satisfied himself that the line is clear he must immediately telegraph to:—

(i) The Station Master at the other end of the block Section on which the line was blocked.
(ii) The Station Masters referred to in Rule (c) (i), (ii) and (iii) and
(iii) Traffic Superintendent.

as follows:—

"Line block between (station)..... and (station)..... removed by Engineering Department on date..... at..... hours..... minutes."

(j) This telegram must be recorded in the Train Register book of the station to which it is addressed, and thereafter Station Master may resume passing Traffic trains into the Section.

Preparation
for running
trains.

116.—The staff must always be prepared, without previous notice, for the running of trains.

Finding of
lost articles.

117.—Any railway servant who finds on the railway or in any vehicle any article (whether belonging to the Railway Administration or to a private owner) which appears to have fallen from a train or to have been lost, must immediately deliver or send such article to the nearest Stationmaster, to be dealt with in accordance with special instructions.

118.—Every railway servant shall, before leaving the service, give the Railway Administration the notice specified in his agreement (if any), or, if no notice is so specified, then one month's notice in writing. Notice before leaving Service.

119.—When a railway servant leaves the service he must deliver up to the Railway Administration, or to a person appointed by the Railway Administration in this behalf, any property in his custody which belongs to the Railway Administration. Surrender of Railway property.

CHAPTER XII.

STATION MASTERS.

120.—(1) The Stationmaster shall be responsible for the efficient discharge of the duties devolving upon the several members of the staff employed, either permanently or temporarily, under his orders, at the station or within station limits; and such staff shall be subject to his authority and directions in the working of the station. Responsibility of station masters for working.

(2) The Stationmaster shall see that all signals, all points, all gates of level-crossings, and the whole working machinery of his station are in proper working order, and shall immediately report all defects therein to the proper authority.

121.—The Stationmaster—

- (a) must make himself thoroughly acquainted with the duties of the staff employed in the signal boxes, if any, at his station, and must satisfy himself that they perform their duties correctly; and
- (b) in order to maintain an effectual supervision over the said staff, must frequently visit the signal boxes.

Signal boxes.

122.—The Stationmaster must take steps to ensure—

- (a) that the switches of all traps, slip-sidings and catch-sidings, when it is not necessary that they should be open, are set against the line which they are intended to protect;
- (b) that all points are correctly set, in accordance with special instructions, for the passage of trains or vehicles, and that all facing points are securely locked for the passage of trains; and
- (c) that all signals at his station are correctly worked.

Switches points.

Signals.

123.—(1) Whenever any train is timed to run, or is expected to run, on any portion of the line at night, the Stationmaster must see that all the fixed signal lamps are lighted at sunset, or at such earlier time as may be prescribed by special instructions. Signal lamps.

(2) The Stationmaster must see that the fixed signal lamps, when lighted, are burning brightly, that the spectacle glasses are properly cleaned, and that the back-lights are clearly visible.

(3) Whenever night signals have to be used in accordance with these rules, the Stationmaster shall not grant permission to approach unless the lamps of the fixed signals at his station which apply to the train are burning brightly.

(4) The Stationmaster must see that the fixed signal lamps are not put out until broad daylight, except in accordance with special instructions.

124.—The Stationmaster must see that his station is adequately supplied with all necessary equipment for hand-signalling. Equipment of hand signal.

125.—The Stationmaster shall daily inspect the station, and see that all rooms, offices, platforms, latrines and other appurtenances are kept neat and clean. Daily inspection.

126.—The Stationmaster of a station shall be responsible for the security and protection of the property of the Railway Administration at the station. Responsibility for property.

Responsibility for starting trains.

127.—The Stationmaster must see before he gives the Guard permission to start a train, that all is right for the train to proceed.

(a)—At stations at which trains stop long enough, the departure warning bell shall be rung five minutes before any train carrying passengers is due to start.

128.—When a train is examined by a Carriage and Wagon Examiner at a station, the Stationmaster shall not give permission to start the train until he has received a report from such Examiner to the effect that the train is fit to proceed.

Tail board or tail lamps.

129.—(1) The Stationmaster must see that every train passing through the station is provided with a tail-board or tail-lamp on the last vehicle.

NOTE.—If a tail-board or tail-lamp be not available, a red flag or other device may be used in accordance with special instructions.

(2) If by day the tail board or tail-lamp be missing, or if by night the tail-lamp be out or be missing, the Stationmaster must immediately advise the station ahead to stop the train, to see that the defect is remedied, and to reply saying whether the train is complete or not.

Supply of Rules and exhibition of documents.

130.—The Stationmaster must see—

- (a) that every railway servant subordinate to him who should be supplied with a copy or translation of these rules under Rule 100 duly receives the same;
- (b) that the Working Time-table in force, together with all corrigenda and with the appendix thereto (if any), working instructions, and other notices having reference to the working of the line, are properly distributed or exhibited as may be required;
- (c) that both the English and Vernacular sheet time-tables and fare-lists are correctly exhibited at all stations where traffic is booked; and
- (d) that Goods and Coaching Tariffs are available for inspection by the public.

Obedience to orders.

131.—The Stationmaster shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns are regularly written up and neatly kept.

Behaviour of Railway servants.

132.—The Stationmaster must see that all railway servants at his station behave respectfully and civilly to the public and to passengers of every class.

Assistance to passengers.

133.—(1) The Stationmaster must see that each member of the platform staff is acquainted with the times of arrival and departure of all passenger trains, so as to render information to the public when required.

(2) Upon the arrival at a station of a train carrying passengers, the Stationmaster must see that the station servants pay immediate attention to any indication shown by passengers of their desire to receive assistance.

Report of neglect of duty.

134.—The Stationmaster shall report, without delay, to his immediate superior, all neglect of duty on the part of any railway servant who is under his orders.

Shunting.

135.—The Stationmaster must see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

Securing vehicles at stations.

136.—The Stationmaster must see that vehicles standing at the station are properly secured in accordance with special instructions.

(a)—All vehicles in each siding must be coupled together; one wheel of the vehicle at each end of every rake must be secured by a padlocked chain to the rail below, the chain being passed under the rail, round the tyre and the ends so fastened that no stress will be exerted on the padlock by the tightening of the chain. Isolated vehicle must be secured in the same manner as the end vehicle of a rake.

(b)—Bogie or other vehicles with disc or block wheels which cannot be conveniently secured with chains, must, whenever possible, be coupled between vehicles with open wheels; when this cannot be done as may be the case occasionally at certain stations, they must be placed in a dead end siding within the Scotch-blocks and the points must be so set and locked as to derail the vehicles in the event of their being blown along the siding and the Scotch-blocks failing to stop them.

(c)—When vehicles are fitted with brakes, the brakes must be notched down, or screwed hard on and where Scotch-blocks are provided they must be locked across the rail.

137.—In the event of a Typhoon being signalled as approaching within 300 miles of the Colony, the Stationmaster will be advised by telephone or telegraph message, and he must at once carry out the provisions laid down in Rule 136 above. Vehicles should not be allowed to stand on running lines, unless such as are allowed by special instruction, in case of a typhoon, where lie-byes are provided, the wagons must be shunted into the lie-byes and scotched down. In no case are any wagons to be left in such a condition that they may break away on to the running line. Typhoons.

138.—If any vehicle escapes from a station, the Stationmaster must take immediate steps to warn the other stations concerned, and, as far as practicable, to prevent accident. Vehicles escaping from stations.

(a)—The Stationmaster of such Station must immediately phone to the Station Master in the direction in which the vehicles have gone to be on the lookout, and to take measures to stop the runaway vehicles down grades and attain high speeds, the Station Master will be justified in stopping them by taking in such cases where the vehicles means to derail them, but care must be taken not to do this when such vehicles contain passengers or live stock and not to do it in such a manner as to block the through line and cause detention to trains. Where possible the vehicles should be run into a dead end.

139.—The Stationmaster shall be responsible that each train, after finishing its journey, and all vehicles shunted off at the station as “empties,” are carefully searched. Train searching.

140.—(1) When a report of any accident or obstruction is received by the Stationmaster, he must see that all necessary precautions are taken, by the most expeditious means possible, for the protection of traffic. Accident or obstruction.

(2) If an accident happens to a train, the Stationmaster must arrange for all necessary assistance to be sent to the train.

(3) The Stationmaster shall, as soon as practicable, report each accident in accordance with special instructions.

CHAPTER XIII.

GUARDS.

141.—(1) Every Guard must have with him while on duty with his train— Guard's Equipment.

- (a) a copy of the rules for the time being in force on the railway, or such portions of them as have been supplied to him under Rule 94.
- (b) a copy of the Working Time-table in force on the lines over which the train is to run,
- (c) a watch,
- (d) a hand signal lamp,
- (e) a whistle,
- (f) a red flag and a green flag, and
- (g) such other articles, including a sufficient supply of detonators, as may be prescribed by the Railway Administration in this behalf.

Note.—The prescribed number of detonators is twelve.

(2) If any Guard is not in possession of any articles mentioned or referred to in Sub-rule 1, he must report the fact to the Stationmaster of his headquarters station, whose duty it shall be to make good any deficiency.

(a) In addition to the articles enumerated above a guard must have with him while on duty with his train a copy of the Working Orders.

142.—Every Guard must be in attendance at the station from which his train is to start half an hour before the time appointed for the departure of the train, or at such earlier time as may be ordered by the authorised officer. Attendance.

Guards of Mail and Passenger trains must be on duty 30 minutes and Guards of Mixed and Goods trains 45 minutes before the booked departure time of the train, of which they are to take charge, and must report their coming on duty to the Station Master on duty. The time of reporting themselves is to be recorded in a book kept under the Station Master's supervision.

(b) A refusal to go out with a train, except in case of sickness when a medical certificate must be sent from one of the Railway Medical Staff, will render a Guard liable to summary dismissal or prosecution.

Guard to be
in charge of
Train.

143.—After an engine has been attached to a train, and during the journey, the Guard or (if there be more than one Guard) the Head Guard shall be in charge of the train in all matters affecting the starting, stopping or movement of the train for traffic purposes.

(a) Guards must report to the Station Master of the next station any stoppage or irregularities to trains caused by defects in works under the Engineering Department, such as defective roads, crossings, points, gates not opened, etc, and the Station Master must telegraph the report at once to the District, Resident or Assistant Engineer.

Subordina-
tion of
Guards in
Station limits

144.—When a train is within station limits, the Guards shall be under the orders of the Stationmaster.

145.—Every Guard, before starting with his train, must examine the notices issued for his guidance, and ascertain therefrom whether there is anything requiring his special attention on the parts of the line over which he has to work.

Duties of
Guard'

146.—The Guard, when taking over charge of a train, must satisfy himself, before the train is despatched—

- (a) that the train is properly coupled,
- (b) that the train is provided with the prescribed brake-power,
- (c) that the doors of all carriages and wagons are properly closed,
- (d) that the train carries all necessary tail-boards and brake-van lamps, and that such lamps are lighted and kept burning brightly when required,
- (e) that the appliance, if any, for communication between the Guard and the Engine Driver is in proper working order, and,
- (f) generally, that, as far as he can ascertain, the train is in a state of efficiency for travelling.

147.—The Guard in charge of a train must, unless this duty is, by special instructions, imposed on some other railway servant, carefully examine the load of any open truck which may be attached to the train, and, if any such load has shifted or requires adjustment, must have the load made secure or the truck removed from the train.

Setting
Watch.

148.—Before a train starts from a terminal or engine changing station, the Guard in charge must set his watch by the station clock and communicate the time to the Engine Driver.

149.—A certificate shall be signed in a book maintained for the purpose by all concerned in token that the watches have been duly examined and corrected.

Passengers.

150.—Every Guard shall give his best assistance to passengers entraining and detraining.

Exchanging
Signals.

151.—(1) The Guard in charge of a train shall not give the signal for starting the train from a station at which it has stopped until he has received permission from the Stationmaster.

(2) The Guard in charge of a train with passenger vehicles attached shall not give the signal for starting until he has satisfied himself that no passenger is getting into or out of the train, that no person is riding outside a carriage, and that, except in accordance with special instructions, no person is travelling in any compartment or vehicle not intended for the carriage of passengers.

(a) When the warning bell (see Rule, 127a.) has been sounded and the Authority to proceed has been given to the Driver, the Starting signal will be given by the Head Guard blowing his whistle and exhibiting to the Driver by day a green flag and by night a green light waved from side to side overhead.

(b) The Authority to Proceed must not be given to the Driver until the Head Guard is ready to give the starting signal. The starting signal shall be given by the Head Guard from a position near the rear of the train but not until—

- (1) the station bell has been sounded
- (2) he has warned as far as he can any passengers who he knows are likely to go by the train, that the train is about to start, and
- (3) he has ascertained, if the train carries Mails, that all postal work has been completed.

The handing of the Authority to Proceed to the Driver must not be taken as the signal to start, the Driver must wait for the Head Guard's starting signal.

152.—The Guard in charge of a train must exchange signals with the Engine Driver at such times and in such manner as may be prescribed by special instructions.

(a) When the train is passing over the outermost points of any station, either from which it has started or through which it has passed, the Driver must look back and receive and answer a signal from the Head Guard in token that all is right. The signal is to be made by day by the Guard holding out a green flag horizontally and by night by the Guard waving a green light horizontally. In the event of the driver not receiving the signal he must call the Guard's attention by two short sharp whistles, and if the signal be not then given, he must bring the train to a standstill before reaching the Outer Signal to ascertain where the Guard is, and subsequently report the occurrence.

(b) At Flag stations where there are no outer Signals or facing-points, the Guard and Driver must exchange signals after starting the train, or in case of a train running through, or passing the station.

(c) On a straight road these hand signals must always be given on the left hand side of the engine and brake-van, and on a curve on that side at which they can best be seen.

(d) Drivers, Firemen and Guards must always look back after passing a gatecrossing to see if any signals are given to indicate that anything is wrong with the train.

153.—Every Guard must keep a good look-out while the train is in motion, and must satisfy himself from time to time that the tail-board or tail-lamp is in position, that all brake-van lamps, if required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner.

(a) Where there are two Guards with a train, the Head Guard must keep his attention fixed on the train looking alternately down either side and note any irregularity in the running, any particular oscillation of a carriage, or any signal which may be made by a passenger or Under Guard, in order readily to communicate with the Driver.

154. If any Guard sees reason to apprehend danger, or considers it necessary for any reason to stop the train, he must use his best endeavours to attract the attention of the Engine Driver. Attracting attention of Engine Driver.

155.—In the absence of other means of communication with the engine, a Guard desiring to attract the Engine Driver's attention must apply his hand-brake sharply, and must as suddenly release it.

156.—When the attention of the Engine Driver has been attracted, the necessary Danger signal must be shown. Use of hand brake.

157.—If the train is fitted with a continuous brake, the Guard may, in case of emergency, apply such brake to stop the train.

158.—When a train comes to a stand at a station the Guard must see that whenever possible the last vehicle of his train has cleared the fouling point of all points and crossings. Clearance of Fouling point.

159.—No Guard in charge of a train shall leave it until it has been properly handed over in accordance with special instructions.

(a) Guards must not leave their trains at the end of their journey before obtaining from the Driver the Line Clear certificates connected with the trip and receipt for all property in their charge and before leaving the station, must report their departure to the Station Master.

CHAPTER XIV.

ENGINE DRIVERS AND FIREMEN.

160.—The Engine Driver and Fireman must be with their engine at such time previous to the starting of the train as may be ordered by the authorised officer. Engine Driver and Fireman when to attend.

(a) Firemen are to be with their engines not less than 45 minutes, and Drivers, not less than 30 minutes, before the booked departure time of train.

(b) Drivers are personally responsible for seeing that the couplings between the tender and the train are properly and securely attached before starting, but all coupling and uncoupling after this will be performed by the Traffic Department, except when the engine is uncoupled for Locomotive purposes, when this work will be done by the Firemen.

161.—Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running road unless both the Engine Driver and the Fireman are upon it. Manning of engine in motion.

At certain stations Firemen will be allowed to move engines, in the absence of the Drivers, within the Locomotive yard only, provided they hold certificates in the subjoined form, signed by the District Locomotive Superintendent qualifying them for such duty. These certificates will only be granted to firemen who have been firing on an engine for at least one year:—

FORM OF CERTIFICATE.

This is to certify that.....has been examined by me, and I consider that he is sufficiently experienced in Fireman's duties to be allowed to move an engine, in the absence of the Driver, in the Locomotive yards only.

..... Station	Signed.....
Date.....	Loco. Supdt.

- (b) At stations where an engine may be stabled, and fire drawn, or at wayside stations where ballast engine may be located for the night, the first fireman (who must be duly certificated) will be held responsible for the safety of the engine in getting up steam, and in not allowing it to be moved by any one except the Driver or himself, when duly certificated to do so.
- (c) Drivers and Firemen are not permitted to get off their engine during shunting and Drivers may not give over the charge of their engines to their firemen except in cases of emergency. Under no circumstances are firemen permitted to move an engine outside a Locomotive yard, in the absence of the Driver.
- Riding on engine or tender.** **162.**—Except in accordance with special instructions, no person other than the Engine Driver and the Fireman shall ride on the engine or tender.
- Firemen to obey engine driver** **163.**—The Fireman must obey the orders of the Engine Driver in all particulars.
- Engine driver and fireman to keep good look-out.** **164.**—Every Engine Driver must keep a good look-out while the train is in motion, and every fireman must also do so when he is not necessarily otherwise engaged.
- The Engine Driver and the Fireman must frequently during the journey look back to see whether the train is following in a safe and proper manner.
- Throwing of water, fire and cinders** **165.**—All Engine Drivers or Firemen shall not throw out Water, Fire or Cinders when passing through a station yard or tunnel or when on a bridge.
- 166.**—The Engine Driver must, before starting, satisfy himself that his engine is in proper working order, and have with him while on duty with his train—
- (a) a copy of the Rules;
 - (b) a copy of the Working Time-table;
 - (c) the Equipment and Stores prescribed by the Railway Administrators on this behalf.
- Equipment of engine** **167.**—The Engine Driver must, before starting, see that the proper Engine Lamps and Discs (if provided) are shown, and must see that the lamps are kept burning brightly at night and in thick or foggy weather.
- Watch starting.** **168.**—The Engine Driver must, before starting, set his watch to the correct time, as given to him by the Guard in charge of the train.
- For special instructions see Rule 148.
- Acquaintance with notices.** **169.**—Every Engine Driver must, before starting, examine the notices issued for his guidance, and ascertain therefrom whether there is anything requiring his special attention on the parts of the line over which he has to work.
- Acquaintance with line** **170.**—If an Engine Driver is not acquainted with any portion of the line over which he has to work, he must obtain the services of a qualified railway servant who is acquainted with it, to assist him.
- Correct signals.** **171.**—No Engine Driver shall take his engine on or across any running road until he has obtained the permission of the Station-master and has satisfied himself that the correct signals have been shown.
- (a) An engine, proceeding from Locomotive to traffic lines, must stop dead at the outer Locomotive points, and await a signal from the Traffic staff.
- Starting of train.** **172.**—The Engine Driver shall not start from a station an engine with vehicles attached until the Guard in charge of the train has given the signal to start.
- 173.**—When a train carrying passengers has been brought to a stand at a station, whether alongside, beyond or short of the platform, the Engine Driver shall not move it, except under orders of the Guard in charge of the train or to avert an accident.
- 174.**—The Engine Driver must, before starting his train, satisfy himself that the correct signals are shown and that the line before him is clear.
- Engine whistling.** **175.**—Except under special instructions, the Engine Driver must always sound the engine whistle—
- (a) before putting an engine in motion;
 - (b) when entering a tunnel; and
 - (c) at such other times as may be prescribed.
- (d) On approaching curves, cuttings, or level crossings and all other places where obstructions are likely to take place, one whistle must be given.
- (e) Prolonged or unnecessary whistling is prohibited especially in the neighbourhood of residential quarters of towns, public offices or high roads.

176.—After an engine has been attached to a train, and during the journey, the Engine Driver must obey— Engine driver to take orders from Guard.

- (a) the orders of the Guard in charge of the train, in all matters affecting the starting, stopping or movement of the train for traffic purposes; and
- (b) all orders given to him by the Stationmaster or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.

177.—The Engine Driver must regulate and control the running of his train as accurately as possible, according to the Working Time-table, so as to avoid either excessive speed or loss of time; and he shall not make up between any two stations more time than is allowed in this behalf by special instructions. Running to time.

(a) When running late, Drivers are expected to make up as much time practicable within the limits of speed allowed under rule.

178.—The Engine Driver must start and stop his train carefully and without jerk. Starting and stopping.

179.—The Engine Driver must take his train along the proper running road.

180.—The Engine Driver must exchange signals with the Guard in charge of the train, at such times and in such manner as may be prescribed by special instructions. Exchanging signals.

Note.—See Subsidiary Rules to Rule 152.

181.—When the Engine Driver requires the assistance of the Guard's brake, he must give three or more short, sharp whistles, or, if a brake-whistle is provided, sound such whistle, and must in either case apply the communication, if any. Engine driver requiring guard assistance.

(a) This signal is also to be considered as a signal of danger

182.—When a train comes to a stand at a station, the Engine Driver must see that whenever possible his engine is clear of the fouling point of all points and crossings. Engine clear of fouling point.

183.—In stopping a train, the Engine Driver must determine where to shut off steam by paying particular attention to the gradient, the state of the weather, the condition of the rails, the length and weight of the train. Stopping of train.

184.—When a train not fitted with the continuous brake has been brought to a stand outside station limits or on a grade, the Engine Driver shall not detach his engine from the train without the permission of the Guard in charge of the train. Permission to detach engine from train.

185.—After taking water from a tank or water-column, the Engine Driver must see that the hose or water crane is left clear of the line, and, when it is provided with fastenings, properly secured. Water tank hose to be left clear.

186.—No Engine Driver shall leave his engine when on duty, whether at a station or on the running road, except in case of absolute necessity and after a competent man has been placed in charge of it. Engine driver not to leave his engine when on duty

187.—The Engine Driver must pay immediate attention to and obey every signal, whether the cause of the signal being shown is known to him or not. Engine driver to obey signals.

(a) He shall not, however, trust entirely to signals, but must always be vigilant and cautious.

188.—The Driver of a running train shall not pass a Stop signal that refers to him when it is "On" or defective— Stop signals.

- (a) unless he has, at a previous station, received notice in writing specifying that the signal is out of order, and unless he is also signalled past by a man standing at the signal; or
- (b) unless, after coming to a stand, he either is given written permission to proceed from the Stationmaster, or is piloted past the defective signal by a railway servant authorised in this behalf who shall travel on the engine.

(c) Explanation.—If any Engine Driver has not received a notice in writing that the Stop signal is defective, he must stop, and shall pay no heed to any other signal (whether a hand signal or not) that may be shown, until he is allowed to proceed under one of the authorities mentioned above.

Two or more engines.

189.—When two or more engines are attached to a train, the Driver of the leading engine shall be responsible for observing signals, and the Driver of the other engine or engines shall watch for and take signals from the Driver of the leading engine.

Speed of engines.

190.—When the All Right signal is shown to a train, the Engine Driver may proceed at such speed as may be prescribed by special instructions.

Duties of Engine Driver when the All Right or the Proceed with Caution signal is shown.

(2) When the Proceed with Caution signal is shown to a train by gangers or other workmen employed on the permanent way, the speed of the train over the portion of the running road protected by such signal shall not exceed fifteen miles an hour, or such lower rate as may be prescribed in this behalf by special instructions.

(3) When the Proceed with Caution signal is shown to a train by any railway servant not referred to in Sub-rule—
the Engine Driver must reduce speed.

Duties of the engine driver when engine explodes or detonators.

191.—(1) When an engine explodes or detonator, the Engine Driver must immediately reduce speed and be guided by the signals that he may receive.

(2) If no hand or other signals are at once visible to the Engine Driver, he must immediately bring his train to a stand, and may then—

(a) if it is day, and he has a clear view of the road, proceed very cautiously at such reduced speed as will enable him to stop short of any Danger signal or obstruction; or

(b) if it is day, and he has not a clear view of the road, or if it is night, or if the weather is thick or foggy, proceed very cautiously on hand signals given by the Guard in charge of the train (or the Fireman, if there is no Guard), who must walk ahead of the engine for this purpose; and

(c) if, within a distance of one mile from the point where the explosion occurred, he meets no further detonators and sees no signals, resume ordinary speed.

Non showing or imperfect showing of fixed signals.

192.—If there is no fixed signal at a place where a fixed signal is ordinarily shown, or if a fixed signal is imperfectly shown, the Engine Driver must act as if a Danger signal were shown.

193.—The exhibition of a red over green light, or the corresponding positions of the arms by day, or the absence of one or both lights, shows that the signal is out of order, and should be treated as a Danger signal.

Precautions when view of signal is obstructed.

194.—If, in consequence of a fog or storm or any other reason, the view of signals is obstructed, the Engine Driver must take every possible precaution, especially when approaching a station or junction, so as to have the train well under control.

CHAPTER XV.

POINTSMEN.

Point to be kept clean and clear.

195.—Every Pointsmen must keep the points under his charge clean, and clear of stones or other obstacles.

(a) The parts requiring particular attention are the surfaces of the switches and the chairs which are in contact with each other. They should be rubbed at least once a day with an oiled rag. Brick dust must on no account be used. Station Masters must visit and examine each set of points daily.

Report when points are damaged.

196.—Whenever points, crossings or guard-rails are damaged the Pointsmen in charge must protect them and immediately arrange to report the circumstances to the Stationmaster.

197.—A Pointsmen or Signaller shall not, while on duty, leave the points or signals which are under his charge.

(a) Each pointsmen will be held responsible for having in his possession, when on duty, by day, a red and a green flag; and by night, or between sunrise and sunset, a properly trimmed and lighted signal lamp fitted with a white, red and green glass.

CHAPTER XVI.

RAILWAY SERVANTS EMPLOYED ON THE
PERMANENT-WAY OR WORKS.

198.—Each Inspector of Permanent-way shall be responsible for the condition of the permanent-way and works in his district. Condition of permanent way and works.

199.—Each Inspector of Permanent-way must— Maintenance of line.

(a) see that his length of line is efficiently maintained, and

(b) promptly report to the Engineer in charge all accidents to or defects in the way or works which he may consider likely to interfere with the safe running of trains.

200.—Each Inspector of Permanent-way must see to the security of all rails, sleepers and other permanent-way material in his district, and that such of the said articles as are not actually in use are kept clear of the line and properly stacked. Keeping of permanent way material.

201.—(1) Every portion of the permanent-way must be inspected daily on foot by some railway servant appointed in this behalf by special instructions. Inspection of permanent way and works.

(2) All bridges and works in charge of the Engineering Department, including signals, signal wires, points and crossings, must regularly be inspected in accordance with special instructions.

202.—Each Inspector and Sub-Inspector of Permanent-way shall be supplied with and be responsible for obtaining— Supply of documents to Inspector and Sub-Inspector of Permanent-way.

(a) a copy of the Working Time-table for the time being in force, with all corrigenda and with the appendix thereto (if any), and

(b) a copy of the schedule of Standard Dimensions for the time being in force.

203.—Each Inspector of Permanent-way must see that in every gang employed in his length of line there is a competent Ganger. Ganger in each gang.

204.—Each Inspector of Permanent-way must see—

(a) that every ganger employed under him has a correct knowledge of hand signals and detonating signals; and Knowledge of Signals and equipment of gang.

(b) that every gang employed in his length of line is supplied with a permanent-way gauge, two sets of flag signals, two hand signal lamps, and twelve detonators, in addition to such other tools or implements as may be prescribed by special instructions.

(c) The headman of each gang must walk over the length under his charge each day before 8 a.m. The Keyman must also walk over in both directions, examining spikes and fish bolts and tightening those which may be loose before the first train passes.

205.—Each Inspector of Permanent-way must at least once in every month inspect the permanent-way gauges, flags, signal lamps, detonators, tools and implements supplied to the gangs, and ascertain whether the said gauges are correct, whether the said flags, signal lamps, detonators, tools and implements are in good order, and whether any of the said articles have been lost. Inspection of Gauges, signals, tools and implements.

(2) He shall also see that any defective or missing articles are replaced.

206.—Each Ganger must see—

(a) that the signals supplied to him under Clause (b) are kept constantly in proper order and ready for use. Responsibility of Ganger as to signals and safety of line.

(b) that the men in his gang each have a correct knowledge of hand signals and detonating signals; and

(c) that his length of line is kept safe for the passage of trains.

- Trespassing. **207.**--Each Ganger must endeavour to prevent any trespassing by persons or cattle on his length of line or within the fence thereof.
- Fire. **208.**--If a fire occur on any railway premises at or near any portion of the railway where gang-men are employed, they must endeavour to extinguish it to prevent it from spreading.
- Work involving danger to trains or traffic. **209.**--A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous sanction of the Inspector of Permanent-way, or of some competent railway servant appointed in this behalf by special instructions; and the railway servant who gives such sanction must himself be present to superintend such work, and shall see that the provisions of Rules 213, 215, 216.
- (a) Provided that, in case of emergency, when it may be necessary for safety to commence any such work before the said railway servant can arrive, the Ganger may commence work at once, and must himself see that the provisions of Rule 216 are observed.
- Work in thick or foggy weather. **210.**--In thick or foggy weather, no rail shall be displaced, and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in cases of absolute necessity.
- Blasting. **211.**--No railway servant employed on the way or on any works shall carry on any blasting operations on or near the railway except as permitted by special instructions.
- Putting in or removing points or crossings. **212.**--Except in cases of emergency, no railway servant shall put in or remove any points or crossings otherwise than as permitted by special instructions.
- Presence and responsibility of ganger. **213.**--When repairing, lifting or lowering the line outside station limits, or when performing any other operation outside station limits which will make it necessary for a train to proceed cautiously, the Ganger must himself be present at the spot and shall be responsible that the caution signals prescribed in Rule 115 are shown.
- Duties of Ganger when apprehending danger. **214.**--If a Ganger considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered, in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he must take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains to "Proceed with Caution" or to "Stop" as necessity may require; and shall as soon as possible report the circumstances to the nearest Stationmaster, the Inspector of Permanent-way and the Sub-Inspector (if any).
- Precautions before commencing operation which would obstruct the line. **215.**--No person employed on the way or works shall commence any operation, such as changing or turning a rail, which would obstruct the line and necessitate the showing of Danger signals—
- (a) until such signals have been shown, and,
- (b) if within station limits, until he has also obtained the permission of the Stationmaster and all necessary signals have been placed "On."
- Showing of Signals. **216.**--(1) When "Proceed with Caution" hand signals have to be shown, a man shall be sent in each direction, at least a quarter of a mile and as much further as the circumstances of the case may render necessary, to show these signals in such a manner as to be plainly visible to the Driver of an approaching train.
- (2) Another such signal shall also be shown at the spot where cautious driving is required, and a "Proceed" signal shall be shown to the Engine Driver as soon as the train has cleared the portion of the line over which cautious driving was necessary.
- (3) When Danger signals have to be shown under this Chapter, they must be shown at an adequate distance (to be prescribed by special instructions) in both directions from the place.
- (4) Danger signals must also be shown near and short of the point of danger.
- (5) Danger signals must be supplemented by detonators in the manner prescribed in Rules 15 to 23.

217.—Every railway servant employed on way or works shall, on the requisition of the Guard in charge of a train or the Driver thereof, render assistance under Rule 57 for the protection of the train. Protection of train.

CHAPTER XVII.

CAUTION BOARDS.

218.—Whenever it is necessary to restrict the speed of trains on the main line owing to the erection of temporary structure such as, for instance, the rebuilding of a bridge or culvert, or to carry out any alterations in the permanent-way over a bridge, the following precautions must be observed:—

(1) A semaphore signal is to be erected at each end of a diversion or temporary structure, which is to be kept at Danger until the train is brought to a stand. The signal will be then lowered under the orders of the subordinate in charge of the work and the train allowed to proceed over the temporary structure on such a rate of speed as may be considered necessary.

(2) In addition to the semaphore, a rectangular caution board should be erected at a distance of 3 telegraph posts in advance of the semaphore and showing figures indicating the maximum number of miles per hour of the speed permitted over the length on which the restriction of speed is to be observed.

(3) When the work is of such a nature that the line is broken as in the case of re-cross sleeping bridges or renewing rails, a red banner must be stretched across the track on either side, and not removed until the line has been restored.

(4) In all cases drivers must be instructed to maintain the reduced speed and to receive a signal from the guard in the rear van indicating that the whole of the train is passed over the length on which the restriction of speed is to be observed.

(5) The following is a specimen of the rules to be observed by drivers and guards, which should be issued by the Engineer in charge before the work is commenced, and which should be sent by him to the Loco. Superintendent and Traffic Superintendent before the restriction of speed is to be on, so that those officers may have time to advise all the members of their staff concerned:—

(a) The diversion will be opened commencing at mile and ending at mile

The semaphore stop signals will be erected at each end of the diversion, and a caution board 3 telegraph posts in advance of each semaphore. The caution signals will, in cases where the speed requires to be reduced within a definite limit, be given—

BY DAY by a rectangular caution board erected at each end of the portion of the line over which the speed has to be reduced, and showing figures indicating the maximum number of miles per hour of speed permitted over this portion; and

BY NIGHT by two green lights placed horizontally one on each side of the above caution board, and illuminating the limiting speed figures which will be exhibited between these lights.

(b) The drivers of all trains must stop dead at the semaphore signal, and are not to proceed until the signal has been lowered. When the signal has been lowered, the driver will enter No. of his train and sign his name in the book that will be handed to him by the signalman, and may then proceed at a speed of not more than 5 miles an hour, or as the case may be, taking care to see that his train is under proper control, not using the vacuum brake unless absolutely necessary.

- (c) The guard should be on the lookout for signals, and should be prepared to help the driver to keep the train under proper control while passing over the work. The guard will signal the driver when his van has passed the signal at the end of the diversion and the train has cleared the length over which the restriction extends.

CHAPTER XVIII.

LORRIES AND TROLLIES.

Distinction
between
lorries and
trolleys.

219.—For the purpose of these rules, a lorry is defined as a vehicle used for the conveyance of materials; and a trolley, as a light vehicle usually fitted with springs intended for the conveyance of persons only. A trolley must not be used for the conveyance of heavy materials, and neither a trolley nor a lorry must be used in the formation of, or be attached to, trains.

220.—Under all circumstances when trollies or lorries are in use on the main line or in station yards, they must, unless an officer of the Engineering Department is present, be accompanied by a trustworthy subordinate of the Engineering Department, who will be held responsible that they are worked according to rules. These authorised persons will each be furnished with a certificate signed by the Engineer in charge stating that they are qualified to be in charge of trollies on the open line.

221.—No lorry or trolley is to be placed on the line without the permission of the Inspector of the section or other duly authorised person, and notice must at once be given to the Stationmaster at each of the nearest stations.

222.—The notice to the Stationmaster required under the foregoing rule is to be given in writing.

223.—Persons unconnected with the railway must not be allowed to travel on a trolley or lorry unless permitted to do so by an authorised officer, and these only when accompanied by a responsible subordinate or officers of the Engineering Department.

224.—When lorries or trollies are in use, the person in charge must have with him a watch, a copy of the working time-table, 2 red and 2 green signal flags, a lamp showing red in both directions, 2 hand signal lamps, 6 fog signals, a chain and padlock, and in the case of lorries, 2 red banners. The person in charge must enquire at each station he comes to, whether extra, special, loco., wood or ballast trains are running, and Stationmasters are to afford full information in answer to such enquiries; and if demanded by the person in charge of the lorry or trolley, the information must be in writing.

225.—Except in cases of emergency, lorries or trollies must not be placed on traffic or loco. lines at night or in foggy weather, nor when the view is impeded by heavy rain or any other cause.

226.—The person in charge of a lorry in use on the line must exhibit conspicuously a red flag by day, and if worked in case of emergency by night, a light showing red in both directions front and rear. When outside station limits on a single line, it must be preceded and followed at intervals of not less than half a mile (880 yards), increasing the distance should the gradient or curves require it, by men bearing a red flag by day or a red lamp by night. Within station limits, similar danger signals must be exhibited at such a distance on each side as will ensure safety.

(a) A trolley, when in use, must have exhibited on it, as above described, a red flag by day and a light showing red in both directions front and rear by night; but except when on or near curves or parts of the line when a clear view is not obtainable for half a mile in front and rear of the trolley, it need not be preceded or followed by men carrying a red flag.

(b) The speed of lorries must not exceed 6 miles, and of trollies 10 miles an hour.

(c) Every one in charge of, or travelling by a trolley or lorry, must keep a sharp lookout, and always be on the alert to guard against accidents.

227.—Both trollies and lorries, loaded or otherwise, must be provided with efficient brakes, the latter with screw brakes, before being allowed to work. No other sort being permitted, and in no case shall workmen or subordinates working lorries be allowed to ride thereon.

228.—Lorries will only be permitted to work under absolute blocks, rules, and care must be taken that such block is not applied for unless the lorry can clear the section in time so as not to prevent the working of Ordinary traffic.

229.—When a trolley is put on the line it is the duty of the person using it to—

- (1) see that his time agrees with the Station time.
- (2) to enquire of the Stationmaster as to any special running and others running late.
- (3) to give a trolley notice in the prescribed form.

230.—Every one in charge of, or travelling by, a lorry or trolley must keep a sharp lookout, and always be on the alert to guard against accident. Engine Drivers must also be on the lookout for lorries or trollies when running on a Section on which they have been advised of their working; and when drivers are running on a portion of the line where, on account of sharp curves or from any other cause, their view is obstructed, they must whistle at short intervals.

231.—Gatemen and Gangmen must exhibit a Danger signal when they see a lorry or trolley approaching them, and must keep the Danger signal exhibited till the lorry or trolley has proceeded beyond them for a distance of at least half a mile, or until it is removed from the line.

232.—It is the duty of the Stationmaster to endorse all Line Clear Tickets for the information of the Engine Driver with the words: "Trolley on line between Station and Station, left this at....."

Or to include the same in the pouch when tokens are employed.

233.—When lorries are required to remain stationary on the line for any time exceeding 15 minutes, they must be protected at intervals of half a mile on each side by "Red banners," 7 feet long by 2 feet wide, stretched across the line between poles not less than 5 feet high.

234.—When not in use, unless a suitable siding is available, lorries or trollies must be taken off the rails and carried well clear of the line. In all cases the wheels must be secured with a chain and padlock.

235.—Lorries must be moved clear of the main line, or if within station limits, of the line on which a train or engine is to run, at least 30 minutes before a train or engine is due. Trollies must be moved from the line in sufficient time to ensure safety and to avoid delay to trains.

236.—In the event of its becoming impossible from any cause to carry out the rules, it will be the duty of the person in charge of a lorry or trolley to have it at once removed from the line until it can be taken along in strict observance of rules and regulations.

237.—Every servant of the railway is required to report immediately to his superior officer any infringement of the rules and regulations which may come to his knowledge.

238.—Trollies and lorries at the end of a day's work are not to be taken off and left alongside the line, but must be run into the nearest station yard, and they are not to be left on station platforms.

239.—The staff are warned that, if an accident to a trolley occurs while in their charge, due to any neglect of the rules on their part, they are liable for prosecution and dismissal.

* * * * *

Extract from the Railways Ordinance, 1909, Section 59:—

If any person shall rashly or negligently and without lawful excuse do any act which shall be likely to endanger his own safety or that of any person travelling or being upon the railway, he shall upon summary conviction be liable to imprisonment with or without hard labour for a term not exceeding six months or to a penalty not exceeding fifty dollars, or to both.

CHAPTER XIX.

GATEMAN.

Knowledge of signals.

240.—No person shall be appointed to be a Gateman unless he has a knowledge of signals.

(a) All Gatekeepers outside the Outer signals are under the exclusive control and orders of the Engineering Department, those within the Outer signals are under the control of the Traffic Department.

241.—Competent men must be selected for Gatekeepers—

- (1) within station limits, by the Traffic Department.
- (2) outside station limits, by the Permanent-way Inspector in charge of the section.

242.—The Official appointing such Gatekeeper is responsible for seeing that every Gatekeeper, before being put in charge of a gate, is conversant with the rules, and has obtained a certificate of fitness from the Medical Department.

Supply and care of hand signals.

243.—Every Gateman must—

- (a) be supplied with day and night hand signals, and
- (b) keep such signals in proper order and ready for use.

(c) Permanent-way Inspectors and Station Masters will be held responsible that all the Gatekeepers under their orders are supplied with hand lamps and a sufficient quantity of oil, and a set of flags for day signals. The men must be clean and properly dressed when on duty.

(d) For the purpose of securely locking his gates each Gatekeeper shall be provided with 2 padlocks and chains or 2 padlocks only according to the means provided for fastening the gate or chain, as the case may be, across the road.

Road traffic.

244.—Where the gates at a level-crossing are not made to close across the line, the Gateman must, when gates are opened for road traffic, be prepared to show a Danger signal to any approaching train.

245.—Where there is no Gateman specially on night duty at a level-crossing, the gate must be locked at night, except when opened for the passage of road traffic.

246.—When the gates are closed to the passage of road traffic, they must be kept securely fastened across the thoroughfare until the train has passed.

247.—Unless otherwise directed by special instructions, all gates at level-crossings must be kept open for the passage of trains and securely closed across the thoroughfare, and shall only be closed to the passage of trains when it is necessary to open them for the passage of road traffic.

(a) Where a level-crossing gate is situated within station limits and under the orders of the Traffic Department, the Station Master must see that it is so worked as to cause the least possible inconvenience to the public.

248.—At level-crossings where only one Gatekeeper is provided, in consequence of the number of trains being small or the road traffic light, the single Gatekeeper will be responsible—

- (1) that during the hours of daylight the gate is only shut across the road to allow trains to pass,
- (2) that after sunset the gates are closed and padlocked against the road at such hour as may suit the traffic using the road, and
- (3) that thereafter till sunrise, the gates are immediately opened at night at any hour that this may require to be done to allow road traffic to pass.

249.—The Gatekeeper will stand on the same side of the line as the gate lodge except where the gate lodge is on the inside of a curve.

250.—Semaphore signals adjacent to or outside level crossing gates, wherever provided, must not be lowered or taken off for approaching trains unless the gates are shut against the public road.

(a) The Gate-keeper, or the Head gate-keeper where more than one is employed, will be held responsible that all fittings, signals, etc., are always kept well cleaned and oiled, and should any instrument or connection become defective, notice must at once be sent to the nearest Station Master, who will take the necessary steps to get the defective instrument or connection put right.

251.—Between sunset and sunrise a light showing red and green should be fixed to the gate. The red light to show up and down the line when the gates are closed across the railway, and the green lights to be parallel to the railway when the gates are shut across the public road.

(a) Drivers must stop their trains before arriving at level crossings where the gates cross the railway if the gate signal be absent and only proceed on satisfying themselves that the line is free of obstruction. The circumstance of the stoppage must be telegraphed, from the nearest station to the Permanent Way Inspector with a copy to the District Engineer concerned.

(b) If trains have to be stopped at or near level-crossing gates the Guard must not give to the Driver the signal to stop until the last vehicle on the train, has passed clear of the level-crossing gates by two carriage lengths.

(c) After the engine has been stopped dead, the Driver must not on any account back his train unless the Guard personally instructs him to do so and the Guard must not give such instructions unless he has made sure that the level-crossing gates have been set back across the public road and that the line is clear for a backward movement.

(d) After the last vehicle on the train has cleared the level crossing gates by two carriage lengths, the gate-keepers must open the gates for the passage of public traffic.

252.—The Gateman on duty must see that the channel for the flange of the wheels is always clear before the passage of each train. Channel for flange of wheels.

253.—If any gate, or the fastenings thereof, or any fixed signal pertaining to the gate, should get out of order, the Gateman must, as soon as possible, report the fact to his immediate superior or to the nearest Ganger. Report of defects.

254.—Every Gateman, on noticing any obstruction on the line, must at once remove it, or, if unable to do so, must show Danger signals, and do his best to stop approaching trains. Obstructions.

255.—If a Gateman notices that a train has parted, he shall not show a Danger signal to the Engine Driver, but must endeavour to attract the attention of the Engine Driver and Guard by shouting and gesticulating. Parting of a train.

256.—Every Gateman must, as far as possible prevent any trespassing by persons or cattle. Trespassing.

(a) Loiterers must not be allowed at gate lodges within the fence.

257.—Except in accordance with special instructions, no Gateman shall leave his gate unless another Gateman has arrived to take charge of it. Transfer of charge of gate.

(a) At gates where only one man is employed, he must not leave his gates even for a short time without locking them against road traffic, and if he requires to be absent for more than a few minutes, he must not leave his level-crossing until another man has been placed in charge by the Station Master or Ganger according as the gate is in charge of the Traffic or Engineering Department.

(b) At level-crossings where one gate keeper is provided for day and another for night duty, in consequence of both the railway and road traffic being heavy, the duties of the two men will be arranged in shifts of 12 hours each.

(c) In the event of the gate keeper suddenly falling sick or being otherwise incapacitated from doing his duty, the Station Master or Permanent Way Inspector in whose charge the gate is placed must temporarily put another man in charge of the gate, and take measures to appoint another competent man to act as gate keeper.

CHAPTER XX.

PENALTIES.

259.—(1) If any Railway servant commits a breach of any of the rules hereinafter mentioned, he shall be liable, on conviction before a magistrate, to punishment as follows, namely:— Penalties.

RULES.	PENALTY.
3, 10, 11, 12, 13, 14, 15, 17, 19, 26, 29, 30, 33, 34, 36, 37, 38, 40, 41, 43, 45, 46, 48, 49, 50, 51, 53, 54, 55, 56, 57, 58, 59, 60, 61, 65, 66, 69, 70, 71, 74, 75, 77, 78 (1 and 2), 80 (1 and 2), 81, 82, 83 (2), 91 (1 and 2) 103, 104, 106, 110a, 110b, 110, (2), 111, 112, 113, 114, 115, 120 (2), 121 (b), 122, 123, 125, 127, 128, 129, 130, 131, 135, 136, 137, 138, 140, 146, 147, 151, 152, 154, 158, 159, 161, 166, 167, 170, 171, 172, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 189, 190, 191, 192, 194, 197, 199, 200, 203, 204, 205, 209, 210, 211, 212, 213, 215, 216, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, to 239.	} Fine which may extend to \$25.00.
16, 32, 39, 42, 42a, 110 (1c), 117, 124, 141, 162, 165, 166 (2), 195, 196, 201, 206, 214, 217, 243 (b), 244, 255, 256 and 257.	} Fine which may extend to \$10.00.
105, 107, and 118.	} Fine which may extend to \$25.00 or a sum not exceeding 7 days' pay.
101, 102, 108, 109 and 119.	} Fine which may extend to forfeiture of a sum not exceeding 7 days' pay.

(2) Any Railway servant who has committed a breach of any of the rules mentioned in sub-rule (1) of this rule shall be liable to the punishment authorised by that sub-rule in addition to, and not in substitution for, any punishment to which he may be liable upon prosecution under the Railways Ordinance, 1909 (No. 21 of 1909).

Provided that no Railway servant shall be thereby rendered liable to be punished twice for the same offence.

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PART II.

CHAPTER I.
PRELIMINARY.

1.—In these rules, unless there be something repugnant in the subject or context—

- (1) "AUTHORISED OFFICER" means the person who is duly empowered, by general or special order of the Railway Administration, either by name or by virtue of his office, to issue instructions or do any other thing;
- (2) "GOODS TRAIN" means a train (other than a ballast train) intended solely or mainly for the carriage of animals or goods;
- (3) "GUARD" includes a Brakesman or any other railway servant who may for the time being be performing the duties of a Guard;
- (4) "PASSENGER TRAIN" means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train;
- (5) "SPECIAL INSTRUCTIONS" mean instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances;
- (6) "STATIONMASTER" means the person on duty who is for the time being responsible for the working of the traffic within station limits, and includes any person who is for the time being in independent charge of the working of any signals and responsible for obtaining and sending the permission to approach and for giving the authority to proceed.

CHAPTER II.

CARRIAGE OF PASSENGERS.

2.—(1) Tickets issued to passengers shall be available only from the date and for the period specified by the Railway Administration by which they are issued.

(2) If a Guard, or any other railway servant who may be empowered by the authorised officer to take action under this clause, has reason to suppose that any passenger is travelling without a ticket, or not in the proper class of carriage, he must request the passenger to show his ticket and report to the Stationmaster any irregularity which he may detect.

Charge entered
incorrectly in
receipt or
ticket

3.—If any charge should be entered incorrectly in a receipt or ticket given to a passenger, the Railway Administration may correct the entry.

Passenger
changing to a
superior class of
carriage

4.—If any passenger desires to change from an inferior to a superior class of carriage on payment of the difference in fare, the Guard in charge of the train, or such other railway servant as may be appointed in this behalf by the authorised officer, must take the necessary steps for effecting such change.

Lady passengers

5.—When ladies are travelling alone the Guards must pay every attention to their comfort, and in placing them in the train shall, when possible, select a carriage (according to the class of the ladies' tickets) in which other ladies are travelling.

Prisoners and
insane
passengers

6.—(1) Military prisoners in all cases, civil prisoners if insane, violent or dangerous, and insane persons, shall not be allowed to mix with other passengers, but must, upon reserved accommodation being engaged, be placed with their escort or attendants in a prison-van or in a separate compartment, as the case may be.

(2) Other parties of prisoners, when, inclusive of guards, the party exceeds three in number, are also to be carried in the same manner.

(3) The term "prisoner" covers accused persons and persons under trial or travelling for the purpose of undergoing trial, as well as persons who have already been convicted.

PASSENGERS SUFFERING FROM INFECTIOUS OR CONTAGIOUS DISORDERS.

7.—For the purpose of the Railways Ordinance (No. 21 of 1909), the following shall be deemed to be infectious or contagious disorders, namely:—

Bubonic fever,
Cholera,
Diphtheria,
Leprosy,
Measles,
Scarlet fever,
Small-pox,
Typhus fever,
Typhoid fever and
Whooping cough.

8.—No passenger suffering from an infectious or contagious disorder shall be carried in any train unless—

- (a) he has engaged a reserved compartment for himself and his attendants, and
- (b) all necessary arrangements have been made for the separation of the passenger and his attendants, during the whole time that they remain upon the railway, from other persons being or travelling upon the railway, and
- (c) any other special precautions which the railway administration may consider necessary to be taken to prevent infection or contagion being communicated to other persons being or travelling upon the railway.

DISINFECTION OF CARRIAGES.

Disinfection of
carriages

9.—When any carriage has been entered by a person suffering from an infectious or contagious disorder the carriage must be disinfected, in accordance with special instructions, immediately after it has arrived at its destination; and no passenger shall be allowed to enter it until the disinfection has been completed.

LUGGAGE.

Luggage to be
booked

10.—Each passenger's luggage must be booked:
Provided that the Railway Administration may dispense with the booking of any luggage which is taken into a carriage by a passenger in pursuance of rule 12, clause 1.

11.—A certain quantity of each passenger's luggage, within a limit of weight to be fixed from time to time by the Railway Administration, shall be allowed free of charge, provided the passenger presents his luggage for weighment before the commencement of his journey.

Free allowance of passengers' luggage

12.—(1) A passenger may take into a carriage only such small articles of personal luggage as are required for his own use on the journey and can be placed in the carriage without inconveniencing other passengers or reducing the available accommodation in the carriage.

Luggage in carriage with passenger

(2) A Railway Administration shall not be responsible for the loss, destruction or deterioration of any luggage taken into a carriage by, or by the direction of, a passenger.

13.—(1) A Railway Administration may refuse to carry, except under special agreement, any passenger's luggage which is improperly packed or locked or otherwise insufficiently secured, unless it is taken into a carriage by the passenger in pursuance of rule 12, clause 1.

Luggage insufficiently secured

(2) A Railway Administration shall not be responsible, except under special agreement, for any loss, destruction or deterioration of any passenger's luggage caused by its having been improperly packed or locked or otherwise insufficiently secured.

CHAPTER III.

CARRIAGE OF DANGEROUS OR OFFENSIVE GOODS.

14.—For the purposes of the Railways Ordinance (No. 21 of 1909), the following are hereby declared to be dangerous goods, viz:—

Articles declared to be "dangerous goods"

Alcoholic liquid of a greater strength than 70 per cent. by weight of Alcohol	A
Acid, Blacial acetic	B
Acid, Carbolic	B
Acid, Cresylic	B
Acid, Crude coal tar used as disinfectants	A
Acid, Hydrochloric syn. Muriatic or Spirits of Salts...	B
Acid, Hydrofluoric, syn. Fluoric	B
Alcoholic liquid of a greater strength than 70 per cent. by weight of Alcohol	A
Ammonia, in solution	B
Ammunitions of all description (other than percussion caps or priming caps or empty sporting cases)	B
Aqua fortis	B
Asphaline	C
Batching oils flashing above 76 deg. Fahr.	A
Benzine	E
Benzoline	E
Bisulphide of carbon	D
Blasting gelatine	C
Blasting powders	C
Bobbinite	C
Bromine	B
Calcium Carbide	A
Carbo-azotine	C
Cartridges	C
Cheddite	C
Chlorate of Potash mixture for rackarock	C
Chlorides of phosphorus	C
Chloride of sulphur	B
Collodion	D
Coloured fires	C
Combustibles, not otherwise herein specified	C
Compressed gunpowder	C
Cotton-powder	C

Crackers	C
Detonators	C
Diazo Benzol	C
Diorrexin	C
Dualine	C
Dynamite	C
Ether	D
Etnite	C
Explosive Chemicals, not otherwise herein specified...	C
Explosives and explosive powders, not otherwise herein specified	C
Fireworks	C
Fog signals	C
Fortis	C
Fulminate of mercury or of other metals	C
Fuses (other than safety fuses)	C
Gas, compressed, viz.	G
Compressed Coal Gas.	
Compressed or liquefied Carbolic Acid Gas (Carbon Dioxide).	
Compressed Hydrogen.	
Compressed Oxygen.	
Liquefied Anhydrous Ammonia or Com- pressed Ammonia Gas.	
Liquefied or Compressed Nitrous Oxide.	
Liquefied or Compressed Sulphurous Acid Gas (Sulphur Dioxide).	
Gasoline	E
Gelatine Dynamite	C
Gelignite	C
Glyoxiline	C
Gun Cotton	C
Gun paper	C
Gunpowder	C
Gun sawdust	C
Iodide of nitrogen	C
Mataziette	C
Matches (Lucifer)	C
Meganite	C
Methylated Spirits	D
Methylic nitrate	C
Motor Car spirit	E
Motorine	E
Motor Spirit	E
Muriate of tin	B
Naptha	E
Naptha wood or wood spirit	D
Napthalene	A
Nitrate of Barium	C
Nitrate of Diazo Benzol	C
Nitrate of Iron	B
Nitrates, metallic, not otherwise specified	C
Nitrate of Strontia	C
Nitro benzene or oil of Mirbane	C
Nitro-glycerine or glonoine oil	C
Nitro mannite	C
Paraffine	A
Peralite	C
Perchloride of Iron	B
Percussion Cap	C
Petrol	E
Petroleum—including Kerosine oil above 76deg. F., Rock oil, Burmah oil made from Petro- leum, Coal, Schist, Shale, Peat, or other bituminous substance and any products of petroleum or of any of the above-mentioned oils	A
Phosphorous	B
Phosphorus amorphous	B
Picric explosive (including picric acid, picrates picric	

and pirate mixtures)	C
Pudrolithe	C
Pyrolithe	C
Rackarock	C
Rectified spirits	D
Rhexite	C
Ripp Lene	C
Rockets	C
Spirits of Wine	D
Sulphate of indigo, concentrated	B
Teutonite	C
Tonite	C
Tubes for firing explosives	C
Turpentine	D
Turpentine spirits of	D
Vigorite	C
Vitriol	B
War rockets	C
Wood spirit	D
Xyloidine	C

15.—For the purpose of the Railways Ordinance, 1909 (No. 21 of 1909), the following are hereby declared to be offensive goods, Articles to be "offensive goods"
 viz. :—

- Decayed vegetables, fish and meat, and any other article in a decayed condition.
- Dead bodies,
- Carcases,
- Bones,
- Municipal or town sweepings,
- Manure, and
- Rags.

16.—(1) Save as otherwise provided by clause (4) of this rule and subject to any exceptions from time to time notified by the Railway Administration, dangerous goods shall not be accepted for carriage unless the consignor has given a written declaration that they have been packed— Acceptance of dangerous goods for carriage

- (a) if they are explosives to which the rules for the time being in force apply, in accordance with those rules; and
- (b) in any other case, in accordance with the rules contained in Appendix A to these rules.

(2) Kerosine oil shall not be accepted for carriage unless its flashing point is declared by the consignor on the consignment note. The flashing point, as so declared, must be entered on the invoice and on the railway receipt.

(3) No goods of any kind marked C in rule 14 shall be brought on the railway premises for carriage until the officials have intimated that they are ready to receive them.

(4) Nothing in the rules contained in Appendix A shall apply to the packing or transport of capped safety cartridge cases, if otherwise empty, and nothing in those rules shall apply to medical stores consigned from a Government depot, or to explosives consigned by the Ordnance Department, respectively, notwithstanding that such stores are dangerous goods within the meaning of rule 14.

Provided that the officer in charge of the depot or such officer as the Director-General of Ordnance may by general or special permission empower in this behalf, has given a written declaration of the contents of the packages and certified on the consignment note that they have been packed in accordance with the regulations of the Medical or Ordnance Department, as the case may be, for the time being in force relating to the packing of dangerous goods.

Special vans for dangerous goods

17.—(1) Subject to any exceptions from time to time notified by the Railway Administration, dangerous goods of the kind marked respectively B, C and D in rule 14 may be carried only in vans specially constructed for the carriage of dangerous goods:

Provided that Lee-Metford, Martini-Henri and Snider ammunition may, when such vans are not available, be carried in ordinary covered wagons.

(2) When any dangerous goods are to be carried in such vans as aforesaid, whether in pursuance of clause (1) of this rule or not, the goods shall not be accepted for carriage unless sufficient notice to provide such vans has been given.

Prepayment of freight on dangerous or offensive goods

18.—Subject to any exceptions from time to time notified by the Railway Administration, the freight on dangerous or offensive goods must be prepaid.

Loading and unloading of dangerous or offensive goods

19.—Dangerous or offensive goods must, unless it be otherwise notified by the Railway Administration, be loaded by the consignor and unloaded by the consignee.

Ordinary merchandise not to be loaded with explosives

20.—No railway servant shall load ordinary merchandise in the same vehicle with explosives.

Label on vehicle containing explosives

21.—The railway servant supervising the loading of any vehicle with explosives must see that a "dangerous goods" label is placed on each side of such vehicle.

Naked light, and unprotected lamps

22.—No railway servant shall take or leave any naked light or any unprotected lamp near any vehicle containing dangerous goods.

Trains by which vehicles loaded with explosives may be sent

23.—Except under approved special instructions, vehicles loaded with explosives shall be sent only with a goods train, and shall be placed in the rear of the train, but not next the rear brake van:

Provided that vehicles loaded with ammunition or other explosives belonging to troops may be sent with the train by which the troops travel, but must be placed next behind the front brake van.

Sending by passenger train of dangerous goods marked B

24.—One case containing dangerous goods of any kind marked F in rule 14 may be sent by passenger train.

Special provisions as to carriage of carbide of calcium

24A.—(1) Vehicles used for the carriage of carbide of calcium must be thoroughly ventilated and rendered impervious to rain, and no naked lights shall be allowed in such vehicles.

(2) Carbide of calcium shall not be carried by passenger train in any quantity exceeding four hundred and fifty pounds per train.

(3) Carbide of calcium, while in the possession of a railway for transport, shall not be stored in any railway goods shed, but shall be stacked in the open under waterproof sheets, and so placed as to prevent its getting wet.

(4) All lights shall be kept away from carbide of calcium stacked as provided in sub-rule (3).

(5) If any carbide of calcium is wetted while in the possession of a railway for transport, it shall be destroyed by immersion in at least twenty times its bulk of water.

NOTE.—The fact of carbide of calcium having become wet will be indicated by the outward appearance of the drum or case and probably by a disagreeable odour, showing a leakage of gas.

Unclaimed dangerous goods

25.—If, upon the arrival of any dangerous goods at their destination, the consignee does not take delivery of and remove the same within the time notified by the Railway Administration, they may be kept in the vehicle in which they were carried until delivery is effected, or until they are disposed of under approved special instructions, or otherwise.

Saving of rules under explosive and petroleum acts

26.—The rules in this Chapter and in Appendix A to these rules are in addition to, and not in modification of, the rules made under the Dangerous Goods Ordinance, 1873 (No. 1 of 1873), and under any Ordinance amending the same.

CHAPTER IV.

OFFENCES BY PASSENGERS AND OTHER PERSONS, AND PENALTIES.

27.—The Stationmaster must use all reasonable means to stop any annoyance that may be caused by any act referred to in section 12 of the Railways Ordinance, 1909 (No. 21 of 1909), and, if any person is removed from the railway under that section, shall, if necessary, direct steps to be taken for his prosecution thereunder.

Duties of station master in case of drunkenness or nuisance

28.—Any person who—

- (a) is found smoking, or having an open light or fire, in a goods shed or a store yard, or
- (b) persists in keeping an open light or a lighted mineral-oil lamp in a carriage after being warned by a railway servant or a police officer to desist, or
- (c) persists in smoking on any other portion of the railway premises after being warned by a railway servant or a police officer to desist,

Smoking or having open light or fire on railway premises, or keeping open light or lighted lamp in carriage

shall, if the act is deemed by the authorised officer to be dangerous, immediately be removed from the railway premises.

29.—A Railway Administration may exclude from the station platform, or any part of the railway premises, any person not being a bona-fide passenger, nor having business on the railway premises.

Exclusion of persons from railway premises

30.—If any passenger commits any offence, not being an offence referred to in rule 28 or rule 29, the Stationmaster must immediately investigate the case, and must exercise his discretion as to the proceedings to be taken, after referring (by telegraph, if necessary) to his immediate superior for instructions.

Investigation by station master in case of offence by passenger

31.—Guards must exert themselves to prevent any breach of these rules by passengers or other persons.

Guards to prevent breach of rules

32.—The power of arrest conferred by section 61 of the Railways Ordinance, 1909 (No. 21 of 1909), must be exercised with the greatest caution.

Arrests

Any person who shall be in a state of intoxication or be insufficiently or indecently clad or who shall commit any nuisance or act of indecency in any railway carriage or upon any part of the premises appertaining to a railway or who shall wilfully and without lawful excuse interfere with the comfort of any passenger on the railway shall on summary conviction be liable to a penalty not exceeding twenty dollars or to imprisonment with or without hard labour for any term not exceeding three months or to both; and in addition to such liability the offender may be removed by any railway official from any such carriage and also from the premises appertaining to the railway and shall forfeit his fare.

Penalty for intoxication or nuisance

33.—(1) If any railway servant commits a breach of any of the rules hereinafter mentioned, he shall be liable, on conviction before a Magistrate, to punishment as follows, namely:—

Penalties for breaches of rules by railway servants

RULES.

PENALTY.

- 9, 20, 22, { Fine which may extend to \$25.
- 21..... { Fine which may extend to \$10.

(2) Any railway servant who has committed a breach of any of the rules mentioned in clause (1) of this rule shall be liable to the punishment authorised by that clause in addition to, and not in substitution for, any punishment to which he may be liable upon prosecution under the Railways Ordinance, 1909 (No. 21 of 1909).

Provided that no railway servant shall be thereby rendered liable to be punished twice for the same offence.

APPENDIX A.

(See RULES 14 and 16.)

THE PACKING OF DANGEROUS GOODS (OTHER
THAN EXPLOSIVES TO WHICH THE
RULES FOR THE TIME BEING IN FORCE
UNDER THE RAILWAYS ORDINANCE, 1909,
No. 21 OF 1909, APPLY).

II.—GOODS MARKED A IN RULE 14.

1.—When not loaded in vans specially constructed for the carriage of dangerous goods, goods marked A in rule 14 must be securely packed, to prevent leaking, in strong tins or in bottles corked and sealed, and such tins or bottles must be enclosed in wooden cases. When bottles are used, they must be packed in straw or sawdust. Kerosine oil, however, having its flashing point at or above 76deg. Fahr., may be packed in sound iron or steel drums, or in tins without wooden cases, provided that in the latter case a layer of durna matting or other suitable dunnage is placed on the floor of the wagon and between each tier of tins.

1A.—The following special rules shall apply in the case of carbide of calcium:—

- (a) The carbide of calcium must be contained in hermetically closed metal drums or cases sufficiently strong to remain in that condition through wear and tear of transport, so that the carbide of calcium cannot be affected by air or moisture.
- (b) There must be no copper in the composition of any drum or case containing the carbide of calcium.
- (c) No drum or case must contain a quantity exceeding two hundred and twenty-four pounds of carbide of calcium.
- (d) The label on each hermetically closed metal drum or case containing the carbide of calcium must bear in conspicuous characters the words, in English and Chinese, "Carbide of Calcium. Dangerous if not kept dry," and with the following caution:—

"The contents of this drum (or case) are liable, if brought into contact with moisture, to give off a highly inflammable gas." The name and address of the sender should also be labelled on each drum or case.

II.—GOODS MARKED B IN RULE 14.

2.—Goods marked B in rule 14 must be well secured in stone-ware jars or glass-stoppered bottles standing upright in cases with sloping covers:

Provided that—

- (a) fluoric acid must be put into leaden or gutta-percha bottles,
- (b) solution of ammonia must be put into metal bottles with caps soldered on, and
- (c) sulphuric acid shall not be put into jars with cork or wooden stoppers. Concentrated sulphuric acid (i.e., of a specific gravity not less than 1.84, which must be certified in writing by the consignor) may be packed in strong hermetically sealed iron or steel drums, which must be in good condition and free from rust.

3.—Bottles containing bromine, muriatic acid, nitric acid, aquafortis, or solution of ammonia, must be only three-fourths full, to allow for expansion of vapour.

4.—In the case of boxes containing any of the three mineral acids, viz., Hydrochloric, Sulphuric, and Nitric, the inside packing must be of ashes free from cinders or of chalk, sand, or dry earth. In other cases the inside packing must be of straw, chaff or sawdust, mixed with coal, wood-ashes, chalk or sand.

5.—Only one kind of the goods marked B in rule 14, and no other goods of any kind, may be put into one case.

6.—The weight of each case shall not exceed one picul.

III.—GOODS MARKED C IN RULE 14.

7.—(1) Goods marked C in rule 14 which are not explosives, to which the rules for the time being in force under the Railways Ordinance, 1909 (No. 21 of 1909), apply, must be packed in strong dust-tight wooden cases having a metal lining, the contents being branded, painted or labelled on the outside in legibly printed or written characters in English and Chinese, bearing name of sender and consignee.

(2) No such case shall contain more than five pounds, and no box or package shall contain more than ten such cases.

Note.—This restriction will not apply to matches.

(3) The outer wooden cases used for the carriage of matches shall be of the following thickness of wood:—Gross weight of case with contents not exceeding 3 piculs in weight, $\frac{1}{2}$ inch thick throughout; gross weight of case with contents exceeding 3 piculs, $\frac{3}{8}$ inch thick throughout.

“Matches, safety,” may, however, be carried in the tins in which they are imported, provided that such tins are strong enough as outer packages, that they do not exceed a limit in size of 2ft. by 1ft. by 1ft., weighing approximately $\frac{1}{4}$ picul, and do not contain more than 120 packets of “matches, safety.”

NOTE.—Matches which ignite by simple friction and Bengal lights (Pyrotechnic matches) which while not ordinarily igniting by simple friction are capable of doing so under chemical decomposition and are liable to spontaneous combustion, should be considered as coming within the class “matches, non-safety,” while those which require to be rubbed on the prepared surface of the box which contains them to be ignited should be considered as coming within the class “Matches, safety.”

IV.—GOODS MARKED D IN RULE 14.

8.—Goods marked D in rule 14 must be packed in the manner hereinbefore prescribed for goods marked B in that rule:

Provided that—

- (a) Spirits of wine, methylated or rectified, must be packed either in corked and capsuled bottles or in corked and capped drums securely packed, or in strongly made casks securely closed so as to prevent all possibility of leakage,
- (b) turpentine may be carried either in sound iron or steel drums or tins properly soldered, or in corked and capsuled bottles, the bottles or tins being securely packed in wooden cases,
- (c) any other goods marked D in rule 14 may be packed either in stoneware jars or glass-stoppered bottles, or in vessels of metal (such as tin or copper), provided with screw stoppers or corked, and with caps covering their mouths soldered on, and
- (d) different kinds of the goods marked D in rule 14 may be put into one case, but no goods of the kinds marked, respectively, A, B and C in that rule may be put into the same case with them.

V.—GOODS MARKED E IN RULE 14.

9.—(1) Goods marked E in rule 14 will be accepted for carriage by railways under the following conditions:—

I.—By Passenger Train.

- (i.) In drums or receptacles of not more than four gallons capacity up to a limit of twelve gallons in one train.
- (ii.) The drums or receptacles containing the goods must be made of tinned or galvanized sheet iron, steel or lead plate, and they must be packed in strong wooden cases, the thickness of the wood to be not less than half an inch; provided that wood cases shall not be necessary when the drums or receptacles are made of tinned or galvanized sheet iron or steel, and have the following thickness of metal:

Not less than

- (1) When the capacity does not exceed 2 gallons 25 B. W. G.
- (2) When the capacity exceeds 2 gallons but does not exceed 4 gallons 22 B. W. G.

- (iii.) The drums or receptacles containing the goods must be fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw caps with metal air-tight undercap. They must also be gas-tight, and so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.
- (iv.) The nature of the contents and also the words "highly inflammable," must be distinctly marked on the drums or receptacles in English and Chinese.
- (v.) A certificate must be handed in by the consignor to the effect that the air space of at least 1-10th of its capacity was left in each drum or receptacle at time of filling.
- (vi.) Drums or receptacles in a damaged condition must not be accepted.
- (vii.) The screw plugs or caps of empty drums or receptacles must be securely fastened.
- (viii.) The drums or receptacles must be carried in the rear brake-van, which should be well ventilated, and they must not be exposed to the sun or be brought into contact with naked lights. They must be placed as far away as possible from the other packages in the brake-van.

II.—By Goods Train.

- (i.) In drums or receptacles of not more than ten gallons capacity.
- (ii.) The drums or receptacles containing the goods must be made of tinned or galvanized sheet iron, steel or lead plate, and they must be packed in strong wooden cases, the thickness of the wood to be not less than half an inch; provided that wood cases shall not be necessary when the drums or receptacles are made of tinned or galvanized sheet iron or steel, and have the following thickness of metal:

	Not less than
(1) When the capacity does not exceed 2 gallons	25 B. W. G.
(2) When the capacity exceeds 2 gallons but does not exceed 4 gallons	22 B. W. G.
(3) When the capacity exceeds 4 gallons	16 B. W. G.
- (iii.) The drums or receptacles containing the goods must be fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw caps with metal air-tight undercap. They must also be gas-tight, and so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.
- (iv.) The nature of the contents, and also the words "highly inflammable," must be distinctly marked on the drums or receptacles in English and Chinese.
- (v.) A certificate must be handed in by the consignor to the effect that an air space of at least 1-10th of its capacity was left in each drum or receptacle at time of filling.
- (vi.) Drums or receptacles in a damaged condition must not be accepted.
- (vii.) The screw plugs or caps of empty drums or receptacles must be securely fastened.

- (viii.) The drums or receptacles may be carried in ordinary iron wagons, provided the wagons are well ventilated. They may, at the option of the Railway Administration, be loaded in vehicles with other goods of a non-explosive or non-dangerous nature.
- (ix.) The drums or receptacles containing these goods must not be allowed to stand in the sun.
- (x.) Lamps or naked lights must not be allowed in, or brought near, vehicles loaded with drums or receptacles containing the goods.

(2) The chief danger to be apprehended is from leakage, as the vapour of these goods is heavier than air, and is inflammable. The vapour is also explosive when mixed with certain proportions of air in a confined space.

(3) Tanks of motor cars or motor cycles tendered for carriage by railway must be empty, thoroughly clean and free from vapour before the vehicles are accepted.

VI.—GOODS MARKED G IN RULE 14.

10.—(1) These gases must be packed in cylinders.

(2) Cylinders must be made of wrought iron or mild steel of the best quality, containing not more than 0.25 per cent. of carbon thoroughly annealed after manufacture, and 99 per cent. of iron, of sufficient strength and efficiently tested, and must not exceed 8 feet in length and 10 inches in diameter.

(3) Cylinders must be separately and securely packed in a strong wooden case, or in a covering made of closely plaited 8 inch (circumference) hemp or coir, except that several small cylinders not exceeding 18 inches in length and 4 inches in diameter may be packed in one box, provided each cylinder is contained in a separate compartment or is separately encased in closely plaited 1 inch (circumference) hemp or coir. Each box must not contain more than 25 cylinders, and the gross weight of each box and contents must not exceed 3 piculs.

(4) Cylinders containing Atmospheric Air, Coal Gas, Hydrogen or Oxygen must not be charged to a greater pressure than 1,800 lbs per square inch.

(5) No cylinder may contain, per pound of water capacity, more than 2/3lb. of Carbon Dioxide (Carbonic Acid Gas); 1/4lb. of Anhydrous Ammonia; 3/4lb. of Nitrous Oxide; or 1 1/4lb. of Sulphurous Acid Gas, respectively.

(6) Cylinders must be carefully handled, and must not be exposed to the rays of the sun, nor to the heat of a fire, stove or other source of heat.

(7) So consignment of goods marked G shall be accepted for carriage by rail unless the consignor has signed a certificate in the following form:—

FORM OF CERTIFICATE.

Certified that the cylinder or cylinders containing tendered by me/us as per Forwarding Order No. of this date to the ... Railway for despatch to station has/have been packed and tested in accordance, and that the cylinder or cylinders complies/comply in every respect with the rules of Appendix A, part 2 of General Regulations, of the Kowloon-Canton Railway to regulate the packing and carriage by railway

I/We also certify that the consignment complies with the conditions that the cylinder or cylinders must be of wrought iron or mild steel of the best quality, containing not more than 0.25 per centum of carbon thoroughly annealed after manufacture and 99 per centum of iron, of sufficient strength and efficiently tested.

Signature of _____ Sender
Senders

C. CLEMENTI,
Clerk of Councils.

COUNCIL CHAMBER,
26th July, 1910.