

C. 12/26.

VICTORIAN RAILWAYS.

[For the use and information
of employes only.]

RULES

For working

Single Lines of Railway

By means of

Section Orders.

RULES FOR WORKING SINGLE LINES OF RAILWAY BY THE SYSTEM OF "TRAIN SECTION ORDERS."

These Instructions will only become effective when and where specially authorised by the General Superintendent of Transportation.

Every employe who the Head of the Branch considers should be acquainted with the Rules contained herein, must be supplied by his Superior Officer with, *and have with him when on duty*, and produce when required, a copy of this Circular. Every employe supplied with the Circular must make himself thoroughly acquainted with, and will be held responsible for compliance with the whole of the Rules contained therein.

This system of working Single Lines does not in any way dispense with the use of Fixed, Hand, Detonating or Train Crossing Signals, whenever or wherever such Signals may be requisite to protect obstructions on the Line; and the Rules and Regulations, also the Instructions contained in the General Appendix and other printed or written Notices that do not conflict with the instructions contained herein, will be effective so far as they are applicable to this system.

By Order of the Victorian Railways Commissioners,

E. H. BALLARD, Chief Engineer of Way and Works.

A. E. SMITH, Chief Mechanical Engineer.

M. J. CANNY, General Superintendent of Transportation.

F. M. CALCUTT, Chief Engineer of Signals and Telegraphs.

Melbourne,

DEFINITIONS.

"Train Section Order" shall mean any of the Section Orders designated as Form "A," "B," "C," or "D" when completed and signed by the responsible Control Officer, as prescribed in these Rules.

"Control Officer" shall mean the Stationmaster in charge of the Control Station.

"Control Station" shall mean a Station at either end of a Division.

"Division" shall mean the whole of the Single Line between adjoining Control Stations.

"Section" shall mean the length of Line between two Crossing Stations.

"Unattended Crossing Station" shall mean any Station, including a Caretaker Station at which ordinarily no qualified male employe is in attendance until the arrival of a train, when, unless otherwise arranged, the Guard shall be in charge of the Station.

WORKING OF SINGLE LINES OF RAILWAYS BY TRAIN SECTION ORDERS.

1. On Single Lines, where the system of Working by Train Section Orders is in operation, Staffs or Staff Tickets will not be used, but the movements of trains will be controlled by the Stationmasters at specified Stations on the Line, and trains may be crossed at Stations where there is no Signalman or Officer-in-Charge.

2. *Object of the System.*—(a) The object of this system is to regulate traffic on the Single Line, and to facilitate the crossing of trains at Intermediate Crossing Stations.

(b) Except as provided for in these Rules, the Driver (or Drivers in the event of more than one engine) and Guard of each train must be furnished with Section Order A, B, C or D, as the circumstances may require. (See sample forms at end of Rule 8.) No train must be permitted to leave a Control Station unless the Driver and Guard are in possession of the authorised Section Order, properly filled in and signed by the Stationmaster, as prescribed in these Rules.

(c) Stationmasters must always have a supply of these forms on hand, and must supply Guards with forms according to requirements.

(i.) Before proceeding, the Driver and Guard receiving the Section Order must carefully peruse it and satisfy himself that the instructions contained therein are consistent with the Rules; if the Driver or Guard should not clearly understand such instructions, he must at once communicate with the Officer from whom it is received, and get a clear understanding thereof.

(ii.) The Guard's Signalling to the Driver to start, and the Driver's starting, will be regarded as indicating that each man clearly understands the instruction contained in the Order received.

(iii.) Except as provided in Rule 9, each Trainman must retain in his possession the Section Order received until the train has arrived at the Control Station at the opposite end of the division, or in the event of its terminating at an intermediate station (see Rule 10) has returned to the Station at which it was issued when he must deliver it to the Stationmaster.

3. In cases where a special train is run at short notice and a printed notice cannot be issued in time, the crossing places may be arranged by telegraph or telephone with the officers controlling the section.

After receiving such notice by telegraph or telephone, the Control Officer at each Control Station should compare the notices received by them, and ascertain that they agree.

4. (a) The crossing places must not be changed unless a clear and definite understanding exists between the Officers directing the movements of the trains, and then only after ascertaining the position of the trains, the crossing places of which it is desired to alter. Immediately a crossing is altered, the Officers so altering must advise the Control Officer of the District and all concerned of such alteration.

(b) After a definite understanding is arrived at, the following message must be sent between the two stations arranging the altered crossing:—

.....No. of Words.
From.....to.....
The.....train from.....to....., which should ordinarily cross the.....train at....., will instead cross that train at.....
Repeat.
.....Signature
.....Station

This message must always be written in pen and ink on the proper "Outwards" Form before being sent, and written word for word as received on the proper "Inwards" Telegraph Form, also in pen and ink; messages sent and received by telephone must be dealt with as laid down in the Instructions, "Working of Telephones," contained in the General Appendix, and must be recorded on the tape at both Stations where Morse Telegraph Instruments are in use.

5. (a) Control Officers must keep themselves advised by telegraph or telephone of the running of trains so as to make early arrangements in advance for altering the crossing places, if necessary.

(b) Guards of trains should as far as practicable keep the Control Officers advised by the telephones at Intermediate Stations as to how their trains are running. This is particularly important when trains are losing time, or are not running to schedule.

METHOD OF CROSSING TRAINS.

6. (a) When trains are crossed at Stations where there is a Stationmaster and Fixed Signals are provided, the instructions regarding the Crossing of trains contained in the General Appendix, for Crossing at such Stations, must be observed.

At Stations where there is a Stationmaster, and no Fixed Signals, the instructions for Crossing trains at such Stations, as laid down in the General Appendix, for Crossing at such Stations, must be observed.

(b) When trains are arranged to cross at Unattended Stations, the following instructions must be strictly obeyed:—

(i.) Where Fixed Signals are provided they must be kept normally at the "Stop" position, and after the train to arrive first has stopped at the Signal the Guard of such train must go forward and take charge of the Signalling and of any Crossing arrangements which may be required.

If both trains approach at the same time the Guard of the least important train, or in the case of two trains of equal importance the Guard of the train that is scheduled to depart last from the Crossing Station (see clause (c) hereof) must perform this duty.

(ii.) Where there are no Fixed Signals, Location Boards of a triangular shape, and having the name of the Station painted thereon, are fixed about 440 yards from the first Facing Points at each end of the Station. Drivers, Firemen and Guards must keep a good lookout for these boards, and if their train is to cross another at the Station to which the Location Board applies, the train must be immediately brought under complete control and the speed between the Location Board and the first Facing Points must be reduced to a rate not exceeding 10 m.p.h. The engine must be brought to a stand at the Facing Points, and the Guard of the first train to arrive, or, if both trains approach together, the Guard of the least important train must take charge of the Crossing arrangements.

A train stopped at the Facing Points must not go forward until the Train Crew receive a Hand Signal or verbal intimation from the Guard in charge of the Crossing arrangements. The Hand Signal must be Green for the Up train, and White for the Down, and at night the White Hand Signal must be waved Up and Down.

Guards must be careful to exhibit the Hand Signal from a position and in such a way as to prevent the Signal being taken by the wrong train; they must also be on the alert to stop a train that moves forward irregularly.

SPECIAL NOTE.—In the event of a Guard sighting a Location Board approaching a station where Crossing has been arranged, and the speed of the train is not checked in accordance with sub-clause (ii.) hereof, the Guard must immediately apply the air brake from the van, bring the train to a stand, and leave the air cock in the open position until he has communicated with the Driver.

(c) When both trains arrive at or about the same time, the following procedure must be adopted:—

(i.) In the case of two Passenger trains crossing each other the train first to arrive must be brought to the Platform Road, and after passenger work is completed, be set back and placed in the Crossing Loop; the Guard of this train must take charge of the Crossing arrangements, and will be responsible for Locking Bars being taken off where necessary, and again secured and locked in position before the train leaves.

(ii.) In the case of a Mixed or Goods train crossing a Passenger train the Mixed or Goods train should be first brought into the Crossing Loop, after it has been seen that such Road is clear, and when the train has been brought to a stand, and it is seen the Platform Road is clear at both ends, the Passenger train may be brought to the platform, and if no other train is to be crossed at the Station it may depart after completing platform work.

The Mixed or Goods train may then be set back and brought to the Platform Road if necessary.

(iii.) In the case of a Goods train crossing a Mixed train, the Goods train must be dealt with as shown above for the Mixed.

(iv.) Should there be time, however, before the more important train is due to arrive, the Mixed or Goods train may be brought into the Platform Road, and after completion of platform work be set back and placed clear in the Crossing Loop.

(v.) If there is no platform work to be done a Mixed or Goods train, after being placed in the Crossing Loop, may depart direct from there after the more important train has arrived and the Road is clear.

(vi.) When a Mixed or Goods train crosses a Passenger train the Guard of the Mixed or Goods train will be responsible for the Crossing arrangements and for seeing that all Locking Bars and Scotch

Blocks are taken off where necessary. He will also be responsible for placing Signals to "Stop," securing and locking all Locking Bars and Scotch Blocks in position before his train departs, and for informing the Stationmasters, where practicable, of the times trains are departing from the Crossing Station.

(vi.) When a Light Engine crosses a train, the Guard of the train will be responsible for the Crossing arrangements in accordance with sub-clause (c) hereof.

(vii.) In the event of the more important train arriving first, it may be brought to the platform road before the arrival of the opposing train after sub-clause (ii.) of clause (b) has been complied with. (See also sub-clauses (a), (b), and (c) of Rule 9.)

7. Station Masters, Signalmen and Guards will be held equally responsible with the Driver or Motorman for seeing that no train or engine leaves or passes a Station at which it is due to cross another train or engine before such other train or engine has arrived complete, unless each Driver or Motorman and Guard has received an Amended Section Order to proceed and cross at another Station or are advised that the train usually crossed at such station is not running.

USE OF TRAIN SECTION ORDERS.

8. (a) Section Order "A".—This Form is to be used for trains running according to schedule published in ordinary or special printed Timetable issued to Staff.

VICTORIAN RAILWAYS.

Form A. TRAIN SECTION ORDER.

(Referred to in Clause (a) of Rule 8.)

To be used when Trains are Crossing at Stations as set out in Ordinary or Special Printed Timetables:—

..... Station. Date.....
Guard } of No..... Train. Proceed from
Driver }
.....to.....and there cross the
.....train, *thence proceed to.....
and there cross.....train, thence to.....
for further instructions.

..... Station Master.
*If only one train to cross between two Stations with Control Officer-in-Charge, delete "Thence proceed to.....and there cross.....train."

NOTE.—All insertions must be made legibly in ink. No alterations or erasures are to be made on Form to be issued.

To be printed in Black ink on White paper, with Red Cross full length of Form.

(b) Section Order "B".—When for any reason it is necessary to change the Crossing Station for trains for which a Timetable has been issued, as set out in clause (a), Form "B" is to be used and issued prior to the departure of the trains from the Control Station at each end of the Section, in accordance with Rule 4.

VICTORIAN RAILWAYS.

Form B. TRAIN SECTION ORDER.

(Referred to in Clause (b) of Rule 8.)

To be used when Crossing Places as set out in Ordinary or Special Printed Timetables are temporarily changed, or in case of a Special being run for which no Timetable has been issued:—

..... Station. Date.....
Guard } of No..... Train. Proceed from
Driver }
.....to.....and there cross the
.....train, *thence proceed to.....
and there cross.....train, thence to.....
for further instructions.

..... Station Master.
*If only one train to cross between two Stations with Control Officer-in-Charge, delete "Thence proceed to.....and there cross.....train."

NOTE.—All insertions must be made legibly in ink. No alterations or erasures are to be made on Form to be issued.

To be printed in Black ink on Pink paper, with Red Cross full length of Form.

(c) Section Order "C".—This Form is to be used when any train that is scheduled on printed Timetable to cross at a Station in the Division is not running; this will include trains scheduled to run as required, but when a train is scheduled to run on certain days only, Section Order "C" must not be used on the "off" days.

This Form must, however, be used in all cases when a train which is scheduled to run on certain days, and other days when required, does not run.

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Form C. TRAIN SECTION ORDER.

(Referred to in Clause (c) of Rule 8.)

To be used when Trains, Scheduled on Ordinary or Special Timetable, are not running:—

Guard } of..... Train.
Driver }
No.....train is not running to-day, and therefore your train will not cross that train at..... and you may proceed from*.....to..... and there cross.....train, thence to..... for further instructions.

*Delete ".....to.....and there cross.....train, thence," if no train to cross between the Station despatching and the next Station at which there is a Control Officer-in-Charge.

NOTE.—All insertions must be made legibly in ink. No alterations or erasures are to be made on Form to be issued.

To be printed in Black ink on Blue paper, with Red Cross full length of Form.

(d) Section Order "D."—This Form is to be used when for any reason it becomes necessary to cancel Section Orders "A," "B," or "C," and alter the sectional running of a train after it has entered the Section. (See Rule 9.)

VICTORIAN RAILWAYS.

Form D.

TRAIN SECTION ORDER.

(Referred to in Clause (d) of Rule 8.)

To be used when train has arrived at an Unattended Station for which a Section Order has been issued, and it is necessary to arrange with Guard for original Section Order to be cancelled and train to proceed:—

Guard } of No.....Train. The Crossing
Driver }
Order issued to you at.....to cross.....
train at.....is cancelled owing to†.....
.....
Your train will now proceed* to.....and there cross
.....train, thence to.....for further
instructions.

Signed by.....Grade.....Station
Countersigned by.....
.....Grade.....Station
Countersigned by.....Guard.

†Reason for alteration.

*If no train to cross before arriving at next Station with Control Officer in charge, delete "to and there cross train, thence."

To be printed in Red ink on White paper, with Red Cross full length of Form.

9. (a) When trains are scheduled to cross at an Unattended Station, the Guard of the train arriving first must, if the other train cannot be seen or heard approaching, use the portable telephone or telephone provided at the Station to ascertain its movements, or to receive further instructions. In such a case, if the train running in opposite direction is late and arrangements had been made prior to its departure from the Control Station to amend its Crossing place, and this had been done by agreement between the Control Officers at each end of the Division, an amended Section Order may be issued as laid down hereunder.

(b) The Guard of the train which has arrived at the original Crossing Station must be advised accordingly, and an amended Section Order issued on Form "D." Both Station-masters must be brought to the telephone. The Station-master at the Station in advance must forward to the Guard the message contained in Rule 4, which the Guard will write out on a Telegraph Form and repeat back.

(c) The Control Officer at the Station in the rear, who issued the Section Order for the train waiting at the Unattended Station, will then forward a message as per Form "D." When the message is completed the Guard must repeat it back, and it must be OKed by the Control Officer at each end of the Section, who must each give the Guard his name and title. The Guard will then fill in a duplicate form for himself, attach the telegraph message to the Section Order and hand it to the Driver of the train, and collect the original Section Order. The train may then proceed in accordance with the amended order.

In no case must this Section Order be issued to the Guard if the opposing train has left the Control Station without the Changed Section Order having been issued to the Train Crew.

Guards must be supplied with a supply of Forms "D" when running on Lines worked under this system.

(d) (i.) No erasures or alterations must appear on "Train Section Orders" issued to the Train Crew; they must be filled in with pen and ink, and signed by the Station-master at the Station where they are issued.

(ii.) On arrival of trains at Control Stations "Train Section Orders" must be collected by the Stationmasters and cancelled by writing the word "Cancelled" across them, with Time, Date, and Signature, and forwarded with the "Train Register Book," together with all messages sent in connection with Train Orders, to the Block and Signal Inspector, Flinders Street, who must arrange for them to be checked with the Train Register Book and filed for reference.

(iii.) The times of arrival and departure of all trains must be entered in Train Register Book at Control Stations, and remarks inserted regarding the "Train Section Orders" issued, also particulars of any arrangements made for Amended Section Orders or side-tracking of trains in the Division.

TRAINS SCHEDULED TO RUN TO A NON-ATTENDED STATION AND RETURN.

10. (a) When a Train is scheduled to run from a Control Station to an Unattended Station and return, without proceeding through the Division, the Guard must on arrival at the Unattended Station act as Station-master during the time his train is a such station.

(b) The Control Officer at the Control Station in the rear of the Unattended Station from which the train is to return must issue Section Orders for the return as well as the forward journey, and in addition must see that the Driver, or Drivers, and Guard are in possession of a Timetable for both journeys. He must also instruct the Guard to communicate with him at a specified time prior to the time fixed for the departure of the train on the return journey, so that an amended Section Order may be issued if necessary. The Guard must also be given written information regarding the train or trains, specifying Up or Down, which will pass the Unattended Station while his train is there.

(c) The train terminating at and returning from an Unattended Station must on arrival at the Unattended Station be placed in the Crossing Loop and the Points set and secured for the Platform Road.

Immediately on arrival the Guard must communicate with the Control Officers at the Control Stations on each side to receive any necessary instructions and ascertain how other trains are running.

(d) In the event of it being necessary to use the Main Line for shunting purposes, the movement must be protected prior to the Main Line being fouled in accordance with the following instructions:—

(i.) Two detonators must be placed 440 yards and three detonators 100 yards from the outside facing points at each end of the Station. The detonators must not be removed until the Main Line is again clear and the Points set and secured for that Line.

(ii.) If there is an Assistant Guard with the train it will be his duty to fix the detonators under the instructions of the Guard, but if there is no Assistant with the train the Stationmaster at the Control Station in the rear must arrange for a Repairer or other competent employe to perform this duty.

In the event of no employe being available, the Guard must himself fix and remove the detonators.

(iii.) The Drivers of all trains which are due to pass such Unattended Station while a train, as set out above, is there must be instructed in writing by the Control Officer at the Control Station from which it starts of the circumstances, and informed that such Station must be approached cautiously.

(iv.) During darkness or foggy weather a Red Light must be placed on the leading vehicle at each end of any train or vehicles fouling the Main Line.

FOLLOWING TRAINS AND TRAINS SIDETRACKED FOR ANOTHER TRAIN TO PASS.

11. (a) On Lines worked under the "Train Section Order" System a train must not follow another until an interval of 40 minutes has elapsed from the time the previous train has departed, and, until that train has been reported as having arrived at the next Control Station ahead, or at an Unattended Station authorised by the General Superintendent of Transportation to be opened as a Block Post, the Driver of the next following train must be furnished with a "Notice of Train Ahead" in accordance with Rule 23 of Appendix II., Book of Rules and Regulations.

In order that this instruction may be observed Control Stations must report the arrival of all trains to the Control Station in the rear, and Guards of trains must strictly comply with Clause (b), Rule 5, of these instructions.

(b) Guards of trains running on Lines worked under the "Train Section Order" System must examine the Timetables issued for their guidance, to ascertain whether their train is being followed within a reasonable time by another train and the description of such train. Guards must also note whether such train is timed to pass his train at an Unattended Station, and in such a case arrange for his train to be sidetracked in the Crossing Loop at such Station, and the Points set and secured for the Main Line in ample time to permit the following train having a clear run through the Station.

(i.) The Control Officer at the Control Station from which the trains start must instruct the Guard of the preceding train in writing of the time that the following train will depart from the Control Station, and if the following train is timed to pass the first train also specify the time and the Station where it will take place.

The Officers-in-Charge must also see that Guards are in possession of a Timetable for the following train, and Guards must keep Drivers advised of the position.

(ii.) When a train is followed within a reasonable time by another train, whether the following train is timed to pass before reaching the next Control Station or not, and the Guard of the first train finds that his train is losing time either by working at intermediate Stations or from any other cause, he must communicate with the Control Officer at the Control Station in the rear either by portable telephone, if one is carried on the train, or by the telephone at an Unattended Station, in ample time to obtain instructions regarding the sidetracking of his train.

(iii.) When a train has to be sidetracked at an Unattended Station it must arrive direct in the Crossing Loop and the Points re-set and secured for the Main Line.

(iv.) After being sidetracked for another train to pass the Guard of the sidetracked train must not permit the Main Line to be fouled for shunting purposes until the following precautions have been adopted:—

Two detonators must be placed 440 yards and three detonators 100 yards from the Outer Facing Points in the direction from which the following train is approaching, and must not be removed from the Line until the Main Line is again clear and the Points set and secured for that Line.

The Main Line must be cleared and Points set and secured for that Line at least 10 minutes prior to the passing train being due to arrive.

(v.) The Driver and Guard of the following train must be instructed in writing by the Control Officer at the Control Station at what Unattended Station their train will pass a preceding train, and to approach such Station cautiously.

12. Whenever the Outer Detonators are exploded in the circumstances set out in Rules 10 and 11 hereof, the Driver must bring his train under complete control and proceed cautiously to within 100 yards of the Outer Facing Points, and there bring his train to a stand and await verbal instructions from the Hand Signaller or the Guard in charge of the Station.

GENERAL.

13. (a) Drivers and Guards must not start from a Control Station without receiving a Section Order, and Guards should also inquire from the Control Officer whether his train is to pass or be passed by another train at an Unattended Station in the Section as laid down in Rule 11 hereof.

(b) Drivers and Guards will be responsible for seeing when their train is standing on a Running Line at any Station, that Clauses (h) to (l) of Regulation 205, is strictly observed in respect of Clearance and Train Signals.

In the event of the engine end of a train being foul at an Unattended Station, the Driver must immediately draw the attention of the Guard to the matter.

(c) Train crews must be alert and watchful so that these instructions may be carried out in an efficient manner, and when at Unattended Stations should bring under the notice of the Control Officer any matter which they consider necessary for the prompt, safe and efficient working of traffic.

14. Guards must promptly report to the Stationmaster at the Control Station at the end of the Division any case where padlocks are missing or damaged, or where Points, Locking-bars, Scotch Blocks, or other equipment is out of order at Caretaker or Unattended Stations, and the supervising Stationmaster must frequently satisfy himself by personal inspection, or if this cannot be done, by obtaining an assurance from Guards that the Padlocks, Locking-bars, Scotch Blocks are in good order and the Points are kept properly clean.

Gangers and Repairers must also strictly comply with Regulation 281 in this regard.

15. The platform lamps at Unattended Stations will be lit and extinguished as arranged by the Chief Engineer of Way and Works and General Superintendent of Transportation, and employes delegated this duty must give the matter careful attention.

16. (a) All Hand Locking-bars and Scotch Blocks at Stations must be kept "ON" and locked when not otherwise required for use.

17. Supervising Officers of all Branches when travelling over the Line must, in addition to their other duties, give the matters referred to in Rules 13 to 16 their careful supervision and attention.

WORKING OF SINGLE LINES BY TRAIN SECTION ORDERS.—

18. *Train an Unusually Long Time in Section.*—When a train is an unusually long time in the Section, the Control Officers at the Control Stations on both sides must confer with a view to ascertaining the cause, and agree as to the action to be taken.

19. (a) *Train or Portion of a Train Left on Single Line.*—When a train or portion of a train is left upon the Single Line from accident or inability of the engine to take the whole forward, the Driver must not return for the rear portion of his train except by written instructions from the Guard, as prescribed in Regulation 243.

(b) If when running forward to dispose of the first portion the Driver should arrive at a Control Station or at a Station where there is a Stationmaster, he must inform the Stationmaster of the circumstances, and take his instructions regarding the disposal of first portion of train.

If the Driver with the first portion arrive at an Unattended Station where a Crossing has been arranged for his train, he must approach such Station as laid down in paragraph ii., Sub-clause (b), of Rule 6. If the train from the opposite direction is at the Station, he must inform the

Guard-in-Charge of the circumstances, and the Guard must arrange for the disposal of the first portion so that the engine will return to its train in the shortest time possible.

Should the opposing train not be at the Station, the Driver with the first portion must draw direct into the Crossing Loop and dispose of the first portion of his train by placing it in a Dead-end clear of the Running Line, if one is available. Should it be necessary to foul the Main Line at the end from which the opposing train is to arrive, the Driver must, before doing so, send his Fireman forward to protect the movement.

(c) The Guard of the divided train must see that the Driver is in possession of a Standard Padlock Key before he leaves with the first portion, and after securing the rear portion of his train must protect it in the rear in accordance with Regulation 239.

(i.) The Driver will be responsible, if the first portion is disposed of at an Unattended Station, and no train is at such Station, for seeing that the Points are left in their normal position with Locking-bars and Scotch Blocks on and locked before returning to his train.

(ii.) If a train is at the Station the Guard of the train will be responsible for Points, etc., being secured.

(d) When two Guards are employed with the train, the front Guard (or where both Guards ride in the rear, the Under Guard) must, after securing the rear portion of the train, uncouple it, and ride upon the last vehicle of the front portion; the other Guard, after securing the rear portion, must go back and protect his train in accordance with Regulation 239.

(i.) In such a case, the Guard who rides with the first portion will act at the Unattended Station, as laid down for the Driver in Sub-clause (b).

(e) When there is only one Guard with the Train, the Fireman must, after securing the rear portion of the train, uncouple where required, and ride upon the last vehicle of the front portion, and the Guard must take the necessary measures to protect the rear portion.

(f) After sunset, or in foggy weather, before the front portion is drawn forward, a Red Light must be placed on the front vehicle of the rear portion by the man who divides the train. As soon as the first portion has been drawn forward sufficiently far, either by day or night, the Under Guard or the Fireman must place two Detonators upon the Line about 200 yards from the front of the rear portion, to notify the Engine-driver when returning of the position of the remainder of his train.

20. *Section Obstructed by Accident or by Disabled Train.*—(a) If a train should become disabled between two Control Stations, the Driver must hand to his Fireman a written order, addressed to the Stationmaster at the nearest Station from which assistance can be obtained, stating the nature of the failure, the place where it has occurred, and authorising the Stationmaster to allow a Relief Engine to proceed to remove the disabled train. The Stationmaster, on receiving the written order, must endorse it, arrange for the despatch of a Relief Engine or train, and return the order to the Fireman, who must hand it to the Driver of the Relief Engine, and accompany him to the place where he

left the disabled train. The Driver, of the Relief Engine or Train, after removing the whole of the disabled train to the end of the Section to which it was proceeding, or back to the Station from which it started, must deliver up the written order to the Stationmaster. Should arrangements be made to take the disabled train back to the Station in the rear, the Relief Driver must be in possession of the written authority from the Stationmaster. (See Clause (b) of Rule 21, for trains setting back to an Unattended Station.) In either case, the Driver must not move towards the Station in the rear until he has received such written permission.

(b) The Fireman, when proceeding to the nearest Station for assistance, must place Detonators on the Line as directed in Regulation 239, and the Guard must protect his train in the opposite direction. Should the stoppage or failure occur to an engine not attached to a train, or a train worked by two men only, the Fireman or Guard who must act as laid down for the Fireman, in Clause (a), when proceeding for relief, must place Detonators on the Line as per Regulation 239, for the protection of the disabled engine or train, and the Driver, after securing his engine or train, must similarly protect in the opposite direction, and then return to his train.

(c) The Driver of the disabled engine or train must not allow his engine or train to be moved until the Relief Engine or Train arrives, unless satisfactory arrangements have been made to prevent the Relief Engine or Train from coming to his assistance, and the man to whom the order was given has returned and handed the order back to the Driver.

(d) If when proceeding with the written order for a Relief Engine or Train, the Fireman arrive at an Unattended Station, he must communicate from there by telephone with the Stationmaster to whom the written order is addressed; he must inform the Stationmaster of the particulars shown by the Driver on his written order, and the Stationmaster receiving the information must at once communicate the circumstances to the Stationmaster at the opposite end of the Division, and the two must then confer and agree as to the most expeditious means of sending a Relief Engine or Train, bearing in mind whether there is an Engine or Train in the Division on either side of the disabled train. It might be possible to arrange for a train which is scheduled to cross the disabled train at an Unattended Station in advance or a following train in the rear of the disabled train to be utilised for relief.

If a train in advance is to be utilised, the Guard of such train or the Driver, in the case of a Light Engine, must be communicated with by telephone as soon as communication can be established or at the Station where the crossing is arranged. The Stationmaster at the Control Station in the rear of such train will then forward a message by telephone giving full particulars of the mishap, stating the place where it has occurred, and authorising the Driver to proceed towards the disabled train until stopped by the Guard or Fireman.

The same procedure must be adopted if practicable by the Stationmaster at the Control Station in the rear in respect of a following train.

When the Stationmasters have agreed as to the course to be pursued, the Fireman must be fully informed of the arrangements to be made and instructed as follows:—

(i.) If the Relief Engine or Train is to be sent to the Unattended Station, where the Fireman has arrived with the order, he is to remain at such Unattended Station, stop the Relief Train or Engine by a Red Hand Signal, hand the written order to the Driver, and accompany him to the disabled train.

(ii.) If the engine or train is to be sent in from the Station at the opposite end to that at which the Fireman has arrived, he must return to his train, leaving the Detonators on the line, and inform the Driver and Guard of the arrangements that have been made, and hand the Driver's written order to the Guard, and the latter will continue to protect the disabled train, and accompany the Relief Engine or Train to the disabled train.

(iii.) The Stationmasters at the Control Station must make the best arrangements possible under the circumstances, and if it is considered expedient to sidetrack a less important train, and utilise the engine to bring on the disabled train to its destination, the train crews must be fully instructed as to the procedure to be adopted.

(e) If, however, there is a Portable Telephone Apparatus on the train, it will not be necessary for the Fireman to proceed to a Station on either side, as set out in Clause (a), but the Guard, after seeing that his train is protected in the rear in accordance with Regulation 239, must obtain from the Driver the "Train Section Order," and also a written order that he will not move his engine until relief arrives. The Guard will then communicate with the Stationmaster at either end of the Division, and the Stationmaster receiving the communication will act as laid down in Clause (d), and when the arrangements are completed, the Stationmaster who arranges relief will send a telephone message to the Guard informing him of the arrangements which have been made for relief, and the Guard will then act as follows:—

(i.) If the Relief is to come from the front, the Guard must arrange for the Fireman to proceed in that direction with the Driver's order. The Fireman must protect the line in accordance with Regulation 239, remaining near the Detonators at 1200 yards, exhibiting a Red Hand Signal to stop the Relief Engine or Train, and after handing over the Driver's Order he must ride on the engine and point out to the Driver the position of the disabled train.

(ii.) Should the Relief Engine or Train be sent in from the rear the Guard protecting the rear will act on that side, as shown for the Fireman in the preceding paragraph.

21. (a) If an accident or obstruction should occur, and the traffic is likely to be stopped for a considerable time, special arrangements must be made for working the trains to and from the Station on each side of the point of obstruction.

(b) If the accident be caused by a landslip, flood or similar cause, in the event of a train being in the Section, arrangements may be made for the train to be pushed back to the Station in the rear, but, before this is done, the Guard must return to the nearest Station in the rear and obtain permission in writing from the Stationmaster for the train to return to such Station. In the event of the Station being an Unattended Station, the Guard and Fireman must return to such Station, and the Guard must hand the Fireman a written order authorising the Driver to push the train to that Station; the Fireman must then take the order to the Driver, and the Guard must remain in charge at the Unattended Station until the arrival of his train, and place down Detonators as in paragraph (iv.), Sub-clause (b), of Rule 11. In either case the Driver must not move in the wrong direction until he has received such written permission.

The Guard must communicate with the Stationmaster at the Control Station in the rear, who must instruct the Guard as to the arrangements to be carried out.

When the train is being pushed back to the Station, the Fireman must, if the Guard be not on the train, carry out the duties specified on pages 306-307, General Appendix for the Guard.

(c) Should the obstruction be caused by a disabled train the Guard must put the Driver in charge of the point of obstruction, and the Driver must give the Guard a written order addressed to the Stationmaster at the Control Station in the rear, stating the point of obstruction, and intimating that he will not allow the disabled engine or train to be moved until the Relief Engine or Train arrives. The Guard must then proceed to the Station in the rear and hand the order to the Stationmaster, advising him fully of what has occurred. When the Guard has proceeded to the Station in the rear the Driver of the disabled train must hand his Firemen a written order addressed to the Stationmaster at the Control Station in advance, stating the point of obstruction, and intimating that he will not allow the disabled engine or train to be moved until the Relief Engine or Train arrives. The Fireman must then proceed to the Station and hand the order to the Stationmaster, advising him fully of what has occurred. On receipt of the information, the Stationmasters at the Control Stations on each side of the obstruction will confer, and make all necessary arrangements.

(d) If when proceeding with the written order for a Relief Engine the Guard or Fireman arrive at an Unattended Station, he must communicate from there by telephone to the Stationmaster to whom the written order is addressed; he must inform the Stationmaster of the particulars shown by the Driver on the written order, and the Stationmaster must on receipt of the particulars arrange to despatch the Relief Engine or Train, informing the Driver of the particulars communicated to him by the Fireman, and instructing him to stop at the Unattended Station for the Fireman or Guard.

The Stationmaster must arrange to send an employe to take charge of the Unattended Station, or if a competent man cannot be obtained for that duty, to send an employe to act as Hand Signaller under the instructions of the Guard. The Stationmaster should also arrange

to send a supply of Detonators, a Red and a Green Flag, a Hand Lamp trimmed and filled, and the necessary stationery, forms, and an indelible pencil.

After communicating with the Stationmaster, the Guard or Fireman must, if a train or engine is to be sent from that end of the Section, remain at the Unattended Station until the arrival of the Relief Engine. He must then hand the written order to the Driver of the Relief Engine, and accompany him to the place where he left his train.

(e) If, however, on arrival of the Guard or Fireman at the Unattended Station, a train be waiting or approaching from the opposite direction, the particulars shown on the written order must be communicated by telephone to the Stationmaster to whom the Order is addressed, and the Stationmaster must arrange for the train, which is at or approaching the Unattended Station, to proceed as a Relief Train, accompanied by the Fireman or Guard, as laid down herein.

When, under these circumstances, the Relief Train enters from the Station in advance the Driver must be accompanied by the Fireman of the disabled train, and he must instruct his own Fireman to remain in charge of the Unattended Station until the arrival of the employe appointed by the Stationmaster, or return of the train with the Fireman of the disabled train; before leaving the Unattended Station, the Driver of the Relief Engine must obtain a written order from the man left in charge of the Station, authorising him to return with his train to that Station from the point of obstruction. If under similar circumstances the Relief Train enters from the Station in the rear, the Driver of such train must be accompanied by the Guard of the disabled train, and he must instruct his Fireman to remain in charge of the Unattended Station until the arrival of the employe appointed by the Stationmaster, or return of the train with the Guard of the disabled train; before leaving the Driver must, however, obtain a written order from the man left in charge of the Unattended Station authorising him to return to that station from the point of the obstruction.

After the Relief Engine or Train has entered the obstructed Section, the employe left in charge of the Unattended Station must place Detonators in the rear of the Station as laid down in paragraph iv., Sub-Clause (b), of Rule 11, and exhibit a Signal to prevent any engine or train from entering on to the Single Line until the Relief Engine or Train has arrived back with the written order. The Guard of the disabled train at the Station in the rear, and the Guard of the Relief Train at the Station in advance, to suitably instruct the Fireman in the duties to be performed.

(f) The Guard and Fireman of the disabled train when proceeding on foot to the rear and advance Stations respectively must place Detonators on the rail, in accordance with Regulation 239, and must, except as laid down in Clause (i) hereof, accompany the Relief Train on their respective sides on each trip to and from the obstruction and the Non-attended Station, until such time as they are relieved or the obstruction has been cleared; when returning with the Relief Train from the obstruction, the train must be stopped and Detonators must be again placed on the rail by the Guard or Fireman, as the case may be.

(g) The Stationmaster on each side of the obstruction must, as soon as possible, send a competent Transportation employe to take charge of the Unattended Stations next to the obstruction, but until that is done the following arrangements must be carried out:—

(h) The Stationmasters at the Control Stations must arrange with the Guard or Fireman, as the case may be, in respect of the conduct of traffic on their side of the obstruction, and trains or engines proceeding to or from the obstruction must be dealt with on each trip in accordance with Clauses (e) and (f) hereof.

(i) In the event of it being necessary for a Breakdown Train to proceed to the obstruction, and before its return another train is required to enter the obstructed section on that side for the transfer of passengers, or any other purpose, and return to the Station from which it started, the Guard or Fireman need not accompany the Breakdown Train, but the Driver and Guard of such train must be given written instructions stating the place of obstruction, and authorising the train to proceed cautiously toward the obstruction, but not to return from the disabled train until authorised in writing by the person in charge at the Station.

In such a case, the Guard of the Breakdown Train, on arrival of his train at the obstruction, must immediately protect in the rear, in accordance with Regulation 239, and when the work is completed, and the Breakdown Train requires to return, the Guard must return to the Station and obtain such written permission.

If at an Unattended Station the Guard or Fireman of the disabled train must remain at such Station, and protect as laid down in these instructions.

(j) On the arrival at an Unattended Station of a train which has returned from the obstruction, and is required to proceed to the Control Station on that side, it must not be permitted to depart from the Unattended Station until the Stationmaster at the Control Station has been communicated with, and the Driver has been handed a "Train Section Order." The Section Order in this case may be made out on Form "D" by the Guard of the train, and handed to the Driver. The text of the form to be altered as required.

(k) In the event of a competent employe arriving to take charge of an Unattended Station on either side of the obstruction, he must arrange to carry out the duties laid down for the Guard or Fireman at such Station, acting under the instructions of the Control Officers in accordance with these Rules.

(l) In the event of the obstruction being caused by a landslip, flood or similar cause, and it is necessary to work traffic to the obstruction on each side for the transfer of passengers or goods, arrangements must be made to place a man to protect the obstruction on each side, in accordance with Regulation 239.

If the next Station on one or both sides of the obstruction be an Unattended Station, a man must also be placed at such Station, and traffic conducted in accordance with this Rule.

(m) The Stationmaster, or the Guard or Fireman of the disabled train, as the case may be, at the Station on each side of the obstruction must keep a check of the orders issued in accordance with Clause (e), and

on the return of each train from the obstruction such order must be collected from the Driver, and the word "Cancelled," with time and date, written across the order.

When the Line is again clear, the first train required to do so must not be allowed to pass the point of obstruction unless authorised by the Way and Works Branch Representative in Charge of Repairs, nor without written authority from the person in charge of the next Station in advance of the place where the obstruction existed, and to which the train is proceeding.

When this train has passed between the two Stations and all orders issued are accounted for, the Control Officers will arrange for ordinary working to be resumed.

(n) Should the obstruction be caused by a Light Engine (or by any train worked by two men), a Relief Train or Engine must first be obtained from one end of the Section by the Fireman (or Guard), as laid down in Rule 20; and, if necessary, arrangements must be made for working the traffic in accordance with this Rule. The Driver must, after securing his engine or train, protect it in the opposite direction to which the Fireman (or Guard) proceeds for relief, and then return to his engine or train.

M. J. CANNY,
Gen. Supt. of Transportation.