

Complementary

Guard's Pocket Note Book



S. Venkata Rao,

STATION MASTER,

B. N. RLY.

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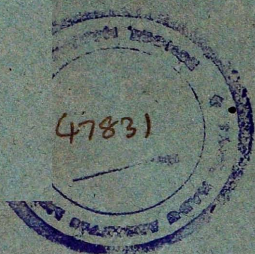
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GUARD'S **Pocket Note Book.**



S. Venkata Row,
Station Master, SOMPETA.
AUTHOR.

PREFACE.

I am obliged to publish this to see my fellow brethren, improve themselves, in doing regular service, to what they are expected to do. If you all can conveniently help me, by an encouragement of good sale I wish to write a complete history of every rule, its object, consequences of violations etc. in the next edition, and ^{to} complete some other pamphlets, which are now incomplete.

During the beginning of my confirmation as a station master, I started taking notes for the correct discharge of duties from different books and circulars etc., as well framed somewhere rules in the books are not applicable. In so doing before completion of both, seeing the dissaster of Bammidi accident on the S. I. Ry., in about 1920, I had to spilt out the notes as separate pamphlets, for different grades and completed the pamphlets for signallers and guards. These pamphlets I hope can avoid irregularities in trains working as the reader can easily know the way of dis-

charge of his duties as well and encourage me to complete the remaining works, which are now incomplete.

I shall remain grateful as in duty to the officers and brethren that patronise the works.

Every action in the Railway world (discharge of duty) is so guided, and responsibility so fixed, that no irregularity or accident should happen, even if any one of them neglect or cannot do. Still irregularities and accidents are happening affecting the public and the administration too, resulting in some cases a very serious loss for both the parties. A signaller for speedy despatch of messages, a guard for guarding a train, and a station master to see no irregularity happens at his station or in the adjoining block section, are the important for traffic department. If these three study carefully the rules, orders and modifications issued from time to time, and make their duties as their habits, the irregularities reduce.

The rules concerning each grade being scattered in different rules books a beginner or a probationer cannot possi-

bly go through or study all of them. To minimise the need of reading volumes and pamphlets, for the different grades are suggested and this pamphlet is published. ^{on trial} The compiler hopes that all fellow brethren encourage him.

I heartly thank Mr. C. W. A. Carroll and Mr. H. G. Duncan and other officers of the B. N. Ry., for having very kindly helped me in its approval.

Any suggestions for improvement will be accepted with thanks and arrangements will be made for necessary correction.

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Guards' Pocket **NOTE BOOK**

GENERAL DUTIES OF GUARD.

1. Guard must not leave station without leave, and must be prepared to go on duty whenever ordered.

2. Guards are liable to be called upon at any time for duty.

3. Guards should not go out from the railway premises without giving information as to where they may be found if required on any emergency.

4. Guards if go sick, must give 4 hours previous notice to Station Masters and they should not sign 'sick', when the call book was sent to warn them.

PREPARATION FOR DUTY.

5. Every guard should check his line box, and see that all equipment and line requirements, are properly put in, before they start for duty. They put on as far as possible a clean uniform got to,

and go on duty at least $\frac{3}{4}$ of an hour earlier and see the Station Master on duty and station order book. He should then go and check the train he got to work.

EQUIPMENT.

6. A guard while on duty should have with him, all rules books, working time table, a watch, a hand signal lamp, a whistle, a set of flags, a sufficient supply of detonators, one gas key, a carriage key, 12 fog signals, 3 sprags, 5 padlocks, one tail board, 1 Memorandum book, and a coupling complete with shackle, and pin, to couple train if parted in the way, and a double hook, or a double hook chain, for use when draw-bar is broken. If the guard be deficient in any of these he must inform the station master before starting and obtain them.

TRAIN ORDER.

7. The guard of a train must have a copy of the train order message, while working an extra train.

SPEED OF TRAIN.

8. Speed and load of a train de-

depends on section, and class of engine, as shown in the working time table.

WINDOW SHUTTERS

9. All window shutters of carriages unoccupied must be closed to protect the berths from sun and rain and fire sparks.

3 ENGINES ON TRAIN.

10. Not more than two engines can be allowed on a train but by special orders, from D. T. S. and D. L. O. there may be 3 engines to a train, two in front and one in the rear.

ATTACHING EXTRA CARRIAGE.

11. An officer's carriage on his Railway may be attached next to engine to avoid detention.

COACHING VEHICLES ON GOODS TRAIN

12. When coaching vehicles are attached to goods trains the guard must show in his journal why they are attached, and whether they are empty or loaded.

LIVE STOCK ON TRAIN

13. Guards are to look out that animals in vehicles are properly attended to, by attendants and help them when required.

SHUNTING

14. Shunting of vehicles must as far as possible be avoided when they are loaded with live stock. Rough shunting is prohibited.

GENERAL MERCHANDISE IN OPEN WAGONS

15. Bags loaded in open trucks and covered with Tarpaulin, must be higher in centre and lower on sides to avoid water and fire sparks, from lodging. Trucks so loaded, must be frequently examined by guards, so that sheet may be properly secured and bags not stolen, and no fire sparks lodge on Tarpaulin.

16. Seals on sheeted wagons and red lines on unsheeted bags, should also be examined.

LOADED TRUCKS

17 Carriages and cars loaded in open

trucks must be examined that studs are put and wheels tied up, to avoid their revolution while the train is in motion.

SEALED VEHICLES

18. Guards when taking over train, must examine the seals and rivets on both sides of a wagon, and side lables, and may refuse wagons with defective seals such as indistinct and imperfect seal reknotted at the back of the seal card etc.

EMPTIES

19. Empties must be checked so that loaded wagons may not go as empties. *all old lables must be removed*

LOADED TRUCKS

20. Trucks loaded with rails projecting over one end may be rejected by guards, *as adjusted before attaching*

LOADS IN TIMBER TRUCKS

21. Long timbers or other articles loaded in 3 trucks, must not rest on centre one, to allow centre one move freely to side ways when on a curve.

FITTINGS OF VEHICLES

22. Guards must see lashing chains of empty wagons are hung outside wagons the eye passing through the nearest lashing hook in G. type and over the card communication ring in M. type. Missings must be pointed out and remarked when taken over.

COUPLINGS

23. Guards must see that wagons are tightly coupled.

STAFF OF DUTY

24. Railway employees on duty must not drink any intoxicants.

DEFECTIVE SEALS

25. When guard finds that the seals of any wagon on his train missing, he has to intimate that to the station master and check and reseal at that station. If the contents be uncheckable the wagon must be locked and the keys are to be with the guard, till the wagon is properly checked at earliest possible time or at destination station.

2 G. CLASS ENGINES ON A TRAIN

26. Two G. class engines may be attached to goods with 10 vehicles between the 2 engines but not together.

SMOKING ON DUTY

27. Guards on duty must not smoke on platform when there is a passenger train.

CAREFUL LOOK OUT

28. Guards must always be ready to apply brakes when so required by drivers.

WAGON DOORS.

29. Guards when taking over a train at a station and wagons or carriages Enroute, must see that all doors are properly fastened.

SHUNTING IN REAR.

30. Whenever it be necessary to perform shunting in rear portion of the train, all brakes in front must be manned or well pinned.

MARSHALLING OF TRAIN.

31. A goods train as far as possible must have loads in front and empties in the rear, covered and open wagons must be grouped separately as far as possible. Wagons which will soonest be detached must be in order from the front, wagons loaded with inflammables such as hay, cotton, coir rope, live stock etc., must be sealed with red lables and should be in rear as far as possible or must have at least 7 four wheelers between them and engine to avoid fire by engine sparks.

LOCO WAGONS.

32. To avoid unnecessary shunting, Loco coal wagons may be placed next to engine.

LOAD OF DEAD ENGINE.

33. A dead engine is equal to 5 loads.

POSITION OF A DEAD ENGINE ON TRAIN.

34. A dead Engine can be attached only on a single headed train and she must be apart from train engine by 8 vehicles.

CARE OF A DEAD ENGINE.

35. A dead engine or an engine not on steam when attached to a goods train must be accompanied by a competent fire man. Foreign railway engine when passing over another Railway must be accompanied with a certificate, from nearest Loco Foreman, as fit to run, and the certificate must be with the guards till it reaches its destination.

TRAIN EFFICIENT TO TRAVEL.

36. Guards should settle the following before starting. They ^{will} have to see that the train is properly coupled, provided with prescribed brake power, that doors of all carriages and wagons are properly closed, that it carries necessary side ^{tail} and laid lamps, burning if after sunset or tail board if in day light, communication chord between guard and driver of passenger train is in working order and see that the train is in a state of efficiency for travelling; with all this he must also have station master's signal to start. If there is any defect, it must be rectified before starting.

SETTING WATCH.

37. Guard must set his watch with station clock and communicate time to driver.

ASSISTANCE TO DRIVER ON RUN.

38. While in motion he must keep a sharp lookout for driver's signals and be prepared to apply his brake when necessary.

HOW TO DRAW DRIVER'S ATTENTION.

39. To attract driver's attention in the absence of communication chord, he must apply his hand brake sharply and must suddenly release it.

WHEN TO APPLY BRAKE

40. Train staff must not apply their brakes while in motion except in case of actual danger or necessity.

TIMBER LOADS.

41. Timber loads as they are liable to shifting in run, must be examined after the next halt and at frequent intervals if necessary.

LOADING WAGONS.

42. Loading of dangerous goods and ordinary merchandise in the same vehicle is prohibited.

DANGEROUS GOODS

43. One kind of dangerous goods shall be put into one case. A dangerous label in white label with a red cross on it shall be affixed to both sides of every vehicle in which dangerous goods are loaded for delivery or transit, and such vehicle shall always be kept locked and sealed. When wagons are transhipped at intermediate stations and attached to another train a remark must be made in W. W. B. No. of wagon from which they are transhipped.

WATER SUPPLY

44. Guards in charge of trains carrying live stock should arrange clean water supply for the animals enroute.

SHUNTING AT ROAD SIDE STATION

45. Guards must supervise shunting at roadside stations and for tranship

train brakesman is appointed for shunting.

GUARD'S DUTY AT HALT.

46. Guards when attending shunting at the road side station should see the undernoted; he must see that a badge is given to driver for shunting. He must see that the signals corresponding to lines engaged are at danger. If waiting to cross a train he must see that points concerning the line on which his train is, are set against his train.

SHUNTING.

47. He must see that none take shelter under wagons. He must see that fly shunting on gradients and sidings is prohibited.

FLY SHUNTING

48. The brake of vehicle must be first tested to be well acting before the vehicle is fly shunted.

Vehicles whose brakes are not acting, must not be fly shunted.

HOSE PIPES.

49. Vacuum hose pipes should not go in contact with screw coupling.

SHUNTING IN REAR PORTION.

50. When ^{ever} it be necessary to shunt off rear portion all brakes in the front portion must be manned by train staff or brakeman and well pinned.

DERAILED VEHICLE.

51. A derailed vehicle must not be allowed to run till examined by a train examiner.

TRAIN PARTITION.

52. Whenever train parts, the guard must note the following:—

1. Point at which jerk, if any, felt.
2. Point at which brakes are applied.
3. Speed when brakes applied.
4. Direction of train when brakes applied.
5. Maximum speed attained when brakes were applied.
6. Rails wet or dry.

7. Point at which rake stopped.
8. How many brakevans on the portion which broke away.
9. Whether brakes are in good order or not.
10. How many wagon brakes were dropped if any.

TREASURE VANS.

53. Treasure vans should not as far as possible be shunted in the way. If it is necessary to do so the escort may be informed to regulate watch.

LOADINGS GOODS.

54. Luggage parcels or goods, in brakevans, luggage vans, or road vans must be so arranged to facilitate making over or unloading without delay.

TEST WAGON.

55. Test wagon for weigh bridges will not count against the load of train.

ROUGH JOURNEY-BOOK.

56. Guards must keep a complete record of the trains worked, in their rough journal book.

DANGEROUS LOADS.

57. Guards must see that none approach vehicles labelled dangers, with naked lights or leave lamps near such vehicles.

58. Guards must see that the travelling cash safe is in good order and properly locked before being put in.

CASH SAFE.

59. A printed label is fixed on each cash safe, showing the section on which it is used, and the guard must have a summary with Nos., and description of cash bags deposited.

DETENTION TO CASH BAGS.

60. Guard will give a remark to station masters on S. N. 62, if it be not possible to deposit cash bags in safe and as well take a note of the No. or Nos. of such bags detained enroute.

APPLICATION OF BRAKE.

61. When a train comes to a stand, the brake must be put on, and released just before departure..

UNUSUAL OCCURANCE IN WAY.

62. All unusual occurrences on the way such as pulling the alaram chain, throwing stones against train etc., are to be reported by guard to the station master at the next halt, with mileage, and available particulars, and they must also note them in their journal.

ATTACHING AND DETACHING

63. Guards must note in their journal, the Nos. of vehicles attached or detached; if any officer's carriages, with the name and designation of officer.

OFFICER'S CARRIAGE.

64. An Officer's carriage may be attached to any, except a mail train, in excess of the maximum load but advice should be sent to starting station before hand. *where convenient*

SPARE PARTS OF ARTICLES.

65. Guard should personally see that all unused couplings of vehicles on their train, are suspended on the hooks provided for the purpose, and see that corters etc., are put on properly.

POSITION OF A POWDER VAN.

66. A powder van on a goods or a mixed train, should be so marshalled inside the rear brake with 3 through loads or empties on both sides of the powder van.

OIL TANKS.

67. Oil tanks should always be as far as possible in rear, or after six vehicles from engine of a train. ~~2 loaded oil tanks must not be together at one place~~

67 (a) Horse boxes and other carriages used, or to be used, must be well cleaned after the arrival or before departure.

CRANE.

68. The jib of crane must be lowered on to the bloster truck, and be pointing towards rear, except when proceeding to a scene of an accident, and when returning home station, or when there is no Engine turner, at any of the stations in the way.

WATERING ENGINE.

69. Passenger trains must not be allowed through to water column.

x speed to a train with a steam crane jib pointing towards engine is restricted to 25 miles an hour.

70. A four wheeler should not be attached in the midst of bogies.

71. A carriage truck or a horse box, is to be attached between the rear brake van, and upper class carriages on a mixed train.

72. Late departure of a train, should be given in minutes and not in hours and minutes.

LOADING OPEN WAGONS.

73. In open trucks not fully equipped with lashing chains, heavy timber, must not be loaded above the sides of the trucks.

CLEANING OF WAGONS.

74. All refuse cotton etc., should be swept out from open or covered empties before they are attached to trains, so as to prevent the possibility of fire, from a spark, or to avoid damage when reloaded.

INTIMATION TO DRIVER.

75. When shunting is to be performed at a nonstopping station, the guard will give a memo at the previous halt-

ing station, to the driver, to stop at the stations named, also wire, to the stations concerned. *to be prepared*

STOP TRAIN OUT OF COURSE.

76. Goods trains may be stopped out of course to entrain or detrain a line man on interruption duty. A return of trains so stopped should be sent to district traffic superintendent at the end of the journey by the guard.

77. A goods train may be stopped for unloading or so, in block section under the orders of the Dt. T. S. and train ordering station master.

GUARD'S BRAKE ON A MIXED TRAIN.

78. If there be no communication between the rear brake and passenger carriages, due to powder van on train, the guard should ride in front brake van, with luggage etc., and brakesman in rear brake van.

INJURED PASSENGER.

79. In case of any serious injury to passengers or employees, medical aid

should be given to the sufferers as early as possible. They must be properly and carefully attended to, until they are removed to a hospital or handed over to their relatives or friends.

80. To save life, and to convey the sufferers to a medical officer, persons in charge of trollies may trolley them out. Trains may be detained and engines ordered back, the load of the train may be reduced, and the train ordered to run at mail speed.

81. No vehicle not fitted with automatic brake vacuum gear may be attached to mail passenger trains.

82. Last stop signal means starter or advanced starter.

83. Station limits means portion of the railway between the outer most signals of the station.

WHITE SIGNAL

84. A white light displayed by any fixed signal must be taken as danger. (not back lights).

AUXILIARY SIGNALS.

85. Auxiliary signals are signals

placed below the arms of the starters or advanced starters, and home signals respectively. Lowering of only outer signal, indicates permission up to outer facing point; at such time the train must first be stopped at outer signal.

DWARF SIGNALS.

86. Dwarf and disk signals are signals used to control shunting in sidings for the movements of trains between the sidings and main line. Point indicators are signals between traffic and loco limits.

COACHING SIGNALS.

87. Co-acting signals are signals fixed below ordinary signals, if there be any obstacle in the view of the engine driver during the time he approaches the station.

88. Audable signals are signals given with whistle or horn. These are also called auxiliary signals.

DETONATORS.

89. Detonating signals are fog signals, placed on line, to invite driver's attention when passing over them.

FOUR WHEELERS.

90. Officers saloons without tail and side lamps are to be attached inside rear brake or next to engine after sunset.

DERAILED VEHICLE.

91. A derailed vehicle should not be allowed to run, until examined, and passed by a carriage examiner but if the derailment happened between 2 stations the driver can take slowly, if he concludes that there is no danger. If danger is anticipated the guard should arrange to unload the contents at the spot by nearest gang or coolies, arrange watch for contents, and pull on the empty slowly. If even that, is impossible, he should derail the vehicle, clear line, couple train, and proceed onward.

HEAD & TAIL LIGHTS.

92. No engine or train should start, without head or tail lights.

SHUNTING.

93. All signals at stations should be at danger when shunting is going on, on

- lines connecting reception. Fly shunting of ~~open~~ ^{loaded} rail trucks is prohibited.

✧ INTERRUPTION CERTIFICATE.

94. An interruption certificate is an authority for Driver to proceed to a station during interruption. Before issuing an interruption certificate, a station-master should satisfy himself to the effect that all trains due to arrive and pass his station, have arrived and passed, and that the train to proceed is the next according to time table. The interruption certificate should be counter-signed by the guard. He should also examine the train register and satisfy himself before handing over the certificate to the driver. Speed is restricted to 10 miles an hour in straight line and 5 miles in curves.

The next train, an inferior one, should not follow 30 minutes before the previous train is due to arrive at the other end or until a train from the opposite direction has arrived according to order of trains in the working time table. The driver and guard must be ready to stop at any moment, if they meet a train accidentally, & couple the

two trains and proceed to the nearest station.

TALLY OF INTERRUPTION CERTIFICATE.

95. The guard must compare working timetable etc., and satisfy that the station master is right.

TIME TABLED TRAINS ALONE MAY BE WORKED ON INTERRUPTION.

96. In case of interruption an irregular train (i. e. ~~not~~ entered in working time table) should not be started on interruption certificate, but it can be amalgamated with a regular train and worked ~~on~~ ^{and} all trains due have passed over the section, and a copy of wire of interruption, when convenient, is to be sent to all station masters and guards on section to regulate train service to avoid ordering extra trains. All guards during interruption regulate trains to pass the spot in time. Load may be reduced if necessary.

GUARD AT STATION.

97. When a train is within the station limits, the guard should be under the orders of the station master.

PASSENGERS.

98. Guard must give his best assistance to passengers entraining and detraining.

EXCHANGE OF SIGNALS.

99. Guards must exchange signals whenever they start trains, or after once stopped and started, while passing a station at trailing points, and at signals before approaching a station. To exchange signals, ^{to wave} flag or arm horizontally, during day and a white light during night. On a straight road signals are to be exchanged from the left hand side of the engine and brake van, and in curve from the side on which they can best be seen.

HOW TO STOP TRAIN IN MOTION.

100. Should a guard ^{reverse} reserve one of the side lamps of his brake van intermittently, it will be a signal to the driver to stop immediately. The valve of vacuum brake should not be pressed suddenly but the lever should be pressed gently to 6" or 8" when applying the brake.

TRAIN IN TACT.

101. After stopping at a station, the guard must see, as far as possible that the last vehicle of his train is clear ^{up} of all points and crossings.

GUARD'S DUTY OF TRAIN IN TACT

102. When the train comes to a stand at a station, the guard must personally report himself to the stationmaster, and sign time of arrival, in the train register book as a token of having arrived complete, and clear of crossing.

TRAIN WITHOUT AN ENGINE.

103. If the engine, alone or with vehicles, be detached at a station, the guard must see that all the brake van brakes are put on.

LOADS IN OPEN TRUCKS.

104. If an open truck unsecuredly loaded, be attached to a train the guard must get it adjusted, right before starting or get it detached, if not convenient to adjust so.

HOW TO PILOT OUT A TRAIN.

105. When starters are suspended and

train ~~isolated~~ out, it should be done with memo and not badge.

TRAIN VACCUUM.

106. The guard must see that eighteen inches vacuum is recorded in the rear brake, before giving signals to start. If the Driver agrees to manage the train may be worked with 15 inches vacuum. If the vacuum is less than 15 inches the whole train must be worked with hand brakes.

HOW TO APPLY VACCUUM BRAKE.

107. When applying vacuum brake, care should be taken not to destroy more than six inches or eight inches of vacuum.

HOSE PIPES.

108. Hose pipes ^{*hanging*} and couplings must not be left ~~having~~ loose but must be properly secured on the dummy plugs provided for the purpose.

TROOP TRAIN.

109. A troop train must be treaded ^{*t*} as a passenger train.

PASSENGERS SUFFERRING FROM CONTAGEOUS DECEASES.

110. A person suffering from conta-

geous decease should leave the compartment. Bubonic fever, Cholera, Diphtheria, Leprosy, Measles, Scarlet fever, Small-pox, Typhus fever, Typhoid fever, whooping Cough, are contagious deceases.

INVALIDS.

111. If any person is seriously ill, and not able to continue his journey, he should be removed from the train and made over to Railway Police. If the decease be contagious he must be placed at a distance from the station, under the shade of a tree, or any other cool place available. Information should be sent to the nearest police and Medical people. All reasonable care should be taken for the sufferer till handed over to Police or Medical men. A man suffering from contagious decease should not be permitted to remain within a distance of 200 yards from the station or from a drinking water source. In case of death from contagious decease the police must be advised for the removal of the dead body, from the Railway premises. Dead bodies of persons by natural causes be handed over to their relations for disposal. If a dead body is to be detained for medical exami-

nation it is to be removed by police to a suitable place at a distance from station.

INFECTED CARRIAGE.

112. A carriage vacated by passenger suffering from contagious disease should be disinfected before other passengers enter.

DISINFECTING CARRIAGES.

113. A carriage so disinfected should be carefully exposed to the air for not less than 48 hours.

PASSENGERS, SUFFERING FROM CONTAGIOUS DECEASE.

114. A Telegram should be sent to the Station Master concerned, to D. T. S., nearest Medical Officer and Superintendent of Police when despatching a passenger from contagious disease.

LUGGAGE.

115. Dangerous or explosive articles, human ashes, dry fish or hides, skins, Shura, Ghee, Oil and other goods likely to cause danger or damage to other articles must not be loaded as luggage but may be accepted for despatch per goods

PERSONAL LUGGAGE.

116. Passengers should only take with them such luggage as useful for their own use, in journey and as can be conveniently placed in carriage without inconveniencing other passengers, or reducing available accommodation in the carriage.

PACKAGES NOT SECURELY PACKED.

117. Articles unsecurely packed may be refused by Railway authorities for carriage unless the sender executes a bond to free the Railway from risk for damage or shortage in the weight of such packages or parcels.

OFFENSIVE GOODS.

118. The following are offensive goods. Blood dried, bones, carcasses of dead animals, corpses, Municipal or street sweepings or refuse, manures, rags, other than oily rags, any decayed animal or vegetable matter. They can be booked if handled by Consignors and consignments freight prepaid.

LUBRICATING OIL.

119. Lubricating oil about 200' F. H.

- shall not be deemed to be dangerous goods.

✓ DANGEROUS LUGGAGE.

120. Passengers should not carry with them loaded fire arms, or fire works, or any dangerous goods or explosives with them within the station premises or in the train.

CLEANING ASH PITS. pans

121. Drivers should not clean their ash pans, at places where there are no ash pits. If at all it happens that they should drop, it must be spread below rail level. Breach of this must be reported.

INSPECTION SPECIAL.

122. All trains except mail trains should give way to inspection special.

DERAILMENTS.

123. All derailments except petty in nature must be reported by wire as accidents.

FRUIT VENDORS.

124. Catering fruit vendors must travel with Ice Vendors. If there be no

Ice Vendors in train and if accommodation for passengers be insufficient fruit vendor must keep his stock in B. V. Compartment and vacate compartment for passengers.

STOPPING MAIL OUT OF COURSE.

125. Mail train must not be stopped without sanction of Superintendent of Transportation, but may be stopped on the written request of M. L. C. Members in Emergent cases pending orders of Transportation.

BREAKAGE OF COUPLINGS.

126. Breakage of couplings in station yards and in sections must not be reported as accidents unless train parted and rolled back causing serious delay.

TRAVELLING CASH SAFE.

127. Guard must open safe trap of the cash Chest, and close it back after the Station master drops cash. This will avoid the safe jammed and a better witness.

DEPARTURE OF PASSENGER TRAINS.

128. Mail and passenger trains need

not to be detained till departure time of working time table, but may be started at the advertised time.

ACCOMMODATION FOR LADIES.

129. Guard when working on passenger train must see that there is a special reserved compartment for ladies with latrine arrangement in all classes or at least in 3rd class *and in*

GUARD'S PERMISSION

130. Guards must not allow passengers to travel without tickets but may allow to continue further on a ticket, on payment of single fare. Guards should not allow passengers without inspecting their tickets up to that station.

TRAIN LIGHTS.

131. Guards must see that lamps are put out at day-break and lighted at sunset.

DOORS OF PASSENGERS' CARRIAGE.

132. Guards must see, that all doors of the passengers carriages are shut well before starting.

ESCORT.

133. Only one servant is allowed to travel in higher class on a payment of a next lower class fare with any child under twelve years.

SERVANTS OF LADIES TRAVELLING ALONE DURING NIGHTS.

134. A female servant with third class ticket may be allowed with her mistress in any higher class if the mistress be allone in the compartment during nights.

INVALIDS.

135. An Invalid with an authorised medical certificate, may take a servant with him on payment of next lower class fare.

INFECTIOUS DISEASE.

136. Passengers suffering from any Infectious disease, must not be allowed to travel unless he reserves a carriage, and the compartment must be disinfected as soon as it is vacated.?

SMOKING IN COMPARTMENTS.

137. Any person smoking in a com-

partment without the consent of the fellow passengers and who insists smoking in spite of requests not to do so, may be removed from railway premises by any railway employee. Any person in a state of intoxication commits any nuisance, and acts indecently or uses obscene language may be removed from ~~its~~ railway premises.

GRATUITIES.

138. Guards must not accept any gratuities or fees from the public.

138.A. Guards should show passengers how to raise and lower the gas by means of the bypass knob inside the carriage.

MEALS FOR PASSENGERS.

139. Guards must enquire 1st and 2nd Class passengers if they require any meals in any refreshment rooms and wire for them free of charge. Meals cannot be served in trains except for invalids on extra payment. He must see that his breaksman or under-guard enquire 3rd and Inter passengers and does similarly for their requirements.

TICKET CHECKING.

140. Guards may check tickets of passengers in the train when convenient.

EXPLOSIVES.

141. Passengers are not allowed to take any explosives or dangerous goods along with them in passenger carriages.

AWAKE PASSENGERS.

142. Guards must awake 1st and 2nd Class passengers if requested to do so, and Brakesman or Under Guard for Inter and 3rd Class only when convenient but cannot guarantee to do so.

BREAK JOURNEY.

143. Holders of single journey tickets are allowed to break journey, for a day for every 100 miles after completion of 100 Miles.

RESERVING ACCOMMODATION.

144. When an advice is received to reserve accommodation in his train a guard may do so if room permits.

BRAKE VAN LUGGAGE.

145. To avoid inconvenience to co-

passengers large boxes or cases must not be allowed in passengers' carriages but be booked in brake vans. Booking Clerks must see if all brake van packages are securely packed before accepting them for being booked.

CORPSE BY TRAIN.

146. A corpse carried in a train must be properly secured in an air tight coffin, accompanied by a doctor's certificate, that the death is not caused by any infectious disease.

DOGS IN PASSENGERS' CARRIAGE.

147. Dogs are not allowed to be taken in passenger carriages even when booked with them when objected to by fellow passengers in the compartment.

BIRDS IN CARRIAGES.

148. Not more than two birds in a compartment are allowed to be taken with passengers.

BYCES. *Bicycles*

149. Bicycles and tricycles are not allowed to be taken in passengers' carriages.

CONSIGNMENTS OF ARMS AND AMMUNITION.

150. Consignments of arms and ammunitions must be kept under lock and key when carried in a train.

ICE VENDORS.

151. Ice vendors in reserved compartments are not allowed to carry extra luggage or other merchandise.

PASSENGERS IN HIGHER CLASSES.

152. Passengers for want of room in the class for which they paid fare may be put in next higher class if they be clean and neat, suitable to that class and if room permits on the written condition to go to next lower class when necessary.

As may be provided with each printed

PASSENGER TRAINS

OVER CROWDED.

153. When trains are over crowded and passengers left behind, intimation is to be given to starting and terminal station masters, to increase load, if advisable and guards should make a special report in journal of this, and of lights and other defects of all carriages.

• SALOONS ON MAIL

154. Saloons of heads of departments and those exempted by general traffic manager may be attached in front of centre brake; but the one going through, behind passenger carriages.

SMALL DOORS OF HORSE BOXES.

155. Small doors of horse boxes must be closed when the train is in action to avoid grass taking fire by engine sparks.

HORSE BOXES TRAILING.

156. Horse box and carriage truck provided with tail lamp may be attached in rear.

HORSE BOXES TRAILING FOR INTERMEDIATE STATIONS.

157. Horse boxes or carriage trucks by mail for road side stations, where mail is due at night should at the preceding engine changing station, be detached and forwarded to the destination, by next passenger train. Telegraphic intimation is needed regarding this shunting to the previous engine changing station to avoid hand shunting at the desti-

nation beyond points during nights if attached trailing.

ACTION WHEN ALARM CHAIN PULLED UP.

158. One long, two short, and one long high tuned whistles by driver, indicates the guard "Alarm chain pulled" who must show a danger signal and put on brake.

TRANSHIPMENTS OF MAILS.

159. In case of transshipment due to a brake on line, the guard must see that mails are not left behind.

TRESPASS ON FOOT BOARDS.

160. None should travel on the foot board of a passenger train.

TRAIN TO KEEP TIME WHEN EXPECTED TO SMOKE & FIRES IN TRAINS ON IMPORTANT TRAIN.

See 161. Guards and drivers must be very particular to keep train to time, when they expect to cross special trains of His Excellency, The Viceroy or other exalted personages.

162. Guards must see that servants of 1st and 2nd class passengers or any

do not carry chula with fire lit in a train compartment.

GUARDS ORDER BOOK.

163. Guards must be acquainted thoroughly, and be reading guards order books, whenever they go to station.

WARNING PASSENGERS FOR MEALS.

164. Guards must warn 1st and 2nd class passengers at the previous station to change into Resturant car or proceed to refreshment room for meals and on arrival at such stations give every assistance in looking the doors of the compartments, vacated, and finding the passenger's servants etc., watching their Property.

WARNING OF TRANSHIPMENT AHEAD.

165. Should the transhipment of passengers be necessary any where en-route, the guard will warn passengers of this before they commence their journey.

LOCKING OF CARRIAGE DOORS.

166. The doors of 1st and 2nd class compartments of ladies travelling at night should be locked by the guard if desired but must be on the alert to open them when required.

LOCO CONSULTATION.

167 Memos should be obtained from the drivers as being able to do the run as desired. In crossing arrangements drivers must not be compelled to do anything which they cannot possibly do.

ON FOOT BOARD OF A TRAIN IN MOTION.

168. Under no circumstances any one allowed to ride on, or to walk along the foot boards of any passenger trains when the train is in motion.

SPECIAL TRAINS.

169. Bells should not be rung and station name need not be called for special trains.

DEFICIENCIES IN A SPECIAL TRAIN.

170. A guard working a special train should obtain a memo from the traffic official counter signed by the owner, or the officer in charge of the party in detail of the deficiencies in the vehicles or their fittings of the train. He will have a copy of it in his rough journal, and hand over the memo to his reliever, who at the destination carefully inspect train and point out all new damages or deficiencies to the owner, or officer in charge, and take his signature for them and arrange to recoup the charges.

TROOP TRAINS.

171. 3rd class carriages having latrine accommodation are to be provided on all troop trains as far as possible.

BIGGER PACKAGES.

172. Packages weighing 5 maunds in weight or 8 ft., by 5 ft in dimensions should not be booked as luggage.

LEADING VEHICLE ON A BALLAST TRAIN.

173. When ballast engine is pushing a train, the leading vehicle must be a brake van.

DIVIDING A BALLAST TRAIN.

174. A ballast train must not be divided, out side the station's limits and over gradients in station limits.

TEMPORARY CANCELLATION.

175. A ballast train when temporarily cancelled the guard at the request of train inspector must wire to District Traffic Superintendent, Dt. Engineer, Train Ordering Station Master, and Loco Foreman of the cancellation.

STABLING OF BALLAST TRAIN.

176. If cancelled for 48 hours, the engine should be sent light, to nearest loco station. Stabling of a ballast train, must be telegraphed to Dt. Traffic Superintendent, Engineering official, Loco Foreman, Train Ordering Station Master and G. R. P. of the section.

JOURNALS.

177. Journals of ballast and material trains must be prepared in duplicate after finishing work and submitted to Dt. Traffic Superintendent through the station master.

WORKING HOURS OF BALLAST TRAIN.

178. A Ballast train can work only between sun rise and sun set.

TRAIN DETENTIONS.

179. The guard of a ballast train must see that he will not detain any train generally.

WORKING ESTIMATE.

180. The Guard of a ballast train must make a remark in the journal the description of materials carried, as 2 trucks sand, 5 ballast and sleepers and 4 trucks etc. and bricks etc.

INSPECTION OF BALLAST TRAIN.

181. A ballast train guard, before taking over train, must see and sign re-

port, regarding condition of his brake-van and other vehicles. Before starting a ballast train driver must give two clear whistles with an interval of $\frac{1}{2}$ minute.

PUSHING OUT A BALLAST TRAIN

182. A ballast train must not be pushed out unless the guard get up on foot board of leading vehicle and signal.

SPEED.

183. Speed of pushing train is restricted to 15 miles.

STABLING OF A BALLAST TRAIN.

184. When a ballast is stabled at a station, the guard of the train must see all points connecting the line are against it and lock those points if possible and keep keys in his position. If it be not possible to lock, he must tie up a red flag on the corresponding lever handle, and obtain station master's signature in his rough journal book.

STARTING A BALLAST TRAIN.

185. The guard of ballast train before giving signal to start, must see that

all coolies are on the train, and must warn them to sit down. Driver must give two clear whistles before starting.

BALLAST TRAIN RUNNING THROUGH WORK OF BALLAST.

186. Ballast running through, ranks as a goods train.

187. Line clear for a ballast train if working in the section should always be accompanied with caution order regarding working.

A BALLAST BLOCK SECTION.

188. A ballast train working in section may be pushed out, and back outside station limits.

SPECIAL TRAIN WITH A PILOT ENGINE.

189. A special train followed by a pilot engine must not run before time. Mail and other trains must not have preference or precedence over such a special.

GRADIENTS.

190. The guard should assist the driver with his hand brake when travelling down a steep.

GUARDS DUTY AT TERMINAL STATIONS.

191. After completing a passenger train's work the guard or brakesman, in company with the travelling police, must see if any property is left behind by passengers. If any be found, it must be handed over to the station master, a receipt obtained. The guard should send it along with his journal.

PERMISSION AFTER COMPLETION OF WORK.

192. Guards after completion of journey must not go away without the station master's permission.

MAIL AND PASSENGER DETENTIONS.

193. The guards of mail, passenger and mixed trains, must give at their

destination in full particulars of detentions on the way as far as they know.

TERMINAL REPORTS.

194. Guards after completion of journey have to hand over the under noted reports to the station master and take his signature for them. Train report T. 28, and wagon way bill to Dt. Traffic Superintendent. A through report for all passenger and mail, mixed and special trains, on from T. 34 to transportation. Copy of T. 34 to be given to driver of the train also. Abstract of wagon way bill for transportation. All summaries to superintendent of claims guards must make out their train reports on the journey or immediately on arrival of their trains at destination.

FAILURE TO GIVE TRAIN JOURNALS.

195. If a guard be not able to give his journals at the destination, he must give a memo to the station master to that effect, with reasons and send them as soon as convenient.

RUNNING ROOMS.

196. Only guards at out stations are allowed into running rooms.

MAINTENANCE.

197. They must not be dirty in any way, and must see that every thing is tidy and clean in the rooms occupied. They must not take any friends into the rooms.

198. Wash hand basin or bath tub, must be emptied, by himself after once used.

199. Irregular usage of rooms, furniture, crockery or linen is prohibited.

200. They must not make noise or nuisance and disturb others in running rooms.

201. Food charges must be paid before they leave running rooms.

SUPERVISION.

202. The senior guard in the room will be held responsible for the maintenance of order. Any irregularity must be reported to the station master for action.

SURVEY QUARTERS.

203. Engineering subordinate of the

N27
section is to be intimiated before reaching quarter.

47831
DETENTION TO CASH BAGS

204. When cash bags detained on any occasion the guard should give a proper remark in S. N. 62 to the station Master and take a note of cash bags, so detained with causes for such detention and hand over to the station master at his terminal station.

ACTION OF DRIVER WHEN TRAIN PARTED.

205. When a train parts, the driver must go forward as far as possible to avoid collusion between his portion and the detached portion, or portions, guard, or guards and staff, if any in the rear portion must try and stop the rear portion, from recoil by applying brakes and guard that portion the following way.

Keep 3 dectonators 10 yards apart from each other and half a mile off from the detached portion. And also exhibit a red flag or a red light just 5 Yds off from dectonators, towards the detached portion, and another detomater for a mile off from the detached portion.

The action of placing detonators, must be on both sides of the detached portion for its protection. The guard who guarding so has to send his brakesman or a cooly to the nearest station, to intimate the station master of the accident.

PARTING TRAIN DUE TO DRIVERS' INABILITY.

206. When for any reason a portion of a train is to be left behind, due to the drivers' inability to carry the whole load the guard should give a memo to the driver with the No. of vehicles, with the engine and the No. of the last vehicle (Trailing), of the portion to go to station ahead detach front portion, at the station, and hand over to station master, and come back light with the some token or line clear and a memo from that station master to go and bring down the detached portion to join the front portion. If any other engine other than that train engine, had to go to bring that detached portion, he must go on a block ticket and not on the same token or memo. The portion left behind is to be guarded in the above said way by the guard till it is relieved from that spot

FIRST AID TO THE INJURED.

207. A guard must be well acquainted with rules for first aid to the injured how to stop bleeding, and how to bandage (to help) the injured, till he reaches hospital safe.

DESCRETION.

208. A guard may use his discretion for good in any instance, or accident when rules are not applicable, but his descretion, must not end in any accident or loss and must not be liable for any irregularity. i. e. the Railway company should not be liable for any wastage or loss as well as the public too.

209. Every rule has an exception but the exception must not be taken in any way, except in cases, as to save life of the injured, and to avoid loss both to the Railway company and to the public.

210. The public should not be inconvenienced for the benefits of the Railway and the Railway for public. The guard of a train, is the guardian like for the train for the property, and safety of the Railway and that of the passengers.

211. A guard must be sincere (loyal), for the railway, and helpful to the public without causing loss for the railway.

BEHAVIOUR.

212. A guard should always obey the station master when at station. He has to explain or tell station master before an irregularity is expected. He must always adhere to the orders of the station master at the head quarters. Anything unusual is to be written to the D. T. S. through the station master. A guard must take his brakesman to help in shunting and tranship arrangement but should not leave him independently and must not rely on him. A guard must as far as possible see to avoid fraud and thefts in trains. A guard may have a look for ten seconds on off side when a train comes to a stand to avoid suspects from running away, or commit thefts. The guard of a train is the sole protector of the train i.e., he must guard railway, and public from loss on his train. Even loss of a small parts of vehicles, end in a great loss, i.e. if a pin is lost, the corter or nut is liable

to be lost and there by, its supporter, or an important part may be lost. If waste is stolen from axle box, the axle may run hot, and thus the journal may melt away, and the wheel may fall down, wagon derailed if neglected, and so on. The staff must not be vexed for any inconvenience they undergo, but discharge, their duties regularly. There are instances, where head office, officers redress the grievance of staff in appeals; even if they do not, you must endure it for some time and appeal again, with all the enclosures of the case.

213. A guard should never reveal the affairs of a railway or of Railway work, to any one and must not expose officers.

214. Guards must wish officers when they cross, and be amicable with every one and earnestly help others.

RULES OF DECIPLINE.

215. A guard must make his duties as his habits, by which he will never forget his duties, laziness can be avoided, the work he does will be like exercise by which his body will be strong, and he will live long; most of the duties of a

guard are for the comforts of passengers, safety for the public and the Railway merchandise, which means doing good to the public through duty, though paid for, by the railway, doing good for the public on behalf of railway is partly a blessing for him.

216. There are hospitals opened for the sick, choultries for travellers, alms, for the poor ect., by government and by philonthraphic well-to-do people, for charity's sake, and good of the world, at their own cost. When they are spending much for the good of the public why not a guard try his best for the good of the public, and thus prove himself punctual and sincere.

217. A sincere and punctual guard, though he feels uneasy for not getting his due promotion, or for any additional inconvenience he is put to by misrepresentations, and misunderstandings, he must tolerate them, continue sincerity and punctuality which will prove him good in the long run.

6—5 pad locks 1 to lock his brake 4 to lock 2 wagons or luggage compartments, loaded with combustables, or

insured packages. He should not start the train, unless he has all the required signals from the station master.

A guard should always wire a head to any engine-changing-station, for extra accommodation or to stop further booking as necessary, giving a copy to the D. T. S. and the Head trains controller.

If accommodation permits, passengers if found suitable to travel in higher class, may be permitted to travel so, with a ticket of lower class, on condition to go back to the class he holds ticket, when convenient to arrange a seat or seats by the passenger train. This should not be done on mail and passenger trains but when no room is found for the class of ticket he holds his ticket may be exchanged for a lower or higher class, as room permits and if time permits at starting station; if there is no time to do so, he may be issued an excess fare ticket at the next halt if for higher class if not a memo or a certificate is to be given to the passenger as having travelled in a lower class; with an advice to apply to the Commercial Traffic Manager, for a refund—of the difference.

CONVEYANCE OF TREASURE. . .

Treasure and special vans without police escort should not be attached to goods trains. All such vans should be locked by the sender or Rly., and the padlocks must be bound and sealed by the Rly., and carefully worked in a mail or passenger train, with a special escort in the adjoining or nearest compartment when on motion. Axle boxes of such vans must be personally examined by the special escort in the presence of train examiner, and countersign and obtain his certificate as the van is quite fit to run to destination, without any detention enroute. The special escort should touch and see all axle boxes at every halt and other fittings and seal impressions, so as not to cause any detention enroute. If any defect be found, he must consult the driver, try and take the van to the destination, or at least to the next engine changing station, if not convenient to do so, it may be detached at any intermediate station, and the special guard or escort should obtain the receiving station masters' signature, as to the condition of the vehicle, padlocks and seal impression letters etc.

EXPLOSIVES.

Vehicles loaded with dangerous goods or explosives must have a white label with a red cross on it, on both sides and must be loaded only in well ventilated iron vehicles.

Petrol wagons also should be labelled with danger labels.

Naked lights should not be taken to vehicles loaded with dangerous goods or explosives. Such vehicles must be under the carefull watch at every halt.

In loading and unloading packages containing explosives, shall be passed hand to hand and not rolled along. They shall not be thrown down or dropped.

HANDLING AND STORING.

Dangerous goods shall not be stored in any of the Railway administrations enclosed sheds or warehouses. Dangerous goods must not be loaded in the the same vehicle of explosives.

Dangerous goods must not be loaded in the vehicle as ordinary goods.

First Aids to be given to the injured.

Any passenger, or intended passenger, when in Ry. limits, found to be ill or hurt in an accident or otherwise, must be given first aid as convenient, till removed to a hospital, or handed over to the nearest relatives or sincere friends.

To save life, or to convey sufferers to a medical officer, or a medical officer to a sufferer, an earliest convenience must be arranged, (i.e.) load of train may be reduced and train worked at mail speed. Engine may be ordered back, or any nearest trolley, if available, must be arranged.

In case of serious nature, Telegraphic intimation must be sent, to the nearest police and doctor to be in readiness to attend the patient.

In case of passengers or trespassers run over and killed, or dead bodies found on line, a train or a trolley must be stopped at the spot and notes taken as to:— Position of the body on the line, blood stains on ballast, rails, or engine, if fresh or old, extent of injuries, weather run-over by a train, or appear otherwise,

property if any. Then the body must be shifted free from track, watch (from being eaten away by wild animals) must be arranged, till police arrive and dispose of the body. A copy of notes taken must be given to the one on watch or in charge of body. Loss of blood from injury, bleeding from wounds is from a vein or artery.

Bleeding from the vein is of much consequence and distinguished, by a dark colour of the blood.

Any wound or hurt, when bleeding requires mere application of cold water, and slight pressure of bandage, either over wound itself, or between it, and the upper extremity of the injured limb. The limb should also be raised to a higher level than the body. In all cases of bleeding, the first duty is to put the wounded in a recumbant position. Any unconscious state from loss of blood generally revive, if placed on his back with his head on a level with his body. Bleeding from an artery is known by a bright red colour of the blood; unless bleeding is stopped, the wounded is liable to die. To stop bleeding, it

is only necessary to compress the injured artery, against the bone, between the wound and the body.

Having placed the injured as described above, feel for the pulsating artery on the side of the limb above the wound, & when found keep up a steady pressure, with the tips of the fingers which will control the bleeding, two men, one relieving the other every few minutes, can stop it for a long time in this manner. The pressure should be towards the bone. If a tourniquet or an elastic ligature is to be had, apply it just above, where the pressure of the fingers, is to control bleeding. A handkerchief twisted tightly by means of a stick passed through the slack is a good temporary substitute. A round stone or weight rolled up in cloth or some soft substance being placed over the artery.

The best way of controlling bleeding is by an elastic ligature or India rubber tubing if available. An elastic ligature, like a silk handkerchief, if kept too long tied very tightly on a limb, causes mortification. If a wound is in the leg, the artery can be easily bound in the

groin, from where it passes, down the inside of the thigh winding round underneath to the hollow, behind the knee. If the artery cannot be found, fill up the wound with some clean or sterilized cotton or linen & bandage as tightly as possible, directly over the wound. One with an artery cut, should never be left for a moment without some one by him. The edges of gapping wound or cut, should if possible, be brought together and secured, or well served with sticking plaster.

Fractured limbs-(1) If a leg is fractured place the man on his other side, and place the injured leg exactly over the other, with any soft material that may be at hand between them, and then bandage both legs firmly together. Thick wisps of straw within sticks or twigs, added to increase the support, placed in length ways along the broken limb, and bandaged tightly to it is a good plan with either broken arms or legs.

(2) Broken arm should be encased between two pieces of board, and supported in slings. A man with a fractured limb should have these precautions

taken for him before he is removed. Stimulants obtainable may be given diluted with plenty of water since taken pure they are dangerous.

Burns and scales— Burns and scales should be at once covered with, cotton wool, or plenty of lint to keep them from the air, oil being first freely applied to the injured.

(Extract taken from the Book.)

Errata

PAGE	LINE	FOR	READ
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PREFACE.

2	21	big	ing
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BOOK PROPER.

PAGE	RULE	FOR	READ
1	4	masters	master.
1	5	they put	they must put
3	9 line 3	bearth	bearths
5	18	scaled	sealed
6	25	seats	seals
8	34	1 attachde	attached
9	36	7 laid	tail
11	43	11 or	of
12	46	8 ooints	points
12	48	4 ,etaign	acting
14	56	journey	journal
16	65	Heading articles	vehicles.
20	79	3 attend	attended
20	81	3 Insert 'or' between 'mail—passenger.'	

21	87	Heading	Coaching	Coacting
23	93	4	open	loaded
24	96	7	delete	<i>and</i>
25	100	1	reserve	reverse
26	101	3	up	of
27	109	1	treaded	treated
28	111	14	fo	to
28	111	15	some	from
28	111	16	tource	source
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31	121	Heading	Ash pits	Ash pans
34	134	4	allone	alone
37	149	Byces		Bicycles.
40	161	Heads.		

Train to keep } This must be
time when ex- } the heading of
pected to cross } Rule 161.
an important }
train.

Smoke & fires } This must be
in trains. } the heading
of Rule 162.

40 159 Transhipments Transshipment

41	164	6	looking	locking.
42	169	2	Statiaon	Station.
43	170	13	recoup	recover.
45	178		Heading Hour	Hours.
45	180	4	after-4-add-cinders.	
45	181	2	ver	over
46	184		stabling of B T	

Guarding a stabled ballast

46	184		Heading ought to be 'Guard- ing a stabled Balast train	
46	185	1	bet	be
46	185	2	tha	that
47	186		Heading delete:	

Working of Ballast

47	187		Heading ought to be: Working of Ballast.	
----	-----	--	---	--

50	196	1	at	of
50	200	2	and	or
52	206	10	some	same
60	nil	10	convenience	conveyance
62		19	are	or

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Errata

Page	para	Line	for	Read
Preface				
1	1	9	and to	and wish to
	2	5		insert, after some
	2	7	of both	of the book
2	1	1	and	delect and
2	3	14	Block section	Block sections
2	3	17	modification	modifications
3	4	3		add, as trial after published
54	212	21	of a small	of small
55	212	33	grievance	grievances
6	22		Heading fitting	fittings
Index 5	3		Heading bones	BOXES
1	54		THEY	HE
9	36	2	THEY	THEY WILL
10	38	2	DRIVER	DRIVER'S
11	43	3	IN	IS
13	50	1	WHEN	WHENEVER
29	114		Passenger from	Passenger suffering from-
30	118	7	LOOKED	BOOKED
35	139	9	THE	THEIR
44	174	1	BALLOST	BALLAST

Page	para	Line	for	Read
		2	STATIONS	STATION
45	177	1	MATERIA	MATERIAL
46	184	2	SET	SEE
		3	AGAINSE	AGAINST
47-188			Heading 1 Ballast-block	Ballast
				in Block
	188	1	in section	in block section
48	191	6	master a	master and a
49	193	1	in	,
54	212	21	of a small	of small
56	216	3	ECT	ETC
56	217	4	Put to	Put in to
11	43	11	or	of
14	54		heading loadings	LOADING
20	79	5	HTEIR	THEIR
24	96	6	on all trains and	all trains
27	106	2	PIOLATED	PILOTED
27	108	2	HAVING	HANGING
35	137	8	ITS	THE
42	169	3	SPECIL	SPECIAL
45	180	5	ETC BOLDERSAND	
55	212	10	GRIEVANCE	GRIEVAN-
				CES
60	2	8	ARRENGED	ARRANG-
				ED
		4	Bl- STAINS	Blood
				STAINS
62	2	16	are	or

