AWM4

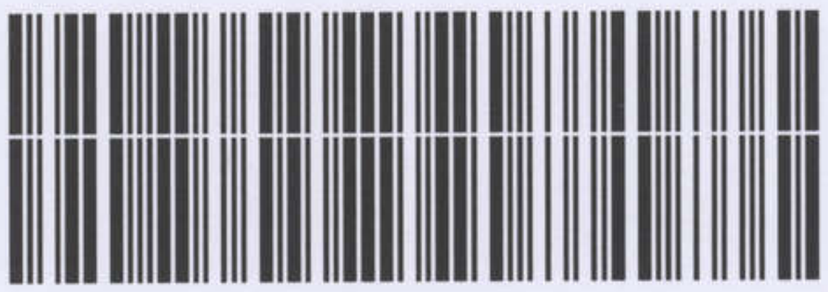
Australian Imperial Force unit war diaries, 1914-18 War

Railways

Item number: 15/6/4

Title: 5th Australian Broad Gauge Railway Operating Company

February 1918



AWM4-15/6/4

18,000–12/1 –8723

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~~TRIPLICATE.~~

Australian Imperial Force.

WAR DIARY

OF

59th (Aust.) B.G. Railway Co.

FOR

February 1918

Signature of Officer compiling H.V. Jenkin

Signature of Officer Commanding D.B. Bolton Lieut
act'g.

Capt.

59th (Aust.) B. G. Railway Operating Coy.

(1)

Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II. and the Staff Manual respectively. Title pages will be prepared in manuscript.

WAR DIARY
or
INTELLIGENCE SUMMARY.
(Erase heading not required.)

Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Reselhoek	1/2/18		Weather. Foggy - slight hoar frost.	
			Traffic. This has been quieter during the past week than for some time previous. The total loaded wagons conveyed during the past week were as follows:- Troops 1220, Ordnance 178, Construction 540, Ambulance 108. Total 2046. The total loaded wagon kilometres being 18705.	
			Strength. (Aust.) Hosp 1. Leave - absent W.L.- Duty 254	
			attached (Indep.) 1	
			Brit. do. R.Engr. 1. 61 316	
			Working Rules. Circular No 20. "Instructions to Blockmen" has been issued by the O.C. Capt. Morgan and	Circular No. 20. "Instructions to Blockmen"
	2/2/18		Weather. Cold easterly wind through the night - day bright.	
			Traffic. Quiet. A few derelict tanks being returned from South. They appear to have been salvaged from shell holes, and show signs of being under fairly direct shell fire.	

A6945 Wt. W11422/M1160 350,000 12/16 D. D. & L. Forms/C./2118/14.

5th (Aust) B. G. Railway Operating Co.

(2)

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Reselhoek	2/2/18		General. The party of men sent to Bonne last month to learn the French Roads and signals have returned. They were over the following lines:- Hazebrouck - Bethune, Arques - Berquette, Bethune - St Pol, Calais - Dunkirke, Hazebrouck - Calais, St Pol - Aubigny, Hazebrouck - Dunkirke, St Pol - Doullens, Hazebrouck - Ligny, Dunkirke - Zeneghem Watten.	
BELGIUM	3/2/18		Weather. Cold easterly wind. Railway working. At 20.45 yesterday Engine 2760 knocked down three men on the line near the Ypres Canal. All three were severely injured and promptly removed to Hospital. Evidence in hand states warning whistle was given - as the Ypres. Boesinghe road crosses near the scene of the accident - and the R.E. patrols had signalled line clear. Further there is an order which forbids troops walking along the line - and notices	

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5th (Aust.) B. G. Railway Operating Co. **WAR DIARY** or **INTELLIGENCE SUMMARY.** (*Erase heading not required.*)

Army Form C. 2118.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
			Cont^d	
Peselhoek	3/2/18		— boards conveying this are erected at all approaches	
BELGIUM			to the lines.	
			Strength. No alteration.	
			Weather. mild.	
	4/2/18		Railway Operations. To learn the French roads and signals, another party of nine men have been sent to Borre.	
			Strength. No alteration	
	5/2/18		Weather. Continues mild.	
			Railway Operations. The following copy of letter from the O.C. Borre (R.O.D) to the O.C. 2nd Batt. K.O.Y.L.I. illustrates that whatever adaptation to military requirements has been necessary — ordinary rules must prevail.	
			"With reference to your E1. 21.1.18. I am obliged to you for the copies of signed statements, but beg to	

5th (Aust.) B. G. Railway Operating Co.

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek BELGIUM	5/2/18		Cont'd. "informs you that I do not intend to take any further action in the matter. On investigation it appears that the trains stopped at the following places:- St Jean, Brielen, Trois Tours, Dirty Bucket Corner, and Peselhoek; in addition there was a traffic stop at South Loop (a traffic stop is a stop caused by signals etc. not for picking up or setting down purposes). The evidence that the trains stopped at Dirty Bucket Corner is quite sufficient to show that it did do so on that day, and I fear your officer must have allowed himself to be over-carried, it not being the customs to call these trains over. "With regard to the Lo. S. M's attitude, I have never had cause for complaint against him; apparently your officer threatened to crime him for insolence simply because he insisted that he had	1818

59th (Aust.) B. G. Railway Coy

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek BELGIUM	5/2/18		Contd "stopped at Dicky Bucket Corner. I trust the matter is now cleared up for your, and that your officer will be able to appreciate the fact that Military Railways must be worked as Railways; and that he will ask himself if he was over-carried on an ordinary peace-time railway whether he would consider it necessary to upbraid the guard for having been over-carried, the G.S.M. in this case being in the position of a Head Guard of a train. The proper course would have been, if he had cause for complaint, not to have argued with the C.S.M. but to have made a report subsequently to you in writing for forwarding to the proper authority."	
	6/2/18		Weather. Mild.	
			General. The men of the R.O.D.R.E. (attached) have been paraded before the Doctor to-day for medical classification.	O.C.B.

Sqn (Aust) B. G. Railway Operating Co.

(6)

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek BELGIUM	1/2/17		Weather. Raining. Traffic. Continues quiet Strength. No alteration of note	
	8/2/17		Weather. Raining. Traffic. Ours R.O.D. 44 returns, shows total loaded wagons of the following - Conveyed during the week as Troops 1243 Ordnance 260, Construction 543 — No ambulances trains ran. The total loaded wagon kilometres 18814. General. Permission has been given by the O.C. to call a meeting for the purpose of forming a band. There appears to be sufficient talent available. A football match, australian game, took place this afternoon between the Fitters vs against the Blacksmiths & Boilermakers. The fitters won.	

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Poselhoek	9/2/18		Weather. Wild.	
			Traffic. Macadam traffic to Ypres Town and	
BELGIUM			(E8) Elverdinghe increased.	
			Rewards:- The following notice from 15-day's Company's orders	
			"Under authority granted by His Majesty The King,	
			the Field Marshall Commanding-in-Chief has awarded	
			the Meritorious Service Medal (without additional	
			pension) To:-	
			No 853 C.S.M. A. Wallace	
			" 870 Sergt. S.C. Spence	
			" 3012 Spr. P.L. Jackson	
			5th (Aust.) Broad Gauge Operating Co.	
			The award of the Military Medal to No. 870	
			Sgt S.C. Spence, 5th (Aust.) B.G.R.O.Co. notified in C.R.O. 1243	
			of 17th Jan. 1918 our daily order No. 20 of 19.1.18 is	
			cancelled, this N.C.O. having been awarded the Meritorious	0813
			Service Medal.	

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek BELGIUM	9/2/18		Cont.d - These awards have been granted in recognition of prompt action in knowing the danger of the exploding Dump at Zouave Siding, St Jean, on the 9th inst. and extinguishing the fire.	
			Strength. No alteration	
	10/2/18		Weather. Raining & cold wind	
			Railway Operations. The 12" Howitzer at B5 on the Ypres - Boesinghe line has been moved out to another section, and our engine and crew which were stationed with it have returned to the depot here.	
			Reinforcements. 953 2Cpl Roberts & 963 2Cpl Taylor have returned to this unit from N.Z. where they have been in hospital.	

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek	4th 11/17 3/18		Weather. A cold westerly wind has been blowing, but this has eased down, and it is again mild.	
BELGIUM			Traffic. Very little is being done in this regard, and this condition promises to continue. At present our advanced section is fed by the two double lines, the Poperinghe thro on the south side and the Proven-Boeringhe on the north - in addition to the Midland which is our main section.	
			The first party of drivers & firemen who went to Bonne to learn the French roads and signals, were to-day put through an examination at Hazebrouck by a French Railway Inspector. All the men passed the examination, and were complimented by the Inspector on the knowledge they had gained and displayed.	
			Strength. With the exception of week-end leave - there is no alteration.	0813

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Reselhoek BELGIUM	13/4/18		Weather. Yesterday the atmosphere was very murky & slight rain fell. It is milder today but still misty	
			Traffic. No alterations	
			Strength. Our Daily Parade State for the 14th shows	
			(Aust.) Hospital 4 Leave — Duty 252	
			do. (British) Roads do. 1 do. 57	
			Total duty 310	
	15/4/18		Weather. Cloudy & very cold.	
			Traffic. Very quiet. A few more direct Tanks were picked up from the South Coast Detraining siding and worked out during the day.	
			Our R.O.D. 44 return for the week ending yesterday Total loaded Trucks — Troops 1613 Ordnance 421, Construction 240. The Total loaded Kilometres were 20822.	9813

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Reselhoek	16/2/18		Weather. Severe frost – Bright day Traffic. No alteration Enemy action &c. Very heavy bombardment proceeding Strength. Four men are in hospital & eight on leave leaving for Duty 244.	
BELGIUM	17/2/18		Weather. Frost again and a clear day Traffic. Limited. The morning troop service has been cut down to ten trucks, and the service will cease to-morrow Enemy Action. The first night raid overhead since New Year's Eve took place at 7 p.m. The enemy planes were few and were apparently driven back by our planes. Few bombs were dropped. Strength. With the exception of two more men on leave there is no alteration to report.	A813

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek	18/2/18		Weather - Frost, Clear day.	
BELGIUM			* Traffic. The morning troop train service from this Depot to Wieltje has been discontinued. The Labor boys in whose interest this train was run have been moved to other fronts.	
			Enemy Action. Very heavy bombardment proceeding in the early morn - forward stations untouched	
			Strength. In accordance with instructions of the Officer supervising collection Aust. Emp. Historical War Records. This will be shewn graphically for the future in a monthly record	
	19/2/18		Weather. Frost. Bright day.	
			Traffic. Very quiet. The Bone breaks-down gang with crane was worked through to E 8 (Colverdinghe) to recruit several badly derailed trucks.	
			Reinforcements. The first of the directly enlisted railway	0813

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek 19 Belgium	~~18~~ 2/18		— reinforcements arrived to-day. 1 x 2 Cpl Hunter 1 x 2 Cpl Guard 2 Sapper Firemen. 3 Sapper Guards.	
	2/18		Leave. Positions in the first three weeks of leave were balloted for to-day.	
	2/18		Weather. Raining slightly	
	2/18		Traffic. Continues quiet.	
	21/2/18		Weather. Fine clear day. Traffic. Every section to St Jean & Wieltje is quiet. The head of the line is still to be found a little South of St Julien, and no extension is yet possible.	
	22/2/18		Weather. S.E. wind. Rain threatening R.O.D. 44 - Traffic etc. A copy of this return will be enclosed in future - and the diary reserved for general comment or review in this our name.	

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(14)

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WAR DIARY
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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Reselhoek			Weather. Mild.	
BELGIUM	23/2/18		Reinforcements. Three men marched in to-day, bringing our strength up to the establishment of 266 NCOs men & 3 officers	
	24/2/18		Weather. Continues mild. Awards. A Special Parade was held this morning at which the following members of the unit were decorated with Meritorious Service Medals:-	
			No. 847 C.S.M. H. Hockney	
			853 C.S.M. A. Wallace	
			870 Sgt. S.C. Spence	
			3012 Sapr. P.L. Jackson	
			Reference has already been made to the actions for which these decorations have been granted. In the case of C.S.M. Hockney the extinguishing of a fire at Bruilers on the 3 Jan 18	OB13

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek BELGIUM	24/2/18		— a Dump of 18 Pounders being afire - caused by an enemy aircraft bomb. The other awards were for extinguishing the fire at the Zouave siding Dump - St Jean, which blew up, causing many casualties. Capt Morgan and the officers attending congratulated the recipients upon the recognition they had received.	
			As a football team & its supporters from the 11th Battalion A. I. F. were due the O. C. secured the Parade from Church attendance.	
			The Game which took place in the afternoon was vigorously contested; and resulted in Ase a victory for the ~~5th~~ 11th. Capt Coombs was in charge of the visitors, and it was both an honor and pleasure for our men to have this opportunity of entertaining these fine fellows of the fighting forces, amongst	D.B.13

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek Belgium	24/2/18		-whom they had many personal friends & relatives.	
	25/2/17		Weather. Raining.	
			Traffic. The 363rd Siege Battery's 9.2 Gun was placed in position at E7 (Elverdinghe) this morning. This position has not been occupied for some time. The dugouts in that neighbourhood are now in much better condition than they were when occupied by Batteries last year — as they have now been substantially ballasted with mine earth.	
	26/2/17		Weather. Wet.	
			Enemy Action. During the night, the vicinity of Reigersberg was shelled. It is now some time since this neighbourhood attracted the enemy's attention. D.H.S.	

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(17)

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek BELGIUM	27/2/18		Weather. Mild - light rain Traffic. Sometimes quiet. One enemy was engaged from this depot to-day by the 113½ Construction to work a train over the section to salvage all nails etc lying along the lines Enemy Action. A few shells were dropped in the neighbourhood of Ypres Tours. Reinforcements. The seven men who arrived here on the 19th inst. have been granted transferred to the 35th (Aust.) B. G. R. O. Coy - for which unit they were originally enlisted as reinforcements. Six left to-day the seventh was admitted To hospital this morning.	
	28/2/18		Weather. Mild. Traffic. Copy of R.O.D. 44 for week ending to-day is attached herewith.	D813

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Peselhoek	28/2/17		R.O.D. Workmen. The party of men who have been	
BELGIUM			learning the French Roads & signals, and were	
			subsequently put through a theoretical examination	
			at Hazebrouck by a French Railway Official, have	
			now to go to Boune at the rate of one per	
			day to be practically examined by a Tute over	
			some of the French lines. Sgt Hardie left here	
			to-day for that purpose	0813

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
			Monthly Review.	
			Health. Although the fine record of last month has not been sustained, on the whole, the health of the Unit has been excellent. The mild weather which distinguished January continued through February excepting several severe breaks, which brought at Times frost or fog and cold winds. The sick parades appear to reflect these sudden changes, and the average goes up from the .4 of last month to 2. per day - or excluding dental 1.5.	
			Eight men were admitted to Hospital, four of whom have been discharged	
			Discipline. Generally speaking this has been very good. Four minor offences were dealt	0813

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
			– with. Failing to salute an officer. Disobeying command of superior officer & 2 cases of absent from camp without leave. Reprimands and forfeitures were awarded. A case of alleged pilfering will be the subject of a court martial at Boune on the 2nd inst. General. Owing to the quietness of the traffic & railway working generally, a number of men have been employed in levelling & clearing up ~~gener~~ round the camp etc. Other activities such as the formation of a Band etc, have been encouraged and assisted from the regimental funds. At least one football match per week is played against transient companies that happen to camp in the neighbourhood. All this assists to keep the	A813

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(21)

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
			Spirit & morale of the men on a high level, and they are in good "fettle" for whatever demands may be made upon them in the 1918 campaign.	
			Appendices:- Strength (Duty) Graphs for February '18. R.O. D. 44 Returns (3)	
			(With original) Specimen copy "Programme of Special Traffic" or S.T.N.	
			(Copy of Diary) (only). Circular No. 20 "Instructions to Blockmen	
			D B Bolton Lieut Act O.C.	

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18,000-12/17-872

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WAR DIARY

OF

59th (Aust.) B. G. Rly. Co.,

FOR

February 1918.

LIST OF APPENDICES.

No.	Subject.
1.	Strength (Daily) Graph.
2.	R. O. D. 44
3.	Returns of Traffic
4.	& Loco. Statistics etc.
5.	Specimen Programme of Special Traffic on S. T. N.
6.	Circular 20 Instructions to Blockmen.

D.B.B.

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of his battle with the gallant lads of the trenches, whose deeds have immortalised the name of Australia, and consecrated for ever in the memory of their countrymen many a battlefield in war stained Europe.

Though this story may cover operations, which in comparison are but ordinary, there is the great Homeric struggle, in the future salient as the immediate background giving color and interest to all the work undertaken by the company.

Anatole France has written in "The Red Lily", a novel published some years before the outbreak of this war, that in the next great war the railways would be the governing factor, and the real generals would be stationmasters. Our stationmasters might not claim to be generals, but nevertheless, the observation of this great writer is substantially correct. In Europe, in every part of the world where the war holds sway, developments confirm the outstanding importance of railway transport and operation.

Railways make for victory; and it is no exaggeration to say every detail of their operations under the present conditions may be recorked

with advantage, providing possibly valuable data for their better organisation as a branch of the national defence system.

This record aims to embrace therefore, every phase of the Company's operations. It relates particularly to the experiences from the arrival of the boy at Peselhoek on the 12th June 1917 to the end of September 1917; and generally to the conditions of the work.

Location of Depot and Section.

PESELHOEK is the headquarters of the Company. It may be found by reference to French Map BELGIUM Sheet 28 NW, the position being A 21 a 6.8 about three kilometres North North East of Poperinghe.

The village is about half way between the depot and Poperinghe. A couple of estaminets and a few farm houses where four roads junction — two running out from Poperinghe, one thence to Woesten, the other on to International Corner, St Sixte and Westvleteren. At the junction of these last two roads, will be found the station and headquarters of the Company

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Our own men started the train which brought the Company from Audruica on June 12th. Sgt Doc was the driver with Fireman Bennett

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Part II

History of the 59th Australian Broad Gauge Railway Operating Company

The history of the active operations of the Company does not lend itself to those heroic descriptions which fill the records of the fighting forces. Nevertheless, as with most of the services which attend the army close to the line, there stands to its credit the successful performance of duties which call for endurance, and a stoicism worthy to rank amongst the annals of our immortal armies.

The letters "R.O.D." (Railway Operating Division) which mark so prominently the Broad Gauge engines operating in the British sections in France and Belgium, has been occasionally patterised to mean "Right-out-of danger". This has not been true of the 59th Company. There have been many incidents which testify to the fact that the Coy has been continually "Right in danger" incidents which tell of heroic conduct, presence of mind and concentrated effort under nerve destroying conditions which will always stand to the credit of the Company, and to which every member may refer with pride knowing that there lies the standard

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We detrained like pioneers in a virgin country, except that the tents pitched by the advance party were there to receive us. The woods and hedges round shut out the war stained countryside, and the guns for the while being silent, appeared to have located us an ideal spot — shade, rather too fresh, screened by a hedge nearby.

The first messes had a picnic-like flavour served upon the trunks of trees but recently felled.

A little field of oats, not more than an acre, separated the camp from the station yard. On one side a thick hedge and some well matured trees shut off a large farm house with an outlying camp in its "backyard". At the rear of our camp and the other side, bush and brambles, with young oak trees in all the glory of mid-summer, provided a picturesque background for the tents. A little discordantly the engines and trucks which filled the yard comprised an effective fourth wall to our little corner in the scheme of things.

The railway yard consisted of five lines. Between the third and fourth line a roughly built platform had been erected. The sides consisted of corrugated iron, supported by green pine posts, and topped by

made earth was used for filling. This platform was about three feet high and two hundred yards long.

Our section is known as the Midland line and runs almost parallel with the main Belgian line from Poperinghe to Ypres - Boesinghe line at Reigersberg near the Yser Canal. the distance of the main line being ten kilometres.

Previous to July 31st daylight working was extremely limited. Hospital Farm, half way between Peselhoek and the canal marked the boundary. Beyond this point one entered a shell swept area, where the field artillery occupied every point of vantage for cover.

After the successful push in the early days of August, the line was rapidly pushed on to Steenbeek. Here a very big yard has been laid down. Occupying as it does an historical site, it may be pictured in the following lines.

The station is half a mile North-West of the village, now but a mere name. Reference to the French Map will find its position at C 28 b. Belgium 28 N.W.

It lies on the lower slope of the famous Pilkem Ridge, making the most of the little protection

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362 which affords from every observation, at the same time being sufficiently high for good drainage - a consideration not to be overlooked in this country.

Around a land of desolation extends, which the fleeting glamour alone attempts to redeem. As it sweeps on like a wave, breaking at last near the mercilessbattleline pitifully weak against the ploughing explosives, and disintegration of an army entrenching. Scarred by shells, slashed by hundreds of tracks & roads, nature proclaims her humanity in those soft green blades, so valiantly mantling the graves of heroes, so bravely striving to drive a wedge of beauty between earth and hell..

On Pilkem Ridge, St Jean Nation challenges the enemy, and symbolises more practically than any other thing upon a battlefield, the attainment of a great victory.

Further on to St Julien the line is being pushed on by the N.Z. & Australian Div, through mud and slush, knee-deep, and under continuous shelling. Their work is worthy of record, for they have suffered and endured much

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Adaptation of the Company to the requirements of operating the Section.

Passing on from the introduction, the more intimate arrangements of the Company may now be considered.

The unit as established had immediately to be adapted to the requirements of operating the section.

A comparison of the our comport. ment with that of the British Broad Gauge Railway Operating Coys may first be noted.

War establishment of Broad Gauge Railway Operating Companies

Classifications	British	Australian
Blacksmen	34	8
Boiler Washers	2	-
Coalmen	2	-
Callers-up	1	-
Clerks	6	8
Controllers	2	2
Cleaners	12	-
Drivers	52	92
Firemen	52	92
Guards & Brakemen	42	-
Number Takers	5	-
Porters	5	-
Orderlies	5	-
Painters	2	-
Shunters	30	-
Steam Raisers	2	-
Station Masters	9	10
Timekeeper	1	1
Blacksmiths & Assists	-	16
Fitters " "	-	16
do. Brake " "	-	16
do. Tube " "	-	8
	264	269

The Establishment apparently was not originally designed as that of an Operating Company.

In taking over the section it was necessary to find men who were suitable for a large number of posts which had not been provided for. The works of preparing a camp, erecting huts, cook-house, storerooms etc., required a fairly large working fatigue party. In addition there were the usual camp duties for which men were required. These demands were met from the personnel, later as the call upon the locomotive running staff increased, Chinese labor was employed for practically all general fatigue work, including the loading of engines and cleaning. The introduction of Chinese labor took place on August 22nd.

It was necessary to detail men for duties in the Control cabin as telephone operators and orderlies. Blockmen had to be installed at various points. Pilots, shunters etc provided for working the station and traffic; and undertakers. None of these positions are provided for in the Establishment. Most of these posts were filled by the younger firemen, whose familiarity with railway working greatly helped them to an understanding of their new duties.

As the section extended to Mt Jean and beyond more block cabins were opened, and engine drivers were placed

in charge of some of these. The demands however, upon the staff available became too great, and failing Australian reinforcements, it became necessary to borrow men from the British R.O.D.

On the 21st October sixty men were attached to this unit.

This was expected to be a temporary convenience. The contention made by the O.C., Captain Morgan, in a letter to the A.G. 3rd Echelon as follows, may be recognised and his request granted if the Australian identity of the Company is to be preserved.

"Re establishment"

"To remain within the limits of our "War Establishment, and still comply "with the heavy demands of traffic "on the Midland line has caused me "great anxiety of late, and I am "compelled to ask your for authority to "increase my unit to 350.

"The establishment as laid down on "leaving Australia was not adequate "to the work as provision was not made "for certain classes of labor that are "inseparable from Railway Operating "i.e. Guards, Shunters, Blocksmen etc.

"The English establishment includes all "these, but differs from ours in that "we provide a very necessary mechanical "staff for light repairs which is not to "be found in the British

"On consideration I am sure you will agree there should be a good proportion of Guards and Shunters to Engines; and the absence of these, as well as Blockmen, constitute our chief difficulty.

"The traffic is increasing with the almost daily extension of the line - the returns for yesterday 21.10.17 showed us as handling 783 wagons in and 834 "Out" - "total 1617 -, and generally the work having outgrown the capacity of our own unit, I had to borrow from the R.O.D. mostly men to act as Guards & Blockmen etc.

"This you will recognise as is not desirable, as the Unit loses its individuality with such a large dilution of attached men, whose methods of working are not always familiar to Australians.

"The addition of about 80 guards shunters and blockmen, bringing our total establishment up to 350 would constitute a well balanced company and I hope it will be agreed to.

If the establishment of Railway Operating Companies becomes a recognised branch of the Australian defence systems, it will be abundantly evident that the present composition of the Australian Railway Operating

362 Company does not meet the requirements of their work. It should not be necessary to use technically trained men for work of a quite different nature. This particular Company has adapted itself to all the demands of operating a section, speaks well for the intelligence of its members, though the work done might naturally have been improved upon if the establishment had really been that of an operating Company.

Engines

Six of the Midland (England) Co.'s engines were taken over by with the Depot on the 12th June. They were numbered 2749, 2751, 2762, 2763 and 2764.

Although these engines were very old, and had already done considerable war service, there was plenty of work still left in them.

Naturally operating in such an advanced position as this section was, particularly in June and July, they were always liable to mishap, or "damage" by the enemy. It was only right that better engines should not be risked, but, nevertheless, it placed a heavy strain occasionally both on the mechanical ability of the drivers as well as that of the fitters.

The best of these midland engines was 2164, and consequently the most important work was reserved for it

On the July 10th arrived engine (Belgian) 3568 by the 3rd was made available. Engine 2951 was returned to Bonne. This arrived engine was of much better power than any of the others in the depot. although many repairs were necessary, some of the best work accomplished has been done by this engine.

Five London & North western. Company light engines were next received. 2403 and 3092 on July 20th, and 2347, 2425 and 1340 on July 28th.

These engines were detailed to the use supplied to be detailed to the use of R.E. construction boys. occupied in the maintenance and extension of our line and spurs.

They are provided with, dispirators to pick up their own water, available hereabouts from shell holes, creeks and pools, which saves a great deal of light running back to the depot for water supply.

All of these engines were received in very poor condition, and until ~~all~~ the necessary repairs could be effected, were a source of continual worry and anxiety to the locomotive staff.

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Another Belgian engine of the 3rd Wks type was received on September 6th in place of 2741 returned to Base. This increased power was necessary to cope with the growing demands of the traffic.

Engine 932 was received on October 2nd. It is of a very quaint design - double frame and peculiarly modelled fire box and chimney stack. Although a powerful engine, this advantage is largely lost owing to the very poor brake power. There is an apparatus for adjusting the blast pipe cab from the engine cab. The drivers generally view this machine with disfavour, and is satirically referred to as the "U. Boat".

Engine 3779 received on October 2nd and 2867 which came along on the 12th idem are Belgians of the 3rd Wks type.

No. 1511 to hand on November 18th is an American - Baldwin make. Being a saddle tank, and with bogie wheels is an ideal engine for operations where spurs and curves are so general as on this section.

Two petrol engines were also attached to this depot. One was detailed to stand on a heavy gun with one of the Siege Batteries. The other was utilised for the maintenance work, although only small loads could be moved by these machines.

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The best has been made of a lot of worthless third rate engines, and that best has succeeded in accomplishing the work required. The fitters share with the drivers the credit of keeping these engines going and securing the maximum service possible

Power.

Practically all the coal used is imported from England: Supplies have been regular and ample.

Water. The Jordan River is the source of locomotive supply for this Depot. Pumping stations, at the River and Intermediate Corner, raise the water through a pipe line to our overhead tank.

For several months this pipe line was simply laid on the surface, and whilst the enemy were at the closer range previous to August, it was continually being broken by shell fire. In addition to this the pipes were often leaking, or else there was a breakdown at the engine stations, often at critical moments when important traffic was moving.

The capacity of the tank at Peschhock is only 4400 gallons,

also sufficient to fill two tenders of the demand on our engine power during July August & September was so great that this supply was quite inadequate. Consequently delays were unavoidable, often at critical times. A tank of at least 20000 gallons would have been necessary to adequately cope with the traffic demands.

For a while a synnyweather Pump was installed on the Poperinghe Canal Bank where the line crosses, and the engines supplied there. This water, however, was very unsatisfactory, being either too salty or too mineralised resulting in the engines priming very badly.

This Pump was removed to the water tank, and there used for washing out; and also for keeping the overhead tank filled from a couple of auxillary tanks, which were added to the plant in September.

The tank erected at Proven in November is supplied from the Yser Canal. The pumping station is situated near where the railway crosses the Canal about a mile North of there. This tank has a

capacity of 10000 gallons, and mounted on an iron framework stand some forty or fifty feet high, it provides an excellent landmark, which may be advantages the enemy both for observation purposes and air reconnaissance

It is understood this elevation is designed to force the water through an extended system in the direction of St Julien.

"Permanent Way" Construction

This built under war conditions, particularly those which have to be pushed forward in spite of the continuous shell fire of a powerful enemy cannot have that solidity and safety guaranteed, which is so important in a broad gauge system.

Railway working is a delicate operation, and even provided the most secure running tracks, there still remain limitless chances of mishap. The "Permanent Way" is the basis of security.

The "muddy fields of Flanders" are before us, in an Autumn of exceptional rainfall. A treacherous soil to hold light ballasted tracks.

The initial ballast used is sand. Through badly drained ground a foundation of brush and mine earth is laid.

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Sand for both the Broad Gauge and the Light Railways is trucked forward from [redacted] immense areas. The dune country North of Dunkirk, of which Shrapnel is the main railing point provides practically all the sand used on this portion of the front.

As a preliminary, sand provides a very satisfactory bed for it settles down evenly as a rule.

After heavy rain, however, these rails have a tendency to spread, and unless a heavier ballast is used such as mine earth, continual attention is necessary, requiring the services of a great number of men.

Prior to the ballasting of the Poselhoek yard, derailments were an almost every day occurrence. On one day after very heavy rain, there were no fewer than fifteen derailments. Under such conditions, ballasting became a matter of urgency, and the 268 R.E. boys were detailed for the work after the rails had settled down in their new bed, little further trouble was experienced.

Another source of weakness are the green fir sleepers, which do not hold the spikes too firmly against the heavy strain applied, particularly on the sharp curves of short spur lines.

Our guns carry very heavy traffic. are heavy proposition, and when every night they have to be kept with trucks loads of ammunition, the continuous strain may be realised.

During the period from to July 31st, the work in connection with the heavy artillery formed the most important part of our operations were not equal to the strain. The tracks had only a sand ballast, excepting of course the gun pits, and the points and curves were usually laid on green sleepers. Under these conditions the nails often spread, and consequently many derailments occurred. Fortunately the engine crew were usually able to detect without much delay, and R.E. patrols soon remedied the defects. In serious cases it was necessary of course to call out the Breakdown Gang.

It might be suggested that our such important parts as gun pits

points should be ballasted with the mine earth; and more matured, substantial, or "treated" sleepers used. The ballasting of the curves also might be reinforced with mine earth. Expediency and efficiency would in this way be achieved

At present and in future years which have latterly become the most important of the sections were ballasted with mine earth as soon as the tracks were laid, and the experience gained at Peelhook may have had much to do with this. The few derailments which have occurred near those sections have been where the tracks had only rough ballast, and consequently the rails had spread

Most of the rails used are second-hand - removed from lines out of use in England etc. These rails 80 to 80 lbs to the yard, and answer all requirements.

The gauge of the Broad Gauge tracks are all 4' 8½" in the advanced sections. The Tramway lines are slightly wider, but the same rolling stock is used over both lines

Generally speaking the lines have proved serviceable. However, this much criticism or suggestions might be submitted. A substantial ballast should

reinforce the sound as quickly as possible at important points and curves. When man power is a consideration this need is more emphatic. With a purely sand ballasted track a maintenance staff of exceptional strength is necessary, and where there is a multiplicity of services behind the lines, such as the modern war entails, every improvement in construction or organisation that will eliminate the wastage of man power must be considered.

Nature of Traffic

Ammunition, sand & mine earth have predominated in the traffic, all classified for records and returns as "British military". No "civil", "French" or "Belgian" military being handled. The service being that of an "advanced section", concerned only as part of the British offensive in the Ypres salient.

Sand has been worked through to the head of the line since the opening. Near the Ypres bank along the old Belgian line running North from Ypres, hundreds of trucks were dumped during June & July

This work all worked through at night; and in spite of the heavy shelling of that neighbourhood there so continuous, no mishap of any serious consequence occurred.

Another bridge across dump was at the Kortebeek Branch, near Vlamertinghe. This was solely for light railway requirements.

Apart from the demands of the Broad Gauge, the light railways took all the supplies from the railhead.

Mine earth served the same demands.

Stone or macadam, in some quantity was worked through mainly to Elverdinghe (E8). Here after being dumped out, it was taken over by the Road Construction and Maintenance Corps. Later this traffic was diverted to Poperinghe, where more advanced railheads were laid.

Ammunition was received at Reselhoek in train loads. After Ordnance office, it was stacked and marshalled in the most convenient order for placing at the various dumps and gun pits.

Some of the most important traffic operations were the placing of the heavy guns in the various spurs, and the Tanks at the North and South Detraining ~~Station~~ sidings at South Loop.

The 63rd Siege Battery was at M1., the 18th, 333rd and 337th Siege Batteries at the Trois Tours spurs. The 45th had a 9.2 Naval at E7 - Elverdinghe, the 343rd at E5, the 128th at K.O.C, and the 104th at M1. These were the principal batteries operating ~~...~~ though other batteries with large naval guns were worked in and out as the enemy fell back.

Other traffic was mainly R.E. construction stores and material. Very few troop trains, except Construction Companys were run previous to November.

On July 31st a train of German prisoners was despatched. This train consisted of about fifty covered trucks into which were placed some 2000 men. Further train loads left from the depot adjacent, under R.O.D. control.

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Traffic - Systems of dealing with

Traffic is classified for R.O.D. purposes under the following headings:-

Troops
Reinforcements and Remounts
Supplies, Ordnance & General Traffic.
Construction
Ambulance
French
Belgian
Civil

As stated previously, the Company did not work any of the French, Belgian or Civil traffic on the Midland. Prior to the 31st July the traffic was almost solely Ordnance and Construction.

Our "Ordnance" traffic was practically all Guns & Ammunition. "Construction" embraced everything necessary for railway and road building - sand and mine earth making up. The bulk of the loading. The only troops moved in the first months were those of R.E. Construction Companies, going and returning to their work.

At every railhead or distributing station a Railway Transport Officer

(earlier recognised as the "R.T.O.") is established who arranges all traffic movements. Thus for instance, in the case of a train of mine Earth, which might be for one of the Broad Gauge Construction Boys working at the head of the line or elsewhere on the section, he would simply advise which boy it was for; and we would then place wherever the Construction Boy desired. In the case; however, of a train which had to be unloaded at a given place the material being for the light-railways or Road Construction Co., arrangements for labor to unload would be made by Area officer, and the labor boy most likely would join the train at Peselhoek, the engine remaining with same and returning with the trucks when unloaded.

In the case of ammunition trains, the Ordnance office would mark off the trucks for the various destinations, which would be sent out Divisional and Corps Dumps, then a "Movement Order" would be issued by the R.T.O.

Trucks would then be marshalled in the most convenient order. The "control" would then issue a special train Ticket. These P.4. Ms

were numbered in order, and directed how the trucks were to be placed, giving approximate time of departure and arrival at the block cabins and destination. A copy was issued to the guard, and the blockmen advised by telephone.

Owing to the nature of the working, and the frequent delays occasioned by lines being continually blown up, arrangements for working the traffic through had to be left largely in the hands of the blockmen in charge of the sections. As the main line extended, however, and the numerous guard posts in the nearer sections were cut out, the control office at Peselhoek was able to systematise the workings to some extent, and the train Board which is in general use by the R.O.D. was introduced.

This is an American idea & the design of the first one used is indicated below:

TRAIN BOARD

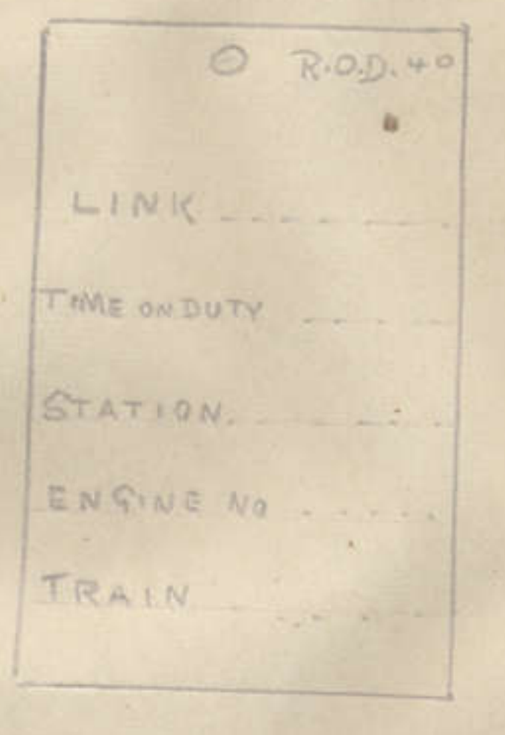
Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Trains Reported - From Proven Borne	✓	2	✓	✓																				
Peselhoek																								
South Loop																								
Hospital Farm																								
Arrival Farm																								
Reigersberg																								

– The numbers represent the hours of the a day as in French or Continental time, reading which, by the way is used in all railway working here, whether French or British

against each station and in each column are pegs.

Three small tickets are used

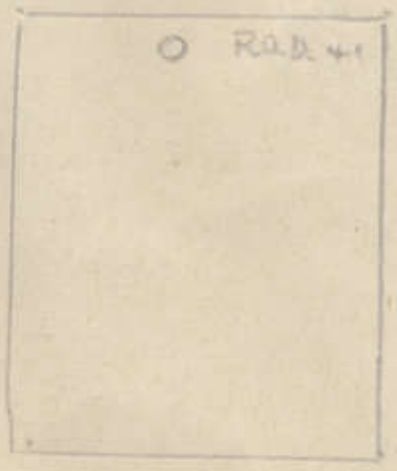
Diag. 1.



One as above illustrated being used for the engines.

Against "LINK" the engine's number which is to be replaced. "TIME ON DUTY" is the signing on time of the crew. "Station" being the engine depot. "Engine No" the engine represented by the ticket. "Train" the number or composition of the train.

Diag 2.



This is a blank ticket, size as illustrated

the number of trucks and loading is shewn on this ticket.

To illustrate the use of these tickets. An engine on traffic at Peelhock waiting a loading would be represented by a white ticket; as Diag 1. An engine waiting for the signal to leave with a loading ticket & engine ticket on the same peg in the home column and opposite Peselhock, and when the train moved off the tickets would be moved as it was reported from each section.

The bloatsmen advise the times of arrival and departure and a special sheet record is kept.

Subsequently this Train Board has been used only for the engines. The loading tickets have been used on a map board with pegs at the different sidings.

The advantage in this change is that the running of the engines can be followed more closely, and also there is less chance of confusion with the loadings. Reference to the map will show that the number of spurs and sidings limit the application of ordinary experience.

"Safe working" governed all operations between sections, but "Permissive working" was discontinued in October, and

"what is known as the "Absolute Block" came into operation. This permits only one train to occupy a section at a time, even if it is off the main line and working in a spur or branch. This was responsible for occasional delays at first; but the addition of more block cabins in these sections, the intricate working of the line was facilitated, and the highest degree of safety attained

Tribals R.O.D. 40 & 41. Train Record sheets attached for Aust. Record Office

Rules - working.

For the Australian War Records Office, copies of R.O.D. 38, being "Extract from General Regulations - for signals on the Northern Railway of France", and R.O.D. 37 being "Extract from General Regulations - for Engine Drivers and Firemen on the Northern Railway of France", also "Railway Operating Division (Working Instructions)" are included herewith.

Working on an advanced section, independently as we were, we followed the rules of our own State railways where special rules were not given. Of most importance were those

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per Advanced Working, which read as follows:-

1. Engine whistling on the Advanced sections of Middlekerke line, beyond Poselhoek, is strictly forbidden.

2. All engines must be sheeted from dusk to dawn.

3. Trains must be propelled from Poselhoek.

4. Engines will carry small red tail light only - the Head lights being extinguished.

5. The Guard must ride on front of first truck, and when necessary signal back to drivers as follows:-

One white light - Go forward - or line clear.

One green light - Proceed with caution.

One red light - Stop.

6. No lights whatever to be shewn in the direction of the enemy.

Except in the forward area these rules were relaxed as the enemy was pushed back on Paschendale.

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Rolling Stock.

This is mainly owned by the French Railway Companies.

The ownership of the wagons is indicated by the letters or words, such as "P.L.M.", "EST", "Quest", "Nord", "Midi", "SUD" for the private companies. "ETAT" for the French and also for the Belgian "Military". "W+D" for the English "Military", included in which are a number belonging to English Companies, such as the Midland & L.Y.N.W.

Some Italian wagons, marked "Italia" occasionally appear; and German wagons are numerous, though many of these have been immobilised.

One feature for comment is the open brake vans, which are a novelty to our Australian experience. They do not indicate a consideration of the climate, and certainly would be unpopular even in the temperate climate of Australia.

Practically all the Continental stock is old and war worn. As far as possible repairs, often difficult, were made by the blacksmithing staff. Minor repairs were done by the examiners.

It may be truly claimed that everything possible was done to keep the rolling stock that passed through this depot in the most efficient state.

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Fitters and Blacksmiths

The contributions of this staff to the successful operations of the boy has been considerable

The Fitters whose whose fell the work of derailments have shared the advanced workings, as subsequent account will show.

Their working plant has been very limited. 2 x 30 ton Hydraulic jacks, and 2 x 25 ton Engine Screw Jacks. This was added to by salvaging some steel ropes and snatch blocks. Ton retaining engines. They were little better off. With no shed or pits, and only a pair of wheels, and improvised minor tools, many difficult repairs were executed.

The blacksmiths made all their tools from pieces of German shells which exploded in the vicinity. All demands on their staff was capably met and nothing was sent to base depots, even to the re-tyreing of engine wheels, which could be possibly be done here.

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Work with Construction Coys R.Es.

In addition to the work of operating the section, Engines and crews are supplied to the various R.E. Construction Companies engaged in extending and maintaining our lines.

The principal Company calling for services in this regard was the 264th. The O.C. Captain Cook, by the way, was an Australian.

This Company, previous to the advance of July 31st, was responsible for the maintenance of the permanent way, and the extension of sidings and spurs.

In their records are to be found the full history of the marching out of the lines which was such a frequent occurence before that date.

Associated with them our engine crews and guards had many exciting experiences, and in spite of the number of casualties sustained by this Coy, our men during this period at-least, had the good fortune to get-through safely

When the first move forward on the 3rd July took place this

Company had orders to follow up as closely as possible with the construction or extension of the line.

It will easily be realised that this attracted very heavy shell fire from the enemy, and severely tested the nerve and skill of our men.

In these excessively wet Autumn months, it may justly be said that the titanic efforts of the fighting forces around Paaschendale, struggling through shell holes and water, through inconceivable mire and bog to the almost secured goal, are largely supplemented by the men who are laying the permanent way of the Broad Gauge which now traverses our through rd Julien.

Construction work, under far harsher circumstances, is not without special difficulties for the engineers; but where the country here is considered, torn by shell, lashed almost to one huge quagmire, the task of the engine crew moving over an unballasted road - often derailing - under excellent enemy observation, for not a scrap of cover has been left-

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— well, the imagination need not be strained to appreciate the situation. It was during the period of their attachment to the 264 Coy that Sergt W. J. Foley, Cpl J. Sheridan & Sapr. J. W. Gardiner, earned their military Medals.

This recognition supports what has been written above, and although few others of our boy have not had as great a share of danger, their opportunities for distinction have not equalled those whose duties lay with the Construction Companies.

A great portion of the line, which is now the advanced section, has had to be laid by the men working up to their knees in mud & slush. These conditions called for a stout heart and a strong arm; and when, as frequently happened, they were subjected to heavy shelling or bombing, heroism, pure & simple describes the action of those who held to their task. no long as we have pleasure in recording this tribute to them.

3/5

lo and 362 Organisation

The setting out of the camp did not follow any lines of military uniformity. Accommodation was first provided in tents. The "lines" had to be arranged to fit in with amongst the bush and fallen timber.

As twelve men were messing and sleeping in each tent - those who were on night shift and had to find sleep during the day were often disturbed. This led, on their own initiative, to a large number of the men building small huts, or humpies - to use a familiar term. Scattered round amidst the trees, the settlement had the appearance of a goldfields township. It typified the backblocks of Australia.

Five Nissen Huts were erected in August, and with two others which were already erected nearby on our arrival, the whole unit was comfortably housed. Immobilised covered trucks were adapted to officers quarters.

One hut was required by the canteen, and another utilised as a Sergeants mess.

A cookhouse and Quartermasters store was also erected.

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a specially appreciated feature in the Bath House. The water supply was obtained from a deep well nearby. This well had been put down in the early days of the war. when investigated the water was found to be in a very unhealthy state. Means to remedy this. A syenyweather Pump was brought into operation, and after considerable trouble, the well was emptied, and a gang of Chinese labourers were put on to clean it out. The liberal application of chlorinate of lime assured the purification of the fresh supply of water that rapidly filtered through. The syenyweather Engine was next employed to steam heat the water which it pumped to an overhead tank. From this tank pipes were connected with the bath house, where several sprinklers had been fixed. Thus was provided in certain hours every day a hot shower bath with a minimum of cost and a maximum of efficiency.

This well also supplied an abundance of water for general purposes. The water was made available by pumping to a raised

tank 362 placed conveniently.
Water for drinking however, had
to be brought from Abeele. For this
purpose there was a 5000 gallon
water tank on a specially constructed
truck - for, as named, the
"Transport de tous liquides"
88 Rue Lafayette Paris.

Food supplies were regular
Fresh meat & bread were available
nearly everyday.

Altogether there was little
complaint either with the food
or accommodation. There was
an atmosphere of freedom which
was an admirable testimony to
the confidence of the officers, and
to the sobriety and general
steadiness of the men; which was
the basis of that confidence.

362 General Review.

It is now time to present an account, necessarily condensed, of the "active operations" of the Corps on this section. Two distinct periods will be evident, that prior to July 31st, and subsequent.

The end of July saw the commencement of a great forward movement in the Ypres salient, upon which high hopes of decisive victory were built.

The concentration of men, of guns, of transport had never been equalled. Such was the assurance on every hand, and our own operations upon our Broad Gauge neglected the general activity.

Everyone was keyed to the point of high endeavor. The roads rattled night and day with the moving streams of transport. Overhead the whirr of the aeroplanes was unceasing, while our camp was immediately in the line of the observation balloons, one of which anchored a few hundred yards away.

Ammunition trains followed each other at such rapid intervals that often it was a difficult problem to get them emptied and away to avoid congestion in the yards and sidings. Then there were the tanks - all night operations - necessitating the greatest secrecy - and the hours of darkness were very short in those summer days.

A "baptism of fire", in the form of high explosive shells was our early experience - not delayed more than a couple of days after our arrival. Then regularly each evening a dozen or so 6" to 8" shells would land in the immediate vicinity. Fortunately most of these missed the camp, and the only real danger was from the flying shell splinters.

On the 8th June the enemy apparently had the exact range of the track. A shell struck the centre of the station platform, striking first a truck of an ammunition train in its course, and setting it afire. Corporal Rider cut off the burning truck from the train which

was 362 quickly promptly drawn away and an advance control promptly extinguished the flames.

The enemy continued shelling and a number of [illegible] covered trucks on a siding a few hundred yards down the line were made available as sleeping quarters for the officers and men. Dug-outs were built near the yard and availed of whenever the enemy's shelling became too severe.

Some of the most important and dangerous work was the placing of the 12" and 15" Howitzers on the "E" plans near Elverdinghe.

These operations were carried out under the supervision of Lieutenants Bolton and Johnston.

Scrub and shattered trees compose the woods which screen these gun positions. Every yard or so one may stumble upon a shell hole.

Only by continuously patrolling the lines hereabouts by R.E. Repair Gangs was it possible to keep them available for traffic.

Once a gun had been safely placed in position, there was the

problems of keeping it supplied with ammunition, but so long as the road held we never failed to get through with these "rations".

Nearer the head of the line, the R.E. construction boys were busy additional guns at Trois Tours and Brielen, the working of getting through material for them was also urgent, for there were always guns waiting on these new positions.

The heavy traffic placed a great strain upon the lightly ballasted tracks, and derailments were continuous.

The derailment of a 12" Howitzer at Trois Tours. Gave the break down gang (composed of the fitters of the Coy) a very heavy and dangerous task. These huge guns, weighing with their specially constructed carriages, between 80 and 120 Tons, are not easily moved, and the rapid rerailing of this "machine", with a meagre outfit was very good work. This operation took place in the early morning, and to prevent observation by enemy planes, our aeroplanes hovered overhead keeping guard.

4 2

H 362 months of June will always be remembered as a period when everyone in the Unit shared the common danger. Yet that danger was only comparative, for the men who were continually in the forward area, running the guns, ammunition to the enemy, who with searching shots scoured the course of our lines through the woods of Elverdinghe, past the Chateau of Gros Tours to the banks of the Yser Canal.

During this period no block-men's cabins could be erected, and every night our men were stationed at four telephone boxes, quite unsheltered, at South Foot and Hospital Farms, where they signalled the trains through. Scarcely a night past, however, without the wires, which lay along the ground, being broken by the enemy's shells.

The tracks were being caught continually, and often considerable lengths being blown up.

The following are extracts from the Control Notice Book which chiefly only to breaks holding up traffic

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It does not indicate the numerous breakages repaired by the maintenance boy - then the 264th Res - in time to prevent delay to our operations.

June 17 Main line
" 21 do.
" 23 300 yards blown up near Reigersberg
" No. 3 Dump line
" 24 Kortebek Branch
" No. 3 Dump line
" 25 No. 4 do.
" Elverdinghe line
" Main Dump line
" Main near Reigersberg
" Arrival Farm Siding
" 26 Main Dump line
" 27 do.
" 30 Main near Reigersberg
July 2 Ypres - Boesinghe line
" 3 Main near Arrival Farm
" 5 South Loop Detraining Sds
" Main near South Loop
" 7 Kemmelbeek branch
E + Gun Pits
" 10 Main near Dirty Bucket
" 13 Pottenhoek branch
" 15 Main line
do. near Reigersberg
" 20 Fort Vons Gun Pits

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July 21 Dirty Bucket Refilling line
train at Arrival Farm
22 train near S.R.P.

On June 30th the Tanks commenced to arrive. Before the end of July over 15.0 had been worked through to the North and South Detraining Sidings in the neighbourhood of South Loop. The Tank train usually arrived at Peselhoek by 9.30 p.m. and by the time our engine took hold it was dark enough to proceed to the destination.

On July 5th as the Tank train drew into the Southern Detraining siding, the enemy opened up a very heavy bombardment, and the train had to be withdrawn. The siding was blown up and numerous casualties occurred in the vicinity. when the shelling eased off, and the line was placed in order again, the train returned and the Tanks rapidly unloaded

It is a queer sight to see

These huge and weird machines
moving over ground thrusts to thrust
under their own powers until
they reach the ramps at the end
of the siding down which they move
to the ground.

The "Park" where the Tanks were
sheltered was adjacent to the railway
and the banks between South
Loop and Hospital Farm apparently
appealed to the tanks officers as
a good place to test the climb-
ing capacities of the machines.
Naturally the passage of these
heavy machines had a bad
effect on the line and this
diagram illustrates
how the lines were bent sideways
by the action of the caterpillar
wheels.

It was later decided to the right-of-way
soon altered this practice; and
sleepers were laid between the rails
and on each side, which carried
the tanks over when it was
necessary for them to cross, but

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as a bank to practise on it was "verboten"

We had a very great interest in these Tanks, through our working connection with them. Anticipation of their success was great. Unfortunately the weather set the ground against them, when the time for action came, and our association is only marked by a couple of incidents, apart from rail-ing them back over our section.

Phillips Gibbs records one in his earliest despatches covering the initial stages of the advance of July 31st.

Under cover of darkness the tanks were being moved up to advanced positions. At the same time our engines were moving ammunition etc. in great quantities to the forward area of the section.

On July 28th at one of the crossings an engine collided with a tank - result the engine derailed, not badly however, but it was credited, to the strength and invulnerability of the Tanks, by the War Correspondent

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He was not upon the scene to chronicle a subsequent collision. On this occasion it was the tank that came off second best - being overturned - thus accounts are square.

Speaking of collisions, these have been remarkably infrequent; and reference to the specially prepared plan herewith will show that the possible points of danger seem almost numerous enough to make a head on collision impossible.

From the third of July on the bombardment by the enemy of the neighbourhood of Ypres, Hospital Farm and Elverdinghe appeared to increase. Towards International Corner, where some heavy artillery batteries were located on the broad gauge railway, evening shelling was also severe - the result too being that very often the pipe line conveying our engine water supply, which came

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through the pumping stations there, were blown up, with consequent delay and congestion of traffic at the railhead.

On the night of July 14th the line was blown up at Reigersberg. The petrol engine was cautiously working forward, when without warning it was precipitated into the shell hole and had to be abandoned.

The Ypres-Brielen road which crossed the line nearby was crammed with moving troops and transport, and as the train crew were leaving the spot, shrapnel and gas shells came over in salvos from the enemy. The mules squealed, the drivers shouted, and a stampede seemed imminent, but a few minutes sufficed to collect the wounded and restore the order to the traffic. Within a few feet of our men an officer was knocked by a piece of shell which shattered his leg. They picked him up, struggled out of the shelled area until they reached the dressing station at Irish Farm.

The officer, who was still conscious,

through our the point of collapse, offered our men a 50A note, but they declined, saying they were Australians, to which he exclaimed as he lost consciousness "Ah! Australians again!"

Whilst the Petrol crew were under going these experiences, Lieut. Johnston with Warrant Officer Campbell and the break-down gang were engaged repairing the 12" Howitzer at Ypres - mention of which has already been made.

After finishing this job, the party returned to Poselhoek, but after rest, it was decided to go out and attempt to recover the petrol engine. This was Sunday morning, and being dull and cloudy, they hoped to escape observation.

Travelling as quietly as possible the break-down train safely reached the enemy balloons were up, and very soon shells began to "flonk" round.

The engine was ordered to return to Poselhoek and return by mid-day.

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The petrol engine had dived
head doiwn into the hole, and
and it was a very hard task
to extricate and rerail. After several
hours work, with the assistance of some
labor boy R. the engine was placed
upon the rails, and it was then
only a matter of seeking shelter
until the engine from Peselhoek
arrived.

The enemy shelling all along
the railway line to Ypres
had considerably increased.

The men who had been on
the engine for the first trip were
booked off, and the risks of a
second trip were now so great that
it was decided to call for volunteers
to take out the engine and bring
in the break-down van and men.

Driver Sergeant Goldsworthy and
Fireman Corporal Reeve volunteered.
At Hospital Farm Goldsworthy left
the engine and proceeded on foot
some distance ahead, to estimate the
possibility of getting through. Returning
he decided to make the attempt,
and was successful in getting through,

fielding up the men and wire, and returning safely.

all that day the evening continued shelling this section. That night a special gun and ammunition train left Peselhoek for Brabant Siding with 60 s.r. Burden in charge. The gun and ammunition was to be placed in position in the open for the 104th Siege Battery. It was a 12" Howitzer, and as the position was one of the most advanced in this section, special care and precautions had to be taken.

The night was very dark, but the flashes of the heavy guns with the thunder, flares etc, lit up the track at times with the brightness of day.

Approaching Brielen it was found that the enemy shells were being directed to the line, but in spite of this the train pushed on until several hundred yards from the Brabant Siding point, the line was found to be blown up, sixteen lengths of rails in fact being destroyed.

At the moment of stopping, the shelling was particularly heavy at.

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this shot. Pieces of shell were flying in every direction, and the flashing mud and clay was thudding upon the team.

The engine was heavily sheeted, and no lights were permitted.

After stopping, almost immediately, a shell struck a truck of ammunition adjoining the gun setting it on fire. In spite of the imminent danger of exploding ammunition, Burley cut off the gun, and the engine crew standing to their posts took the signal and drew the gun safely out of the immediate danger zone. Burley then attempted to extinguish the fire, but it had got too great a hold upon the truck, and his efforts to pull away the burning sides resulted in some bad burns to his hands.

This action of L/S.M. Burley's was duly reported to Headquarters and special recognition came in the form of a bar to the D.C.M. which he had won in the Boer War.

Corporal Livingstone the driver, 2/Corporal Parham the fireman and 2/Corporal Austin the guard were also commended in reports for the presence

of mind and courage they displayed on this occasion. A guard and this was blown into a shell hole by the concussion, luckily escaping with only a severe shaking.

Another incident of note was the blowing up of a truck of 12" shells at E4, and the disablement of the Howitzer there, on July 18th. The explosion scattered the heavy shells over a wide area, and a huge excavation swallowed up the tottering trucks which hung for a moment on its edge.

A vital part of the gun had been struck, and whilst an R.E. party built a deviation round the hole, our break-down gang were being called for the task of moving out the gun. The heavy bombardment of the position by the enemy continued.

Lieut. Johnston on arrival, found that the deviation was too sharp to permit of the engine picking up the gun, but the gun being on bogie wheels could be got round. This was done with steel rolls and pulleys - to which the engine was attached, and the gun then

brought safely into Peelhook.

The air was now full of rumours as to where the "Big Push" was to take place.

From the 26th July on, orders were to stand to, and be ready for all emergencies and demands upon our service

It was 3 a.m. of the morning of July 31st that the break-down gang was called out. An urgent message had come through, that an engine had been derailed near the Canal, with the imperative demand that no delay occur in righting it. Artillery headquarters of the "Heavies" was responsible for this message, and no time was lost in obeying.

For the darkness of that early hour one could sense the movement of a great army. From surrounding artillery camps came the tinkle of harness, the stamping of horses, with all the whistles and commands that controlled their vigorous preparation.

The train got out of the Depot in quick time. Meaning the

Potterhoek points a train under
control of L.S.M. Burley was met.
It was held up with a derailed truck.
This truck with engine was attached
to a gun, and it was necessary to
remain before either party could
continue. This was accomplished
and the canal zone reached.

The great bombardment by our
guns had started - and there on
the canal bank lies was the
helpless engine. Overhead the
screams of our shells mingled
with those of the enemy. Many
shells were dropping around us.
Speech was impossible. Fortunately
the task of re-railing was not difficult,
This accomplished, some empty
trucks were picked up from a
siding nearer the canal, and
as the train moved back, batches
of German prisoners commenced
to arrive along adjacent roads.

Many wounded men were
coming in, and these were allowed
to enter the trucks, and then
detained at a dressing station
clear of the danger zone.

From this date on, with the exception of the section which extends beyond the Somme, our general operations have been in comparative safety, though frequent bombardments of the line from Hospital Farm on occurred.

A heavy volume of traffic now set in which was mostly worked forward to the R.E. construction Cos at the heads of the lines, who were engaged in extending the Broad Gauge and Light Railway systems.

The engines and crews working with the broad gauge Constructing Cos were supplied from our depot, and the following short individual accounts describe the incidents when distinctions were gained.

Sergeant W. P. Foley with Corporal Coyne and Sapper J. W. Gardiner were attached to the 264 Coy R.E. - with one of our engines.

This boy was engaged in extending the B. G. line on from St Jean to St Julien.

The work had to be proceeded

with at night time on account of enemy observation and gun fire, upon which there could be little check during the day time.

However on September 3rd, during the day the boy hastily laid the rails and sleepers for four spurs, named H1, H2, H3, and H4. A number of casualties were sustained, but the work was so far advanced that when the night came everything was ready for the despatch of the first train of sand ballast.

This went forward as soon as the night settled down. Sgt Haley's engine propelled one portion of the train, consisting of nine trucks, and drew a further 21 trucks, which were "banked" by an additional engine sent from Peselhoek.

Good time was made to where the newly laid spurs diverged, a few hundred yards beyond St Jean. The enemy was shelling the vicinity even more vigorously than during the day.

Haley's engine with the trucks in front were detached from the rest of the train and propelled

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into the further shaw - H.T.,
whilst the other engine driven
by Corporal Livingstone with Fireman
Ryle and Guard Garvey pushed the
trucks attached to their engine
into the other shaw.

Over the bare wave swept ridges,
which rose beyond Mt. Pilkem ridge, the long line of
battle lit the sky, and earth with
a terror and magnificence which
to be realised must be seen and
experienced.

At times the whole operation
must have been perfectly visible
to the enemy for the illumination
was more constant than the
lightning of a great thunder storm -
so vivid in fact that one could
almost believe each shot was being
registered.

The clash of shell splinters
against the engine and trucks
mingled with the duller thuds
of the flattening clay.

With superhuman energy the
R.E. sappers worked at unloading
the trucks. This they completed
in record time, and no one was

coming when the word came
to pull out. The shells appeared
to be falling thicker than ever.
A battery had apparently chosen
the spot for its target.

Unfortunately, Foley's engine with
the empty trucks and never only
went a few lengths when several
trucks left the rails. The R.E.
officer promptly ordered the working
party on these trucks to join the
other train, the driver of which was
instructed to get clear as quickly
as possible

Foley was then ordered to make
every effort to reraid the trucks.
assisted by the fireman, Lovett,
Coyne and the guard Potter
Gardiner and an R.E. Sergeant
they set to the task.

There was no recession to
the enemy's fire. The trucks
were replaced on the rails and
again almost immediately. The
work had all to be done again

These spurs were to be
important gun positions, and if
the trucks were left they would

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provide such a mark when the day came that neither they nor the guns would escape complete demolishment, and as prospective gun positions they would be clearly known to the enemy.

Luckily the next attempt was successful, and the trucks held the rails. Thus after over two hours through a heavy and direct bombardment, these few men succeeded in a task, which required careful and skillful manipulation, in face of most imminent danger and under nerve shattering conditions.

Recognition was duly made in the form of Military Medals which were awarded to Sgt Foley and Sapper Gardiner and the R.S.M. Sergeant. Capt Coyne ~~has~~ shares fully the credit of this exploit, but the other men had been previously recommended for their part actions. Capt Coyne was subsequently severely injured by an aircraft bomb whilst with the 2/4 Coy R.E. and is still in hospital.

Corporal Sheridan who was also with this Coy as driver

from 362 August 2nd to October 30th,
was a recipient of the M.M.

He was recommended for the distinction for his action on August 30th, when out of his shift, he got through to the working party at the head of the main sap in split with an engine and trucks, and brought them safely back under a very heavy bombardment which had suddenly commenced by the enemy.

The section post Arrival Farm to Zero Lane was also being shelled and going ahead on foot found the line had been blown out in two places. Shells began to fall around the train, which the working party abandoned to proceed on foot, and Sheridan had to go back towards Regent to avoid being caught. When the shelling ceased off & the line was repaired, he was able to bring his train safely back to the Coy's siding.

In 362 writing this retrospective account of the most interesting period of the Coy's experiences since 1917, it is realised that many incidents worthy of record have been omitted. However, if it is held in mind that what has been chronicled in this summarisation is illustrative, and not exceptional, a correct conception of the nature of our operations will be gained.

Measured by the standard of definite achievement the unit may well be proud of its record. Through all those strenuous months, when upon our efforts some of the most important weapons of the "offensive" depended - such as the heavy guns and tanks - no mishap of any note was attributable to our working; the success which attended all our operations reflects credit upon every member of the Unit.

No life was lost, either directly or indirectly through our working; and whilst the Company has fortunately suffered insignificantly in casualties, that immunity has not been gained by any failure to carry out the work detailed, or any necessity to participate in the full measure of danger which was inseparable from all theatres of strenuous activity.

The History of the Company has been compiled, and the maps draughted, by Corpl Gaffney H.V. Jenkin of the clerical staff.

All technical references have been submitted to the Officers and N.C.O.s concerned, and the history made as complete as possible.

18,000-12/17-872

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WAR DIARY

OF

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5th Div (Aust.) Railway Operating Coy.

FOR

Working Part II June July Aug Sept 1917

LIST OF APPENDICES.

No.	Subject.
1.	Tram Board Tickets & Sheets
2.	R.O.D. forms used for Returns
3.	3 Books Rules Railway Operating
4.	Map of line showing road & light railways crossings
5.	Map Section as at end June 31.7.17
6.	Map Berkhoek yard & sidings

rec'd 29/8/18

will go forward with triplicate copy.

APPENDIX 1

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Reference. Page 23. History Part II

Traffic - System of dealing with

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1

R.O.D. 40.

LINK .....

TIME ON DUTY.....

STATION .....

ENGINE NO.....

TRAIN.....

A.P.&S.S. 2836. 10000/7/17.

R.O.D. 41.

A.R.O.D. 59th Coy.

EAST-BOUND TRAIN RECORD.

ORDINARY AND SPECIAL TRAINS.

Date.....

		Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late
Train																			
Engine No.																			
Proven	dep.																		
Borre	dep.																		
Poselhoek	arr.																		
	dep.																		
South Loop Arod.	Arr.																		
	dep.																		
Hospital Farm	arr.																		
	dep.																		
Trois Tours Arrival Farm	arr.																		
	dep.																		
Roigersberg	arr.																		
	dep.																		
Nth.Roigers-berg.	arr.																		
	dep.																		
St. Jean	arr.																		
	dep.																		
Vieltje	arr.																		
	dep.																		
Load :-																			

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APPENDIX I

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A.R.O.D., 59th Coy. WEST-BOUND TRAIN RECORD. ORDINARY AND SPECIAL TRAINS. Date.....

		Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late	Act	Mins late
Train															
Engine No,															
Wieltje	Arr, dep,														
St. Jean	Arr. dep.														
Nth.Reigersberg	Arr. dep.														
Reigersberg	Arr. dep.														
Arrival Farm Trois Tours	Arr. dep.														
Hospital Farm Arod.	Arr. dep.														
South Loop	Arr. dep.														
Peselhoek	Arr. dep.														
Destination															
Load :-															

APPENDIX 17

Strength Graph (Duty)

(1)

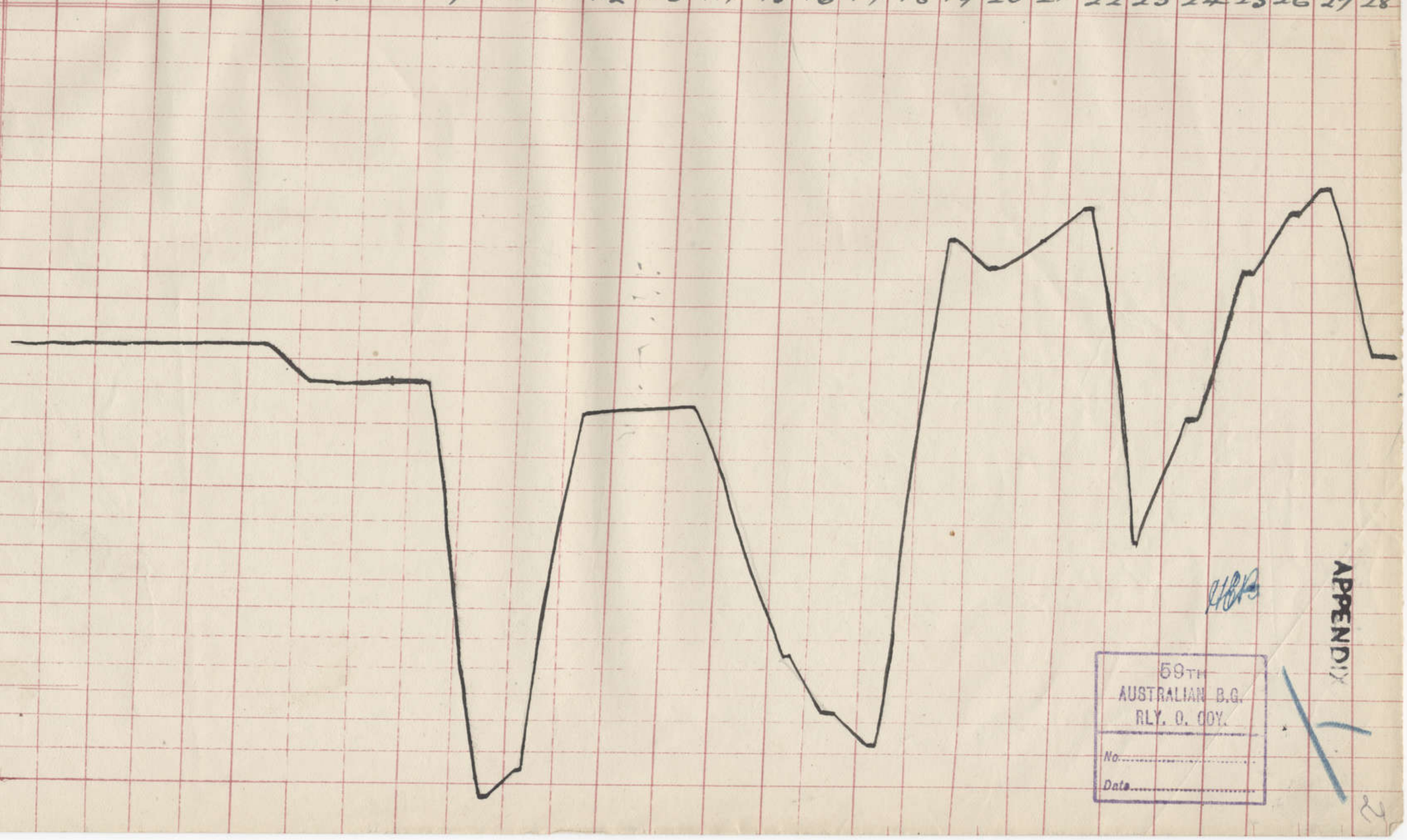
5 Q 1½ (Aust.) Broad Gauge Railway Op. Coy.

1918

February

Establishment
3 Officers 266 N.C.O's & Sappers

Attached:- French Interpreters 1. 1 British { R.O.R.C. 55
Motor Drivers 2



APPENDIX

(R.O.D. 10.)

W4330—R1930 50,000 6/17 HWV(P983) G17/453
6948—R2102 50,000 8/17

RAILWAY OPERATING DIVISION—DRIVER'S DAILY REPORT.

Date ______________ 191 .

Engine Number ______________

Driver's Name ______________

Fireman's Name ______________

Took over Engine at ______________

Train kilometres run ______________ Kils.

Light Engine kilometres run ______________ Kils.

Stationed at ______________

Booked on ______________ Booked off ______________

Booked on ______________ Booked off ______________

From Driver ______________

Standing ______________ hours.

STORES DRAWN (Driver's Statement).

Coal ______________ at ______________

" ______________ at ______________

Oil ______________ at ______________

" ______________ at ______________

Waste ______________ at ______________

" ______________ at ______________

STORES USED (Foreman's Statement).

DETAILS OF RUNNING

Time	Whether L.E. assisting or train engine	From	To

APPENDIX 2

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R.O.D. returns

APPENDIX 2

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APPENDIX D 68

R. O. D. returns

used.

R.O.D. 44.

RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

.....Gauge Line (or Depot).....Week ending.....191.....

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Percentage of Engines in Steam to Total.	Percentage of Engines under, or waiting Repairs.	Percentage of Engines Available but not in Steam.	Total Engine Kilometres.		Total Engine Hours.		Consumption of Loco. Stores (by Engines only).	
							Loaded, Empty, or Assisting.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

BREAKDOWN CRANES.

Number of Breakdown Cranes.

PERSONNEL STATISTICS.

Daily Average Number of R.O.D. Personnel.								TOTAL STRENGTH of R.O.D. Personnel on last day of week.
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies.

(E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention.

TRAFFIC STATISTICS.

Total Number of LOADED Wagons Conveyed during Week.										Total LOADED Wagon kilometres.
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Trains Journaliers.	Ambulance Trains.	French Traffic.	Belgian Traffic.	Civil Traffic.	Total Number of Wagons.	

APPENDIX 69

No. 4 Advanced Section, A.P. & S.S., 279, 10,000, 4/17.

Copy

(2)

PESELHOEK – St JEAN

RAILWAY OPERATING DIVISION.

R.O.D. 44.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Midland Broad Gauge Line (or Depot) for Week ending 21. 2. 1918

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under or awaiting Light Repairs. (G)	Daily Average Number of Engines under, or awaiting Heavy Repairs (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	Total Engine Kilometres. Loaded.	Empty.	Assisting.	Light.	Total Engine Hours. Train Engines.	Shunting Engines.*	Consumption of Loco. Stores (by Engines only). Coal (tons).	Lubricating Oil (gallons).
42	13	13	7.3	2.7	NIL	56%	20.9	23.1	324½	226½	NIL	117	74 3/4	461½	81	18
R.C.E. 40	1	1	1	NIL	NIL	100%	NIL	NIL	–	–	–	–	–	168	10	3

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes .... hours for ....

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
149	NIL	Engines 81, Camp 5, R.C.E. 10 } 96 [total, partly illegible]	–	–	53

X include 10 Tons at Reigersberg

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

BREAKDOWN CRANES.

Number of Breakdown Cranes.

PERSONNEL STATISTICS.

Daily Average Number of Personnel. (F) Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	TOTAL STRENGTH on last day of week. (F)
25	13	63	162	11	14	11	319	321

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

Consumption of Loco Stores (by Engines only) per Engine Kilometre

	Coal lbs	Oil Pints
Week ending 21.2.18	41	1/30
" " 14.2.18	33	1/37
R.C.E. 21.2.18	17	1/52
14.2.16	7	1/50

TRAFFIC STATISTICS.

Total Number of LOADED Wagons Conveyed during Week. British Military Traffic. Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.	Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometres.
990		113	388						1491	10806

APPENDIX 8

AUSTRALIAN ... RLY. O. COY. No. 1483 Date ......

ARMY PRINTING AND STATIONERY SERVICES. B. 397. 20000. 9/17.

Copy

Resel hoek — St Julien

R.O.D. 44.

RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

(3)

Midland - Broad Gauge Line (or Depot) for Week ending 28. 2. 1918.

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under or awaiting Light Repairs. (G)	Daily Average Number of Engines under, or awaiting Heavy Repairs (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	Total Engine Kilometres.				Total Engine Hours.		Consumption of Loco. Stores (by Engines only).	
									Loaded.	Empty.	Assisting.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
42	13	13	6.4	2.6	NIL	49.4	19.8	30.8	259½	138½	56	76¾	79¾	471	83	20
40	1	1	1	NIL	NIL	100%	NIL	NIL	NIL	–	–	–	–	168	5	3

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes ..... hours for .....

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
53	105	Engines 83 Camp 5 R.C.E. 5 } 93	–	–	65 ×

× include 20 Tons at Ribey
" 5 - 113th Coy

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

BREAKDOWN CRANES.

Number of Breakdown Cranes.

PERSONNEL STATISTICS.

Daily Average Number of Personnel. (F)								Total Strength on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	
25	12	80	165	10	13	13	318	317

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

Consumption of Loco. Stores (by Engines only) per Eng. Kilo.

	Coal	Oil
W.E. 28.2.18	46	1/20
" 20.2.18	41	1/30
R.C.E. 26.2.18	8	1/24
21.2.18	17	1/22

TRAFFIC STATISTICS.

Total Number of LOADED Wagons Conveyed during Week.										Total LOADED Wagon kilometres.
British Military Traffic.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
696	/	256	371						1323	7538

APPENDIX

ARMY PRINTING AND STATIONERY SERVICES. B. 397. 20000. 9/17.

Copy

Peselhoek – St Julien

R.O.D. 44.

RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

3663 (4)

Midland – Broad Gauge Line (or Depot) 4th Week ending 28. 2. 1918.

~~LOCOMOTIVE STATISTICS~~ (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under or awaiting Light Repairs. (G)	Daily Average Number of Engines under, or awaiting Heavy Repairs (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	Total Engine Kilometres.				Total Engine Hours.		Consumption of Loco. Stores (by Engines only).	
									Loaded.	Empty.	Assisting.	Light.	Train Engines.	Shunting Engines. *	Coal (tons).	Lubricating Oil (gallons).
	1	1	1			100										

(G) Including Washouts. (H) Engines requiring attention at G.M.E. workshops. Give individual engine numbers.

* Includes ..... hours for .....

STOCK AND CONSUMPTION OF R.O.D. ~~COAL~~ (~~Tons~~). PETROL GALS.

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
530	–	14	–	–	516

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

BREAKDOWN CRANES.

Number of Breakdown Cranes.

PERSONNEL STATISTICS.

Daily Average Number of Personnel. (F)								Total Strength on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	
		4					4	4

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

Standing by Gun for 4th Lt Siege Battery at H2.
Tractor returned to Bruyette 1.3.18
Gun removed.

TRAFFIC STATISTICS.

Total Number of Loaded Wagons Conveyed during Week.											
British Military Traffic.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometres.
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						

59TH AUSTRALIAN B.G. R.L.R. BODY
No .....
Date .....

APPENDIX 4

ARMY PRINTING AND STATIONERY SERVICES. B. 397. 20000. 9/17.

R·O·D· 37

EXTRACT

FROM

GENERAL REGULATIONS

For Engine Drivers and Firemen on the Northern Railway of France.

Reference Page 28

History Part V.

"Rules - Working"

PRIVATE—NOT TO BE PUBLISHED. For use of Railway Officers and Staff only.

EXTRAIT
DU
RÉGLEMENT GÉNÉRAL
DES
MÉCANICIENS
ET
CHAUFFEURS.

EXTRACT
FROM
GENERAL REGULATIONS
FOR
ENGINE DRIVERS
AND
FIREMEN
ON THE
NORTHERN RAILWAY OF FRANCE.

Printed by McCORQUODALE & Co. LTD., London.--P17/402.

I. MESURES GÉNÉRALES.

Art. 1.—Pour toutes les manœuvres qui se font dans les gares, les mécaniciens sont sous les ordres des chefs de gare ou de leurs représentants.

Pour toutes les manœuvres qui se font en dehors des gares, pour toutes les mesures à prendre en cas d'arrêt en pleine voie ou à un poste sémaphorique, les mécaniciens sont sous les ordres du conducteur-chef de train.

Art. 4.—Les mécaniciens des trains, en l'absence des agents du train, et les mécaniciens des machines isolées doivent, sous leur responsabilité, prendre toutes les mesures de sécurité prescrites.

Art. 7.—Toute machine circulant seule ou attelée à un train, doit être accompagnée d'un mécanicien et d'un chauffeur.

Art. 9.—Lorsqu'une machine à tender séparé circule cheminée en arrière, la vitesse maxima ne doit pas dépasser 40 kilomètres à l'heure si elle est attelée en tête d'un train, et 50 kilomètres si elle circule isolément.

Art. 8.—Si une machine est attelée en queue d'un train, la vitesse ne doit pas dépasser 25 kilomètres à l'heure.

Art. 13.—Quand il y a plus d'une machine attelée à un train, **c'est le mécanicien de tête qui règle la marche et donne les signaux.**

S'il y a une machine de renfort, le mécanicien de cette machine accuse réception aux signaux donnés par le mécanicien de tête, et obéit à ces derniers.

I. GENERAL INSTRUCTIONS.

Art. 1.—For any movements in stations, engine drivers are under control of station masters or their delegates.

For any movements outside stations or for any steps to be taken in case of a train standing upon the line or at a block signal post, engine drivers are under control of the head guard.

Art. 4.—The engine driver of a train, in the absence of the guards, and the engine driver of a light engine, is responsible for performing the duties prescribed for security.

Art. 7.—No engine must be allowed to run light or attached to a train unless both the engine driver and fireman are upon it.

Art. 9.—When a tender engine is running with the tender foremost, the maximum speed must not exceed 40 kilomètres (25 miles) an hour if it is drawing a train, and 50 kilomètres (31 miles) an hour in the case of a light engine.

Art. 8.—When an engine is attached in rear of a train, the speed must not exceed 25 kilomètres (15·5 miles) an hour.

Art. 13.—When two or more engines are employed in hauling the same train, **the engine driver of the leading engine directs the running of the train and gives the whistles.**

When an engine is employed to assist a train in the rear, the driver of this engine acknowledges receipt of the whistles given by the front engine and obeys them.

Pour le démarrage, c'est le mécanicien de queue qui ouvre le premier son régulateur.

Pour l'arrêt, c'est le mécanicien de tête qui le ferme le premier et qui serre le frein le premier.

II. CIRCULATION DES TRAINS ET DES MACHINES.

MISE EN TÊTE ET DÉPART.

Art. 22.—Les machines doivent être à la disposition des gares, dix minutes avant l'heure fixée pour le départ.

Art. 24.—Le mécanicien doit mettre sa machine en tête du train avec précaution et veiller à ce que le chauffeur fasse convenablement l'attelage de la machine au train et, s'il y a lieu, la jonction des tuyaux de frein continu. Le chauffeur est chargé de l'attelage et du décrochage de la machine.

Art. 25.—Les mécaniciens doivent pourvoir à l'allumage des signaux des machines.

Art. 26.—Aucun train ne doit se mettre en marche pour partir d'une gare avant d'avoir reçu l'ordre du départ.

Si le train est muni du frein continu, l'essai du frein doit être fait avant le départ de la gare de formation, ou, dans une gare de passage, s'il y a échange de machines ou si l'on a coupé le train.

Art. 26.—Lorsqu'un train s'est arrêté sur la voie, le mécanicien ne doit reprendre sa marche qu'après avoir reçu du conducteur-chef de train le signal du départ et après avoir fait, aux agents du train, le signal de desserrer les freins.

When starting train the driver of the rear engine applies steam first.

When stopping, the driver of the front engine shuts off steam first and applies the brakes first.

II. RUNNING OF TRAINS AND ENGINES.

ATTACHING AND STARTING.

Art. 22.—Engines must be at the disposal of stations 10 minutes before the time appointed for the departure of the train.

Art. 24.—The driver must exercise caution when bringing his engine on the train. It is the fireman's duty to couple and uncouple the engine and also the brake couplings when there are any. The engine driver must satisfy himself that everything is in order.

Art. 25.—Engine drivers must light the engine lamps.

Art. 26.—No train is allowed to be put in motion for leaving a station unless the "signal to start" has been given.

If the train is fitted with a continuous brake the trial of the brake must be made at the station in which the engine has been attached, before giving the "signal to start"; at intermediate stations, the brake trial must be made when engines have been changed or when any vehicle has been attached or detached.

Art. 26.—When a train has been brought to a stand on the line, the engine driver must not move his train again unless he has received from the guard the "signal to start" and has given the guards the signal to release brakes.

MARCHE SUR LA LIGNE.

Art. 31.—Les mécaniciens doivent s'arrêter à toutes les stations indiquées par le tableau de marche des trains.

Aucun train ne doit partir d'une gare, ou y arriver avant les heures fixées par le tableau de service.

En route, les mécaniciens doivent se conformer à toutes les prescriptions du réglement général sur les signaux.

Aux bifurcations, quand les signaux le permettent, les mécaniciens ne doivent pas, même en cas de retard, dépasser la vitesse qui est fixée par les livrets de marche.

En pleine voie, en cas de retard, les mécaniciens ne peuvent dépasser la vitesse prescrite par l'itinéraire de plus de la moitié de sa valeur.

Art. 33.—L'espacement des trains se succédant dans le même sens, sur la même voie, est obtenu : soit au moyen d'un **intervalle de temps,** soit au moyen d'un **intervalle de distance** réalisé à l'aide des appareils du **block-système** dont l'usage est défini par le règlement des signaux.

Sur les lignes, munies du block-système les trains peuvent se succéder à des intervalles qui dépendent exclusivement des indications données par les signaux sémaphoriques.

Art. 34.—Sur les lignes non munies du block-système, **un train ne doit pas partir d'une gare ou la dépasser, avant qu'il se soit écoulé depuis le départ ou le passage du train précédent un intervalle de dix minutes.**

RUNNING ON LINE.

Art. 31.—Engine drivers must stop their trains at all stations as required by the time-table.

No train is allowed to enter or to leave a station before the time booked.

When running, engine drivers must comply with all the rules of the "General Signal Regulations."

At Junctions, even when the signals are "clear," engine drivers must not, even to make up time, exceed the speed shown in the time-table.

Between junctions, when making up time, they must not exceed the speed shown in the time-table by more than half.

Art. 33.—The spacing of trains running on the same line is secured either by **time interval** or by **distance interval** provided for by the **block-system** apparatus according to the Signal Regulations.

On lines where the block-system is in operation, trains may follow each other at intervals which depend exclusively on the semaphore signals.

Art. 34.—On lines where the block-system is not in operation, a train must not leave a station or pass it before an interval of 10 minutes has elapsed since the leaving or passage of the preceding train.

Toutefois, cet intervalle peut être réduit à cinq minutes :—

1. Lorsque le premier train marche plus vite que le second ;

2. Lorsqu'un train part d'une gare où un train précédent ne s'est pas arrêté.

Art. 38.—La vitesse de passage aux aiguilles en pointe non verrouillées (par exemple aiguilles de dédoublement des gares des voies uniques non précédées de disques verts) ne doit pas dépasser 15 kilomètres à l'heure.

Les prescriptions précédentes s'appliquent à la circulation des machines isolées.

REGULARISATION DU FONCTIONNEMENT DU BLOCK-SYSTÈME.

Une avarie affectant un ou plusieurs appareils du block-système peut occasionner une perturbation dans le fonctionnement général qui fasse qu'un ou plusieurs sémaphores restent inutilement à l'arrêt bien que les sections qu'ils couvrent soient libres.

Dans ce cas, pour régulariser le fonctionnement du block-système entre 2 stations A et B, le chef de la station A remet au conducteur **et au mécanicien** d'un train choisi **un ordre écrit tenant lieu de bulletin de pénétration.**

Le mécanicien doit s'arrêter à partir de la gare A à tous les sémaphores des gares et stations ainsi qu'à tous les sémaphores (à l'arrêt ou **à voie libre**) à partir du premier sémaphore rencontré à l'arrêt jusqu'à la station B.

Le mécanicien se conforme en outre aux prescriptions ordinaires relatives à la marche en section bloquée.

However, this interval may be reduced to five minutes :

1. When the preceding train is faster than the following.

2. When a train leaves a station where the preceding train has not stopped.

Art. 38.—The speed at passing unlocked facing points (such as switches changing from single to double line) in the single line stations not preceded by a green disc (caution signal) must not exceed 15 kilomètres (9·4 miles) an hour.

The above rules also apply to running light engines.

REGULATING THE WORKING OF THE BLOCK-SYSTEM.

When one or more of the apparatus of the block-system have become damaged, it may cause a failure in its general working, so that one or more semaphore signals remain "on" improperly although the sections protected by them are "clear."

In this case, in order to regulate the working of the block-system between two stations, A and B, the station master of A hands both the head guard and **engine driver** of a train **a written order having the value of a "bulletin de pénétration"** ("order to proceed").

(For model and translation of this order see Nos. 1 and 1 (*a*) in Appendix).

The driver will stop his train at the first semaphore whose arm is at "danger," and then do the same at all the semaphores he comes to before arriving at station B (no matter if these semaphores are "clear" or at "danger").

The driver must, in addition, comply with the usual rules governing the running in a blocked section.

MANŒUVRES DANS LES GARES ET DÉPÔTS.

Art. 39.—Les mécaniciens doivent obéissance aux agents chargés du commandement des manœuvres, pour tout ce qui concerne l'exécution de ces manœuvres.

Le mécanicien employé à une manœuvre ne doit, en aucun cas, mettre sa machine en mouvement, soit pour tirer, soit pour refouler, sans que l'agent chargé de commander la manœuvre lui en ait donné le signal.

Lorsqu'une machine faisant partie d'une rame en stationnement doit subir un travail qui nécessite son immobilité, le mécanicien doit prévenir le chef d'équipe qui commande la manœuvre.

Art. 40.—Les mouvements des trains et des machines dans les gares et dans les dépôts ou les ateliers doivent s'exécuter toujours à petite vitesse et avec la plus grande prudence.

Aucun mouvement, aucune manœuvre ne doit d'ailleurs avoir lieu dans l'intérieur d'une gare sans l'autorisation ou sans l'ordre du chef de gare ou de son représentant.

ARRÊT ET STATIONNEMENT DES MACHINES.

Art. 47. Lorsqu'un mécanicien est obligé d'arrêter son train en pleine voie, il doit informer le conducteur-chef de train des causes de l'arrêt. **Dans le cas où l'arrêt provient d'une avarie de machine, il doit dire au conducteur-chef de train s'il peut la réparer sur place, lui faire connaître le plus**

SHUNTING IN STATIONS AND ENGINE SHEDS.

Art. 39.—The engine drivers must obey the officials entrusted with the conduct of the shunting operations, as to everything that relates to the execution of such operations.

The engine driver engaged in a shunting operation must in no case move his engine either by drawing or by pushing, unless the person entrusted with the conduct of the operations has given him the signal to do so.

When an engine, standing with wagons, has to be kept standing for repairs, the driver must warn the foreman conducting the shunting operations.

Art. 40.—Trains or engines in the stations and in the Engine sheds or shops must always be moved at a slow speed and with extreme caution.

No engine or vehicle must be shunted or moved in a station without either the permission or the order of the station master or of his delegate.

STOPPING AND STANDING ENGINES.

Art. 47.—When an engine driver has to bring his train to a stand between stations he must let the head guard know the cause of the stop.

When the cause of the stop is an engine failure the engine driver must tell the head guard if he can make the repairs on the spot, tell him as exactly as possible the probable time necessary for repair and,

exactement possible la durée probable de la réparation, enfin, lui indiquer s'il faut demander la machine de secours.

Le mécanicien ne doit pas se remettre en marche sans que le conducteur ait effectivement donné le signal du départ.

Art. 48.—Lorsque plusieurs trains ou plusieurs machines, non attelées ensemble et placées sur la même voie, sont arrêtés devant un signal carré occupant la position d'arrêt absolu, **l'ouverture de ce signal n'autorise que le mécanicien qui s'en trouve le plus proche à se mettre en marche et à le dépasser.**

Aprés chaque passage, l'aiguilleur doit remettre le signal à l'arrêt et l'ouvrir de nouveau pour le train ou la machine qui se trouve devant lui.

Lorsqu'un signal commandant la sortie d'un groupe de garages est mis à voie libre, ce signal ne doit pas être interprété par les mécaniciens comme une autorisation de se mettre en marche. **Aucune machine** en stationnement sur les voies aboutissant au tronc commun **ne doit sortir du garage, même après l'effacement du signal, sans en avoir recu l'ordre formel de l'agent chargé de diriger les manœuvres.**

STATIONNEMENT DES MACHINES.

Art. 50.—Lorsqu'une machine est en stationnement prolongé, le régulateur doit être fermé, les purgeurs ouverts, le levier de changement de marche au point mort et le frein à main serré.

Le mécanicien et le chauffeur ne doivent pas s'absenter en même temps: l'un des deux reste toujours préposé à la garde de la machine.

finally, notify him if it is necessary to call for the "Breakdown engine."

The engine driver must not move his train again unless the guard has given him the "signal to start."

Art. 48.—When several trains or engines not coupled together are standing on the same line, at an absolute stop square signal at "danger," only the first driver is allowed to pass when the signal is put "off."

After each train or engine has passed, the signalman must put the signal to "danger," and the next train or engine at the signal must wait until it is "off" again, and so on.

When a signal controlling the exit from a group of sidings is taken "off," it must not be understood by the engine drivers as allowing them to move.

No engine standing on the converging lines **is allowed to leave the sidings, even when the signal is "off," unless the driver has received a formal order from the official in charge of the shunting operations.**

STANDING ENGINES.

Art. 50.—Whenever an engine is standing for a long time, the steam must be shut off, the drain cocks open, the reversing lever put in mid position and the hand-brake on.

On no account must the driver and fireman **both** leave the engine; one must always remain in charge of it.

III. DISPOSITIONS SPÉCIALES AU SERVICE SUR LES DOUBLES VOIES.

RUPTURES D'ATTELAGES.

Art. 74.—Lorsqu'un mécanicien s'aperçoit d'une rupture au moment où elle se produit, il ne doit pas s'arrêter brusquement, mais seulement réduire sa vitesse avec précaution, de manière à maintenir toujours un certain intervalle entre les deux parties du train. Dans aucun cas, il ne doit s'arrêter et reculer vers le seconde partie, sans s'être assuré que cette partie est en vue et arrêtée.

Mais, si le mécanicien ne s'aperçoit que tardivement de la rupture et qu'à ce moment la seconde partie du train ne soit plus en vue, il doit continuer sa marche à la vitesse réglementaire jusqu'à la prochaine gare où il s'arrête pour aviser le chef de gare et prendre ses ordres.

Si la partie du train restée en arrière n'est pas en vue, le chef de gare fait retourner la machine, accompagnée par le conducteur, par la voie normale jusqu'à la gare précédente où elle change de voie pour aller rejoindre par l'arrière la seconde partie du train qu'elle pousse ensuite jusqu'à la gare où se trouve la première partie.

DÉTRESSES.

Art. 75.—Lorsqu'un train vient à s'arrêter en pleine voie et qu'il y a lieu d'autoriser le mécanicien à abandonner tout ou partie de ce train, soit pour aller prendre de l'eau, soit pour aller conduire une partie du train à la plus prochaine gare, le conducteur-chef de train doit se concerter avec le mécanicien pour régler l'itinéraire de la machine et,

III. SPECIAL RULES FOR WORKING DOUBLE LINES.

TRAINS BREAKING LOOSE.

Art. 74.—Should any part of a train become detached, if the engine driver is immediately aware of it, he must take care not to stop the front part of the train, but cautiously slacken the speed in order to maintain distance between the two parts. In no case must he stop or go back unless he is satisfied that the rear portion is in view and has stopped.

But if he does not find out at once that the train is divided and cannot see the rear portion, he must proceed at the same speed to the next station where he must stop to inform the station master and take his orders.

If the rear portion is not in view, the station master must send back the engine with the guard on the proper line to cross at the nearest station behind the part left which it must push before it to the station where the first part is standing.

TRAINS BREAKING DOWN.

Art. 75.—When a train comes to a stand between stations and it is safe for the engine driver to be allowed to leave the whole or a part of his train, either to fetch water or to haul a part of the train to the next station, the head guard must arrange with the engine driver the running time of the

si cette machine doit revenir au train à contre-voie, le conducteur-chef de train en donne l'ordre écrit au mécanicien en spécifiant qu il ne remettra pas le train en marche et qu'il ne le laissera pousser par aucun train ni aucune machine.

Le mécanicien doit remettre cet ordre entre les mains du chef de gare qui, alors seulement, peut autoriser le retour à contre-voie.

Le chef de gare fait accompagner la machine par un agent de l'exploitation.

CAS OÙ LA LIGNE EST MUNIE DU BLOCK-SYSTÈME.

Pendant le trajet à effectuer entre le point où la détresse s'est produite et le 2e poste sémaphorique suivant, la machine ou le dernier-véhicule remorqué ne doit pás être muni du signal réglementaire de queue (plaque de queue ou falot rouge). Ce signal ne doit être placé qu'avant d'aborder le 2e poste sémaphorique et la marche normale est ensuite reprise.

Pour le retour à contre-voie, le chef de gare remet à l'agent de l'exploitation qui accompagne la machine **l'ordre écrit** de s'arrêter à tous les sémaphores.

Art. 78.—En cas de détresse ou d'accident interceptant une seule voie, le mécanicien d'une machine isolée fait faire par son chauffeur le signal d'arrêt à la distance réglementaire de 1,000 mètres en arrière.

Sur les lignes à double voie, en cas d'accident interceptant à la fois les deux voies, le conducteur-chef de train ou le mécanicien d'une machine isolée

engine, and **if the engine has to come back on the wrong line the guard must hand the engine driver a written order** specifying that the guard will not let the train be put in motion, and that he will prevent a following train or engine pushing it ahead.

The engine driver must give this order to the station-master, who may then allow the engine to go back on the wrong line.

The station master will appoint a Traffic Department official to ride on the engine.

LINE WORKED ON BLOCK-SYSTEM.

During the run between the spot where the failure took place and the second following semaphore post, the engine or the last vehicle hauled must **not** be provided with the "tail signal" (rear red plate or red light). This signal must be replaced when approaching the second semaphore post, and normal speed may then be resumed.

For returning on the wrong line, the station master will give the Traffic Department official, who rides on the engine, a **written order** to stop at all semaphore posts.

Art. 78.—In case of a failure or an accident causing the obstruction of only one line, the driver of a light engine must send his fireman to the rear to make the "danger" signal at the normal distance of 1,000 mètres (1,100 yards).

On double line, in case of an accident causing the obstruction of both lines, the head guard of a train or the engine driver of a light engine must make the "danger signal" at the normal distance of

doit faire le signal d'arrêt à la distance réglementaire de **mille mètres** en avant comme en arrière sur les deux voies.

Dans les deux cas, on doit faire prévenir le plus promptement possible les chefs des gares les plus rapprochées.

Lorsque, par une cause quelconque, la voie opposée à celle que suit un train est obstruée, ce train doit s'arrêter à la première gare pour en donner avis.

Les conducteurs et les mécaniciens font le signal d'arrêt à tous les trains ou machines qu'ils croisent avant d'arriver à cette gare.

Au besoin, les mécaniciens doivent s'arrêter dès qu'ils rencontrent un agent de la voie pour lui signaler l'obstacle.

SECOURS.

Art. 79.—Toute machine de secours doit être accompagnée par un agent de l'exploitation.

Art. 80.—Cependant, les machines de secours peuvent circuler sans être accompagnées :—

1. Lorsqu'elles sont envoyées à un train garé ;
2. Dans les cas d'urgence.

Art. 79.—Le mécanicien doit, à chaque station qu'il traverse, ralentir sa marche de manière à pouvoir se mettre en communication avec les agents de la station.

Art. 82.—Si la machine vient prendre le train en détresse par l'arrière, et, lorsque ce train peut continuer sa marche, elle le pousse jusqu'au point où un changement de voie lui permet de se remettre en tête.

1,000 mètres (1,100 yards) both in front and at the rear on the two lines.

In either case, the necessary steps must be taken to inform as quickly as possible the station masters of the nearest stations.

Should an engine driver observe any obstruction on the line opposite to that on which his train is running, he must stop at the next station to warn the station master.

Head guards and engine drivers must exhibit a "danger" signal to any train or engine they may meet before arriving at this station.

If necessary, engine drivers must stop when they meet a platelayer to let him know of the obstruction.

ASSISTANCE IN CASE OF BREAKDOWNS.

Art. 79.—An assisting engine must be ridden on by a Traffic Department official, except—

Art. 80.—1. When sent to a train in a siding.
2. In cases of urgency.

Art. 79.—The engine-driver must, when passing stations, slacken speed so as to be able to communicate with the station officials.

Art. 82.—When the engine is employed to assist the disabled train in the rear, and when this train can be moved, the engine pushes it to the next siding or cross-over road, at which place the pushing engine must take the lead.

Lorsque le train ne peut continuer sa marche et qu'il est nécessaire d'en dégager une partie par l'arrière, l'agent accompagnant la machine reçoit du chef de la gare qui précède le point de la détresse l'ordre écrit de revenir à contrevoie à cette gare.

Dans ce dernier cas, si la ligne est munie du block-système, il reçoit en outre l'ordre écrit d'arrêter la machine, à l'aller, à tous les sémaphores.

Art. 85.—En cas de détresse d'un train, s'il y a lieu de faire venir à contre-voie la machine de secours demandée ou attendue en avant pour la placer en tête du train, le chef de gare remet un **ordre écrit** au mécanicien.

Si la ligne est munie du block-système, l'Agent qui accompagne la machine qui se rend à contrevoie au devant du train à secourir reçoit l'ordre écrit d'arrêter la machine à tous les sémaphores.

Art. 89.—Toutes les fois qu'au départ d'une gare, une machine doit pousser un train au delà des limites de cette gare, elle doit être accompagnée par un agent de l'exploitation.

Art. 90.—Dans les mouvements à contrevoie auxquels donne lieu l'application des dispositions précédentes, les machines de secours doivent marcher avec la plus grande précaution.

La direction du poste de secours le plus voisin d'un point donné est indiquée par des jalons plantés le long de la voie et portant une plaque bleue munie d'une flèche blanche.

CIRCULATION TEMPORAIRE SUR UNE SEULE VOIE.

Art. 91.—Lorsqu'une des deux voies est temporairement interceptée la circulation des trains peut avoir lieu sur la voie restée libre au moyen d'un service de pilotage.

If the train cannot be moved, and it becomes necessary to detach a portion of it in rear, the Traffic Department official on the engine receives from the station master of the station preceding the spot where the breakdown took place a written order to return to the same station on the wrong line.

In this last case, when the line is worked on the block-system, the Traffic Department official receives, in addition, a written order to bring the engine to a stand at all the semaphore signals.

Art. 85.—In case of a disabled train, when it is necessary to send the assisting engine on the wrong line, to couple it in front of the train, the station master must hand the engine driver **a written order.**

If the line is worked on the block-system the Traffic Department official on the engine which goes back on the wrong line receives the written order to stop the engine at all the semaphore signals.

Art. 89.—Whenever an engine leaving a station has to push a train beyond the limits of the station, it must be ridden on by a Traffic Department official.

Art. 90.—When working over the wrong line under above rules, the assisting engines must be run most cautiously.

The direction of the nearest assisting post is shown by pegs placed along the line and carrying a blue-coloured plate with a white arrow.

TEMPORARY WORKING OVER SINGLE LINE.

Art. 91.—When one line is obstructed, arrangements may be made to run the trains on the line which is clear by pilotman.

Art. 92.—Un employé-pilote est désigné nominativement pour accompagner les trains et les machines sur la voie unique temporaire. Ce pilote reçoit un ordre écrit et, autant que possible, un signe distinctif (plaque-pilote) qu'il porte sur lui d'une manière ostensible.

Art. 100.—Le pilote accompagnant les trains sur la voie unique temporaire se place sur la machine.

Art. 98.—Lorsque plusieurs trains doivent être successivement expédiés dans le même sens sur la voie unique temporaire avant le passage d'un train venant en sens contraire, le dernier de ces trains doit être seul accompagné par le pilote.

Pour les trains précédents, le pilote présent à l'aiguille de la voie unique donne verbalement aux mécaniciens l'ordre de continuer leur marche. Ces derniers n'ont pas d'ordre écrit à exiger.

Art. 99.—Dans le cas exceptionnel où le pilote, parti pour aller chercher un train, ne peut pas revenir comme il l'avait prévu, il passe à la gare correspondante une dépêche prescrivant de faire passer le train en donnant au mécanicien copie de la dépêche.

Le mécanicien, muni de la copie de cette dépêche certifiée par le chef de gare, peut s'engager sur la voie unique temporaire sans être accompagné du pilote.

Lorsque, dans les conditions précédentes, un mécanicien circule à contre-voie il doit continuer à observer les indications des signaux fixes (disques à distance, sémaphores, &c. . . .) comme si le service se faisait sur les deux voies.

Les machines **circulant à contre-voie** doivent être munies le jour d'un drapeau rouge placé du côté de l'entrevoie, la nuit d'une lanterne-pilote à feu rouge placée du côté de l'entrevoie.

Art. 92.—A "pilotman" is appointed to ride upon the trains or light engines passing on the temporary single line.

This pilotman receives a written order and, whenever possible, a distinctive badge (pilot plate) which he wears so that it can be easily seen.

Art. 100.—The pilotman going with the trains on the temporary single line rides upon the engine.

Art. 98.—When two or more trains are required to follow in the same direction on the temporary single line before the passage of a train coming in the opposite direction, the pilotman must himself ride on the engine of the last train.

The pilotman, standing at the single line switch, gives verbally to engine drivers of the other trains the order to proceed. Engine drivers do not require any **written** order for this.

Art. 99.—When from any exceptional cause the pilotman, after having gone to fetch a train, cannot come back as anticipated, he must transmit to the station concerned a telegram authorising the train to pass, and a copy of this telegram is handed to the engine driver.

An engine driver, holding a copy of this telegram signed by the station master, may run on the temporary single line without the pilotman riding on his engine.

When, under the above conditions, an engine driver runs on the wrong line, he must continue to comply with the indications shown by the fixed signals (such as distant signals, semaphores, and so on) as if the traffic were worked on a double line.

Engines running on the wrong line must be provided in the day time with a red flag placed on the left-hand side of the direction in which it is running, and by night with a red hand lamp placed on the same side.

IV. DISPOSITIONS SPÉCIALES AU SERVICE SUR LES LIGNES À VOIE UNIQUE.

CROISEMENTS ET CHANGEMENTS DE CROISEMENTS DES TRAINS.

Art. 104.—Les points de croisement des trains sont déterminés par les tableaux de service et, pour les trains extraordinaires, par des avis spéciaux.

Art. 105.—Lorsque des trains facultatifs ou spéciaux sont mis en marche, un bulletin doit être remis aux conducteurs-chefs de train et aux mécaniciens des trains que les premiers doivent croiser en cours de route ou pour lesquels ils doivent se garer.

Art. 108.—Un train ne doit jamais partir d'un point où un autre train doit le croiser, avant l'arrivée de ce train.

Toutefois, en cas de retard, le chef de la gare où deux trains doivent se croiser, peut, après entente avec le chef de la première gare suivante, donner au train l'ordre de continuer jusqu'à cette gare.

L'ordre de continuer jusqu'à la première gare suivante est donné **sur un bulletin de changement de croisement écrit et signé très lisiblement ;** le conducteur et le mécanicien en reçoivent chacun un exemplaire. Le mécanicien ne doit pas remettre le train en marche sans avoir reçu ce bulletin.

O. de S. 2,311.—S'il arrive que de 2 trains qui devaient se croiser dans une gare, l'un soit supprimé, le mécanicien de l'autre train doit en être avisé ainsi que le conducteur par un ordre écrit qui l'autorise à quitter la gare de croisement sans attendre l'arrivée du train croiseur.

IV. SPECIAL RULES FOR WORKING OF SINGLE LINES.

Art. 104.—Stations or places where trains have to cross each other are scheduled in the service-tables, and for extra trains in special notices.

When extra or special trains are run, an advice must be handed to the head guards and engine drivers of the ordinary trains that have to cross or to be shunted into a siding for the extra or special trains.

(For model and translation of this advice see Nos. 2, 2 (*a*), and 2 (*b*), in Appendix.)

Art. 108.—A train must not leave a place where it has to cross another until the other train has arrived, except—

If the other train has lost time, the station master of the station where two trains should cross each other may, on agreement with the station master of the next station, give the engine driver an "order to proceed" to the next station.

(For model and translation of this "order to proceed," see No. 3 in Appendix.)

The "order to proceed" to the next station is given by a "Permit for changing crossing" legibly written and signed. The head guard and the engine driver both receive a copy of the same.

The engine driver must not move his train unless he has received this Permit.

O. de S. 2,311.—Should one of the two trains that were to cross each other not be run, the head guard and the engine driver of the other train must be instructed by a written order allowing them to leave the crossing station without awaiting the arrival of the train which it was to cross.

(For model and translation of this written order, see No. 4 in Appendix.)

MODIFICATIONS DANS LA MARCHE DE DEUX TRAINS MARCHANT DANS LE MÊME SENS.

Art. 110.—Un train en retard étant rejoint à une gare par un train marchant dans le même sens, le second train peut recevoir l'ordre de passer devant le premier. Le premier train expédié s'arrête à toutes les gares jusqu'au point où le service normal peut être repris

RUPTURES D'ATTELAGES.

Art. 111.—Lorsqu'un mécanicien s'aperçoit d'une rupture au moment où elle se produit, il ne doit pas s'arrêter brusquement mais seulement réduire sa vitesse avec précaution de manière à maintenir toujours un certain intervalle entre les deux parties du train.

Dans aucun cas, il ne doit s'arrêter et reculer vers la seconde partie, sans s'être assuré que cette partie est **en vue et arrêtée.**

Si, par suite d'une rupture d'attelages, une partie du train est laissée sur la voie entre deux gares, tout train survenant dans le même sens la pousse jusqu'à la première gare, à moins que l'agent qui se trouve avec les wagons laissés, n ait demandé du secours en avant.

En conséquence, le mécanicien d'un train coupé ne doit revenir prendre la partie laissée sur la voie, que sur l'ordre formel qui lui en est donné soit par le conducteur-chef de train, soit par le chef de gare et seulement si la seconde partie **est en vue et arrêtée.**

Lorsqu'un mécanicien s'aperçoit qu'une partie de son train a été séparée, il s'arrête à la première gare, pour que la gare précédente puisse être prévenue aussi promptement que possible.

CHANGES IN THE PRECEDENCE OF TWO TRAINS FOLLOWING EACH OTHER.

Art. 110.—A late train being **overtaken** at a station by a train running in the same direction, the second may receive the order to start before the first.

The first train so despatched must stop at every station up to the point where the ordinary working of the traffic may be resumed.

TRAINS BREAKING LOOSE.

Art. 111.—Should any part of a train become detached, if the engine driver is immediately aware of it, he must take care not to stop the front part of the train, but cautiously slacken the speed so as to maintain a safe distance between the two parts.

In no case must he stop or go back unless he is satisfied that the rear portion is **in view and has stopped.**

If, owing to a coupling breaking, a portion of the train is left on the line between two stations, any train following in the same direction will push this portion of the train to the next station, unless the guard left with the detached portion has asked for assistance from ahead.

Consequently, the engine driver of a divided train must not come back to pick up the detached portion, unless he has received a formal order, which will be handed to him either by the head guard or by the station master, provided that the detached portion is **in view and has stopped.**

When an engine driver finds that a part of his train has been detached, he must stop at the next station so that the station in rear may be made aware as soon as possible.

Lorsque, par suite de manque d'eau ou pour une cause quelconque une partie du train doit être laissée sur la voie, le conducteur-chef de train remet au mécanicien, conduisant la partie antérieure du train à la première station, **un avis écrit pour le chef de cette station, lui indiquant exactement le point kilométrique où son train est arrêté,** avec invitation de lui renvoyer la machine de son train ou de lui envoyer la machine de secours. **Il spécifie qu'il ne se laissera pousser par aucun train ni par aucune machine.**

SECOURS.

Art. 112.—Les machines ne doivent se porter au secours des trains que sur une demande formelle faite par écrit ou par dépêche télégraphique ou téléphonique.

Les machines doivent toujours être accompagnées par un agent de l'exploitation.

La machine de secours s'arrête à chaque gare, et le mécanicien doit prendre à chaque gare l'ordre écrit d'avancer jusqu'à la gare suivante.

Art. 113.—En cas d'arrêt d'un train ou d'une machine isolée, les signaux d'arrêt doivent être faits à **mille mètres** de distance en **arrière** et doivent également être faits à **mille mètres en avant,** dans le cas où le secours est demandé en avant.

Art. 114.—Lorsqu'un train tombe en détresse et qu'il y a lieu de faire une demande de secours, celle-ci est faite soit en avant, soit en arrière, suivant les circonstances ; mais il est **formellement interdit** d'adresser à la fois deux demandes dans deux directions différentes.

Si la demande est adressée en avant, elle est portée par le mécanicien toutes les fois que la machine est en état de poursuivre sa marche seule.

When, for want of water or from any other cause, some part of the train must be detached between stations, the head guard of the train hands the engine driver hauling the front portion of the train to the next station **a written notice for the station master concerned, to let him know exactly the kilometric spot where the abandoned portion of the train is standing** and asking him either to send back the engine or to despatch an assisting engine. He states expressly that **he will not allow the detached portion of the train to be pushed by any train or engine.**

ASSISTANCE IN CASE OF BREAKDOWN.

Art. 112.—Assisting engines must not be started to relieve trains except upon an express written request or a telegram or telephone despatch.

Assisting engines must always be ridden on by a Traffic Department official.

An assisting engine must stop at every station and the driver must receive from every station master a **written** order to proceed to the following station.

Art. 113.—Should a train or light engine be brought to a stand, the "danger" signal must be made **at a distance of 1,000 metres (1,100 yards) in rear**, and must also be made ahead if assistance is being asked for ahead.

Art. 114.—When a train breaks down, and it is necessary to apply for assistance, this application must be made either "ahead" or in the "rear" according to circumstances ; but it is strictly forbidden to demand assistance from two opposite directions.

Should the application be made ahead, it must be transmitted by the engine driver if his engine is able to proceed.

Dans ce cas, le mécanicien règle sa vitesse de manière à ne pas avoir d'avance sur la marche réglementaire du train en détresse.

L'exprès ou le mécanicien porteur d'une demande de secours, doit faire viser cette demande à toutes les gares où il passe, avec mention de l'heure.

Art. 115.—Lorsqu'une demande de secours est adressée en avant, le train en détresse doit rester à l'arrêt jusqu'à l'arrivée de la machine de secours.

Art. 116.—Lorsqu'un train rejoint entre deux gares un train en détresse **et qu'une demande de secours n'a pas été adressée en avant,** la machine du deuxième train pousse le premier jusqu'à la première gare, en abandonnant au besoin son train, qu'elle revient prendre ensuite sur l'ordre écrit donné au mécanicien par le conducteur-chef du train laissé sur la voie.

Art. 117.—Lorsqu'un chef de gare est informé qu'une machine de secours est attendue, il doit arrêter tout train marchant en sens contraire de cette machine et prévenir le conducteur-chef de train et le mécanicien.

Le train ainsi prévenu s'arrête à toutes les gares jusqu'à ce qu'il ait croisé la machine de secours.

V. MESURES D'ORDRE.

Art. 119.—Les mécaniciens, dans l'exerçice de leurs fonctions, doivent être munis :—

D'un drapeau rouge ;

D'une lanterne à verre rouge ;

De signaux-pétards.

Les mécaniciens devront s'assurer que leur machine est toujours munie des outils, engins et signaux nécessaires.

Art. 120.—Lorsqu'un mécanicien arrive à la gare extrême, il doit faire en sorte que la vapeur ait une tension suffisante pour qu'il soit en mesure d'exécuter les manœuvres nécessaires.

In this case the engine driver regulates speed so as not to arrive earlier than the time booked for the disabled train.

The engine driver or special official carrying a call for assistance must stop at every station which he passes, and have the message countersigned giving the time.

Art. 115.—When an application for assistance is made ahead, the disabled train must not be moved till the arrival of the assisting engine.

Art. 116.—When a train overtakes, between two stations, a disabled train, **and when an application for assistance has not been made ahead,** the engine of the second train pushes the first train to the next station, leaving, if necessary, its own train, the engine driver must obtain a written order from the head guard of his own train to return and fetch it.

Art. 117.—When a station master is advised that a relief engine has been sent for, he must stop any train running in the opposite direction and warn both the head guard and engine driver.

The engine driver, on receipt of this warning, must stop at every station till he has crossed the assisting engine.

V. SPECIAL DUTIES.

Art. 119.—Engine drivers, when on duty, must be provided with :

A red flag.

A red glass lantern.

Detonators.

They must satisfy themselves that their engine is always provided with the necessary tools, **devices** and signals.

Art. 120.—When arriving at the end of the trip the engine-driver must maintain steam so as to be able to perform any necessary shunting.

N° DU CARNET [redacted] N° DU FEUILLET [redacted]

ORDRE de franchir un poste sémaphorique de VOIE UNIQUE à l'arrêt

N.-B. — Cet Ordre ne peut être donné que par application des articles 12, 13 et 14 de l'Annexe I, Chapitre II du Règlement Général sur les signaux, et dans l'un des cas suivants

1° Les secours à donner à un train,
2° L'avarie des sémaphores:
3° L'expédition d'un train de navette desservant un garage en pleine voie.

ORDRE est donné par .....

au mécanicien ....., *machine N°*(1) .....

du train N° ..... *du* .....

de franchir le sémaphore de voie unique à l'arrêt

N° ..... **ligne de** ..... **à** .....

MOTIFS (2) .....

.....

Signature de l'Agent délivrant l'Ordre.

Le mécanicien est invité à marcher avec prudence jusqu'au poste sémaphorique suivant, ***de manière à pouvoir toujours s'arrêter dans l'étendue de la voie qu'il aperçoit libre devant lui,*** dans les mêmes conditions que s'il allait au secours d'un train tombé en détresse en un point non déterminé de la section

(1) S'il s'agit d'une machine de **Secours**, ajouter les mots « *de Secours* ».

(2) Secours au train N° ..... ou avarie du poste N° ..... ou manœuvres au garage de ..... par le train N° .....

Mod. n° 617 - 12e CHAIR. — 2073-2-43 — 50000

No. 1 (a) Pink.

No. OF BOOK [redacted] PAGE [redacted]

ORDER to pass a Semaphore Post at Danger on SINGLE LINE.

N.B.—This Order can only be given by applying Articles 12, 13 and 14 of Appendix I. Chapter II. of the General Rules on Signals and in one of the following cases:—

1. **Help to be given to a Train.**
2. **Damage to Semaphores.**
3. **Running of a Shuttle Train Serving a Siding off the Running Road.**

The ORDER is given by .....

to the Driver ..... *Engine No.*(1) .....

of Train No. ..... *of the* .....

to pass Single Line Semaphore at Danger No. .....

on the Line from ..... **to** .....

REASONS (2) .....

.....

Signature of the Official giving the Order

The Driver is instructed to run with discretion to the next Semaphore Post. ***so as to be able to stop within the limits of the road which he sees clear in front of him,*** under the same condition as if he were going to the help of a Train in distress at an unknown point of the Section

(1) If it is a case of an Assisting Engine add the word "Assisting."

(2) To help Train No ....., or damage to Post No. .....,
or Shunting operations in the Siding of ....., by Train No. .....

Page No. _____

ORDRE de franchir un poste sémaphorique de **DOUBLE VOIE** à l'arrêt

No. du Carnet _____ *Le train No.* _____ *du* _____ *191*

Mécanicien _____

a ete arrête au poste sémaphorique No. _____
de la ligne de _____

Le Chef de Station donne l'ordre au mécanicien de pénétrer exceptionnellement dans la section bloquée, en l'invitant "à marcher avec prudence, de façon a pouvoir s'arrêter completement dans la limite de l'etendue de la voie qu'il aperçoit libre devant lui" *(Article 7 de l'instruction sur l'emploi des électro-sémaphores), et en lui recommandant de* "marcher comme s'il allait au secours d'un train tombe en detresse en un point non determine de cette section."

Signature: _____

No. 1 (Blue).

Page No. _____

ORDER to pass a semaphore post at "danger," **DOUBLE LINE** working.

No. of Ticket _____ *Train No.* _____ *on the* _____ *191*

Driver _____

has been stopped at semaphore post No. _____
on the line _____

The Station Master gives the order to the Driver to run as an exception into a blocked section, instructing him "to drive with discretion so as to be able to stop dead within the limits of the road which he sees clear in front of him" *(Article 7 of the instructions for the use of electric-semaphores), and recommending him* "to drive as if he were going to the help of a train disabled at an unknown point of this section."

Signature: _____

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CHEMIN DE FER DU NORD.

Mouvement.

Le train n° _____ *croisera ce jour à* _____
le train facultatif n° _____
(ou) *un train spécial de* _____

Le _____ 191__

L'Agent spécial de la Voie unique,

No. 2 (Red).

CHEMIN DE FER DU NORD.

Superintendent of the Line.

Train No. _____ *will pass this day at* _____
train No. _____
(or) *a special* _____ *train.*

Date _____ 191__

The Special Inspector for Single Line Working

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CHEMIN DE FER
DU NORD
—
Mouvement.
—

Le train N°.....se garera

ce jour à.....

le train facultatif N°.....

(ou) *un train spécial de.....*

Le.....191 .

L'Agent spécial de la Voie unique.

CHEMIN DE FER
DU NORD
—
Superintendent of the Line.
—

N°. 2 (a) Red.

Train N°.....will be shunted

this day at.....

for Train N°.....

(or) *a special.....Train.*

36

The.....191 .

The Special Inspector for
Single Line Working.

CHEMIN DE FER
DU NORD
—
Mouvement.
—

Le train N°.....trouvera garé

ce jour à.....

le train facultatif N°.....

(ou) *un train spécial de.....*

Le.....191 .

L'Agent spécial de la Voie unique.

CHEMIN DE FER
DU NORD
—
Superintendent of the Line.
—

N°. 2 (b) Red.

Train N°.....will find in the

siding at.....

Train N°.....

(or) *a special.....Train.*

37

The.....191 .

The Special Inspector for
Single Line Working.

CHEMIN DE FER du Nord — Gare de _____ — EXPLOITATION.

BULLETIN DE CHANGEMENT
DE CROISEMENT DES TRAINS SUR LA VOIE UNIQUE.

Extrait de l'article 242 du Règlement Général des Chefs de Gare et de Station

Un train ne doit jamais partir d'un point où un autre train doit le croiser avant l'arrivée de ce train.

Toutefois, en cas de retard, le chef de la gare où deux trains doivent se croiser, se concerte avec le chef de la première gare suivante (côté du train en retard), et s'il reçoit l'assurance que le train en retard n'est pas arrivé à cette gare, qu'il y sera arrêté et gardé jusqu'à l'arrivée du train marchant en sens contraire, il donne à ce dernier train l'ordre de continuer jusqu'à cette gare.

Là, le chef de gare peut à son tour, en prenant les mêmes précautions, faire continuer le train jusqu'à la première gare où le croisement des trains peut avoir lieu.

Ordre est donné au train (1) _____

de continuer aujourd'hui sa route jusqu'à la gare de _____

Jour _____ date _____ heure _____

Le Chef de Gare,

COPIE DES DÉPÊCHES ÉCHANGEES

Aux termes de l'article 242 du Règlement Général des Chefs de Gare et de Station.

PREMIÈRE DÉPÊCHE.

Gare d _____ à Gare d _____

Train N° _____ est-il arrivé à votre gare ?

RÉPONSE.

Gare d _____ à Gare d _____

Non, train N° _____ est en retard d _____

DEUXIÈME DÉPÊCHE.

Gare d _____ à Gare d _____

Arrêtez train N° _____ Je vous enverrai train N° _____

RÉPONSE.

Gare d _____ à Gare d _____

J'arrêterai train N° _____ Expédiez train N° _____

Certifié conforme

Le Chef de Gare,

(1) Indiquer le train par son numéro, sa nature et le sens dans lequel il marche.

No. 3 (Violet).

CHEMIN DE FER du Nord. — _____ **Station.** — EXPLOITATION.

PERMIT FOR CHANGE
OF PASSING-PLACE OF TRAINS ON SINGLE LINE WORKING.

Extract from Article 242 of the General Rules for Station Masters :—

A train must never leave a point where another train is to pass it before the arrival of that train.

Nevertheless, in case of delay, the Station Master of the Station where two trains are to cross must get into touch with the Station Master of the next Station (in the direction of the train behind time), and if he receives an assurance that the train which is behind time has not arrived at that Station and that it will be stopped and kept until the arrival of the train running in the opposite direction, he may give the latter the order to proceed to that Station.

There the Station Master may in his turn, and by taking the same precautions, instruct the train to run up to the first Station where the trains can pass.

The order is given to train (1) _____

to run to-day as far as _____ Station

_____ day, the _____ of _____ 191 , time _____

The Station Master,

COPY OF TELEGRAMS EXCHANGED

According to the terms of Article 242 of the General Rules for Station Masters.

FIRST TELEGRAM.

_____ Station to _____ Station

Has train No. _____ arrived at your Station ?

REPLY

_____ Station to _____ Station

No train No _____ is _____ late

SECOND TELEGRAM.

_____ Station to _____ Station

Stop train No. _____ I am sending you train No. _____

REPLY.

_____ Station to _____ Station

I will stop train No. _____ Send train No. _____

Certified correct

The Station Master,

(1) The number of the train, its description, and the direction in which it is running, must be inserted.

No. 4 (1914).

LIGNES A VOIE UNIQUE.

Avis de suppression à remettre par la gare de _____ au conducteur et au mécanicien du train n° _____ du _____

Le conducteur-chef et le mécanicien du train n° _____ du _____ qui doit croiser à _____ le train n° _____ sont prévenus que le train n° _____ du _____ est supprimé entre _____ et _____

L'Agent spécial de la voie unique,

Date _____.

SINGLE LINE WORKING.

Advice of cancellation to be handed by _____ Station to the guard and driver of Train No. _____ of the _____ 191__

The head guard and driver of Train No. _____ of the _____ 191__, booked to pass at _____ Train No. _____, are advised that Train No. _____ of the _____ 191__, is cancelled between _____ and _____

Transmitted to _____ Station.

Date _____

RAILWAY

OPERATING

DIVISION.

Reference Page 28

Part 2

7

Working

"Rules - Working"

RAILWAY OPERATING DIVISION.

WORKING INSTRUCTIONS.

The following instructions are issued for the general guidance of Officers, Non-commissioned Officers and men of the Railway Operating Division of the British Army in the field.

It is impossible to provide for every contingency which may occur in the working of a railway in the area of military operations.

Circumstances will undoubtedly arise in which the personnel must decide for themselves what should be done and act on their own initiative with no rule to guide them.

They must understand that their first duty is to satisfy the requirements of the Army. Ordinarily, they will receive orders from railway officers only, but in cases of unforeseen circumstances in the neighbourhood of the enemy they may receive orders from any officer. They should ask for such orders in writing and forthwith comply with them, reporting the fact of having received them to the nearest officer of the Railway Operating Division, or the Railway Transport Establishment, without delay.

They are responsible for taking every precaution to prevent accident that their knowledge of railway working suggests.

J. H. TWISS, Brig.-General,
DIRECTOR OF RAILWAYS

G. H. Q., 1st Echelon,
June 10th, 1915.

TIME.

The Continental notation will be used, *i.e.*, 1 (a.m.) to 24 (midnight).

METHODS OF SIGNALLING.

The existing fixed Signals will not be used, and must be disregarded.

The signalling will be carried out by means of:—

(1) Warning Notices.
(2) Hand Signals.
(3) " Reduce Speed " Boards.

(1) The Warning Notice will be a Board in the position usually occupied by the Distant Signal, lettered in black on a white ground " GARE " (French for Station) or " BIFUR " (French for Junction), thus:—

Station.

Junction.

The Warning Notices will be illuminated at night by a light thrown on to the front of the Board.

Drivers and Guards will understand from these Warning Notices that they are approaching a Station or Junction, and they must immediately reduce speed ready to bring their Train to a stand at the Stop Signal (described below).

(2) Hand Signals.

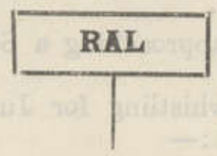
Men in charge of Stations or Junctions will give Hand Signals to indicate whether the Train is to stop or proceed; in the former case they will indicate the point at which the Train must be brought to a stand.

Hand Signals will be as follows:—

	By Day.	By Night.
(1) Stop signal.	Red Flag, fixed or waved by hand. Both arms extended horizontally.	Red Lamp, fixed or waved horizontally.
(2) " All right " signal.	Arm raised vertically above the head.	White Light waved up and down.
(3) Permission for Trains to start.	Arm waved in a circular manner at right angles to the Line.	White Light waved in a circular manner at right angles to the Line.

(3) Notice to be prepared to reduce speed will be given by means of Board lettered " RAL " in black on a white ground, illuminated at night in the same way as the Station and Junction Boards, thus:—

(RAL is short for " Ralentir," French for " Slack.")



If the Train has a booked stop the Driver must bring his Train to rest at the point indicated by day by a red flag, by night by a fixed red light. Should either of the Signals not be observed, the Driver must bring his Train to a stand short of the first set of points.

ENGINE WHISTLES.

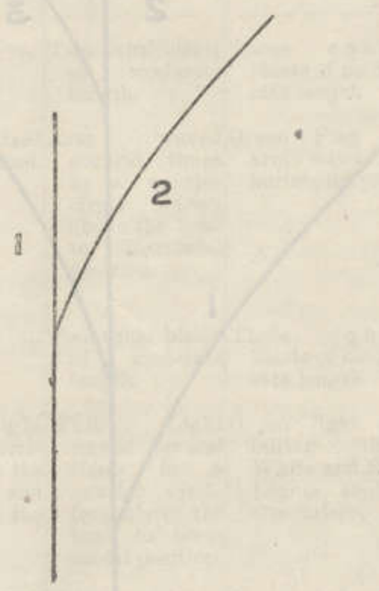
Brakes on	GRADUAL APPLICATION— 1 short and 1 long whistle. EMERGENCY APPLICATION— Several short quick whistles.
Brakes off	1 short whistle.
Starting	1 long whistle.
Approaching Stations	1 long whistle.
Entering and leaving Tunnels	1 long whistle.
Level Crossings	1 long whistle.
To enter Sidings	2 long whistles.
Ready to leave Sidings	2 long whistles.
Broken Couplings	Long and repeated whistles.

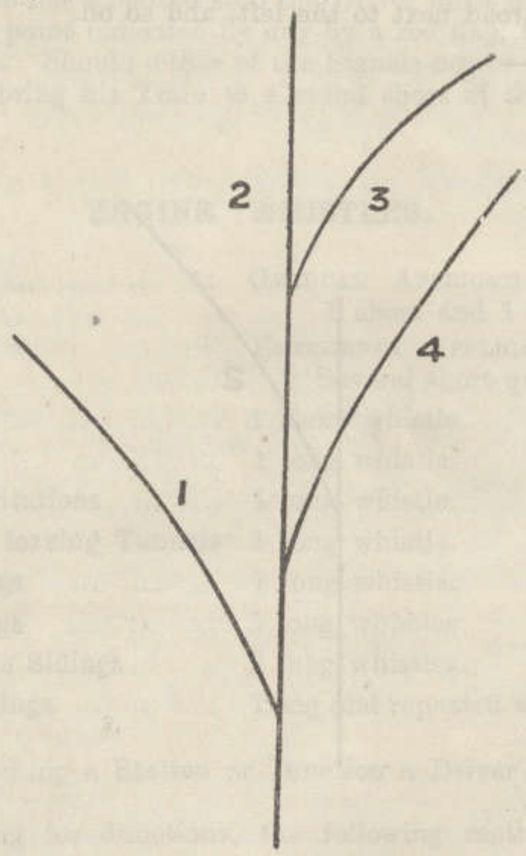
On approaching a Station or Junction a Driver must always whistle.

In whistling for Junctions, the following method will be followed :—

Begin at the left and whistle once for the left-hand road, twice for the road next to the left, and so on.

Example :—





SHUNTING SIGNALS.

These Signals are given by the Ground Staff and must in every case be acknowledged by being repeated on the Engine whistle.

		Draw Forward.	Set Back.	Slacken Speed.	Stop.
By day	Horn Signals	A long blast ...	Two equal blasts of moderate length.	Three equal blasts of moderate length.	Several short, quick blasts.
By day	Hand Signals	One arm raised above the head.	Arm waved several times in a quarter circle from above the head to horizontal position.	Green Flag or arm extended horizontally.	The various Signals laid down in the Rules, a Red flag, any object waved violently, two arms raised above the head.
By night	Horn Signals	A long blast ...	Two equal blasts of moderate length.	Three equal blasts of moderate length.	Several short, quick blasts.
By night	Hand Lamp Signals.	White Light raised vertically from the ground and held above the head.	White Light waved several times in a quarter circle from above the head to horizontal position.	Green light or, failing this, White and Red Lights shown alternately.	Red Light, stationary or waved White Light waved horizontally.
Signals of acknowledgment on Engine whistle.		A long whistle...	Two equal whistles of moderate length.	One short whistle.	Two pops.

DETONATING SIGNALS.

Fog signals will be employed during fog or falling snow.

A train exploding a detonator anywhere must be immediately brought to rest. After ascertaining the cause of the signal the driver may proceed with caution till he arrives at the obstruction, or has orders given him to resume his normal speed. Guards must assist drivers with their hand brakes.

EQUIPMENT.

Guards, in addition to their military equipment, will carry when working trains:

1 whistle
1 canvas bucket
1 red flag on stick
1 green flag on stick
1 hand lamp with red and green shades
12 detonators
book of wrong line orders, and
book of guards' journals

Drivers, in addition to their military equipment, and the usual tools carried on an engine, must be in possession of:

12 detonators
1 red flag on stick
1 green flag on stick
1 hand lamp with red and green shades
1 book of wrong line orders
1 book of drivers' journals, and
1 train number board.

LAMPS.

(1) All trains must be provided at starting with one tail lamp and two side lamps, clean, trimmed, and ready for use.

(2) Side and tail lamps must be removed from trains as soon as practicable after arrival at destination.

(3) Engine head and train lamps to be lighted one hour after sunset.

(4) Supply and empty trains, light engines, &c., will carry two white lights. Ambulance trains and trains conveying troops will carry one white and one purple light.

(5) Signal lamps to be lighted one hour after sunset.

(6) Station and yard lamps when not in use must not be kept burning; lighting should be restricted as much as possible in order to avoid attacks from aircraft.

(7) All signal and train lamps must be lighted during thick fog or falling snow.

REAR VEHICLES.

Trains will always carry two side lights and one tail lamp, lighted by night. No train is complete without these, and guards must see that lamps are in position and properly trimmed before starting.

Section Controllers must see that trains arrive complete before giving authority for a train to enter the section other than at caution.

When a train is side-tracked it is the duty of the guard to see that the rear vehicle is clear of other running lines and to so inform the Section Controller. As regards the front (and in the case of a light engine) it is the duty of the driver to make certain that the engine is clear of other running lines, and he must so inform the guard, who will inform the Section Controller.

DISTINGUISHING TRAINS BY NUMBERS.

Every train will bear a distinguishing number, carried on the engine. When running tender first the number will be carried on the front of the tender.

When reporting trains the number carried on the engine (or tender) must always be stated.

Daily supply trains and return empties will carry the same number each day.

EXAMINATION OF TRAINS.

All trains will be examined by the examining fitters at the points at which the British railway operating sections take over from the French authorities.

Should any loaded wagon be removed from a train during transit through defect or other cause, the guard must immediately acquaint the station master, who will at once inform the nearest R.T.O., giving wagon number, contents and destination.

Guards will examine their trains at convenient stopping places, and, if they discover any defect of a serious nature, will acquaint the driver, who will decide what course to adopt and be in a position to work his train with due relation to the defect.

It is most important that every vehicle should be worked to destination if possible, as its contents may be of vital importance to an army, but these considerations must be put on one side for a particular vehicle if its condition is such as to incur grave risk, as more serious failure of delivery of the supplies of the armies in the field may thereby be incurred if an accident arises.

ACCIDENTS.

All accidents involving loss of life, personal injury, or delay to traffic, must be reported at once by telephone to the section headquarters. A detailed report must then be made out on the standard form by the Station Master (or by the driver if the accident occurs between stations) and forwarded by the first available train. The signed statement of each N.C.O. and man concerned must be forwarded with this report, or as soon as possible afterwards.

STATION STAFFS AND TRAIN CREWS ON DUTY.

Station staffs and train crews whilst on duty are not allowed to leave their stations or trains.

RIDING ON ENGINE OR IN BRAKE VAN.

No civilian or unauthorised officer, non-commissioned officer, or man of another corps must be allowed to ride on an engine or in a brake van.

RAIL MOTOR LORRIES.

Rail motor lorries may be allowed to travel on running lines at the discretion of the Station Master.

The same arrangements for working must be made as in the case of ordinary trains.

CUSTOMS.

All civil traffic wagons (loaded or empty) crossing the frontier will undergo examination at the frontier stations.

ORDRES DE TRANSPORT.

Guards when taking over trains must obtain from the Station Master the Ordres de Transport (and in the case of civil traffic the necessary Customs documents) for each wagon, and for each package in their vans.

On arrival at stations, guards must hand to the Station Master the documents relating to the traffic put off.

DISINFECTION LABELS.

When horses are loaded up for despatch by rail "Disinfection" labels must be pasted on each wagon used, as follows:—

(1) In the case of horses not suffering from diseases a BLACK label to be used.

(2) In the case of horses suffering from diseases, known as sick horses, a RED label to be used.

GUARDS' JOURNALS.

Guards will make out a journal for each train they work. A proper description of the train must be given, and the number of vehicles attached or detached at each station must be shown.

If there are two or more engines on a train the number and driver's name of each engine must be shown.

Guards must report on the back of their journals any exceptional delays or other abnormal circumstances. They must show on their last journal for the day the time of signing on and off duty; also the name of the assisting guard, if any.

DRIVERS' DAILY REPORTS.

Drivers must make out a daily report on the form provided. The information which it is designed to show must be accurately given.

SUGGESTIONS FOR IMPROVEMENTS IN WORKING.

Any suggestions for improvements in methods of working should be reported to the Headquarters of the section.

Coupling of Vehicles.

FREIGHT AND PASSENGER TRAINS.

All trains received from the French will be screw-coupled, with side chains connected. Before handing over to the French railways trains must be similarly coupled. This rule applies to both passenger and freight trains.

PASSENGER TRAINS.

Ambulance and certain other trains are fitted with the Westinghouse continuous brake. Guards will be held responsible for seeing that the connections are made before leaving with their train, and before starting must test the brake from the rear van.

Working of Trains.

RUNNING TIME.

Scheduled times will be made for running between stations, upon which the working of the various lines will be determined. It is important that the booked speeds should not be exceeded,

particularly in the case of working over repaired lines to follow up an advance, as speeds which drivers are accustomed to regard as slow may be dangerous. A derailment during the progress of an advance might have the most serious consequences. Drivers, whilst understanding this, are at liberty to depart from the schedule when, in their judgment, it is necessary to do so.

STARTING AND RUNNING OF TRAINS.

Before giving the driver the signal to start it is the duty of the guard to see that his train is complete, properly coupled and loaded.

When a train arrives at a station or siding the guard will at once get down from his van and find the Section Controller and ascertain from him what instructions are to be given to the driver. The guard will convey these instructions to the driver.

STOPPING STATIONS.

If the train has a booked stop, the driver must bring his train to a stand at the point indicated, by day by a red flag, by night by a fixed red light or a red light waved horizontally.

Should none of these signals be observed, the driver must bring his train to a stand short of the first set of points.

PASSING STATIONS.

If the station in advance has given "Section Clear."

If the train arrives as booked or late, the signal must be given for it to proceed. It need not be stopped to exchange the train order. Should, however, the train arrive before its booked time it must be stopped and given the signal to proceed when its booked time to pass has arrived.

If the station in advance has not given "Section Clear," on account of the non-arrival of the preceding train, the train approaching the post must be brought to a stand and sent forward after being furnished with a train order, provided that the preceding train has left not less than 10 minutes before. If the preceding train has left less than 10 minutes before, the train in question will be kept at the post until the expiration of the 10-minute interval.

BRAKES.

Guards must be on the alert at all times to assist the driver in stopping the train by means of the hand brake. (See Whistle Signals.)

A brake-van must be placed in the front and one in the rear of each train.

COUPLING OF TRAINS.

When authorised, trains may be coupled together. The Section Controller will communicate with the guards of the two trains in question, who in turn will inform their respective drivers that the trains are to be coupled. The guard of the first train will not give the order to start until he has obtained the signal from the rear guard, and the driver of the first train will not start until he has given two short whistles, which must be repeated by the second driver.

The Section Controller will advise the section in advance, when asking for line clear, that the train about to leave will run coupled with another, and he will give a train order to each of the two drivers. Guards will ride in their own brakes. The first guard will remove his side and tail lamps.

SHUNTING ON RUNNING LINES.

After a train has been accepted from a post in rear, no shunting must be permitted over the line on which that train will run.

LOOSE VEHICLES.

Loose vehicles standing in sidings must be secured so as to prevent their running on to the main line.

PROPELLING OF TRAINS.

When a Section Controller decides that it is necessary engines may propel trains. The guard will ride in the van, or in the first vehicle provided with a hand brake. The Section Controller must see that the train is provided with the necessary number of braked vehicles, as laid down in his instructions.

TOW ROPING.

When the existing facilities at any yard render it necessary, wagons may be moved by tow roping; the senior N.C.O. present during the movement concerned must see that the men do not expose themselves to danger whilst doing so.

BANKING ENGINES.

On heavy gradients banking engines will be used.

Trains requiring assistance will stop at the foot of the bank, brake van clear of the siding out of which the banking engine runs. When the bank engine has come to rest against the rear van, the rear guard will give the signal to the bank engine driver to proceed, but before starting the driver must communicate by whistle with the train driver in exactly the same way as is done when trains are coupled together. The bank engine will not be coupled to the rear brake unless it runs with the train through the section.

18c. Train Order.

132

CONTREFEUILLE.

SECTION BLOQUÉE. SECTION BLOCKED.
SECTION LIBRE. SECTION CLEAR.

LE MÉCANICIEN DU TRAIN.
THE DRIVER OF TRAIN.

No.

EST AUTORISE D'ALLER JUSQU'À
IS AUTHORISED TO GO FORWARD TO

.....

Reçu l'ordre.
Order received.

.....

le Mécanicien.
Driver.

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132

BULLETIN DE PÉNÉTRATION.

TRAIN ORDER.

SECTION BLOQUÉE. SECTION BLOCKED.
SECTION LIBRE. SECTION CLEAR.

LE MÉCANICIEN DU TRAIN.
THE DRIVER OF TRAIN.

No.

EST AUTORISE D'ALLER JUSQU'À
IS AUTHORISED TO GO FORWARD TO

.....

Reçu l'ordre.
Order received.

.....
le Mécanicien.
Driver.

TRAIN ORDERS.

The line will be divided into sections, and at each block post hand signals will be given to the drivers in accordance with Clause 2, but **no driver will be allowed to proceed into a section until he has been furnished with a TRAIN ORDER,** indicating either

(A) That the section is clear, or

(B) That the section is occupied, but that the preceding train has left not less than 10 minutes previously.

In the latter event the driver will run " At Caution," *i.e.*, at such a speed as to be able to bring his train to rest at any point on the stretch of line within his view.

The driver must sign this train order and give it up at the end of the section to which it refers.

CANCELLATION OF TRAINS.

When it is found necessary to cancel the passage of a train into a section, the following procedure must be rigidly adhered to:—

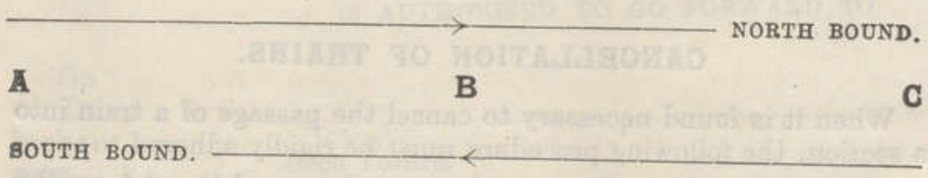
The Section Controller must instruct the guard to get from the driver his train order and hand it over to him. When the Section Controller has received the train order from the guard, **and not until then,** he will ring up the post in advance and cancel the train in accordance with the printed instructions in each despatching post.

INSTRUCTIONS FOR THE WORKING OF DOUBLE LINES.

Trains will work with train orders on the absolute block unless otherwise ordered.

Exception may be made to this rule, at the discretion of the Section Controller, but only when the preceding train has left not less than 10 minutes, and then only when the driver of the following train has been given a **caution order,** for which he must sign a receipt as an acknowledgment that he has been duly informed that the section into which he is entering is still occupied.

Each block post will be connected by means of a telephone with the posts on either side of it.



The above diagram represents a length of double line with block posts at **A, B,** and **C.** The arrows show the direction in which the trains run. (In France and Belgium trains run as in England, *i.e.*, on the left-hand line.)

Method of Despatching and Receiving Trains on Double Lines, and Use of the Train Book and Train Orders.

WHEN WORKING ON ABSOLUTE BLOCK.

When one post requires to despatch a train to another post, the following procedure must always be adhered to; for brevity, we will call the despatching post " A " and the receiving post " B."

(1) " A " rings " B " on the telephone at 17.20, and asks him if he will take a train from " A " to " B." " A " enters the time in column **1s** (sending side of his train book). " B " enters the time (17.20) in column **1R** (receiving side of his train book).

(2) If " B " accepts the train at 17.20, " A " enters the time (17.20) of " B's " acceptance of it in column **3s.** " B " at the same time enters 17.20 in his column **3R.**

(3) " A " then asks " B " the number of the last train he received from " A." " B " replies, " Train No 19 left at 17.00, cleared at 17.15." Both enter No. 19 in their train books, " B " in his column **4R,** " A " in his column **4s.**

(4) " A " has now obtained permission from " B " to forward a train to " B."

(5) The train leaves at 18.5. " A " telephones to " B," " Train left 18.5," entering the time in his column **5s,** " B " entering the time in his column **5R.**

At the same time that " A " advises " B " of the departure of a train, he will also notify him of the number and class of the train, entering this information in columns 6s and 7s respectively, and " B " makes similar entries in his columns 6R and 7R.

RECEIVING.

(6) As soon as the train reaches " B," " B " will (provided the train has arrived complete with tail lamp) inform " A " by telephone, " Train No. 20 arrived 18.25," entering the time in column 8R. " A " will enter the time the train passed out of the section in his column 8s.

WHEN WORKING AT CAUTION.

Take an example where the section is occupied:—

(1) At 18.16 " A " rings " B " on the telephone, and asks him if he will take a train **at caution** from " A " to " B." " A " enters the time in column 2s. " B " enters the time (18.16) in column 2R.

(2) " If " B " is prepared to accept the train at caution at 18.16, " A " enters the time (18.16) of " B's " acceptance **at caution** in column 3s, " B " at the same time entering 18.16 in his column 3R.

(3) " A " then asks " B " the number of the last train despatched from " A " to " B. " " B " replies, " Train No. 20 left at 18.5 not yet cleared." Both enter No. 20 in their train books, " B " in his column 4R, " A " in his column 4s.

(4) " A " has now obtained permission from " B " to forward the train to " B " **at caution.**

(5) The train leaves at 18.18. " A " telephones to " B," " Train left at 18.18 **at caution,**" entering the time in column 5s, " B " entering the time in his column 5R.

At the same time that " A " advises " B " of the departure of a train, he will also notify him of the number and class of the train, entering this information in columns 6s and 7s respectively, and " B " makes similar entries in his columns 6R and 7R.

RECEIVING.

(6) As soon as the train reaches " B," " B " will (provided the train has arrived complete with tail lamp) inform " A " by telephone, " Train No. 21 arrived 18.48," entering the time in column 8R. " A " will enter the time the train passed out of the section in his column 8s.

Except on special authority from the officer in charge of the line concerned, no train must be despatched from one post to another unless an interval of 10 minutes has elapsed from the time of departure of the preceding train, and then only when permission has been given to forward the train AT CAUTION. In every such case the driver must be furnished with a CAUTION ORDER.

All telephonic messages regarding the movement of trains must be repeated by the recipient. Failing this acknowledgment, the sender must assume that his message has not been received and must repeat it until he receives proper acknowledgment.

All train messages must be promptly entered in the train book.

SPECIMEN ENTRIES IN TRAIN BOOKS.

A's BOOK. **NORTH BOUND.**

Receiving.								Sending.							
1R.	2R.	3R.	4R.	5R.	6R.	7R.	8R.	1S.	2S.	3S.	4S.	5S.	6S.	7S.	8S.
Train offered.	Train at caution.	Train accepted.	No. of last train.	Train left.	Train No.	Class.	Train arrived.	Train offered.	Train at caution.	Train accepted.	No. of last train.	Train left.	Train No.	Class.	Train arrived.
												17. 0	19		17.15
								17.20		17.20	19	18. 5	20	1	18.25
									18.16	18.16	20	18.18	21	1	18.48

B's BOOK. **NORTH BOUND.**

Receiving.								Sending.							
1R.	2R.	3R.	4R.	5R.	6R.	7R.	8R.	1S.	2S.	3S.	4S.	5S.	6S.	7S.	8S.
Train offered.	Train at caution.	Train accepted.	No. of last train.	Train left.	Train No.	Class.	Train arrived.	Train offered.	Train at caution.	Train accepted.	No. of last train.	Train left.	Train No.	Class.	Train arrived.
				17. 0	19		17.15								
17.20		17.20	19	18. 5	20	1	18.25								
	18.16	18.16	20	18.18	21	1	18.48								

WORKING OF SINGLE LINES.

No train may enter any section of line without a train order.

On single lines drivers will run on train orders only, *i.e.*, on arriving at a post they will not leave that post to enter the section in advance until they have obtained written instructions to do so from the Section Controller.

When entering the section in advance they will either proceed at caution or not, as the Section Controller decides. The instructions of the Section Controller will be given on the train order.

Trains may follow one another into the section at 10-minute intervals.

The despatching post must notify the receiving post of the number of each train as he despatches it, and only when he has satisfied himself that the last train received by him is the last one despatched to him must the receiving post offer to despatch a train into that section.

To enable the despatch of trains to be done with the necessary method and safety, the following means have been provided:—

(1) A train book into which the number of every train must be entered, together with the time that it entered and left the section.

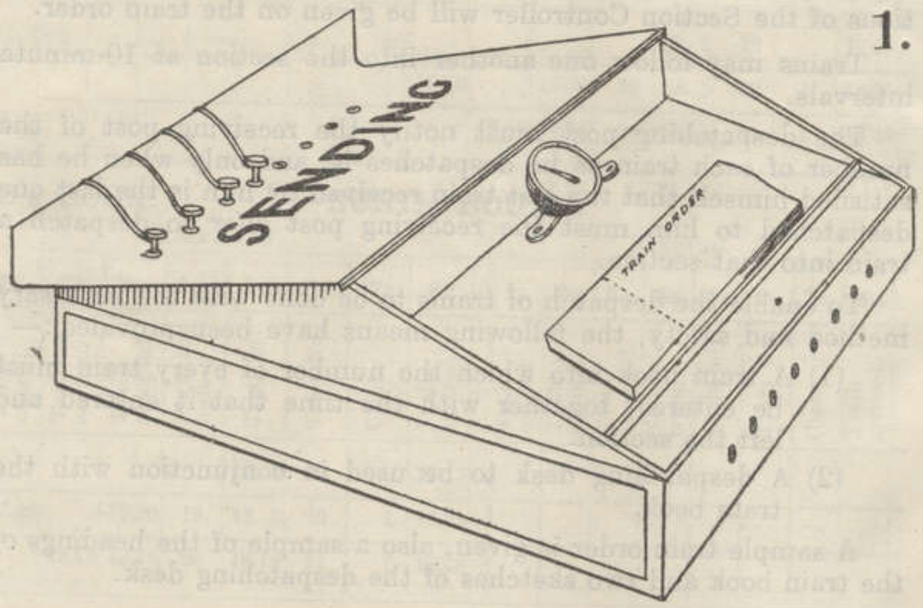
(2) A despatching desk to be used in conjunction with the train book.

A sample train order is given, also a sample of the headings of the train book and two sketches of the despatching desk.

Sketch No. 1 shows the desk open for despatching a train; No. 2 shows it shut off for receiving a train.

In making entries in the train books, a complete line of the two columns must be taken for each entry. The effect of this is that there will be as many blank lines on the despatching side as there are entries on the receiving side, and vice versa, and every entry will show a blank line opposite to it in the column for movements in the opposite direction.

1.



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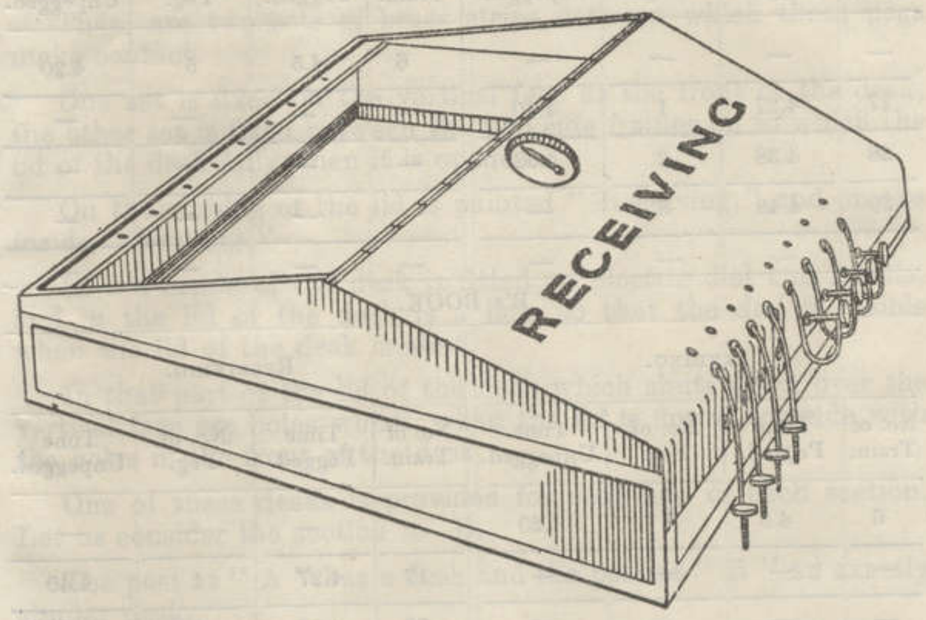


A's BOOK.

Sending.				Receiving.			
No. of Train.	Time Pegged.	No. of Peg.	Time Unpegged.	No. of Train.	Time Pegged.	No. of Peg.	Time Unpegged.
—	—	—	—	6	4.5	5	4.20
17	4.27	1	4.40	—	—	—	—
28	4.38	2	4.52	—	—	—	—
29	4.48	3	—	—	—	—	—
—	—	—	—	—	—	—	—

B's BOOK.

Sending.				Receiving.			
No. of Train.	Time Pegged.	No. of Peg.	Time Unpegged.	No. of Train.	Time Pegged.	No. of Peg.	Time Unpegged.
6	4.5	5	4.20	—	—	—	—
—	—	—	—	17	4.27	1	4.40
—	—	—	—	28	4.38	2	4.52
—	—	—	—	29	4.48	3	—

DESPATCHING DESK.

This is a plain flap desk, on the lid of which are attached by cords a number of contact-making pegs.

There are two sets of brass strips between which these pegs make contact.

One set is fixed on the vertical face at the front of the desk, the other set is fixed between the two side frames on to which the lid of the desk falls when it is opened.

On the outside of the lid is painted " Receiving," and on the inside " Sending."

In the inside of the desk is fitted an electric dial and needle, and in the lid of the desk is a hole so that the dial is visible when the lid of the desk is shut.

In that part of the lid of the desk which shuts down over the vertical face are holes which, when the lid is down, coincide with the holes in the front of the desk.

One of these desks is provided for each end of each section. Let us consider the section A—B.

The post at " A " has a desk and the post at " B " an exactly similar desk.

Connected to each pair of strips on the receiving side of the desks at " A " and " B " is a battery, so arranged that the current from one battery flows in the opposite direction to that from the other battery.

Thus, when the circuit from the despatching side of desk A to the receiving side of desk B is completed, the current flows in one direction. When the circuit from the despatching side of desk B to the receiving side of desk A is completed, current flows in the opposite direction. According as to which batteries are connected, " A " despatching to " B " or " B " despatching to " A," the needles of the two dials which are in series in the circuit are deflected to show to the direction " A " to " B " or " B " to " A."

The desk contains in addition to the dial, which is a fixture, the book of train orders for despatching the trains in the section to which the desk refers.

This train order book must always be kept in the desk.

Method of Combined Working of Train Orders. Train Book and Despatching Desk.

DESPATCHING. (Post A.)

When one post requires to despatch a train to another post, the following procedure must always be adhered to:—

(For brevity we will call " A " the despatching post and " B " the receiving post.)

(1) " A " telephones to " B " and asks him if he can receive a train.

(2) " B " telephones that he is prepared to receive a train.

(3) " A " opens his desk and makes out a train order.

(4) " A " writes the number of the train and the time in his train book, pegs it in the proper hole in the turned-down desk lid and writes the number of the peg used in his train book.

(5) " A " telephones to " B " and reads out to him what he has written in his train book, which " B " copies into his train book, repeating it to " A," and pegging the train with the peg named.

As soon as " B " completes with the insertion of his peg the circuit which " A " partially completed by the insertion of his peg, the needle goes over to the direction A—B.

TRAIN OUT OF SECTION.

As soon as a train is received and passed out of the section, the receiving post will unpeg the train and make an entry in the book of the time at which he did it. He will immediately telephone the entry so made to the despatching post, who will write it in his train book, repeat it, and unpeg.

If this is the last train that was sent into the section and, consequently, the last peg in the desk, the needles on both dials will go to neutral, in which case both desk lids are free and the process can be started again.

Before sending any train, the despatching post must ask the sending station of the last train to repeat the number, and see that its arrival is confirmed by the book and peg.

Let us examine the samples of train books given and go over the process which was gone through by the sending and despatching posts in connection with the despatch of the three trains, Nos. 17, 28 and 29 into the section A—B in the direction A to B.

(1) " A " wishes to send No. 17 to " B," and looks at the position of his desk and of the needle. He next looks at his book and notes the number of the last train sent in the direction " B "—" A."

(2) " A " rings " B " on the telephone, and asks him if he will take a train.

(2A) On " B " saying that he can accept a train " A " asks him what was the number of the last train sent from " A "—" B."

(3) " B " would read out his last entry to " A," viz. :— " Train No. 6, sent at 4.5, peg 5, cleared 4.20."

(4) " A " would then make out a train order for No. 17.

(5) " A " would then write down in his train book, " Train No. 17 sent at 4.27, peg. No. 1," and peg the train.

(6) " A " rings up " B " and repeats to him what he has just written down, viz. : " Train No. 17 sent in section at 4.27, peg No. 1."

(7) " B " writes down the above, repeats it to " A," and pegs.

(8) Needle goes to direction " A "—" B." " A " gives order to driver and train is sent. " A's " desk is pegged open in the sending position. " B's " desk is pegged shut in the receiving position.

(9) Later on, " A " wishes to send train No. 28 to " B," and so informs him. Both go through the process described above, viz. : Nos. 1, 2, 4, 5, 6 and 7, the pegs numbered 2 being used instead of the pegs numbered 1, and at 4.38 train No. 28 is sent.

(10) At 4.40 No. 17 clears the section ; " B " enters the time of his clearing in his train book, and unpegs peg No. 1.

(11) " B " rings " A " and gives him the time that the train has cleared, which " A " writes down in his book and repeats; he then unpegs his peg No. 1.

NOTE.—" A's " desk is still locked open by his peg No. 2. " B's " desk is still locked shut by his peg No. 2.

(12) " A " wants to send " B " train No. 29, and so informs him ; the same procedure is followed as before, the train being pegged by the pegs numbered 3.

(13) At 4.52 No. 28 clears the section, and the processes set out in 10 and 11 are gone through, the pegs numbered 2 being unpegged in both desks.

NOTE.—" A's " desk is still locked open by his peg No. 3. " B's " desk is still locked shut by his peg No. 3.

(14) When train No. 29 has cleared the section and the processes previously described have been gone through, viz.: Nos. 10 and 11, the remaining blank entry for train No. 29 is filled in, all pegs are withdrawn, and both desks are free.

The pegs will be used consecutively in the order in which they are numbered, one for the despatch and one for the reception of each train.

The whole series of pegs provided for the despatch and reception of trains in one direction in a section must have been used for the putting on line of trains in that direction before the pegs numbered 1 are used again.

RAILWAY OPERATING DIVISION.

WRONG LINE ORDER FORM "A."

To the Section Controller at.....

Allow an assistant engine or breakdown van train to proceed on the wrong line for my train, which is stationary at ..... My train will not be moved in any direction until the arrival of the assistant engine.

Signed.....*Driver.*

Date..... *Time issued*.....

Form "A" to be filled in by the driver and signed by the guard.

Signature of guard.....

RAILWAY OPERATING DIVISION.

WRONG LINE ORDER FORM "B."

Authority for engine driver to travel on the wrong line in case of accident.

To driver of engine No..... working train No.....

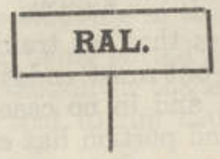
You are authorised to proceed with your train on the **wrong line** to

Signature of Section Controller.....

Date..... *Time issued*.....

RUNNING SLACKS.

Drivers must not exceed a speed of 5 miles per hour over temporary bridges or bridges and permanent-way under repair. A warning board will be placed 800 yards in front of these points, marked "**Ral.**"



(short for *ralentissement*, French for slack).

Trains must run cautiously over junctions and through stations, and drivers must use their judgment in setting back into sidings, &c., where points have been hurriedly put in, stop blocks are not provided, &c., &c.

In the event of a train or light engine standing anywhere in a section, the guard in the former case and the fireman in the latter, must get down and go back the prescribed distance, exhibiting by day a red flag and by night a red light, so as to be seen at such a distance as to give sufficient warning to a following train.

PROTECTION OF TRAINS DIVIDED OR LEFT IN SECTION.

In the event of a train breaking away, the guards and brakesman travelling in the second part of the train must immediately put on their brakes and stop the train as quickly as possible, and at the same time signal to the driver.

As soon as they have brought the portion of the train to a stand, it is the duty of the guard to go back (or send a man) with a red flag or light 1,100 yards, and place detonators on the rails, one 500 yards from the end of the train and two about 20 yards apart at the point at which he is standing, so that the driver of a following train may have his attention drawn to the red flag or light, which must be exhibited by the guard.

When a driver perceives that his train is divided he must not stop his portion suddenly, but must endeavour to keep an interval between the two portions, and in no case must he set back until he is certain that the second portion has come to rest.

If, owing to a broken draw gear, it is necessary to leave one part of the train on the line, a following train on the same line must push the left portion forward to the end of the section.

The driver who has gone forward with the first portion must therefore not go back to fetch the portion left without an order to do so from the post at the end of the section. This order must never be given unless it is certain that there is no following train to push the vehicles out of the section.

ACCIDENT IN SECTION.

In the event of a derailment or other accident which has blocked the line—

The fireman must at once, in the case of double lines, without waiting to see if both lines are fouled, go forward, taking a red

light at night, and draw the attention of the driver of any train approaching in the opposite direction by means of the prescribed danger signals.

The guard must assure himself first that means have been taken to protect trains approaching in the opposite direction. The train must also be protected in the rear, in accordance with the rules laid down for trains stopping in the section.

In the event of a train being parted on a double line, all drivers of trains going into the section in the opposite direction must be warned of the fact and told to run cautiously and keep a sharp look-out.

If, owing to shortage of water or any other cause, the guard sends by the driver a written request to the Section Controller to send the engine of his train back into the section, he must sign a statement that he will not allow his train to be pushed out of the section.

NOTE.—In the event of a draw gear being broken, the defective vehicle should be taken on with the first portion of the train, in order to save time.

(B 13044) Wt. w. 2110—R1694 8000 5/17 H & S

(R.O.D. 13.)

RAILWAY OPERATING DIVISION.

Daily return of wagons of .... traffic forwarded from / received at .... Station, ... 191 .

No. 4 Advanced Section, A.P. & S.S., 294. 20000. 4-17.

Train No. and Time.	Destination or Despatching Station.	Supplies.	Ordnance.	Miscellaneous.	Construction Traffic for C.R.C.E.	Other R.E. Traffic.	Reinforcement and Remount Trains.	Troop Trains.	Ambulance Trains.	Owning Company.

Give the number of every Wagon, except in the case of Ambulance trains, where the number of vehicles is all that is required. A separate sheet to be used for Civil, French, Belgian and British Military traffic, and a separate sheet for forwarded and received traffic.

APPENDIX

70

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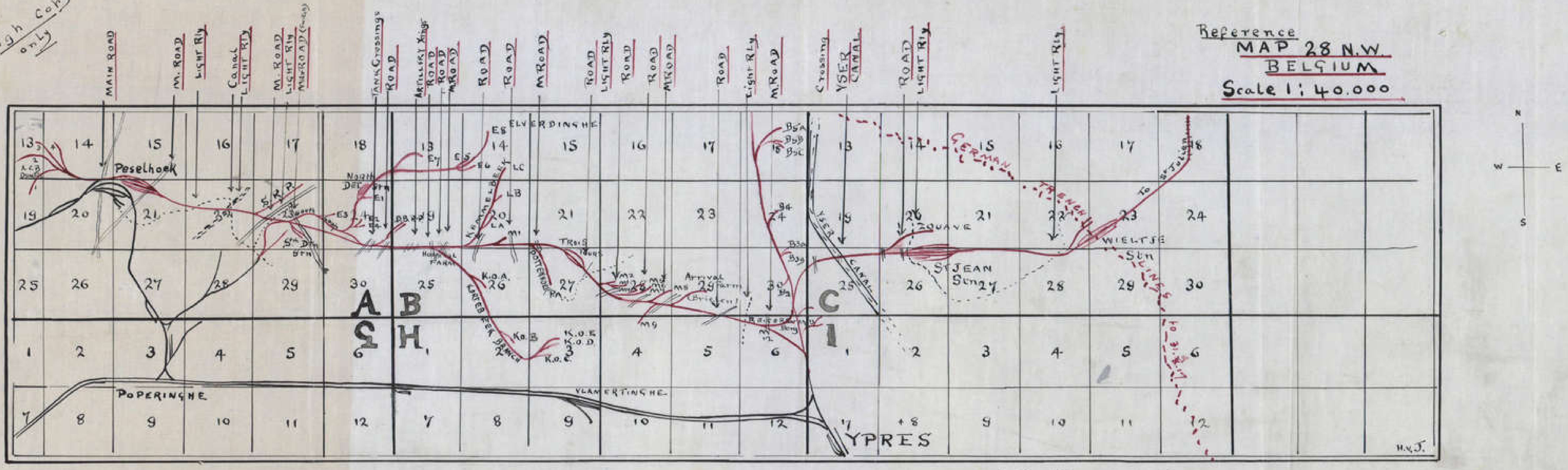
APPENDIX 4 74

Rough Copy only

Reference
MAP 28 N.W.
BELGIUM
Scale 1: 40.000



MIDLAND LINE

Indicating Crossings - Danger Points

59th Coy RAILWAY OPERATING
(AUSTRALIANS)

G. Morgan Capt. CAPT. O.C.

APPENDIX 5 - 75

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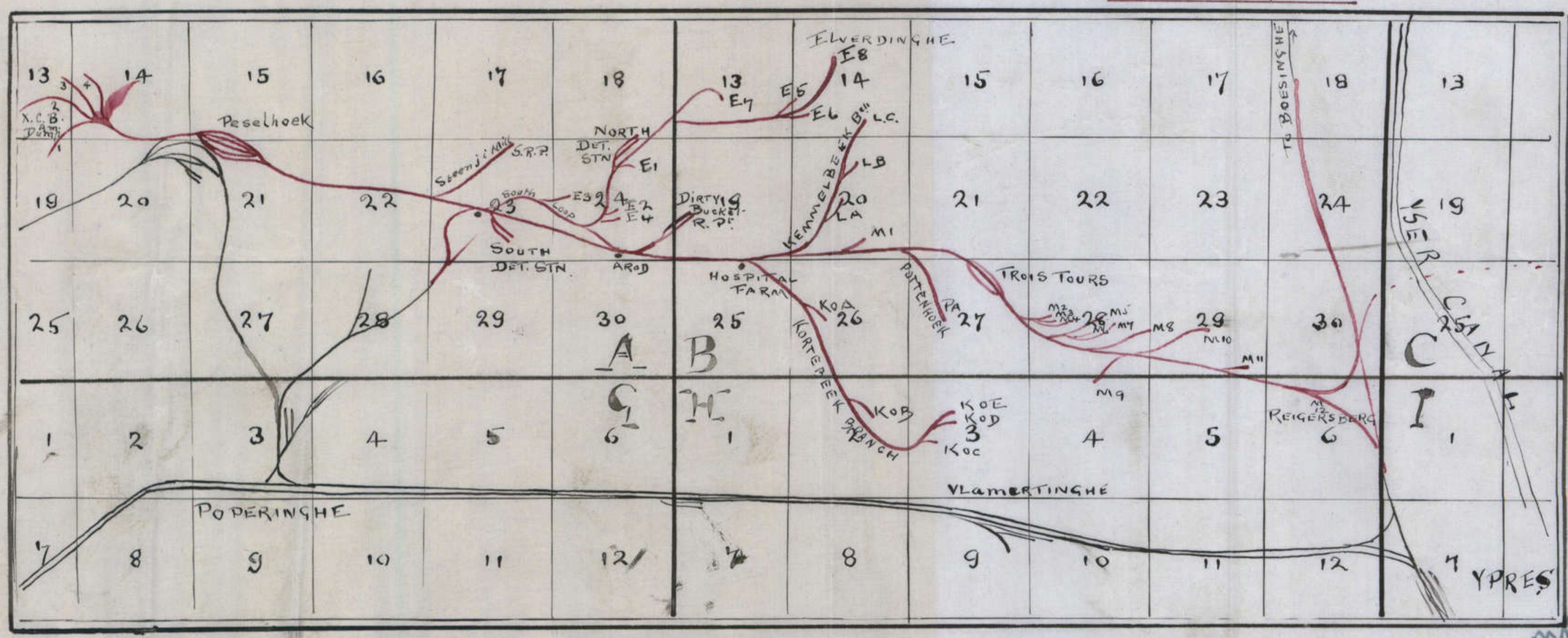
Rough Copy only

REF:- MAP 28 N.W.
BELGIUM
SCALE 1: 40000



— MIDLAND LINE as operated prior to 31 JULY 1917 by
59th (AUST.) BROAD GAUGE RAILWAY OPERATING Coy.

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APPEN... 5 6

RAILWAY OPERATING DIVISION,
ROYAL ENGINEERS.

Secret. STN. 429.

PROGRAMME OF SPECIAL TRAFFIC - 10th. February, 1918.

		Ety.T.T.	Ety.T.T.
Merris			
Merris	dep	7.40	8.50
Borre	arr	7.56	9.06
	dep	8.00	9.10
Godewaersvelde	arr	8.25	9.35
		Troops.	Troops.
	dep	9.05	10.05
Poperinghe	pass	9.30	10.30
Brandhoek	arr		10.40
	dep		10.45
Boesinghe Pt.J.	pass	9.53	10.58
Reigersburg	pass	19.58	
St. Jean	arr		
	dep or pass		11.10
Wieltje	arr	10.18	11.20
Train No.		31.	32.

		31a.	32a.
Train No.			
Wieltje	dep	10.55	12.05
St. Jean	arr	11.05	
	dep	11.15	
Reigersburg	pass	11.25	12.25
Boesinghe P.Jn.	pass	11.30	12.30
Poperinghe	pass	11.50	12.50
Borre	arr	12.40	13.40
	dep	12.45	13.45
Merris	arr	13.01	14.01

STOCK:- Nord will provide two T.T. sets.

POWER:- Borre Control to arrange throughout.

		Empty
Poperinghe	dep	19.40
Boesinghe P.Jn.	pass	20.03
Reigersburg	pass	20.06
Wieltje	arr	20.28
		33a.
		33.
		Troops
Wieltje	dep	21.00
Reigersburg	pass	21.20
Boesinghe P.Jn.	pass	21.27
Poperinghe	pass	21.50
Abeele	arr	22.05
		34a
		Empty
Abeele	dep	223 5
Poperinghe	arr	22.50

Loading:- 600 all ranks.
Stock:- A.W.set. O.C.Poperinghe to provide and arrange power.

The 13.00 ex Gordon House on 10th will stop 5 mins. at Brandhoek and will be extended to Caestre, returning loaded to Brandhoek in the following timing:-

		35.
		Troops
Brandhoek	dep	13.40
Poperinghe	pass	13.50
Caestre	arr	14.40
		36
		Troops
Caestre	dep	16.15
Poperinghe	pass	17.00
Brandhoek	arr	17.10
		36a
		Empty
Brandhoek	dep	17.30
Poperinghe	arr	17.40

STOCK:- Caestre to strengthen No:36 with 12 Covereds.

O.C., Poperinghe to arrange power.

The 253rd Tunnelling Coy. and 563th Army Troops will be conveyed by Special train from Vlamertinghe as under:-

Vlamertinghe	dep	13.55
Poperinghe	pass	14.10
Hazebrouck	arr	15.10

STOCK:- 1 Coach,
27 Covereds,
7 Flats,
2 Brakes

Loading:-

253rd Tunnelling Coy.	563th Army Troops
314 all ranks	3 Officers
10 Horses	123 O.R.
3-4 wheelers	28 Horses
2-2 Wheelers	4-4 wheelers
6 Truck stores	6-2 wheelers

O.C. Poperinghe to provide Stock, and BORRE Control to arrange power.

BORRE.
15.00 - 9/2/18.

Acknowledge receipt by 'phone to Borre Control thus:-
"S.T.N.429 received".

Sent to all concerned.

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APPENDIX 6

7

59TH AUSTRALIAN S.A. RLY. O. COY.

No

Date 25th January 1918.

(6)

RAILWAY OPERATING DIVISION
ROYAL ENGINEERS

Circular No: ~~131~~.20

INSTRUCTIONS TO BLOCKMEN

The custom of putting flags or lamps out by blockmen must immediately cease. The system of signalling in the R.O.D. is by hand signals, given by the blockman to the driver of the train.

Officers i/c Detachments and Stationmasters, are held responsible for personally warning their blockmen that the system of making fixed signals of hand signals must immediately cease, and the blockman must come out of his Cabin in sufficient time in order that the driver can pick up his signal at the earliest possible moment.

Orders No: 43, 18.2.17., and No: 46, 16.3.17., are repeated for the information of all ranks:-

"It has been noticed that blockmen are in the habit of returning to "their Cabins as soon as they have handed the ticket to drivers, "without observing whether the passing train is in possession of the "proper tail lights or discs. Attention is called to this fact, "Blockmen being responsible for seeing that the train is complete, and "they are also responsible for taking the necessary steps, if it is not, "according to the usual block rules.

Please arrange for your staff to be instructed "accordingly. Any future infringements of this order will be dealt "with by disciplinary action. Acknowledge receipt."

"Complaints are being received that blockmen are not paying sufficient "attention to oncoming trains. So soon as a blockman receives "Train "in Section" from the preceding box, he is at once to prepare to give "the driver his proper signal, taking into consideration the time the "train will take to come within observation, and not remain in the block "Cabin until the train is close up to it, causing annoyance to the "driver and unnecessary delay by this action."

Please acknowledge receipt.

Capt.