

HIGH COMMISSIONER'S NOTICE No. 92 of 1914.

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IT is hereby notified for general information that His Excellency the High Commissioner has been pleased, under and by virtue of the powers in him vested by the *ninth* section of Proclamation No. 25 of 1896 as amended by Proclamation No. 19 of 1905, and by the *eighth* section of Proclamation No. 4 of 1898 as amended by Proclamation No. 19 of 1905, to approve of the following by-laws and regulations governing the packing, loading, unloading, and transport of explosives and other dangerous goods, to be in force from this date upon the railway line of the Rhodesia Railways, Limited, within the Bechuanaland Protectorate.

By Command of His Excellency the
High Commissioner.

C. H. RODWELL,
Imperial Secretary.

Pretoria,
23rd October, 1914.

Notice REGULATIONS FOR THE PACKING, HANDLING, AND TRANSPORT OF
No. 92 EXPLOSIVES AND OTHER DANGEROUS GOODS, 1914.

1914 1. *Exemption of Rhodesia Railways, Limited, from Liability.*

The Rhodesia Railways, Limited, does not undertake or incur the liabilities or duties of common carriers in respect of the transport of explosives or other dangerous goods; nor does the Rhodesia Railways, Limited, accept any risk in respect of or arising from the loading, stowage, or unloading thereof, whether actual or consequential, nor for discrepancy in quantity or weight, the condition of the goods, delays, detention, over-carriage, or delivery, except in the case of actual loss upon proof of gross neglect or wilful misconduct on the part of any of the Rhodesia Railways' servants. Provided that subject to the provisions of this regulation the Rhodesia Railways will be liable to account for the number of cases in any consignment actually checked by the Rhodesia Railways and duly accepted by it by means of a completed consignment note duly stamped by one of its responsible officers at the forwarding station. Explosives or other dangerous goods will only be accepted for transport by special contract, and subject to this regulation and to any other regulations for the time being of this or any other railway administration over whose lines such explosives or other dangerous goods may travel.

2. *No Collection or Delivery.*

The Rhodesia Railways will not under any conditions collect or deliver explosives, except safety fuse, percussion caps, safety cartridges, and fireworks.

3. *Fixed Days and Special Places for Acceptance.*

The Rhodesia Railways may appoint fixed days for the acceptance of explosives and other dangerous goods for transport; and will appoint special places for the loading, unloading, or transshipping of explosives and other dangerous goods. The Rhodesia Railways may also, by notice and at its discretion, regulate, limit, or restrict either the transport, loading, unloading, or transshipping of explosives and other dangerous goods at any particular place or places.

NOTE.—Explosives mean: (a) gunpowder, nitro-glycerine, dynamite, guncotton, blasting powders, fulminate of mercury or of other metals, coloured fire, and every other substance, whether similar to those herein mentioned or not, which is used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect; (b) any fuse, rocket, detonator, cartridge, and every adaptation and preparation of an explosive as herein defined; and (c) any other substance which the High Commissioner may from time to time by proclamation in the *Gazette* declare to be an explosive.

4. *Explosives dealt with during daylight only.*

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No explosives or other dangerous goods shall be brought on to the Rhodesia Railways' premises or any premises within the jurisdiction of the Rhodesia Railways, or be there loaded or unloaded, except between the hours of sunrise and sunset, and then only by permission of the station master or officer in charge of the station or wharf at which it is proposed such goods shall be accepted, loaded, or unloaded: provided that where absolutely necessary this regulation shall not prevent the removal at a station of a consignment of explosives not exceeding ten cases between the hours of sunset and sunrise from a truck duly labelled and conveying explosives to a further point. Such consignments shall at the forwarding station be placed close to the doors of the truck so as to readily admit of off-loading and the avoidance of entering the truck in search of the packages by means of a hand-lamp.

5. *Dispatch of Explosives to be Notified Beforehand.*

Any person desiring to transport explosives (in respect of which a transport permit is required) upon the Rhodesia Railways' lines of railway, must give at least twenty-four hours' notice to the officer in charge of the forwarding station. After receipt and consideration of such notice such officer in charge will inform such person if, and when, such explosives may be accepted and transported.

6. *Labelling, Addressing, Marking, and Packing of Explosives and other Dangerous Goods.*

Every case or package containing explosives or other dangerous goods tendered for transport by rail shall bear the words "explosives" or "dangerous," as the case may be, and shall be plainly and fully addressed to the consignee, and the station to which they are to be transported: and the name of the contents of each package shall be written or printed in conspicuous characters on the outside of the outermost package containing the same; and all such explosives and other dangerous goods must be securely packed in strong, secure, and sufficient packages, and the packages must be in good condition. Code marks duly registered and approved by the Rhodesia Railways, may be used to designate the name of the consignee and station to which the goods are to be transported; provided, however, that in the case of full truck loads from one consignor to one consignee at the station of destination, the name, address, or code marks of the consignee need not appear on each package.

Notice 7. *Explosives Trucks to be so marked.*
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Every truck or guard's van loaded with explosives shall bear the word "explosives" in conspicuous characters on each side thereof; provided, however, that trucks or guards' vans transporting only safety fuse, percussion caps, safety cartridges, or fireworks, need not be so marked with the word "explosives."

8. *Transport Permit to be produced.*

(a) Save as herein after in this regulation is excepted, every consignor, previous to tendering explosives for transport, shall produce to the station master or other authorized officer of the Rhodesia Railways, a transport permit, or a certified copy thereof, granted by the authorized government official within the Province or territory through which such consignment is intended to pass.

(b) Every consignment of explosives shall be accompanied by a loading or other note or invoice, describing the particular nature of the consignment, wherein shall be inserted the number of the transport permit under which transport of the consignment is authorized; and such loading or other note or invoice shall be attached to the side of the vehicle in which the consignment is loaded.

(c) Transport permits or duly certified copies thereof, as the case may be, shall after inspection by the authorized officer of the Rhodesia Railways, be returned to the consignor, except in the case where the ultimate destination of the explosives, as disclosed on such transport permit, is situate some distance by road from the destination station, in which case the transport permit or a certified copy thereof, as the case may be, shall be forwarded by the Rhodesia Railways to the destination station for delivery to the consignee or his agent.

(d) No transport permit shall be necessary—

- (1) in the case of the transport of safety fuse, percussion caps, fireworks, or safety cartridges,* unless specially required by any law;
- (2) for the transport of explosives issued from the Rhodesia Railways' magazines by the Chief Railway Storekeeper for use at places along the Administration's railway lines, whether the same be already constructed or in course of construction;
- (3) for explosives and ammunition for the use of His Majesty's naval or military forces, or for any police, defence, or cadet force;
- (4) where an available continuous permit issued under the Government Explosives Regulations has been exhibited to and recorded by the officer in charge of

the sending station or wharf, and then only during the period of availability of such continuous permit, except as is provided in sub-section (c) of this regulation.

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9. *Indemnity by Consignor.*

No explosives or other highly dangerous goods, save where otherwise excepted, shall be accepted for transport except upon the condition that the consignor indemnifies and absolves the Rhodesia Railways, and any others over whose lines the consignment may pass, from all liability whatsoever in connection with any explosion, leakage, fire, or other accident or damage that may arise or be incurred as a result of the handling or transport of the said goods, unless the same shall happen by or through the gross neglect or wilful misconduct of the Rhodesia Railways or its servants. Upon delivery to and acceptance by the Rhodesia Railways of any explosives or other highly dangerous goods the indemnity herein provided for shall *ipso facto* become operative. No indemnity will be required in the case of explosives specified in sub-section (d) (1) (2) and (3) of regulation 8, and regulation 21 (2) and (3), nor for smaller quantities of highly dangerous goods, not exceeding 10 lb. in weight, specified in regulation 26 (d) (1) and (2).

NOTE.—“Safety cartridge” means a cartridge for small-arms the case of which can be extracted from the small-arm after firing, and which is so closed as to prevent any explosion in one cartridge being communicated to another cartridge.

The expression “highly dangerous goods” in these regulations shall mean any of the following goods:—

Acetone.

Acetone oils.

Ketone oils.

Benzole (from coal-tar).

Naphtha, coal-tar.

Toluol.

Xylol.

Naphtha mineral, specific gravity not below 0.680.

Petroleum, specific gravity not below 0.680.

Benzine.

Benzoline.

Carburine.

Motor-car spirit.

Petrol.

Enamel antifouling composition.

Benzine collas.

Collodion.

} From petroleum,
specific gravity
not below 0.680.

- ice Xylonite solution.
- 92 Polishes, liquid, prestoline, shoe cement, and other articles
14 partly composed of naphtha or other highly inflammable
liquids.
- Ether (sulphuric).
 - Ether chloride.
 - Gasoline.
 - Petroleum ether or spirit.
 - Methylated spirit, exceeding five gallons.
 - Rectified spirits, exceeding five gallons.
 - Spirit of wine, exceeding five gallons.
 - Spirit varnish (made exclusively of wood or methylated spirit), exceeding five gallons.
 - Bisulphide of carbon.
 - Ammonia, solution of, specific gravity 0.880 to 0.891 (liquor ammoniæ fortis), exceeding ten gallons.
 - Sweet spirit of nitre, exceeding five gallons.
 - Wood spirit (vegetable or wood naphtha), exceeding five gallons.
 - Bromine.
 - Chloride of sulphur.
 - Hydrofluoric acid, or fluoric acid.
 - Hydrochloric acid (also called muriatic acid or spirits of salt), exceeding ten gallons.
 - Nitric acid or "aqua fortis."
 - Oil of vitriol or sulphuric acid, except accumulator sulphuric acid, not exceeding 1.215 specific gravity.
 - Sodium amalgam.
 - Sulphuric anhydride or sulphuric acid crystals.
 - Picric acid, except in bottles properly packed.
 - Phosphorus except amorphous.
 - Calcium carbide or carbide of calcium, exceeding ten pounds.
 - Compressed atmospheric air.
 - Compressed oxygen.
 - Compressed or liquefied carbonic acid gas (carbon dioxide).
 - Compressed coal gas.
 - Compressed hydrogen.
 - Liquefied anhydrous ammonia or compressed ammonia gas.
 - Liquefied or compressed nitrous oxide.
 - Liquefied or compressed sulphurous acid gas (sulphur dioxide).
 - Acetylene compressed into porous substances.

In cylinders.

10. Explosives for Sidings.

No explosives will be accepted for transport to a siding where there is no railway official on duty, unless a special ar-

rangement for such transport has previously been made in writing with a transportation officer of the Rhodesia Railways.

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11. *Dispatch not Guaranteed.*

The Rhodesia Railways does not guarantee to dispatch explosives or other dangerous goods at any particular time or by any particular train.

12. *Storage Prohibited.*

(a) Subject to these regulations, no person may retain or keep explosives or other dangerous goods upon railway premises for a longer period than is absolutely necessary for transport purposes; nor shall explosives or other dangerous goods be allowed to remain on such premises for any period beyond that notified by the officer in charge of the forwarding or receiving station to the consignor or consignee. In all cases explosives and other dangerous goods must be kept well away from places to which the public has access.

(b) Where delivery of explosives is not promptly taken and storage has to be undertaken by the Rhodesia Railways, a charge of 2s. 6d. per package per diem will be enforced if delivery is not taken within the following periods:—

When consignee or his representative resides within ten miles of the station—12 working hours.

When consignee or his representative resides ten miles or more from the station—24 working hours.

(c) Inflammable liquids are not to be stored in railway premises, except where a special building has been provided for the purpose, but should be stacked in the open, observing, if possible, a distance of, at least, 30 feet from any building; if necessary, protection may be afforded by the use of suitable covering.

13. *Only Persons Engaged in the Work may have Access to Explosive Trucks.*

Save as is provided in regulation 24, no person, unless he be actually engaged in loading or unloading trucks containing explosives or other highly dangerous goods, or in the supervision thereof, shall have access to such trucks or remain in the vicinity thereof. As soon as a truck is loaded, it shall be closed and set apart.

14. *Explosives may only be Transported in Covered Trucks.*

No explosives, other than those specified in regulation 8

(d) (1) shall be transported by rail except in permanently

Notice covered, closed, and locked goods trucks, with truck and buffer
No. 92 springs in good order, closed sides, and closely fitting doors.

1914 15. *Trucks to be kept Clean; Exposed Iron and Steel to be Covered.*

Every truck before being used for the transport of explosives must be carefully swept out, and, if necessary, washed and thoroughly dried. All exposed iron or steel in any such truck must either be covered with wood or wrapped round with cloth, leather, or other suitable material.

16. *Carrying Capacity of Trucks.*

Subject to regulation 17. (b), trucks transporting explosives may be loaded to their full registered carrying capacity, but in no case may such carrying capacity be exceeded.

17. *Manner of Loading and Unloading.*

(a) All cases or casks of explosives shall be loaded in the trucks in such manner as shall best avoid their shifting or rolling.

(b) Cases of blasting cartridges may only be stacked in full horizontal layers not more than five feet six inches high, and where there is any space between the cases and the sides of the truck the former shall be properly shored up against the latter by means of wood or in some other approved manner.

(c) Barrels or casks must not be placed on end, but must be laid on their bilge parallel to the length of the truck, and must be efficiently and properly scotched up with wood, cloth, or other suitable material.

(d) All explosives must be loaded and secured in such manner as will prevent their falling out when the truck doors are opened.

(e) Casks and packages containing explosives must, as far as practicable, be passed from hand to hand when being loaded or unloaded, and must not be dragged or rolled, except where hides, cloths, or sheets have been previously laid down upon the platform or the ground, as the case may be, over which they have to be dragged or rolled. They shall not be thrown or dropped down, but in all cases they must be carefully deposited and stowed.

(f) The doors of trucks containing explosives must be closed and locked as soon as the loading of each truck is completed.

(g) During wet weather the utmost care must be observed to avoid any access of moisture to the contents of cases or packages.

(h) Where explosives are removed from tranship trucks, the officer in charge of the station where such transshipment takes place shall, when it is necessary so to do, adjust the balance of load so as to prevent the shifting of cases, barrels, or packages. Notice No. 92 1914

(i) The loading, unloading, or transshipping of explosives and other dangerous goods, when once begun, shall be proceeded with with all due diligence until the same is completed.

18. *No Loading or Unloading near Fires, etc.*

No explosives, volatile, or inflammable goods shall be loaded or unloaded in the vicinity of a fire or uncovered light, and no lamps or lights of any kind shall be taken inside a vehicle containing any such goods.

19. *Precautions to be Observed during Loading, etc.*

(a) All persons engaged in handling explosives shall exercise the utmost care, and avoid any act that may cause shock or friction to the contents of any case or package.

(b) Such persons shall not wear boots or shoes with steel or iron nails, heels, or tips; nor may they have about their persons any pipe or light, or any lucifer or other match, or any other means of striking a light.

20. *No Smoking Permitted near Explosives.*

No person shall smoke in, on, or in the neighbourhood of, any vehicle or truck in which explosives or other dangerous goods are being transported, or on to or from which they are being loaded or unloaded, nor shall any fire be lighted in the vicinity.

21. *Passengers may not Carry Loaded Fire-arms or Explosives.*

(1) No person (except police officers in charge of prisoners and specie escorts) shall convey or have in their possession in a train any loaded fire-arms or explosives, save as is provided in regulation 8 (d) (1); with the further exception of

(2) Government inspectors of explosives, who may carry by passenger or mixed trains samples of explosives in such quantities as are reasonably necessary for the purpose of analysis, test, and experiment; and

(3) a guard of any train conveying samples of explosives consigned to an inspector by an inspector, Customs, or other authorized officer, provided that the samples are contained in

Notice a duly approved box or case, which must be kept separate from
No. 92 other traffic and specially handed over by the respective guards
1914 of such train.

22. Treatment of Defective Packages in Transit.

The Rhodesia Railways may detain or stop the further handling of cases or packages containing explosives or other dangerous goods that may appear to be defective; and if in the opinion of the officer observing such defect it would be unsafe to permit the further handling or transport of the defective case or package, he shall, in the case of explosives, at once notify the Assistant Commissioner of the district and the district transportation officer, and arrange for its storage in such manner as he shall consider most conducive to safety until the defect has been rectified, or the case or package has been otherwise dealt with or disposed of, or until he has received further instructions.

23. Examination of Explosives on Railway Premises Forbidden.

No person other than a Government Inspector of Explosives, or some official duly authorized by him to do so, shall open any case or package containing explosives in or upon any railway premises.

24. Inspectors may Examine Explosives en route.

Government inspectors of explosives may travel by any train, and they may inspect consignments of explosives and the trucks or trains in which they are being transported, provided that in doing so they do not unduly impede the traffic. During any such inspection the Rhodesia Railways' servants shall afford such inspectors all information and assistance they may require.

25. Precautions in case of Delay in Delivery.

(a) Where delay occurs in the delivery of explosives, whether through the default of the consignor, the consignee, or otherwise, or where explosives are considered unsafe for further handling or transport, the officer in charge of the station or wharf at which the delay has occurred shall place the trucks containing the explosives in the safest place available, and shall immediately notify the Assistant Commissioner of the district, as also the district transportation officer of the Rhodesia Railways, and the forwarding station, by telegraph,

informing them of the delay, and the action he has taken; and thereafter he shall await and in due course carry out the instructions of the Assistant Commissioner or other officers referred to regarding the disposal of such explosives. Any extraordinary expenditure incurred by the Rhodesia Railways in or about the storage, watching, or disposal or destruction of such explosives in pursuance of the said instructions shall be borne by the owner of the consignment.

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(b) Unusual occurrences arising in the transit or delivery of explosives must promptly be reported by telegraph to the officers specified in this regulation and also to the General Manager.

26. Load of Special Explosives Train.

Subject to the following restrictions, the quantity of explosives to be forwarded by any one train shall be as follows:—

- (a) *By Special Explosives Train.*—The maximum tonnage of explosives, including weight of cases, shall not exceed 200 tons. This shall not prevent the load of train being completed to time-table load with ordinary through traffic of a non-dangerous nature.

Limit Load and Conditions of Transport by Goods Train.

- (b) *By Ordinary Goods Train.*
- (1) The maximum tonnage of explosives, including weight of cases, shall not exceed 90 tons.
 - (2) The number of stations to which small consignments of explosives may be loaded in tranship explosives trucks when transported by goods train is in no way limited.
 - (3) Small consignments of explosives, without cylinders, may be loaded in the same vehicle with goods of a non-dangerous nature when transported by goods train.

Limit Quantity of Explosives and Conditions of Transport by Mixed Trains.

- (c) *By Mixed Train* (but only when a goods train is not available).—The maximum tonnage of explosives, including weights of cases, shall not exceed ten tons, which must be contained in one truck only. Consignments of less than ten tons to be dealt with as follows:—

- (1) In quantities not exceeding ten cases in one truck with other goods of a non-dangerous character, provided that where the consignment consists of either blasting cartridges or blasting powder each case of blasting cartridges or each case or barrel of blasting powder is enclosed in a metal cylinder,

metal-lined, or other padded case duly approved by an inspector of explosives or as provided in the next succeeding paragraph (2). All such cylinders and cases to be provided by the consignor.

- (2) In quantities not exceeding twenty cases in a separate stout or closed receptacle, or in a part of the truck specially partitioned off to the satisfaction of an inspector of explosives, and in that case the remainder of the truck may only be used for transport of goods of a non-dangerous character.
- (3) The ordinary goods must, if practicable, be for the same destination as the explosives, and in no instance must the transshipping stations exceed two.

Small Quantities of Dangerous Goods in Vans of Passenger or Mixed Trains.

(d) By Passenger or Mixed Train.

- (1) Small consignments of inflammable, corrosive, poisonous, and other substances (excluding explosives), not exceeding ten pounds in weight, may be accepted for transport in vans of passenger or mixed trains if contained in glass bottles, tins, or jars, so packed in tins or boxes that there shall be no leakage of contents.

Nothing in this regulation shall prevent a Head or District transportation officer authorizing, in writing, when special circumstances so demand, the transport of not more than five cases of inflammable liquid in the vans of the trains specified.

- (2) Small quantities of picric acid, not exceeding 4 oz., may also be sent in vans of passenger or mixed trains if securely packed and contained in two receptacles, viz., an inner one and an outer one.

27. When Passengers may not Travel in Trains or Vehicles conveying Explosives.

- (1) Save as in the preceding regulations provided, or in the case of a mixed or goods train where the quantity of explosives transported does not exceed ten tons, no passenger may travel in a train transporting explosives unless he has in his possession the written authority of a head or district transportation officer; provided, however, that in a case of extreme

urgency an officer in charge of a station may grant written permission to a passenger to travel by any train transporting explosives, and in such case the written permission shall be delivered to the guard in charge of the train, who (or his relief as the case may be) will deliver it at his destination station, together with his journal. Any such passenger must take his seat where directed by the guard, and may be forthwith removed from the train should he do anything that is likely to endanger its safety.

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(2) Government inspectors of explosives, railway officials, or post office linesmen travelling in the execution of their duties, and attendants accompanying live stock on the train, are exempt from the provisions of this regulation.

(3) The Rhodesia Railways may, whenever it thinks fit, require a passenger to sign an indemnity relieving the Rhodesia Railways from all liability arising from accidents to such passenger before permitting him to travel in a goods train transporting explosives or other dangerous goods.

(4) No person, unless he shall be in possession of a written authority of a head or district transportation officer, shall be allowed to travel in or upon a truck or other vehicle transporting explosives or other dangerous goods. This shall not apply to Government inspectors of explosives, railway officials or post office linesmen on duty.

28. Position of Explosives on Train.

Trucks containing explosives transported either by special explosives train, ordinary goods train, or mixed train shall be placed as near the centre of the train as possible, and in all cases at least the equivalent of three short trucks must intervene between the engine and the truck or trucks containing explosives; a similar precaution must, except as provided in Regulation 35, be observed when a banking engine is used.

29. Position of Explosives on Mixed Train.

When explosives are transported by mixed train, the vehicle in which they are loaded must be separated by at least two short trucks from coaches or other vehicles containing passengers, and at least the equivalent of three short trucks from the engine.

30. Position of Explosives and other Dangerous Goods on Train.

Trucks containing dynamite, gunpowder, blasting cartridges, or similar explosives must be placed as far as possible from trucks in the same train containing other dangerous goods.

Notice No 92 1914 They must not be placed next to trucks loaded with heavy machinery, projecting timber, lime, mine props (insufficiently protected at the ends of the truck), rails, telegraph poles, iron, and the like.

31. *Explosives to be kept Separate from Dangerous Acids, etc*

Explosives must not be transported in the same truck as inflammable or combustible materials, acids, corrosive and dangerous chemicals, or uncovered iron and steel.

32. *Blasting Cartridges to be carried by themselves.*

Cases containing blasting cartridges of different natures, or cartridges of compressed gunpowder, may be loaded in the same vehicle or truck, but not with detonators or ammunition, save as is provided by Regulation 34.

33. *Gunpowder to be kept apart from other Explosives.*

Gunpowder in grain may be conveyed in the same truck as safety fuse, but not with other explosives, save as is provided by Regulation 34.

34. *Conveyance of Different Explosives in Small Quantities by Mixed or Goods Train.*

Notwithstanding anything to the contrary in these regulations contained, small consignments of explosives not exceeding in amount the quantity herein prescribed may be conveyed in the same vehicle, provided that a distance of six feet separates the detonators from the dynamite and powder.

Blasting Cartridges 10 lb.

Gunpowder 20 lb.

Detonators, two boxes of 100 each.

Blasting cartridges or gunpowder referred to herein shall be packed in a substantial case, which shall be re-enclosed in a suitable stout metal or wooden case.

35. *Restriction of Detonators by Mixed Train and Goods Train carrying other Explosives.*

(1) Packages of detonators not exceeding the equivalent of two whole cases (i.e. 25,000 detonators) may be conveyed by the same train as other explosives, but either in a truck by themselves or in a truck with non-inflammable or non-combustible articles, and at least one empty truck or truck filled with non-inflammable or non-combustible articles shall intervene between the truck containing the detonators and the truck

containing other explosives. *Larger consignments of detonators shall not be conveyed by a train carrying other classes of explosives.* Notice No. 92

(2) Where it is necessary to bank a train, the van of which contains detonators as limited by this regulation, the banking engine may be coupled to such van, anything in these regulations contained to the contrary notwithstanding. 1914

36. *Leaking Petrol and Damaged Cases of Explosives not to be Accepted or Retained on Railway Premises.*

Receptacles containing petrol or other highly inflammable liquids which show signs of leakage, or cases containing explosives or other dangerous goods which appear to be damaged or defective, shall not be accepted for conveyance by rail nor be retained on the station premises.

37. *Conveyance of Safety Fuses, etc., not restricted.*

Safety fuse, percussion caps, fireworks, and safety cartridges are not subject to any restrictions so far as the kind of train by which they may be transported is concerned.

38. *Explosives Trains not to be delayed.*

(1) Special or goods trains transporting explosives shall, as far as possible, travel right through to destination without delay; all unnecessary detention in inhabited places and at passenger stations must be avoided.

(2) The officer in charge at the forwarding station shall immediately notify the first engine depot station in the direction in which the goods are being transported of the dispatch and destination of the explosives and such engine depot station, and thereafter each succeeding engine depot station shall, in turn, similarly transmit such information forward.

39. *Trainmen to pay Special Attention to Explosives and other Dangerous Goods.*

(1) When explosives or other highly dangerous goods are transported by rail, the attention of the guard in charge of the train must be specially directed by a responsible officer at the dispatching station to the trucks or vehicles containing them; the guard must thereupon duly inform his driver, and when the train is handed over to another guard or official the guard retiring from duty must draw his attention and that of the officer in charge of the station thereto. Members of the staff engaged in shunting must be cautioned when explosives or other highly dangerous goods are on the train.

Notice (2) Where trucks containing explosives or other highly
No 92 dangerous goods arrive or are detained at a station, and
1914 especially at night-time, the officer in charge of such station
shall notify such of his staff as are concerned in such traffic
or in shunting of the position of the explosives or other highly
dangerous goods, so that due precaution may be taken to pre-
vent accident.

40. *Shunting, Marshalling, Coupling, and Protection of Trucks of Explosives.*

(1) The shunting, marshalling, and coupling of trucks containing, and trains transporting, explosives must be effected with the greatest caution. Vehicles containing explosives must on no account be detached from a train until the latter has come to a dead stop: that is to say, they must not be single, double, or fly-shunted; after being put off the trucks must be properly secured by hand-brake and sprags, and, when practicable, left in an isolate position well away from other traffic.

(2) Protection by day must be given by means of flags conspicuously fixed to the truck containing explosives; or if other trucks are standing on the same line, fixed to the first truck if in a dead-end, or to the trucks at either end if in a loop.

(3) Protection by night must be given by means of a red light, which must not in any case be attached to a truck of explosives, but must be conspicuously placed and fixed at the nearest points. When explosives are on a loop line such lights must be placed at each end of the loop.

(4) Officers in charge of stations must arrange for a watch to be kept over trucks containing explosives or other highly dangerous goods at night-time.

41. *Trucks Running Hot—How Dealt with.*

Guards must frequently examine en route all trucks containing explosives or other dangerous goods on their trains, and in the event of the axles showing signs of heating, the trucks must be detached and their contents transhipped with every care and dispatch and sent forward in other trucks. The transhipping station must notify the destination station by telegraph, of the transfer, giving the numbers of the trucks from which the explosives were taken and in which sent forward.

42. *Fires not to be Raked or Drawn near Explosives.*

No engine-driver or fireman may draw or rake fires in the vicinity of trucks containing explosives, nor may they bring their trains to a stand over such rakings or their engines opposite to trucks containing explosives.

43. *Packing of Goods other than Explosives or other Highly Dangerous Goods.*

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All goods tendered for transport on the railways and not coming within the definition of "explosives" or "highly dangerous goods" shall be properly and securely packed in accordance with the conditions relating thereto as from time to time notified by the Administration, otherwise the Administration may refuse to receive or transport the same.

44. *Penalties for Contravention.*

Any person contravening the foregoing regulations (Nos. 1 to 42 inclusive) shall, in the case of a contravention relating to explosives as defined in Regulation 1, be liable on conviction to a fine not exceeding one hundred and fifty pounds (£150), or in default of payment to imprisonment with or without hard labour for a period not exceeding twelve months; and in the case of a contravention relating to other dangerous goods not included in the said definition of "explosives," be liable on conviction to a fine not exceeding twenty pounds.

(For packing of dangerous goods other than explosives tendered for transport on the Railways, see *Official Gazette of High Commissioner for South Africa*, No. 684, dated 30th October 1914.)