

RULES AND INSTRUCTIONS FOR GRIPMEN AND CONDUCTORS.

re ELECTRIC LIGHTING OF CARS AND DUMMIES.

Gripmen and Conductors must make themselves familiar with the position and method of working all parts of the lighting equipment so as to be able to attend to it.

TO LIGHT THE LAMPS.- Turn on the one-way switch in car for all lights, and the same on dummy for the roof lamp. The headlights of dummy are controlled by the two-way switch which connects the current with the lamp to be used, according to the direction of running.

CARE OF LAMPS.- All lamps are "screw cap" and are installed by screwing the lamp into the holder with a firm but not excessive pressure. Should a head or roof lamp be broken, or if it will not light, any other lamp except signal lamps may be moved to take its place.

To obtain the most efficient lighting, all electrical contacts must be clean and in close connection, i.e. lamps in sockets, plugs in holes and switches.

The lamps sometimes work loose, and may fall out and be broken. They must be occasionally felt by the Conductor/^{or Gripman} to see if they are properly screwed into the holder. The light may also be poor, resulting from loose lamps or faulty connections, such as:-

Battery plug loose in hole, or dirty.- Remove, clean and replace.

Switch contacts defective.- Work the switch around several times to clear any dirt or grit away.

If any lamp does not burn brightly, tighten it by screwing into holder with gentle firmness. If this does not make it right, change a lamp from a less important position.

If the lights gradually or rapidly fail, it is probably due to the battery being run down... Report, and obtain another battery on reaching any Car House.

Total and sudden failure of lights will probably be caused by the plug connector becoming loose or the fuse being melted.-

Examine and clean the plugs or get an Inspector to insert a new Fuse

If the Dummy Headlight fails, and the substitution of another lamp is not effective, the Gripman must use extra care when running to notice obstructions on the track.

If lights on both Dummy and Car fail, drive with great caution to the Car House.

Report any partial or total failure of lamps to an Inspector if met on the road, and to the Battery man on arrival at Car House, and enter on Trip report.

BATTERIES.- No articles of any kind must be allowed on the batteries. If metallic articles are put on them serious injury may result to the batteries.

No naked light (lighted match or other) is ever to be held near the batteries, as the gases contained in the battery cells may explode. The vent caps of all cells must be kept closed at all times

The smaller sized battery must always be used for the Dummy and the larger one for the car.

BATTERY CONNECTIONS.- When the battery is not on the car or dummy, the plug connectors must be hung on the rack provided and not allowed to lie on the floor. When the battery is put in its place the plugs must be carefully wiped to see they are clean, and be put well home in the hole provided for them at the end of the battery box.

DANGER OF ELECTRIC SHOCK.- On account of the low voltage used (7 volts) there is not the slightest danger of receiving a shock when handling any part of the car or dummy equipment; which must not, however, be interfered with except to examine or to remedy a fault mentioned herein. Other faults must only be attended to by the Battery-man at Car House.

CAUTIONS.- Be sure that batteries are on both Car and Dummy in ample time if likely to be required for early morning or for night running, and test the lights by switching them on for a moment before leaving the Car House.

Must be careful to avoid damaging lamps or equipment when shunting, coupling cars, or running them out of or into Car House. When pulling out draw-pins, avoid striking glasses of head lamps.

When removing the grip or placing tools in the Gripman's space on the dummy see that no damage is caused to the lighting switches or roof lamp.

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General Manager.

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