PREVENTION OF ACCIDENTS TO STAFF ENGAGED IN RAILWAY OPERATION
Oh, These Chronic Pains!

Sharp, sudden pains, stiff, swollen joints make you want to call out your signal of pain every time you move them. If you are a victim of bad backache, that is so down-dragging and weakening, or rheumatic twinges that worry you day and night, the cause is Kidney Trouble.

Rheumatism

Thousands of people are today walking about in dreadful pain who could end that pain for good if they would only take the simple advice given here. What you must do to end your pain and get back real strength and vigour is prompt the kidneys to healthy action, and there is no better, no surer means of doing this than by starting with De Witts Brand Kidney and Bladder Pills to-day.

De Witts Brand Pills will not only rid you of pain, but bring you back to youthful vigour and vitality. Every chemist stocks De Witts Brand Pills. Sold only in the white, blue and gold box, price 3/6, or more economical size, 5/- Don’t let constant pain cripple you a moment longer—get your supply of De Witts Brand Pills now and take them regularly.

De Witts Kidney & Bladder Pills

PREVENTION OF ACCIDENTS TO STAFF ENGAGED IN RAILWAY OPERATION

Published by the
WARN OTHERS OF DANGER.

Do not move or shunt wagons in a siding used for repairing vehicles, or for loading and unloading traffic, until you are satisfied that there are no persons or road vehicles foul of any lines on which a shunt is about to be performed. Before the wagons are moved, it is necessary to warn anyone who may be engaged in, about, or between, the vehicles.

A result of moving wagons without warning.

Another man who received no warning.

SHUNTING RISKS.

See that vehicles standing in sidings are properly secured and well clear of the fouling points of adjoining sidings or lines, in order to avoid risk of injury, during shunting operations, to anyone working between the two lines.

Staff riding on engines, carriages or wagons should, as far as possible, and particularly when working near points, crossings or over-bridges, and when entering sheds, keep themselves well inside the vehicle in order to avoid the risk of being crushed against vehicles on adjoining lines, or against signal posts, bridge supports or other obstructions.

Approaching Danger.

When pushing a vehicle by hand do not push by the buffer or you may get your fingers crushed.

In pushing either by hand or by pinch bar always keep outside the “four-foot.”
The shunting pole is intended only for coupling and uncoupling vehicles and should not be used for any other purpose. The photograph reproduced below shows what happened when the pole was used as a brake lever.

This illustrates another case in which an attempt to use a pole as a brake lever resulted in injury, the pole being caught between the wheel spokes.

Never ride on a shunting pole.

This might be the result.

When coupling do not attempt to throw the link over the draw bar hook until the buffers have actually touched.
UNCOUPLING WAGONS.

Do not rest shunting poles on buffer spindles when uncoupling wagons.

Injury may result when the buffers are compressed.

The safe way.

THOUGHT FOR OTHERS.

Before leaving an engine or other vehicle, see that any necessary precautions are taken to avoid movement which may endanger other persons.

Before opening a carriage door from the inside, look out to see if anyone is passing or standing outside.
DANGER ON TOP.

A fireman should not go on to the top of the tender of an engine in motion unless absolutely necessary, and then only after having arrived at a definite understanding with the driver.

Be observant when working on the top of vehicles, especially in the proximity of over-bridges, signal gantries, or other such obstructions.

If the vehicle is in motion, the risk of injury is obvious.

The danger may not be so apparent if the vehicle is stationary, but you should be on your guard against possible injury in the event of any unforeseen movement.

Great care should always be exercised in using the fire pricker. Serious accidents to enginemen have occurred through the pricker coming into contact with bridges or other structures.

GAMBLING WITH LIFE AND LIMB.

It is unsafe to pass between vehicles standing a short distance from each other, or pass over, or under the buffers or the vehicles themselves, without first satisfying yourself that none of the vehicles is about to be moved, and that no shunting is going on upon the line or lines which you intend to cross.

Never take a chance of injury to save yourself a few minutes' walk.

Serious accidents have been caused to Drivers, Firemen and Goods Guards who, after being relieved, have continued to ride on the train for a short distance and attempted to alight from the moving train either on to the Permanent Way or on to a Station platform.
“BE PREPARED.”

Goods Guards should always be prepared for the sudden jerk which frequently accompanies the starting or stopping of a train. Men have been injured by being thrown against the sides or fittings of the brake van as a result of sudden starting or stopping.

When opening the drop door of a vehicle be careful to stand aside and avoid the possibility of the flap falling on your feet.

Lower the drop doors of Horse Boxes with care. Some will fall without being forced down.

If the pins of the drop-door of a vehicle have been taken out in readiness to drop the door, do not go away leaving the door up and unfastened. A slight movement of the vehicle, or even the wind, might cause the door to fall and injure anyone who might be near.

When closing the door, secure it with both pins. A single pin might break or slip out of position.

HANDLING TRAFFIC.

In loading traffic into a van take care that it is done in such a manner that when the opposite door is opened, no package will fall out and cause injury.

If a weight to be lifted is beyond your strength, have the good sense to obtain assistance. Do not needlessly run the risk of a strain.

To spread the legs when lifting a heavy weight throws a strain upon the abdomen and is likely to cause a rupture. Keep the feet about three inches apart, slightly bend the knees, and assist in the lifting by straightening the legs.

Care should be taken when lowering heavy articles that they do not fall where they are likely to rebound on the legs or cause pieces of other material to fly.

Look out for nails or splinters when handling packages. Injuries, however slight, from these may result in blood poisoning and other complications.
INTRODUCTION

Every year between 200 and 300 railwaymen are KILLED, and in addition SEVERAL THOUSANDS meet with accidents which lay them aside for days, weeks, months, or for always.

Investigation of the accidents occurring shows that a high proportion of them is attributable to thoughtlessness or lack of foresight and care, either on the part of the injured person or others.

What kinds of injuries result from these accidents? In the grim list are amputations of legs, arms, and hands; fractures of skulls, arms, legs, ribs, and collar-bones; dislocations, ruptures, sprains, cuts, bruises, burns, shock, and many others.

What this means to the workers—breadwinners all—in suffering and distress, and what it means to their homes, must be indescribable. One thing, however, stands out clearly—it is in the interests of every railwayman to do all in his power to avoid accidents.

For guidance and assistance in connection with accident prevention a number of hints are given in this booklet. These are based upon the lessons learned from actual cases of injury.

It is impossible to cover within the scope of a booklet of this kind every contingency which may arise, but it is hoped that the suggestions will help the staff to cultivate the habit of carefulness and to think whether they are taking unnecessary risks.
PLATFORM PERILS.

Care should be exercised in stacking parcels, luggage, &c., on platforms, also in the loading of platform trucks or barrows in order to obviate the risk of their over-balancing, and causing injury to someone.

Accidents are liable to occur through platform trucks or barrows being too close to the edge of the platform. Always keep them sufficiently clear to ensure safety.

Do not leave the handle or any other part of a platform truck where it will form an obstruction to others.

Articles of any description should not be left lying about where anyone might fall over them.

Bulky or long articles carried on your shoulder are liable to obscure your view or to strike another person or possibly a moving train. Be additionally careful on this account.

When a train is arriving at a station, make sure you are not standing too close to the platform edge and thus risking injury in the event of a carriage door being opened before the train has stopped.

Riding on the footboard of a train entering or leaving the station or running alongside such a train is a dangerous practice. A slip may cost you a leg or your life.

Many accidents arise from careless opening and closing of carriage doors. Make sure that you are not responsible for one of them.

See that no one is entering or leaving a lift before you attempt to set it in motion, and before you enter a lift see that it is in the proper position.

REMEMBER “PREVENTION IS BETTER THAN CURE.”

Carefully examine all cotton waste supplied to see that it does not contain anything which may injure the hands.

Do not run the risk of serious injury by striking matches or using a naked light near inflammable materials.

Never neglect the smallest cut or scratch. Get antiseptic treatment at once. If blood poisoning sets in, there is no knowing where the trouble may end.

PRACTICAL JOKES.

In the excitement of playing practical jokes, men easily overlook the presence of danger. Many a prank, intended “just for fun,” has resulted in a man losing a limb, his sight, or his life. The best way is not only to refrain from any such nonsense on railway premises, but also to make it a rule to discourage or prevent foolish play on the part of others.

Just one word to the older members of the staff. Many experienced men have been killed or injured by neglecting to observe simple precautions such as those suggested in this booklet. Frequently it has apparently been a case of “familiarity breeds contempt.” Do not consider that your experience entitles you to be careless.

After you have read this booklet, keep it handy. It will pay you to study it from time to time.
ELECTRIFIED LINES

A FOREWORD

There are several different systems of electric traction in operation on British Railways.

In relation to all of them the risks of injury are practically similar, and there is the same need for vigilance and care.

The system indicated in the photograph on page 27 has been selected for the purpose of illustrating possible risks mentioned in the following pages. The reader will understand, however, that the precautions suggested are equally applicable to the other systems.
When upon or near electrified lines, ceaseless vigilance and care are needed. Here, a little oversight or a slight slip, which might not have mattered on a non-electrified line, has often caused grievous injury. Want of thought is always perilous.

Study the risks. Learn where danger lies, and also the way to secure safety. Do not let your mind wander from your job or from your surroundings, but keep yourself alert, and use your knowledge and your common sense all the while.

Lessen your risks by making it a rule not to cross a live rail unless you are compelled to do so. If you must cross, remember that the conductor rail is above the level of the running rails, and, therefore, watch your step and see that your clothing is clear, particularly in wet weather.

It is highly dangerous to step upon, or to touch the conductor rail, unless you are protected by non-conducting material. Your Rule Book for Electrified Lines contains strict instructions about this.

Do not allow engine tube rods, fire irons, couplings, or anything else that would conduct the current and thus cause injury, to come into contact with the conductor rails.

Rubber is the recognised non-conductor in any emergency involving contact with a live rail. Always use the rubber gauntlets in these circumstances, but before doing so be careful to see that they are in good order.
ELECTRIFIED LINES.

Do you know how to deal with a case of accidental shock from electric current?

If rubber gauntlets are not at hand, what should you do? What kind of a pad should you make? How would you raise the man's body without touching it with the bare hands. If the man were unconscious, what would you do to restore animation? Do you know how to promote breathing? And what next, after breathing has recommenced? Do you know how to treat the patient after shock and burns?

Full directions covering these points are given in your Rule Book for Electrified Lines.

Another thing—what if you, yourself, happened to be the victim one of these days? Would your mates know how to save you? See to it that they, also, master these directions.
GENERAL

To avoid accidents, you must be prepared beforehand for the risks you are likely to encounter in any job you may do, or in any circumstances in which you may be placed.

Study the risks and the best ways of avoiding them.

Make it a rule, in every part of your daily work, to take no needless risk of injury, but to adopt the methods that are most free from danger.

Also, in friendliness to your mates, pass on to them the benefit of your knowledge and vigilance, and make it your interest and concern to guard them, as well as yourself, from avoidable accidents.
Never walk on the line unless your duties make it absolutely necessary for you to do so.

If you *must* walk on the line, keep clear of the tracks as much as possible, and face the direction of approaching trains. At places where there are several lines, be guarded against a false impression as to which line you are on. Make doubly sure as to the direction of running of the line. A useful hint is to take notice of the wooden "keys" between the rails and the "chairs," as on running lines the keys are generally driven into the chairs in the same direction as the trains travel.

On the approach of a train, *always* step clear of all lines, *never* step into, or foul of, the adjoining "four-foot."

If it is absolutely necessary to walk in the "four-foot," face the direction of an approaching train. In other words, on the "up" line walk in the "down" direction, and on the "down" line walk in the "up" direction, so as to avoid the risk of a train coming upon you from behind.

Do not talk to others more than necessary. Talking takes your attention from looking after your safety.

Should you hear the sound of a train approaching behind, do not take it for granted that it is on the opposite line. Single-line working might be in operation. Look around in any case, and make sure that your position is safe.

When walking on a single line never forget where you are, but keep your thoughts "fore and aft," and remember a train may approach you from either direction.
"INTO THE JAWS OF DEATH."

Getting out of the way of one train and forgetting to observe whether another is approaching on the next line.

Crossing the line behind a stationary train or just after a train has passed, without thinking of the risks.

KEEP CLEAR OF DANGER.

When standing clear for a train to pass, always be prepared for another train on the next line. After a train has passed you, beware of a following train or vehicle before stepping on to the running line.

Stand well away from any passing train. A piece of coal falling from the train or a loose sheet-end or sheet-tie may cause you a serious injury.

When detonators explode, pieces of the metal sometimes fly a considerable distance. Keep sufficiently far away when an engine is about to pass over them.

Before crossing the line, look in both directions.

Step over the metals—not upon them; you will be less liable to slip, especially if you are wearing nailed boots.

Always be on your guard against tripping over signal wires, point rods, or other obstructions.

Beware of getting too near spring point levers, when vehicles are likely to pass over the points, as you may be injured by the lever when it is automatically reversed.

Foot caught through stepping on rail and slipping off. Many men have been trapped in this way.
LIFE ASSURANCE
MADE EASY by the “P.M.”
System of Paysheet Deductions

PROVIDENT MUTUAL LIFE ASSURANCE ASSOCIATION
Founded 1840

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The “P.M.” is a purely Mutual and Co-operative Association, the business being conducted solely for the benefit of the policy-holders.

MORE THAN 170,000 RAILWAYMEN ARE TO-DAY ENJOYING THE ADVANTAGES OF THE “P.M.” SCHEME.
Why not follow their lead—and SAVE and BE SAFE in the “P.M.” way.

An explanatory leaflet with particulars of the arrangement and Rates of Premium for yourself, your wife and your children will be furnished on application to your representative, or to—

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Registered and Head Office: EAST MOORS, CARDIFF
Passengers call out—
"Morning, Tom"

Hear them greet him as they pass along. See the grin he gives them in return. How his face lights up! That's what impresses people. Such a young-looking face too—fresh, and without a trace of stubble. He doesn't shave with ordinary soap—fact is, he uses Lever's Easy Shaving Stick.

It pays you to look to your appearance. Employers are quick to notice the properly-shaved man. But no man can shave properly who uses ordinary soap. By using Lever's Easy Shaving Stick you get 100 shaves for 6d—get a clean, comfortable shave every time.