

**Locomotives and Waggons (Use of on Lines and Sidings)**

REGULATIONS, DATED AUGUST 24, 1906, MADE BY THE SECRETARY OF STATE FOR USE OF LOCOMOTIVES AND WAGGONS ON LINES AND SIDINGS IN OR USED IN CONNEXION WITH PREMISES UNDER THE FACTORY AND WORKSHOP ACT, 1901 (1 EDW. 7. C. 22).

**1906 No. 679**

Whereas the use of locomotives, waggons, and other rolling stock on lines of rail or sidings in any factory or workshop or any place to which the provisions of Section 79 of the Factory and Workshop Act, 1901, are applied by that Act or on lines of rail or sidings used in connection with any factory, or workshop or any place as aforesaid, and not being part of a railway within the meaning of the Railway Employment (Prevention of Accidents) Act, 1900, has been certified in pursuance of the said section to be dangerous:

I hereby in pursuance of the powers conferred upon me by that Act make the following Regulations and direct that they shall apply to all places before mentioned.

These Regulations shall come into force on the first day of January, 1907, except Regulations 1, 2, and 22, which shall come into force on the 1st day of January, 1908.

Subject to the exemptions below, it shall be the duty of—

- (i) The Occupier of any Factory or Workshop and any place to which any of the provisions of the Factory and Workshop Act, 1901, are applied, and
- (ii) The Occupier of any line of rails or sidings used in connection with a Factory or Workshop, or with any place to which any of the provisions of the Factory and Workshop Act, 1901, are applied,

to comply with Part I. of these Regulations.

And it shall be the duty of every person who by himself, his agents or workmen, carries on any of the operations to which these Regulations apply, and of all agents, workmen and persons employed to comply with Part II. of these Regulations.

And it shall be the duty of every person who by himself, his agents or workmen, carries on any of the operations to which these Regulations apply, to comply with Part III. of these Regulations.

In these Regulations:—

Line of rails means a line of rails or sidings for the use of locomotives or waggons except such lines as are used exclusively for (a) a gantry crane or travelling crane, or (b) any charging machine or other apparatus or vehicle used exclusively in or about any actual process of manufacture.

**Waggon** includes any wheeled vehicle or non-self-moving crane on a line of rails.

**Locomotive** includes any wheeled motor on a line of rails used for the movement of waggons and any self-moving crane.

**Gantry** means an elevated structure of wood, masonry or metal, exceeding 6 feet in height and used for loading or unloading, which carries a line of rails, whereon waggons are worked by mechanical power.

Nothing in these Regulations shall apply to:—

- (a) A line of rails of less than 3 feet gauge, and locomotives and waggons used thereon.
- (b) A line of rails not worked by mechanical power.
- (c) A line of rails inside a railway goods warehouse.
- (d) A line of rails forming part of a mine within the meaning of the Coal Mines Regulation Act, 1887, or of a quarry within the meaning of the Quarries Act, 1894, not being a line of rails within or used solely in connection with any Factory or Workshop not incidental to the maintenance or working of the mine or quarry or to the carrying on of the business thereof.
- (e) Pit banks of mines to which the Metalliferous Mines Regulation Act, 1872, applies, and private lines of rails used in connection therewith.
- (f) Lines of rails used in connection with factories or workshops, so far as they are outside the factory or workshop premises, and used for running purposes only.
- (g) Waggons not moved by mechanical power.
- (h) Buildings in course of construction.
- (i) Explosives factories or workshops within the meaning of the Explosives Act, 1875.
- (j) All lines and sidings on or used in connection with docks, wharves and quays not forming part of a Factory or Workshop as defined in Section 149 of the Factory and Workshop Act, 1901.
- (k) Waggon or Locomotive Building or repairing shops, and all lines and sidings used in connection with such shops if such shops are in the occupation of a Railway Company within the meaning of the Regulation of Railways Act, 1871.
- (l) Depots or car-sheds being parts of Tramway or Light Railway Undertakings authorised by Parliament, and used for the storage, cleaning, inspection, or repair of Tramway cars or Light Railway cars.

#### PART I

1. Point rods and signal wires in such a position as to be a source of danger to persons employed shall be sufficiently covered or otherwise guarded.

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2. Ground levers working points shall be so placed that men working them are clear of adjacent lines, and shall be placed in a position parallel to the adjacent lines, or in such other position, and be of such form as to cause as little obstruction as possible to persons employed.

3. Lines of rails and points shall be periodically examined and kept in efficient order, having regard to the nature of the traffic.

4. Every gantry shall be properly constructed and kept in proper repair. It shall have a properly fixed structure to act as a stop-block at any terminal point; and at every part where persons employed have to work or pass on foot there shall be a suitable footway, and if such footway is provided between a line of rails and the edge of the gantry the same shall so far as is reasonably practicable, having regard to the traffic and working, be securely fenced at such a distance from the line of rails as to afford a reasonably sufficient space for such persons to pass in safety between the fence and a locomotive waggon or load on the line of rails.

5. Coupling poles or other suitable mechanical appliances shall be provided where required for the purpose of Regulation 11.

6. Proper sprags and scotches when required shall be provided for the use of persons in charge of the movement of waggons.

7. Where during the period between one hour after sunset and one hour before sunrise, or in foggy weather, shunting or any operations likely to cause danger to persons employed are frequently carried on, efficient lighting shall be provided either by hand lamps or stationary lights as the case may require at all points where necessary for the safety of such persons.

8. The mechanism of a capstan worked by power and used for the purpose of traction of waggons on a line of rails shall be maintained in efficient condition and if operated by a treadle such treadle shall be tested daily before use.

### PART II

9. When materials are placed within 3 feet of a line of rails and persons employed are exposed to risk of injury from traffic by having to pass on foot over them or between them and the line such material shall, as far as reasonably practicable, be so placed as not to endanger such persons, and there shall be adequate recesses at intervals of not more than 20 yards where the materials exceed that length.

10. No persons shall cross a line of rails by crawling or passing underneath a train or waggons thereon where there may be risk of danger from traffic.

11. Locomotives or waggons shall wherever it is reasonably practicable without structural alterations be coupled or uncoupled only by means of a coupling pole or other suitable mechanical appliance, except where the construction of locomotives or waggons is such that coupling or uncoupling can be safely and conveniently performed without any part of a man's body being within the space between the ends or buffers of one locomotive or waggon and another.

12. Sprags and scotches shall be used as and when they are required.

13. Waggon shall not be moved or allowed to be moved on a line of rails by means of a prop or pole, or by means of towing by a rope or chain attached to a locomotive or waggon moving on an adjacent line of rails when other reasonably practicable means can be adopted; provided that this shall not apply to the movement of ladles containing hot material on a line of rails in front of and adjacent to a furnace.

In no case shall props be used for the above purpose unless made of iron, steel or strong timber hooped with iron to prevent splitting.

14. Where a locomotive pushes more than one waggon, and risk of injury may thereby be caused to persons employed, a man shall, wherever it is safe and reasonably practicable, accompany or precede the front waggon or other efficient means shall be taken to obviate such risk.

Provided that this Regulation shall not apply to the following:—

(a) Fly shunting.

(b) Movement of waggons used for conveyance of molten or hot material or other dangerous substance.

15. No person shall be upon the buffer of a locomotive or waggon in motion unless there is a secure handhold and shall not stand thereon unless there is also a secure footplate; nor shall any person ride on a locomotive or waggon by means of a coupling pole or other like appliance.

16. No locomotive or waggon shall be moved on a line of rails until warning has been given by the person in charge to persons employed whose safety is likely to be endangered.

Provided that this Regulation shall not apply to a self-moving crane within a building or to a charging machine or other vehicle so long as it is used in or about any actual process of manufacture.

17. Where persons employed have to pass on foot or work, no locomotive or waggon shall be moved on a line of rails during the period between one hour after sunset and one hour before sunrise, or in foggy weather, unless the approaching end, wherever it is safe and reasonably practicable, is distinguished by a suitable light or accompanied by a man with a lamp.

Provided that this Regulation shall not apply to the movement of locomotives or waggons within any area which is efficiently lighted by stationary lights.

18. The driver in charge of a locomotive, or a man preceding it on foot, shall give an efficient sound signal as a warning on approaching any level crossing over a line of rails regularly used by persons employed, or any curve where sight is intercepted, or any other point of danger to persons employed.

19. A danger signal shall be exhibited at or near the ends of any waggon or train of waggons undergoing repair wherever persons employed are liable to be endangered by an approaching locomotive or waggon.

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20.—(a) The space immediately around such a capstan as mentioned in Regulation 8 shall be kept clear of all obstruction.

(b) Such capstan shall not be set in motion until signals have been exchanged between the man in charge of the capstan and the man working the rope or chain attached to it.

(c) No person under 18 years of age shall work such capstan.

21. No person under the age of 18 shall be employed as a locomotive driver, and no person under the age of 16 shall be employed as a shunter.

### PART III

22. All glass tubes of water gauges on locomotives or stationary boilers used for the movement of waggons shall be adequately protected by a covering or guard.

*H. J. Gladstone,*  
One of His Majesty's Principal  
Secretaries of State.

Home Office, Whitehall,  
24th August, 1906.

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