

ORDERS FOR DRIVERS
OF
MECHANICAL TRANSPORT VEHICLES
OF THE
ROYAL FLYING CORPS
IN
INDIA.

A copy of these orders is to be in the possession of every R. F. C. M. T. driver and is always to be carried by him when on duty.

ORDERS FOR THE GUIDANCE OF OFFICERS AND
OTHERS WHEN IN CHARGE OF MECHANICAL
TRANSPORT VEHICLES.

SPEED.

1. The pace will be carefully regulated having regard to the nature of the surface, the width of the road, and the traffic which is likely to be met thereon.

Motor vehicles when passing Infantry and Cavalry will do so at as slow a pace as possible so as to avoid covering the troops with mud or dust and frightening the horses.

If the road is very narrow vehicles meeting Cavalry and Infantry will halt till they have passed.

2. Under normal circumstances motor lorries will not be driven at a faster pace than ten miles per hour, and this speed will be reduced to six miles per hour as a maximum when passing through villages or over bad roads.

3. The exigencies of active service may sometimes necessitate cars being driven fast, but in all ordinary

routine work the same regulations will be observed as in peace. Motor vehicles will go specially slow when passing troops, and every precaution will be taken to avoid blocking the road, even momentarily.

HALTING.

4. Whenever a convoy or column is halted, the vehicles, etc., should be drawn up as close to the kerb or side of the road as possible, sufficient intervals being left between each batch of ten vehicles to permit of side tracking vehicles which, when passing the halted convoy, may meet other vehicles proceeding in the opposite direction. Side roads are not to be blocked.

5. Generally speaking, vehicles will not be halted immediately round a corner in such a way as to prevent their position being taken up by the drivers of other vehicles which may be following. Should circumstances prevent this rule being observed, a sentry will be placed at the head or the rear of the convoy, as may be necessary to give notice to all approaching traffic.

LIGHTS.

6. All mechanically propelled vehicles, when travelling after dusk, will, unless specially ordered not to do so, carry

lighted lamps. In the case of stationary convoys, lamps will be lit on the front and rear vehicles and on such a proportion of the intermediate vehicles as will clearly indicate to other traffic the existence of a convoy on the road.

PETROL CONSUMPTION.

7. Attention is called to the considerable wastage of petrol which takes place by allowing engines of lorries and motor cars to continue running while vehicles are waiting outside offices, billets, railheads, etc. All ranks are directed to take care that the consumption is kept as low as possible.

DISCIPLINE.

8. It must be understood that drivers of all motor vehicles must pull up if a signal is made for them to do so by any person in authority.

CIVILIANS RIDING ON WAR DEPARTMENT VEHICLES.

9. Civilians are not allowed to enter or travel on any War Department vehicles unless in possession of a written permit signed by a Commanding or Staff Officer, which will be issued only in very exceptional cases.

The Senior Officer, Non-Commissioned Officer or driver with the vehicles will be held responsible that this order is strictly enforced.

ROAD CONTROL.

10. When lorries are on the move a "look out" man must invariably be placed on the back of each vehicle in order to warn the driver when vehicles approaching from the rear overtake the lorry.

DAMAGE TO MOTOR CARS AND LORRIES.

11. An undue amount of damage will be caused to motor vehicles by driving too fast, especially over rough roads. Officers should therefore enjoin careful driving on the part of the car cycle and lorry drivers under their command. Except in cases of real urgency the normal speed should not be exceeded.

The names of drivers who are observed to be driving at an excessive and unnecessary speed will be reported to Officers Commanding units concerned, who, if not satisfied as to there being any urgency, will award a regimental entry on the first occasion and a Court-Martial on any second or subsequent occasion.

FIRE PRECAUTIONS.

12. A case of fire has occurred in a lorry carrying petrol. Care must be taken to see that no tins are leaking when placed in a car or lorry, that tins are packed so as to avoid jolting about as far as possible, and that there is no danger of anything falling on to petrol tins and breaking them.

MARKING OF PETROL AND OIL TINS.

13. Whenever possible lorries should be provided with carriers for petrol and oil tins.

In cases where one carrier is provided on each side of the vehicle, that on the left hand side of the vehicle is to be employed only for petrol tins, and that on the right hand side only for oil and water tins.

As many cases have occurred where petrol has been put into tins which have previously been used for oil and water causing considerable waste and inconvenience, all tins that are used for oil and water must be painted black with a white "W" or "O" as the case may be, marked on both sides. The letters "O" and "W" should be sufficiently large to enable the markings to be distinguished even in a bad light.

USE OF MOTOR VEHICLES.

14. Government motor vehicles will only be used for carrying out duties of a strictly military nature and *except in cases of extreme urgency no other than the recognised driver will drive a Government motor vehicle.* One officer and one Non-Commissioned Officer from the Squadron, Aircraft Park and the detached Flights may be detailed by the Commander concerned to carry out tests when necessary. The drivers of all Government motor vehicles will be held strictly responsible for any damage which may occur to such vehicles while being driven by them, except where the vehicle contains officers. In the latter case the senior officer will be held personally responsible.

DRIVERS.

15. *General.*—Drivers must, at all times, drive carefully and in such a manner as to avoid unnecessary strain on their vehicles and tyres. They will start and stop gradually, making the least possible use of their brakes. Drivers must never stop on a level crossing but must pass over it without delay.

DRIVING ON THE ROAD.

16. (a) *Ascending hills.*—When coming to a steep incline change to a lower gear early instead of waiting until the vehicle has lost all its reserve power.

(b) *Descending hills.*—When arriving at a decline that appears to be at all dangerous, put the vehicle into one of the intermediate gears, so as to utilise the engine as a brake to assist the other brakes.

(c) *Use of brakes.*—The side brake should be used as much as possible, the foot brake should only be used as an emergency brake. On a long descent use side and foot brakes alternatively, so as to prevent either of these from overheating.

(d) *Loaded lorries.*—Are to have preference over empty ones. Loaded lorries must not pull in too close to the edge of roads; as the majority of roads in India are not metalled at the sides, these are liable to give way under heavy loads.

(e) *When the roads are bad.*—Lorries should be allowed to keep to the crown of the road as far as possible. Motor cars and empty motor ambulances must give way to lorries as the former can be more easily extricated from bad ground.

(f) *Bad ground.*—Lorries are not to be taken off metalled roads unless the ground is sufficiently good to support the weight of the vehicle without any danger of its getting stuck. A driver whose lorry has stuck in bad ground must refrain from uselessly spinning his driving wheel, as this will only make matters worse. He will

place chain, rope, stone or sacking under the rear wheels, or seek assistance from another lorry and be towed out.

RULES OF THE ROAD.

17. (a) Always drive on the left hand side of the road. When overtaking traffic pass it on your left, when meeting traffic pass it on your right.

(b) Lorries must not be halted near bridges or abreast of a column of troops or transport, or generally in such a position as to block a narrow road.

(c) When entering a main road from a cross road motor vehicles must proceed slowly and with caution and the horn should be sounded.

SPEED.

18. (a) On rough or bad roads the speed must be reduced.

(b) Governors fitted to lorries must on no account be tampered with, and drivers will be held personally responsible for a breach of this order.

TRANSPORT ORDERS.

19. No journey other than that for which drivers are

detailed is to be undertaken without a written order from an officer.

EXCEEDING ORDERS.

20. No driver is to take a vehicle out of the park, yard, or garage where it is kept, without orders. He is not to test any vehicle unless under the direction of an officer or Non-Commissioned Officer in charge of Transport or to tamper with the carburettor, magnetó, or the timing of the valves or ignition.

RUNNING ENGINES.

21. An engine is not to be kept running after the vehicle is stationary.

CONVOYS.

22. (a) No man must leave his lorry without permission.

(b) The distance to be maintained by lorries on convoy should not be less than 30 yards except in towns and villages when the distance should be reduced to 20 yards.

LOADS.

23. (a) Drivers must not permit their lorries to be overloaded, except by the direct order of an officer.

(b) The load is to be equally distributed over the floor space of the lorry.

(c) Ammunition or loads consisting of dead weight should not be carried at the extreme tail end of the lorry.

DISCIPLINE.

24. No driver is to leave his vehicle unattended when on duty.

BREAKDOWNS.

25. The chief causes of accidents and breakdowns are :—

- (a) Excessive speed in towns and villages when driving through traffic, when passing cross roads, when turning corners.
- (b) Passing over bumpy roads and level crossings without slackening speed.

(c) Bumping against a kerb.

(d) Driving too close behind and neglecting to sound the horn before passing another vehicle.

(e) Allowing a vehicle to be loaded beyond its capacity.

(f) Drivers neglecting to thoroughly examine their vehicles at frequent intervals to ensure that brakes, steering gear, etc., are properly adjusted.

(g) Neglect on the part of the driver to see that the lubrication system is in thorough working order, and that the gear box and back axle have sufficient grease or oil of proper grade.

Breakdowns proved to have been due to the above causes will result in the driver being severely punished and being called upon to pay for the damage.

ACCIDENTS.

26. Accidents however trivial must be reported immediately to the Transport Officer or a responsible Non-Commissioned Officer of the driver's unit. It is also essential to obtain the address of :—

1. Witnesses ;

2. Owner of damaged property ; or
3. Owner of vehicle causing damage to Government vehicle.

A rough sketch of the scene of the accident, with the position of the vehicle or vehicles marked on it, should, when possible, accompany the report.

REPORTED DEFECTS.

27. Drivers will immediately report to the Transport Officer or Non-Commissioned Officer in charge of any defects that may have developed in their vehicles, also any loss of or damage to tools, spare parts or equipment belonging to their lorry.

DRIVERS.

28. (a) The first driver is responsible that the lorry is kept clean, including body, chassis, engine, and transmission, and that all lamps are kept filled and ready for use.

(b) It is essential that first drivers should allow second drivers to take their turn at the wheel.

(c) When lorries are being reversed the spare driver will stand in front of the radiator to guide the driver and warn him of approaching traffic.

TAKING OVER.

29. Drivers, when taking over vehicles, must satisfy themselves on the following points :—

- (a) that there is sufficient oil in the engine and that the lubrication system is working properly.
- (b) that the radiator and petrol tank are filled.
- (c) that the gear box, back axle, universal joints, steering box and all lubricators are properly filled and that the lubricant is of the proper consistency.
- (d) that both brakes are working effectively.
- (e) that the list of spares and accessories handed over with the vehicle is correct.

Drivers must go over all nuts with a spanner, especially the shackle bolts securing springs to axles.

EQUIPMENT.

30. Drivers are held strictly responsible for the accessories, tools, etc., on their vehicles and will be punished or called upon to pay for deficiencies or damage due to

neglect. They are also responsible for keeping the equipment in good order.

LENDING EQUIPMENT.

31. No Non-Commissioned Officer or man is allowed to lend any equipment or stores in his charge without first obtaining the consent of the Transport Officer.

CLEANLINESS.

32. Vehicles must be kept thoroughly clean, the most inaccessible parts should be cleaned first; if vehicles are not kept clean defects will not be noticed.

In the case of cars upholstery must be carefully looked after and covered whenever possible when in the garage.

Petrol filters must be taken down and cleaned at regular intervals to obviate minor delays on the road.

INSPECTION.

33. Whenever an opportunity presents itself on a journey drivers will get down and look round their vehicles and see that no part is loose or overheated. The adjustment of brakes should be noted.

LOG BOOKS AND DRIVERS' DIARIES.

34. Log books included in the equipment of vehicles will be kept up to date. British car drivers will be responsible that each trip is correctly entered up and signed for by the officer using the car.

PRECAUTIONS AGAINST FIRE.

35. (a) Each Mechanical Transport vehicle is to be provided with a fire extinguisher which is to be kept charged.

(b) All men must know how to use the various fire extinguishers in possession of their units.

(c) Great care must be exercised when filling petrol tanks that no naked light is near and that no petrol is spilt on the hot exhaust pipes, etc. Petrol tanks should be filled in day light. If filling in the dark is unavoidable it will be done with extreme care. The driver is responsible that no lamp other than electric is burning within fifteen yards and that no person is smoking within twenty yards. Petrol fumes spread out along the ground and the dropping of a hot ash may cause a conflagration.

(d) A funnel of a size suitable for the petrol tank must always be used when petrol tanks are being filled, and care is

to be taken to prevent petrol from being spilt during the process.

PRECAUTIONS AGAINST FROST.

36. In frosty weather, or when a frost appears probable, radiators and acetylene generators must be emptied, unless a special anti-freezing mixture has been provided. When radiators are emptied as a precaution against frost care is to be taken that the cylinders, pump, and water piping are thoroughly drained, and in the case of vehicles with sleeve valve engines that the cylinder heads are drained with a syringe.

HOODS.

37. Great care must be taken that hoods of motor cars are not damaged through careless folding. They must not be folded until dry and they must be securely fastened when down in such a way that the hoop sticks do not chafe the material of the hood.

TAILBOARDS.

38. Tailboards on lorries must, on no account, be allowed to drop or swing. They should always be properly

closed, or in the case of overhanging loads chained before moving off.

STONES IN TYRES.

39. Stones which become embedded between twin tyres must be removed.

G. M. GRIFFITH, *Lieut.-Colonel, R.A.*,
Assistant Director of Aeronautics.

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