

PORT OF BRISTOL AUTHORITY

AVONMOUTH & PORTISHEAD DOCKS

**RULES FOR THE MOVEMENT OF
TRAINS AND LOCOMOTIVES**

(REVISED) 1st JANUARY, 1963

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P. G. BALL

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RULES FOR THE MOVEMENT OF LOCOMOTIVES, GOODS WAGONS AND PASSENGER COACHES AT THE AVONMOUTH AND ROYAL EDWARD DOCKS.

1. These rules supersede "Working Order No. 3" which is hereby cancelled.

PART A — GENERAL RULES

Knowledge of and Compliance with Rules

2. It is the duty of all employees engaged in the movement of locomotives, wagons and coaches to make themselves thoroughly acquainted with and to comply at all times with the rules.

3. Any breach of these rules or any other incident prejudicial to the safe and proper conduct of railway operations must be reported immediately to a superior officer.

Safety

4. At all times safety must be the watchword—the safety of the public and those working on the docks, the safety of one's fellow employees concerned with railway operations, one's own safety and the safety of cargo, rail and road vehicles, buildings and property.

5. A servant who recklessly exposes himself or others to danger will be considered guilty of a breach of these rules and will be subject to disciplinary action.

Coupling and Uncoupling

6. No attempt must be made to throw the link over the drawbar hook by means of a shunting pole until the buffers have actually touched.

7. Wagons must be coupled or uncoupled with a shunting pole and employees must not, except where absolutely necessary, go between the wagons. In cases where this cannot be avoided they must wait until the wagons have come to rest.

8. When coupling or uncoupling passenger coaches of any type, or attending to brake pipes or heater pipes, men must not go between coaches, or between a coach and a locomotive until the coaches (and locomotive if applicable) are at rest.

9. The use of shunting poles for any purpose other than the coupling and uncoupling of vehicles is forbidden. The poles must not be thrown upon the top of sheeted loads. Poles when not in use must be placed in the racks provided on the locomotives and must not be rested upon the buffers of wagons.

Damage to Permanent Way and Railway Vehicles, Derailments, Accidents and Collisions

10. Any damage or strain to any point, crossing or check rail must be reported immediately to the Railway Section Foreman and all movements of railway vehicles must be stopped or undertaken slowly and with particular care, as may be appropriate, until the damage is repaired.

11. An internal user wagon carrying a red "Shops for Repairs" label is not fit to travel with a load, and must not be loaded under any circumstances but sent as soon as possible to the repair shops. Any unauthorised employee removing a wagon repair label will render himself liable to disciplinary action.

12. Any accident or mishap involving derailment or possible damage to British Railways' or internal user railway vehicles must be reported promptly to the Railway Section Foreman.

13. Any accident or mishap involving property (whether belonging to the Port Authority or other party), road vehicles or personal injury must be reported immediately to the Foreman Shunter, the Locomotive Shed Foreman and the Docks Police Department. If the accident is likely to lead to a claim by or against the Port Authority the names and addresses of any independent witnesses must be obtained before they leave the scene.

Goods Falling from Wagons

14. The Foreman Shunter must be promptly notified when any goods are noticed lying in the vicinity of the permanent way or when goods which have fallen from a moving wagon cannot conveniently be reloaded. The Foreman Shunter must notify the Chief Railway Foreman's office who shall arrange for the recovery of such goods.

SIGNALS

15. Hand signals only may be used to control the movement of Railway vehicles viz:—

BY DAY

- (a) Both arms raised above the head denotes STOP; this signal is used generally when at a distance or to indicate urgency and danger.
- (b) One arm extended either above the head or in a horizontal position denotes STOP.
- (c) One arm extended horizontally and raised and lowered with the palm of the hand facing the ground denotes "SLOW DOWN—CAUTION".
- (d) To call a train towards the person giving the signal, one arm held horizontally and the forearm moved towards the body.

- (e) To send a train away from the person giving the signal, one arm held horizontally and the forearm moved away from the body in a circular movement.

Note—The signals under (a) and (b) must be maintained until the vehicles have stopped and those under (c) and (d) and (e) must be repeated until acknowledged by the engine crew and action seen to be taken.

AT NIGHT or when necessary in foggy weather or during falling snow.

A Red Lamp is a signal of danger and means STOP. In the absence of a Red Lamp any lamp waved violently denotes "Danger".

A White Lamp moved slowly up and down means move away from the signaller.

Waved slowly from side to side across the body means move towards the signaller.

A Green lamp used instead of a white lamp moved in these ways means "make the movement slowly".

16. The following whistle signals may be used to **supplement** the normal hand signals.

- | | | |
|--------------|---|---|
| One blast | — | denotes "Stop". |
| Two blasts | — | denotes "move away from the signaller". |
| Three blasts | — | denotes "move towards the signaller". |

A succession of short blasts denotes "emergency stop—danger".

17. A red flag or a red lamp when used to mark an obstruction, must not be passed until it has been ascertained that it does not refer to the actual road on which a locomotive or train is travelling.

18. At the Exchange Sidings area, when a lookout man protecting Platelayers at work is seen to be exhibiting a red flag or red lamp the train must not be restarted until a green hand signal is substituted for the red.

19. At a road crossing, when railway vehicles are about to be pushed across, the signal to be given by the Shunter or Pointsman to warn approaching road traffic is:—

BY DAY a hand raised above and in front of the head with the palm facing the approaching traffic and BY NIGHT or in bad visibility, a red lamp waved slowly from side to side across the body.

20. The absence of a signal at a place where a signal is ordinarily shown or a signal imperfectly exhibited or the exhibition of a white light where a red or green light should be seen must be considered a danger signal and treated accordingly and the fact reported to the Foreman Shunter.

PART B — MOVEMENT OF GOODS WAGONS BY ENGINES

21. The Engine Driver and Fireman must be with their locomotive at such times as the Engineer-in-Chief may require and they must satisfy themselves that their locomotive is in proper condition.

22. No locomotive must be allowed to be in motion for traffic operations unless both the Engine Driver and Fireman are upon it.

23. The Engine Driver and Fireman must not leave their locomotive at the same time until the locomotive has returned to shed at the termination of the shift.

24. The Engine Driver will at all times be in charge of the locomotive and must not allow unauthorised persons on the footplate nor permit anyone to interfere with the operation or control of the locomotive.

25. The Engine Driver must keep a good look out all the time the locomotive is in motion and sound the whistle or horn when necessary. The Fireman will take his instructions from the Engine Driver and must also maintain a good look out on his side of the locomotive when he is not necessarily otherwise engaged. The Fireman must gain a thorough working knowledge of the railroads and be able to take over from the Engine

Driver if the need arises. When the locomotive is drawing railway vehicles both the driver and Fireman must frequently look back and see that the whole train is following in a safe and proper manner.

26. The Engine Driver and Fireman must pay immediate regard to all signals, whether the reason for the signal is known or not. The Engine Driver must not, however, trust entirely to signals, but must be vigilant and cautious.

27. The speed of locomotives must always be such that the train or engine can quickly be brought to a standstill if required. A low speed must be observed when passing over sharp curves, when pushing rakes of vehicles and when passing possible obstructions.

28. Special caution must be observed when trains or locomotives are working on converging lines.

29. When two locomotives are employed to draw a train the Driver and Fireman of the leading locomotive are responsible for the observance of signals and the application of the brake; the Driver of the second locomotive must watch for and take his signals from the Driver of the leading locomotive, but the Driver of the second locomotive is not relieved of responsibility for the due

observance of all signals regulating the safe working of the line and in case of need he must apply the continuous brake.

30. The Driver must sound the whistle or horn before proceeding over any road crossing and in all cases where he has not a clear view. He must also sound a short warning blast before starting the train or locomotive.

31. At road crossings, when road traffic has been interrupted, a sufficient interval is to be allowed to elapse between the passage of two trains to meet the requirements of the road traffic. No railway vehicle shall be left standing so as to obstruct road crossings.

32. At a road crossing over two or more lines of rails, trains are not allowed to proceed over the crossing from opposite directions at the same time.

33. The Engine Driver must carefully approach all places at which his train is required to stop and must not stop short of or over-run the mark; he must also exercise care in passing junctions and places where obstructions may be expected.

Particular Rules for Engine Drivers and Firemen Permissible Loadings

34. Drivers must operate locomotives carefully without excessive acceleration and braking and must not take loads which cause excessive

wheelslip or overheating of the torque converter fluid coupling or engine. Loads are not otherwise restricted.

Preparation of Locomotives

35. (a) The drivers of diesel locomotives are responsible for ensuring that the locomotive to which they are allocated has an adequate supply of fuel, engine cooling water and engine oil. They must also check that the mechanical lubricator has sufficient oil in the tank.

(b) The drivers of steam locomotives must ensure that the locomotive to which they are allocated has sufficient coal and water and that fuel and equipment is stowed in such a way that it will not cause accidents or fall from the locomotive.

(c) Drivers must inspect their locomotives and report any defects in the Report Book. Defects which need immediate attention should be reported to the Locomotive Foreman.

Working in Traffic

36. (a) Whether loaded or light diesel locomotives must always be started in first gear and a higher gear should not be engaged if the engine is labouring.

The fluid flywheel scoop must be left in whilst the locomotive is stationary and the handbrake is to be applied and the engine switched off before the crew leave the locomotive.

(b) Where fly-shunting is permitted under the conditions laid down in Rule 34 (g), rapid braking of the locomotive is necessary, but the over application of the brakes, resulting in the locking of the wheels, will considerably increase the distance taken by the locomotive to come to rest. For optimum efficiency therefore, the brakes should be applied steadily in all cases, including emergency stops.

(c) All locomotives required to pass over British Railways' lines must carry a British Railways' Registration plate. They must also carry a white light at the front and, if travelling light without a brake van, a red light at the rear.

Breakdowns and Faults

37. The safe engine oil pressure and cooling water temperature for the diesel locomotives when warm are as follows:

Locomotive	Oil Pressure	Max. Safe Water Temp.
Norman	20-30 lbs/sq. in. Prime by hand to 10 lb/sq. in before starting.	200°F.
Arthur	25/35 lb/sq. in.	200°F.
Merlin		
Lancelot		
Celidon		
Dubglas		
Tribuit		
Guinnion		
Agned		
Nos. 30, 31, 32, 33		
Tintagel	7/10 lb/sq. in. Prime by hand to 7 lb/sq. in. before starting.	200°F.
Camelot		
Caerleon		
Glastonbury	25/30 lb/sq. in Prime by hand to 7 lb/sq. in. before starting.	200°F.

The locomotive must be **stopped at once** should the oil pressure fall below or the water temperature exceed the safe figure. In such cases the Locomotive Foreman must be informed by

telephone and on no account is the driver to return the locomotive to the shed until requested by the fitting staff.

Where a fluid flywheel or torque converter is observed to be overheating the locomotive must be withdrawn from traffic and returned light under its own power to the shed for examination. The same action must be taken where excessive slipping of the fluid flywheel or torque converter or overheating or slipping of the clutch is taking place.

Particular Rules for Shunters and Pointsmen

38. (a) During all shunting operations the shunters and the pointsmen must position themselves where they are able to check that the way is clear and where they can give the appropriate signals to the locomotive crew, either direct or through each other and where it is necessary to push rakes of wagons the Foreman Shunter and the Shunter should decide the number of wagons which can safely be pushed.

(b) Before shunting into or out of enclosed or covered premises the shunter must ensure that the railway gates (if any) are open, that loads are secure and that all doors of loaded wagons are properly fastened. No movement within en-

closed or covered premises must be allowed when wagon doors are not fastened, unless the shunter is sure that the doors will not come into contact with any obstruction.

(c) Before shunting out of a tenant's premises the shunter must obtain an assurance from a responsible person at the premises that all doors have been properly fastened.

(d) Before shunting into a loading or offloading position or into a siding used for repairing railway vehicles or into any position where railway vehicles are already standing, the shunter and pointsman must give adequate warning to persons who may be engaged in or near or between any standing railway vehicles, and must ensure that no road vehicle or other obstruction is foul of the line.

(e) Before shunting into a siding the shunter must ascertain the position of the vehicles in the siding before commencing to set back and he must signal the driver in such a manner as to prevent the train striking the vehicles in the siding or the buffer stops with too much force.

(f) Loose shunting of vehicles against loaded passenger trains and all vehicles containing passengers or livestock or explosives is strictly prohibited.

(g) Fly-shunting should only be carried out by experienced shunters, and at such points and times as are approved by the Foreman Shunter.

(h) Railway vehicles left standing in sidings must be clear of the fouling points of any adjoining siding or lines and of road crossings, and properly secured to admit shunting operations being carried on without risk of injury to the staff engaged in conducting them.

(i) Railway vehicles must not be moved unless the doors are adequately closed and fastened.

(j) When railway vehicles are about to be pushed across a road crossing the shunter or pointsman must be stationed on the crossing and give the proper signal to warn road traffic.

PART C — MOVEMENT OF PASSENGER COACHES BY ENGINES

39. Certain lines only have been authorised by the Minister of Transport for the passage of loaded passenger trains and such trains must on

no account be run over any other lines. It is the duty of all concerned to make themselves thoroughly acquainted with these lines. In brief, these authorised lines connect the Gloucester Road Junction with the passenger terminal at 'S' Shed and with 'P' Shed.

40. All loaded passenger trains must be hauled not pushed by the locomotive.

41. The speed of passenger trains whether loaded or empty between the Gloucester Road Junction and the passenger terminal at 'S' Shed must not under any circumstances exceed 6 miles per hour.

When working passenger trains whether loaded or empty over the line between the Gloucester Road Junction and 'P' Shed the speed must not under any circumstances exceed 4 miles per hour.

42. All facing points on a passenger road must be set and clamped for the correct road ten minutes before the passage of any passenger train. Clamp men must not leave their posts until they have been authorised to do so by the Foreman Shunter which must not be until after the train has returned and is clear of the dock lines. Passenger trains must not under any circumstances pass over facing points which are not manned or clamped and set for the proper road.

43. Ten minutes before the departure of a train from the Gloucester Road Junction or from the terminal point on the docks as the case may be the Foreman Shunter or in his absence a man specially deputed in writing by him to perform this duty must walk over the lines over which the train has to pass to ensure that:—

(a) the road is clear of all vehicles or other obstructions and that the Junction Cut Bridge, if to be crossed, is in "rail position", and

(b) all connecting lines are clear of vehicles or other obstructions within fouling distances, and that the nearest vehicles standing on such lines are safely secured to prevent their being accidentally moved, and

(c) all clampmen (and if appropriate the Swing Bridge men at the Junction Cut) are at their posts and are warned of the approach of the train, and

(d) scotch blocks are in position across the rails leading northwards to the water-side of Shed 'R', if appropriate.

The Engineer's Department's Permanent Way Inspector will walk the lines over which the passenger train will travel before the departure

of the train from the Gloucester Road Junction or from the terminal point on the docks to ascertain that the permanent way is in good order and he will report the result of this examination to the Engineer-in-Chief on the prescribed form.

44. On reaching the other end of the lines to be traversed the Foreman Shunter or the man specially deputed to the duty will telephone to the passenger berth or to the Junction as the case may be that all is clear and the train may then be allowed to start.

45. When a train is about to leave a platform or siding the signal to start by the shunter or foreman merely indicates that the station duty, etc., is completed and that the train is properly coupled. Before starting the train the engine driver must satisfy himself that the line is clear, either by observation or by sighting the necessary signal when starting, the Fireman must look back to see that the whole of the train is following in a safe and proper manner and to receive any signal that the shunter or foreman may give.

46. If the Junction Cut Swing Bridge is to be crossed:—

(a) The Swing Bridge over the Junction Cut must not be moved from the "rail position" until the rear vehicle of the train has passed fifty yards beyond the bridge.

(b) There are signals on each side of the bridge which show whether the bridge is in "rail position" or not. Trains must not be moved if these signals show the bridge not in "rail position". All trains must stop if the signal is raised after starting.

Note—Drivers are specially warned to use the greatest caution when approaching the bridge at night. In wet weather speed should be reduced in approaching the bridge.

47. When a Port Authority's engine is attached to a passenger train and before the vacuum pipe is attached to the train the brakes must be released by pulling the vacuum valve on each coach after which vacuum must be restored by the Port Authority's engine; not less than 20" of vacuum must be maintained.

LIVE STOCK

48. When wagons of live stock are attached to a train the shunter must see that all doors are properly secured. All unnecessary shunting must be avoided, and where unavoidable it must be done without delay and as gently as possible.

49. Shunters working trucks with live stock received from British Railways at the sidings must first examine the contents and see that they are in good condition. In case of an animal showing signs of injury or death the traffic must not be accepted. The attention of the Railway Executive servants must be drawn to this and the matter must also be at once reported to the Chief Railway Foreman.

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