

BRITISH RAILWAYS

(WESTERN OPERATING AREA.)

DIESEL ELECTRIC ENGINE P.W.M.650.

The Civil Engineer's Diesel Electric Engine No. P.W.M.650 may operate under the following instructions:—

- General**
- (1) It is Engineering Department plant and is to be used for Engineering purposes only under the general supervision of the Crane Relaying Inspector.
 - (2) It will be operated by a man appointed by the Engineering Department who will be instructed by a Motive Power Department Headquarters Inspector in rules applicable to a driver employed by the Motive Power Department so that when operating in sidings he can follow the normal procedure applicable thereto.
 - (3) It will operate track circuits.
 - (4) The maximum permitted speed under its own power is 20 m.p.h. and when conveyed with gear disengaged 25 m.p.h., and in neither case may it travel more than 25 miles without intermediate stop for examination.
- Movement and Operating instructions**
- (5) Machine P.W.M.650 normally is only permitted to work on lines completely occupied by the Civil Engineer or in Engineering Department Sidings and in such circumstances the Engineering Department Operator will operate to the instructions of the groundman or supervisor who will be required to see the track is clear and points correctly set for the movement. In the above circumstances a Motive Power Department conductor is not required.
 - (6) (a) It may be permitted to travel under its own power on running lines and sidings by prior arrangement with the Operating and Motive Power Departments, but must in all such instances, in addition to the Engineering Department Operator, be accompanied by a conductor provided by the Motive Power Department who will be responsible for carrying out all protective rules.
 - (b) As a light engine under its own power in charge of an Engineering Department Operator with a Motive Power Department conductor. To be dealt with as a light engine and signalled "G" headcode (2-3).
 - (c) Working, in charge of an Engineering Department Operator, with a Motive Power Department conductor, under its own power, an Engineering Department train with freight brake van and guard. To be signalled as a ballast train under "H" headcode (1-4) conditions.
 - (d) Under its own power, coupled to a track relaying crane to an occupied section in charge of an Engineering Department Operator with a Motive Power Department conductor. A freight brake van and guard to be provided unless otherwise decided by the Engineering Department representative in charge. To be signalled as a ballast train requiring to stop in section "K" headcode (2-2-3).
 - (e) Hauled by a steam locomotive, with the gear disengaged with freight brake van and guard. To run under "H" headcode conditions and be signalled (1-4). To be accompanied by an Engineering Department representative.
 - (f) When forming part of an ordinary freight train it must be marshalled next in front of the rear freight brake van. To be restricted to "H" and inferior headcode trains and signalled accordingly. To be accompanied by an Engineering Department representative.
 - (g) When forming part of an Engineering Department special train at the discretion of the Engineering Department representative in charge, may be marshalled in any position and to be accompanied by an Engineering Department representative.

- (7) On a Permissive line when running under its own power, the next following train admitted to such line must be brought to a stand at the Signal Box and the driver verbally told to proceed with caution and that he must take care not to buffer up to the machine.
- (8) When in a siding unattended it is to be left with gear disengaged, with the brake on, and the switches are to be set and clipped to prevent any movement to the siding, or a wheel stop placed in position in order to protect the plant from contact with any shunting movements in the siding.
- (9) All shunting movements with the machine must be carried out with care and in every case the machine must be accompanied by an Engineering Department representative.

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B.R.361 /5.

PADDINGTON STATION.
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