

# BRITISH RAILWAYS.

## WORKING OF PILOT ENGINES

Commencing **MONDAY, 21st SEPTEMBER, 1953.**

### GENERAL INSTRUCTIONS.

The Pilot Engines working Empty Coach Trains to and from Paddington will carry a numbered Disc to correspond with the working of Engines shewn in the tables.

Engines working Empty Coaches from Paddington to West London Carriage Sidings or Old Oak Common afterwards proceeding to Old Oak Common Shed, must be released promptly.

Engines of Freight Trains which start from Old Oak Common must leave Shed 20 minutes (except in cases where specially scheduled otherwise) and those for Freight Trains from Acton 30 minutes, before booked time of starting.

This programme covers the ordinary services only. Extra engines must be provided for the working of coaches for Special Trains.

Light Engines for Shed may be sent to Portobello thence by Down Carriage Line and Overhead Bridge.

Transfer Trips between West London and Old Oak Common will run via the Overbridge.

### Coupling of Engines to Empty Trains.

An engine may work at each end of a train of Empty Coaches between Paddington and West London Carriage Sidings and Old Oak Common.

The Empty Train Guard, in addition to seeing that the tail lamp is attached to the rear of the trailing engine, must obtain an "all right" signal from the Driver of the trailing engine to indicate he is ready to move.

Engines trailing in the rear of Empty Coach Trains must not use power to propel the trains on the journey. Assistance may be required at Paddington in starting, which will be indicated by the Pilot Engine giving a "Crow" whistle, and in this case the trailing engine must give sufficient assistance to start the train only, the Driver first satisfying himself by observation of the signals that everything is ready for the train to start.

When two or more engines arrive at Subway Junction on the Down Carriage Line, or at Portobello on the Down Goods Line for Old Oak Common, they must be coupled together by the Fireman before leaving for Old Oak Common.

### Working of Empty Milk Vehicles.

Empty Milk Vehicles may be allowed to run between Paddington and West London and Paddington and Old Oak Common without a Guard's Brake Van, provided the whole of the train is fitted with the vacuum brake, which must be connected up throughout the train. In such cases the Guard must ride on the engine.

### Fogs and Irregular Running of Trains.

In the event of a fog coming on, or if from any other cause the trains are likely to work irregularly the Station Master at Paddington or Yard Master at Old Oak Common must immediately advise the appropriate Motive Power Supervisor when arrangements will be made to provide one or two extra engines as may be necessary. These engines must be dispensed with as soon as practicable.

In foggy weather or in cases of emergency all suitable engines going to or from Old Oak Common may be used for working empty coaches.

### Vehicles not fitted with Vacuum Brake.

When necessary, vehicles not exceeding six in number, not fitted with vacuum brakes, may be attached next to the Engine conveying empty vacuum stock between Paddington, West London or Old Oak Common.

A Brake Van in which the Guard must ride must always be formed at the rear of a train conveying non-vacuum fitted stock next to the engine.

Before starting, the Guard must inform the Driver that the vacuum brake is not connected, and see that all brakes are properly released. He must keep a sharp look-out and be prepared to apply the hand brake should his train become divided and protect it in accordance with Rules 178 and 181.

When unavoidable, non-fitted vehicles not exceeding four in number may be formed at the rear of vacuum-fitted stock provided the rearmost vehicle is a brake van. In such circumstances the Guard must inform the Driver and ride in the rearmost vehicle, keeping a sharp look-out and be prepared to apply the hand brake should his train become divided and protect it in accordance with Rules 178 to 181.

**B.**—The Trains so marked must be backed into the Down Platforms at Paddington.

**G.**—The Trains or Engines so marked run coupled together at the time shewn.

**SX.**—Saturdays excepted.

**SO.**—Saturdays only.

**N. H. BRIANT,**  
DISTRICT OPERATING SUPERINTENDENT,  
Paddington.

**GILBERT MATTHEWS,**  
OPERATING SUPERINTENDENT,  
Paddington.

# WORKING OF PILOT ENGINES

## WEEK DAYS

NOTE.—Pilot Engines shewn to run light from Paddington to Old Oak Common for Working must be released promptly.

No. of Pilot.	Up Train.	From	To	Down Train.	Remarks
1	—	5.30 a.m. Shed .. ..	O.O. Common .. ..	p.m.	MX
	a.m.	2.30 a.m. Shed .. ..	Paddington .. ..	—	MO
	1 20	5. 0 ,, Paddington .. ..	O.O. Common .. ..	MO	Fish Plant
	—	6. 0 ,, O.O. Common .. ..	West London .. ..	—	Cripples
	—	Shunt at W. London and Lad	broke.	—	—
	p.m.	11.50 a.m. West London .. ..	Paddington .. ..	12 50 & 1 8	SO
	1 0 SO	1.15 p.m. Paddington .. ..	O.O. Common .. ..	—	—
	Light	O.O. Common .. ..	Paddington .. ..	—	SO
	3 20	3.40 p.m. Paddington .. ..	West London .. ..	—	SO
	—	4.30 ,, West London .. ..	Paddington .. ..	5 20	—
	5 33	5.45 ,, Paddington .. ..	West London .. ..	—	—
—	7. 0 ,, West London .. ..	Paddington .. ..	7 55	—	
8 0	8.20 ,, Paddington .. ..	O.O. Common .. ..	—	—	
		Then to Shed.			
2	a.m.	Light Engine from	Wood Lane at 8.30 a.m.		MO
	—	9.45 a.m. Shed .. ..	O.O. Common .. ..	a.m.	MX
	—	10.20 ,, O.O. Common .. ..	Paddington .. ..	11 15	—
	11 30	11.50 ,, Paddington .. ..	O.O. Common .. ..	—	SO
	p.m.			p.m.	
	12 21	12.40 p.m. Paddington .. ..	O.O. Common .. ..	—	SX
	—	2.30 ,, O.O. Common .. ..	Paddington .. ..	3 30	—
	3 30	3.50 ,, Paddington .. ..	O.O. Common .. ..	—	—
	—	5. 0 ,, O.O. Common .. ..	Paddington .. ..	6 0	—
	6 20SX	6.55 ,, SX	} Paddington .. ..	—	—
	6 0SO	6.20 ,, SO		—	—
	—	8.40 ,, O.O. Common .. ..	Paddington .. ..	10 18 & 10 40	SX
	Light or RR C'hes.	Paddington .. ..	O.O. Common .. ..	—	SX
	—	8.40 ,, O.O. Common .. ..	Paddington .. ..	10 25	SO
	10 50 SO	11.15 ,, Paddington .. ..	O.O. Common .. ..	a.m.	SO
	—	11.50 ,, O.O. Common .. ..	Paddington .. ..	2 25 & 3 25	MX
	a.m.	Back in 2.25 and 3.25 a.m.	Stock Parcels Line to No.	1 Platform Line.	
1 20	5 0 a.m. Paddington .. ..	O.O. Com. (Fish Empties)	—	MX	
—	Return light to Paddington Yard	to pull in 6.25 a.m. coaches.	—	MX	
Light	O.O. Common .. ..	Then Shed MX	—		
—	1.30 a.m. West London .. ..	West London .. ..	—	Sundays	
3 50 RR	4.10 ,, Paddington .. ..	Paddington .. ..	3 25 & 3 35	Sundays	
Light	O.O. Common .. ..	O.O. Common .. ..	—	Sundays	
5 5	6.30 a.m. Paddington .. ..	O.O. Common .. ..	—	Sundays	
		Then to Shed.			
3	—	10.45 p.m. Shed .. ..	O.O. Common .. ..	a.m.	} Sunday night
	—	11.25 ,, O.O. Common .. ..	Paddington .. ..	1 0	
	Light	1. 5 a.m. Paddington .. ..	O.O. Common .. ..	—	MO
	—	3. 0 ,, O.O. Common .. ..	Paddington .. ..	5 30	—
	a.m.	Shunt or	RR Coaches.	a.m.	
	4 25	5.10 ,, Paddington .. ..	O.O. Common .. ..	—	MO
	—	MO Engine to Shed. To be	left in Loop for "B" men.	—	
	—	4. 0 a.m. Shed .. ..	West London .. ..	—	MX
	3 20 MX	4.30 ,, West London .. ..	Paddington .. ..	5 33	MX
	—	7.30 ,, Paddington .. ..	O.O. Common .. ..	—	—
	—	8.20 ,, Shed .. ..	O.O. Common .. ..	—	MO
	—	8.50 ,, O.O. Common .. ..	Paddington .. ..	9 45	—
	10 0	10.15 ,, Paddington .. ..	O.O. Common .. ..	p.m.	—
	p.m.	11.30 ,, O.O. Common .. ..	Paddington .. ..	12 30	—
	Light	Paddington .. ..	West London .. ..	—	MO
	12 52 MSX	1.30 p.m. Paddington .. ..	West London .. ..	—	(Parcels)
	12 21 SO	12.40 ,, Paddington .. ..	O.O. Common .. ..	—	—
	—	3. 5 ,, West London .. ..	Paddington .. ..	4 0	SX
	3 50	4.10 ,, Paddington .. ..	O.O. Common .. ..	—	SX
—	3.15 ,, O.O. Common .. ..	Paddington .. ..	4 15	SO	
Light	Paddington .. ..	O.O. Common .. ..	—	SO	
—	5.30 p.m. O.O. Common .. ..	Paddington .. ..	6 30	—	
6 15SO	6.55 ,, Paddington .. ..	O.O. Common .. ..	—	(Swindon)	
6 35SX	O.O. Common .. ..	Paddington .. ..	—	—	
Light	8.30 p.m. Paddington .. ..	O.O. Common .. ..	—	FSO (RR	
8 10				FSX)	
—	10. 0 ,, O.O. Common .. ..	Paddington .. ..	11 50	—	
		Then to Shed.			

# WORKING OF PILOT ENGINES

## SUNDAYS

No. of Pilot.	Up Train.	From	To	Down Train.	Remarks
<b>8</b> (of Saturday)	a.m. Light	12.40 a.m. Shed .. ..	Paddington .. ..	—	—
	<b>1 20</b>	4. 0 ,, Paddington .. .. Then to Shed.	Shunt. West London .. .. to Shed.	—	Fish.
<b>"A"</b> (O.O.C. 111 & 112)	p.m. —	2. 0 a.m. Shed .. ..	Paddington .. ..	p.m. —	—
	<b>4 30</b>	4.50 p.m. Paddington .. ..	Shunt. O.O. Common .. ..	—	—
	—	6.35 ,, O.O. Common .. ..	Paddington .. ..	<b>7 30</b>	—
	<b>7 45</b>	8. 5 ,, Paddington .. ..	O.O. Common .. ..	—	—
	—	9.50 ,, Shed .. ..	Then to Shed. O.O. Common .. ..	—	—
	—	10.15 ,, O.O. Common .. ..	Paddington .. ..	<b>2 25 &amp; 3 25</b>	Vans.
a.m. <b>3 25 (MO)</b>	4.20 a.m. Paddington .. .. Then extra Up and Down Engine at Old Oak Common.	Shunt. O.O. Common .. ..	—	—	
<b>1</b>	a.m. —	7.30 a.m. Shed .. ..	Paddington .. ..	a.m. —	—
	<b>†6 15</b>	8.10 ,, Paddington .. ..	O.O. Common .. ..	—	Sleepers RR
	<b>¶10 35</b>	10.55 ,, Paddington .. .. Then to Kensington	O.O. Common .. .. ton to Shunt.	—	—
<b>2</b>	—	9.30 a.m. Shed .. ..	O.O. Common .. ..	p.m. —	—
	—	11.55 ,, O.O. Common .. ..	RR Coaches Paddington .. ..	<b>1 0 RR</b>	—
	p.m. <b>12 35</b>	1. 0 p.m. Paddington .. ..	O.O. Common .. ..	—	—
	—	1.55 ,, O.O. Common .. ..	Paddington .. ..	<b>2 55</b>	—
	<b>3 0</b>	3.20 ,, Paddington .. ..	O.O. Common .. ..	—	—
	—	4.30 ,, O.O. Common .. ..	Paddington .. ..	<b>5 30</b>	—
	<b>‡4 40</b>	6. 0 ,, Paddington .. ..	O.O. Common .. ..	—	—
	—	8.30 p.m. O.O. Common .. ..	Paddington .. ..	<b>10 10</b>	—
Light —	Paddington .. ..	O.O. Common .. ..	night <b>12 45</b>	—	
<b>3</b>	a.m. —	7.45 a.m. Shed .. ..	O.O. Common .. ..	a.m. —	—
	—	8.15 ,, O.O. Common .. ..	Paddington .. ..	<b>9 15</b>	—
	Light —	Paddington .. ..	O.O. Common .. ..	—	—
	—	10.10 a.m. O.O. Common .. ..	Paddington .. ..	<b>11 10</b>	—
	<b>10 56</b>	11.15 ,, Paddington .. ..	O.O. Common .. ..	p.m. <b>2 10</b>	—
	p.m. Light	1.10 p.m. O.O. Common .. ..	Paddington .. ..	—	—
	p.m. Light	2.25 ,, Paddington .. ..	O.O. Common .. ..	—	—
	—	3.15 ,, O.O. Common .. ..	Paddington .. ..	p.m. <b>4 15</b>	—
	Light —	Paddington .. ..	O.O. Common .. ..	—	—
	Light —	5. 5 p.m. O.O. Common .. ..	Paddington .. ..	<b>6 5</b>	—
	<b>9 45</b>	8.35 p.m. O.O. Common .. ..	Paddington .. ..	<b>9 45</b>	—
—	10. 5 ,, Paddington .. .. Then to Shed.	O.O. Common .. ..	—	—	

†—When trains not run, see Weekly Programme for Excursion Working.

‡—On Sundays, October 25th to December 13th, 1953, and from January 3rd to April 11th, 1954, inclusive, due 6.25 p.m.

¶—On Sundays, October 25th to December 13th, 1953, and from January 3rd to April 11th, 1954, inclusive, due 11.20 a.m. (See No. 7 Pilot.)