

THE MIDDLETON RAILWAY

INSTRUCTIONS FOR OPERATING SPECIAL TRAINS BETWEEN HEADSHUNT AND OVERBRIDGE ONLY

SUNDAY 17th. SEPTEMBER 1967 BETWEEN THE HOURS OF 14.50 AND 17.00 Hrs.

OPERATING SUPERINTENDENT To detail crew (2) of Diesel 0-6-0 and to arrange crew (2) of Bagnall 0-4-0. To detail train Guard and one relief guard. To detail 3 flagmen for Moor Road Crossing (to be superintended by P.W.Inspector)

All rolling stock to be previously completely checked and lubricated.

P.W.INSPECTOR. To clamp personally all switches concerned (certain switches bolted up the previous day).

DETAILS SUNDAY SEPT 17th 1967.

1. The only locomotives allowed to move between 14.00 hrs and 1700 hrs are (1) Diesel 0-6-0, (2) Bagnall 0-4-OT (steam).
2. The train will comprise One steam locomotive, one brake van, one diesel locomotive. The locomotive facing direction of travel will be in charge. Normal "brake whistles" and "banking whistles" codes will be used if required.
3. Bagnall 0-4-OT will carry single line token in charge of driver (to be inspected before starting operations)
4. Visitors 12 plus guard travel in brake van under insurance arrangements and will on no account attempt to join or alight from moving train. Guard will ensure that safety bars are correctly positioned on brake van and that all couplings are correct.
5. SPEED WILL NOT EXCEED 5 M P H at any place.
6. 3 members equipped with red flags will be on duty to protect Moor Road Crossing in charge of the Permanent Way Advisor/Inspector who ALONE is authorised to give the signal for trains to cross Moor Road. He will appoint a deputy if necessary. All trains will stop at Moor Road Crossing and await instructions.
7. The train will carry one white light at the front and one red at the rear on each journey. The loco. crews and guards will be in possession of all equipment as required by British Railways Rules 127 to 129 (No Detonators).
8. Permanent Way Advisor/Inspector will issue any necessary instructions regarding permanent way matters in writing. Switches to be clamped/bolted/blocked are Headshunt, Parkside Incline, Whitakers Siding switches, Moor End Siding, Upper Loop Switches. P.W.A. to see to this personally. All facing points will be fixed clamped or bolted.
9. If the steam loco. requires to take water intermediately it will be detached from the van and diesel locomotive which will remain on the headshunt. The guard is authorised to unclamp the switches. The steam loco. will be preceded by a flagman to and from water column. On return of locomotive, the guard will reclamp headshunt switches in the straight direction.
10. Train will have steam locomotive at the Balm Road end, and the Diesel loco. at the opposite end.
11. Rolling stock in Dartmouth Yard will be positioned so as to allow steam locomotive free access to water column.
12. On no account will passenger carrying train traverse Clayton's curve or enter Dartmouth Yard.
13. ALL PERSONELL employed on Sunday September 17th 1967 will be in possession of a copy of this notice and any subsequent amendments, and of a copy of the operating Regulations.

TAKE NO RISKS WHATEVER !

Signed R.F. Youell, Chairman.

R.C.Lawrence, Permanent Way Advisor and Safety Precautions Officer.

J.Lodge Operating Superintendent.

14th September 1967.