

**BRITISH RAILWAYS - WESTERN REGION**

**INSTRUCTIONS AND INFORMATION**  
**FOR CARRIAGE AND**  
**WAGON EXAMINERS**

**SECTION A**

**M. & E.E. Training School,  
SWINDON**

**March 1976.  
1st Edition.**



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SECTION "A".

Contents.

Regional Organisation.

Rules and Regulations.

General Appendix.

C. & W. Booklets for Specific Duties.

Standing Orders.

Maintenance Instructions.

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Cards and Labels.

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This book has been devised to give a Carriage and Wagon examiner as much relevant information as possible to assist him in carrying out his duties in an efficient manner.

The book is a precis of lectures given in the Carriage and Wagon Training Coach and is for training purposes only.

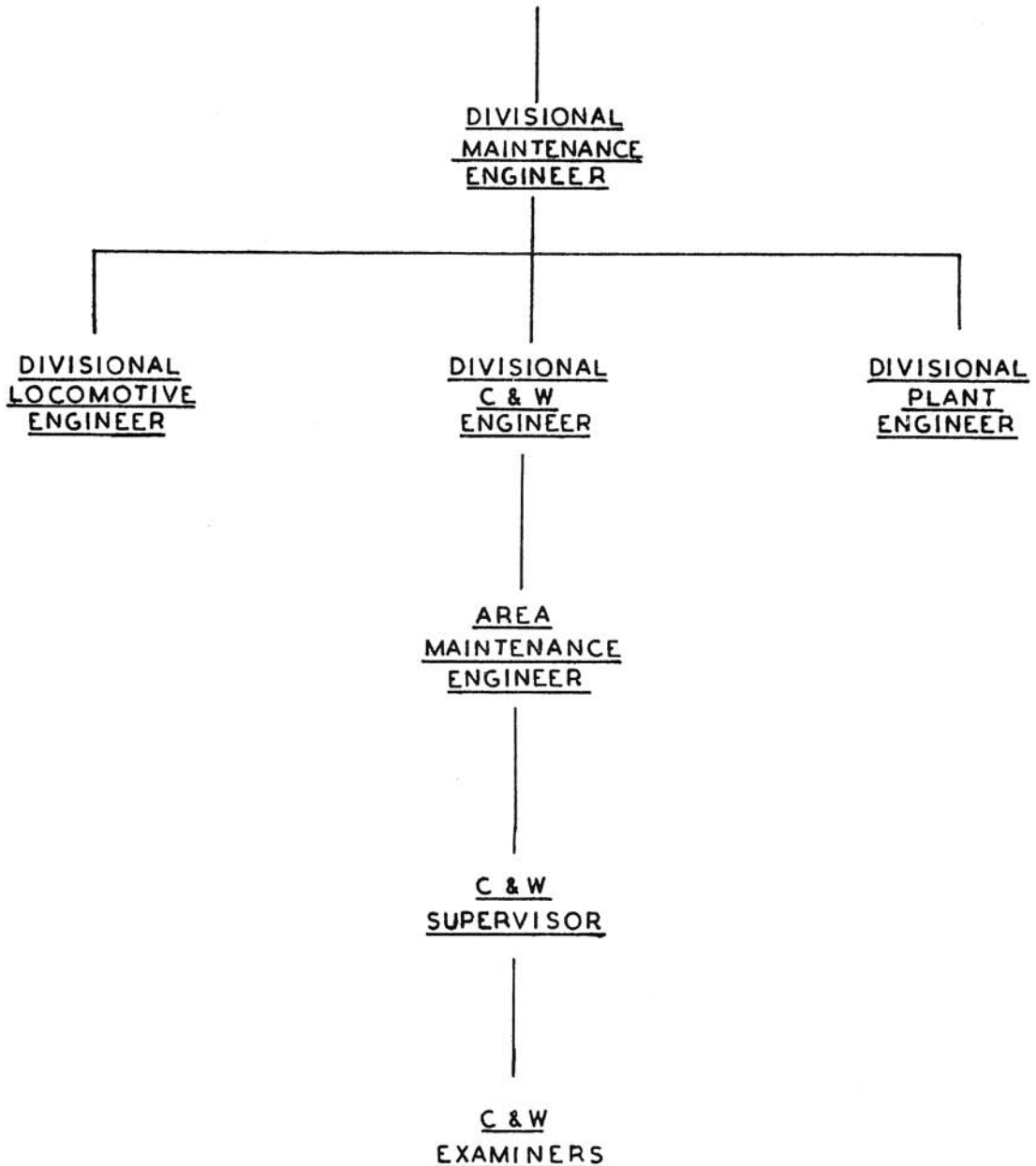
It must be stressed that the book is only a guide and the examiner must keep himself conversant with any issues, amendments or alterations to standing orders, maintenance instructions etc. issued by C.M. & E.E. Paddington.

REGIONAL ORGANISATION.

An examiner is often working without direct supervision and is normally expected to carry out his duties on his own.

There will be times when he will need advice on a problem or need to report some abnormal event to a supervisor.

It is advisable to have a knowledge of the whole Carriage and Wagon organisation and, in particular, his immediate supervisors and their telephone numbers.



## RULES AND REGULATIONS.

### Rule Book B.R.87109.

All railway staff are expected to obey company rules and these have been set out in a Rule Book, B.R.87109. Each examiner must possess a copy and work according to the rules.

### General Appendix. B.R.29944.

The rules and regulations regarding various functions in all departments have been extracted from their particular books and put together in one book to form "The General Appendix to Working Timetables and Books of Rules and Regulations", B.R.29944.

### Supplements.

Any alterations to the General Appendix are issued in the form of a supplement.

NOTE:- The examiner must familiarise himself with all aspects of these books and supplements, which apply to his work and carry out his work according to the Rules and Regulations laid down.

### Regulations for the Guidance of Examiners and Oilers B.R.11819.

The examiner is issued with this book which deals with his examination duties. The book is pocket size and should be carried when on duty for reference as necessary. It must be adhered to at all times.

### Other Booklets on Examiners Duty or Main- tenance.

Other booklets have been produced covering a particular section of the examiner's work. The examiner should ensure he has a copy of any booklet relevant to his duties, e.g.:-

B.R.10907. Regulations for the maintenance of B.R. standard locomotive-hauled coaching stock at outdoor C. & W. Depots.

B.R.11232. Instructions for the examination and maintenance of B.R. standard train lighting equipment at Outstations.

B.R.12010. Train lighting B.R. Standard Accumulator Cells.

B.R.12019. Instructions for the maintenance of Alkaline batteries.

B.R.30054. Working manual for rail staff.

B.R.7006. Portable fire extinguishers on trains.

B.R.11372/2 Propane gas burning equipment on railway vehicles.

### Standing Orders, Maintenance and Engineering Instructions.

All procedures, periodicities and any other relevant information regarding examination, repairs, maintenance etc., are issued to the respective departments in the form of Standing Orders, Maintenance Instructions, Engineering Instructions etc.

The examiner must be familiar with these orders and any alterations or amendments to such orders. Each instruction is given a reference code and number. All instructions regarding Coach Maintenance would be given the reference code C.M., Wagon Maintenance instructions W.M. etc.

It is recommended that each type of instruction is kept in its own file. This makes the examiners task much easier when wishing to refer to a specific instruction.

BRITISH RAILWAYS

WESTERN REGION

STANDARD MAINTENANCE INSTRUCTION

C.M. & E.E. REF: 72/MC.03123/8/1	STANDING ORDER NO. C.M.36
THIS INSTRUCTION SUPERSEDES/AUGMENTS INSTRUCTION NO.	DATE 24.1.69
UNITS APPLICABLE All vehicles fitted with equalised and compensated brakework and not fitted with a slack adjuster.	VEHICLE SERIAL NOS. Various
<u>ADJUSTMENT OF BRAKEWORK, B.R. STANDARD CARRIAGES WITH VACUUM BRAKE</u> (EQUALISED AND COMPENSATED)	
<u>Requirements</u>	Adjustment of brakework.
<u>Reason</u>	Safe and efficient operation of the train brakes.
<u>Work to be done</u> (See Appendix for further details).	<ol style="list-style-type: none"> <li>1. Ensure that the wheels are scotched or the vehicle otherwise made safe from movement when the brakes are released.</li> <li>2. With the brakes released, examine all brake blocks for security in the permanent head and ensure that no block is down to scrapping size (i.e. 5/8" thickness at the thinnest point). Any block with a visible fracture to be scrapped. Replace blocks as necessary with standard blocks to B.R.C. 2. (Drawing No. SC/SM/2882/4).</li> <li>3. Examine all brake blocks and keys to ensure they are correctly fitted and that the 1/4" cotter pin is fitted in the hole provided at the bottom end of the long brake block key.</li> </ol>

SAFETY.

In the introduction to this book the emphasis was on the safe running of the vehicles but the examiner must also be thinking of his own personal safety. In particular, when working in yard, siding or station where the shunting of wagons or coaches takes place, the examiner must continually be aware of the potential danger and take the necessary precautions.

He should wear a high visibility vest to be clearly visible to others.

He should wear a protective bump cap on his head when working around, or under, vehicles.

The following extract on safety is taken from the General Appendix and should be adhered to at all times.



REGULATIONS FOR THE PROTECTION OF CARRIAGE CLEANERS,  
GASMEN, LAMPMEN AND OTHERS WORKING ON COACHING STOCK.

Where an engine is not attached to the vehicles.

- (1) Before any of the above-named commence work:-
  - (a) upon the outside of vehicles on any line or siding on which it is possible for other vehicles to be shunted against them.
  - (b) which necessitates the use of steps or ladders inside the vehicles, or involves the men placing themselves in such a position that they might lose their balance if the vehicles are moved;

a red flag, or a red light during darkness, fog or falling snow, must be exhibited at the end of the last vehicle nearest the direction from which vehicles might be shunted against those on which the men are at work. If it is possible for vehicles to be shunted against both ends of the vehicles on which the men are at work, the same precautions must be taken at both ends.

When the vehicle, or vehicles, stand wholly inside a shed, the flag or light must be exhibited at the entrance, or entrances, to the shed on the line upon which the vehicles are standing.

- (2) If the vehicles are standing on a line adjoining a running line, the red flag, or red light, must be exhibited on the side farthest away from the running line. When the vehicles are standing at a platform the flag or light must be placed on the platform side in such a position as to be plainly visible therefrom.
- (2) Before commencing work on the vehicles each man concerned is responsible for seeing that he is protected by a red flag or a red light in accordance with the foregoing Regulations. Should more than one man, or set of men, be separately at work on the same vehicles, or on the same line or siding, each man or set of men must be separately protected by additional red flags or lights. Each man working alone will be held responsible for carrying out these Regulations. Where a set of men is engaged, one of them must be made responsible for carrying out these Regulations.
- (4) The man responsible for carrying out Regulation 8 must, before work is commenced, also satisfy himself that no shunting operations are in progress affecting the vehicles on which work is to be done.
- (5) When vehicles in a siding adjoining a running line, or on a running line adjoining another running line, are being cleaned, gassed or watered, a good look-out must be kept and care must be taken to see that doors are not left projecting on the running line side. Planks, steps or long-handled brushes must not be used on the side of vehicles next to a running line except when authorised by the regional Operating Officer.

Where an engine is attached to the vehicles.

- (6) Before commencing the work referred to in (a) and (b) of Regulation 1, or supplying gas or water to a train or vehicles, the man concerned must place a red flag by day, or a red light during darkness, fog or falling snow, on the side of one of the vehicles for the guidance of

the Operating Department Staff and Enginemen. In the case of a train standing at a platform, the flag or light must be placed on the platform side in such a position as to be plainly visible therefrom.

- (7) Passenger trains or vehicles must not be moved whilst men are at work on the top of the vehicles.

General Instructions.

- (8) The red flag or red light exhibited for the protection of the men must not be removed until the work has been completed, or has been suspended to admit of the vehicles being moved, and the man removing it must satisfy himself that all the men concerned are clear. (See also Regulation 3).
- (9) Vehicles protected by the red flag or red light must not be moved, nor must others be shunted against them, except as provided in the second paragraph of Regulation 10. Persons responsible for starting trains must be careful to see that no red flag or red light is exhibited before giving the signal for the train to start.
- (10) Enginemen and shunters are particularly warned to satisfy themselves when approaching, and before coming into contact with, vehicles standing on platform and other lines, or sidings, and before backing on to or attaching vehicles to or from trains at platforms, that no red flag or red light is exhibited for protection purposes in accordance with these Regulations.

Should, however, it be necessary to attach or detach vehicles, or to change engines, after the red flag or red light has been placed on the platform side of a through train at a passenger station, this must be done under the supervision of the person responsible for starting the train, but great care must be taken to see that the train is not moved until all the men concerned have ceased work and are clear of the train.

- (11) Shunters and others must keep a good-out when shunting on lines and sidings adjacent to those occupied by vehicles on which men are at work.
- (12) Carriage cleaners and others working on coaching stock must not pass under, over, or between the buffers of vehicles, nor between the stop block and the nearest vehicle, when less than a carriage length apart. If necessary, men may pass through a van or second class compartment when the vehicle is stationary but must take care to close and fasten the doors after them.
- (13) Carriage cleaners and others working on coaching stock must not stand on the lines between vehicles or between a vehicle and the stop block unless they are properly protected in accordance with the foregoing Regulations.
- (14) Special attention is directed to Rule 11 in the Rule Book.

NOTE:- Should it be necessary for work to be done underneath a vehicle, the provisions of Regulation 10 relative to the protection of Brake Fitters, etc., must be observed.

REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS,  
REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK.

(These Regulations must also be observed by the Employees of Private Carriage or Wagon Repairing Firms).

In Repairing Shop Sidings, and sidings specially set apart for the purpose of carrying out repairs or other work on carriage or wagon stock, where protection is afforded against shunting by means of padlock and key.

- (1) During the time that men are at work in the sidings referred to above, the points leading to such sidings must be kept padlocked so as to protect the men, and the key of the padlock must be held by the repair staff, who will be responsible for securing and releasing the points.
- (2) Before any work is commenced or resumed on such a siding, it is the duty of the workman, or where more than one man is engaged, the man in charge, to examine the points giving access to the siding and satisfy himself that they are securely padlocked in such a manner that a shunt cannot be made into the siding on which they intend to work.
- (3) Before the points of such sidings are unlocked for shunting purposes, or to enable vehicles to be placed in or removed from the sidings, it must be ascertained whether any men are working on vehicles in the sidings, and the padlock must not be taken off until such men have been warned to place themselves in a position of safety, nor must work be resumed by them until the points have again been padlocked.
- (4) If Railway repair staff are employed in the siding they will be responsible for carrying out these regulations. If no Railway staff are employed, the duties must be carried out by the staff of the private firm or firms concerned.

When the siding is required for shunting purposes, or on the termination of all repair work, the man holding the key of the padlock must hand it to the person in charge of the shunting, but this must not be done until the man holding the key has satisfied himself that there are no men at work in the sidings and the work on the vehicles has reached a stage when shunting can safely be permitted.

In sidings and on lines other than those referred to above.

- (5) Before any work is commenced, it is the duty of the workman, or where more than one man is engaged, of the man in charge, to go to the Station Master, Inspector, or other person in charge of the line or sidings, to advise him what work is required to be done and obtain his permission for the work to be carried out.
- (6) A red flag by day or a red light during darkness, fog or falling snow, must be exhibited at the end of the last vehicle nearest the direction from which vehicles might be shunted against those on which the men are at work. The same precautions must be taken at both ends.
- (7) If the vehicle is standing on a line adjoining a running line, the red flag or red light must be exhibited on the side farthest away from the running line. When the vehicle is standing at a platform, the red flag or light must be placed on the platform side in such a position as to be plainly visible therefrom.

- (8) Before commencing work on the vehicle each man concerned is responsible for seeing that he is protected by a red flag or red light in accordance with the foregoing Regulations. Should more than one man or set of men be separately at work on the same line or siding, each man or set of men must be separately protected by additional red flags or lights.
- (9) The wheels of the vehicle upon which work is to be carried out must be secured by sprags or scotches, and if other vehicles are standing on the same line or siding, one or two brakes must be applied on the vehicles both in front and in rear of the one upon which work is to be carried out, or the wheels of such vehicles must also be secured by sprags or scotches.
- (10) Before examination or other work is commenced underneath a vehicle attached to an engine, the Driver, and Guard or Shunter, as well as the Station Master, Inspector or other person in charge of the line or sidings, must be advised, and instead of the red flag or light being exhibited as prescribed in Regulation 6, a man with a red hand signal must stand in the best possible position and keep a good look-out for the protection of the workmen.
- When examination or other work is required to be carried out underneath a vehicle and there is not an engine attached, the instructions in Regulations 5, 6, 7, 8, 9, 11, 12 and 13 must be observed.
- (11) The red flag or red light exhibited for the protection of workmen must be removed only under the instructions of the man in charge of the work, after the work has been completed or has been suspended to admit of the vehicle or vehicles being moved. The person in charge of the shunting must be duly advised. Care must be taken to see that all concerned are clear and all scotches and sprags have been taken away before the flag or light is removed.
- (12) Each man working alone will be held responsible for carrying out these Regulations. Where more than one man is engaged, one of them must be made responsible for carrying out these Regulations.
- (13) Whilst the red flag or red light is exhibited, the vehicles so protected must not be moved, nor must others be shunted against them.

#### General Instructions.

- (14) Where there are repairing shop sidings, or where other sidings are set apart for the purpose of carrying out repairs etc., the work on vehicles must, as far as practicable, be carried out in such sidings.
- (15) Shunters and others must keep a good look-out when shunting on lines and sidings adjacent to those occupied by vehicles on which men are at work, and must, before commencing such shunting, warn the men engaged on the vehicles what they are about to do.
- (16) The special attention of Railway employees is directed to Rule 11 in the Rule Book.
- (17) Except on sidings or running lines which are protected in accordance with the provisions of Regulations 1 to 6 or 10, employees are forbidden to go between the buffers of vehicles or between stop blocks and the nearest vehicle, when less than 50 feet apart, without first satisfying themselves that none of the vehicles are about to be

moved by engine, capstan, horse or other power, and that no shunting is going on upon the lines which they are about to cross.

- (18) Each private Carriage or Wagon repairing firm will supply to their own staff red flags and lamps of an approved pattern.



CARDS AND LABELS USED BY A CARRIAGE AND WAGON EXAMINER.

**BRITISH RAILWAYS** B.R. 11222  
.....REGION

Any unauthorised person obscuring or removing  
this card will render himself liable to  
Criminal Prosecution.

Station .....

Date .....

Exr. ....

**NOT TO GO**

Vehicle No. ....

Owner .....

Defects .....

.....

.....

.....

.....

"NOT TO GO" (RED CARD). B.R.11222.

For stopping vehicles found unsafe to travel forward.

To be placed in each traffic label clip.

If vehicle is loaded, leave a portion of destination label exposed.

Coaching stock with no label clips, tack to top step-board nearest right hand of vehicle, each side, clear of any doorway.

Turn corners of card down before tacking.

If affixed to a vehicle in a train, guard to be told the train must not depart until vehicle has been detached. Inform inspector, or other person in charge of yard or station, if guard is not available.

The "Not to Go" cards must not be removed until the vehicle has been repaired.

**BRITISH RAILWAYS**  
.....**REGION**

BR 11223

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**FOR REPAIRS**

---

**From**..... **Yard**

**To**..... **Yard**

**At** ..... **Station**

**Date** .....

..... **Examiner**

---

**Any unauthorised person obscuring or  
removing this Card will render himself  
liable to Criminal prosecution**

YARD TO YARD "FOR REPAIRS" CARD. B.R.11223.

To enable a crippled wagon to move from one yard to another (within station limits) for repair.

Do not completely obscure "Not To Go" cards.

Remove "Yard to Yard" cards on arrival at destination.

"Not to Go" cards must not be removed from vehicle until repairs have been completed.

BRITISH RAILWAYS	USE BLOCK LETTERS	BR 11224
FROM .....	DATE .....	19.....
<b>FOR REPAIRS</b>		
To		
VEHICLE No. ....	OWNER .....	
DEFECTS .....		
.....		
.....		
EXAMINER .....		
<small>ANY UNAUTHORISED PERSON OBSCURING OR REMOVING THIS CARD WILL RENDER HIMSELF LIABLE TO CRIMINAL PROSECUTION.</small>		

"FOR REPAIRS" CARD (GREEN CARD). B.R.11224.

To enable a vehicle which is safe to travel to go to destination, loaded or empty, for repairs.

Tack to quarter board, as near the wagon number as possible (turn corners of card down before tacking).

Label clips may only be used if no other means of tacking card are available.

If vehicle is loaded, leave portion of "For Repairs" card showing behind traffic label.

In the case of coaches, the cards must be placed in the label clips where provided. Otherwise tack to the top step-board on each side nearest the right hand end of the vehicle. Turn corners of card down before tacking.



NOTE:- Defective Brake Card, B.R.11226 has now been replaced by B.R.21352/1, 2, 3, 4 and 5.

<p>BRITISH RAILWAYS</p> <p>.....REGION</p> <hr/> <p><b>FOR INTERNAL USE</b></p> <hr/> <p><b>This Wagon May Travel Empty For One Journey Only</b></p> <p>From .....</p> <p>To .....</p> <p>Date .....</p> <hr/> <p>Any unauthorised person obscuring or removing this card will render himself liable to Criminal Prosecution.</p>
---

"FOR INTERNAL USE" CARD. B.R.11227, (ALSO CALLED "ONE JOURNEY ONLY" CARD).

For one empty journey only, e.g. condemned wagon travelling to firm for internal use.

BRITISH RAILWAYS

B.R. 11228

.....REGION

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# FOR WORKS

---

From .....

To .....

Defects .....

Signed ..... Date .....

---

Any unauthorised person obscuring or removing this Card  
will render himself liable to Criminal Prosecution

"FOR WORKS" CARD. B.R.11228.

For sending vehicles to main works, e.g. coach for shopping.

B.R. 11230

USE BLOCK LETTERS

..... 19 .....

From ..... Region

## CRIPPLED CONTAINER

<b>To</b>		
WAGON		
LETTER	NUMBER	

"CRIPPLED CONTAINER" CARD. B.R.11230.

To be affixed, on both sides, to the vehicle carrying the crippled container.

"For Repair" cards, B.R.11224, should be attached to each side of the container.

BRITISH RAILWAYS

USE BLOCK LETTERS

BR21215 \_\_\_\_\_19\_\_\_\_

From \_\_\_\_\_

# INSPECTION FOR LEAKAGE

TO

C. AND W. SHOPS

	Letter	Number
Wagon		
Container		

"INSPECTION FOR LEAKAGE" CARD. B.R.21215.

For vehicles with suspected roof or body leaking. May be affixed to vehicle by Commercial Department staff.

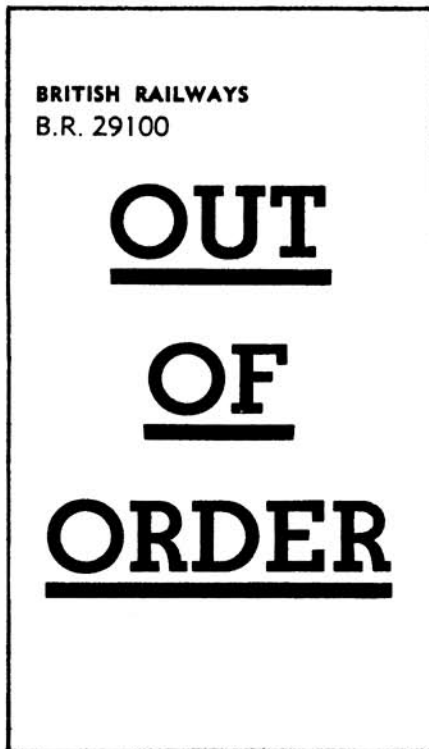
BR 21777/8

**THIS COMPARTMENT  
IS NOT TO BE USED**

"THIS COMPARTMENT IS NOT TO BE USED" STICK-ON LABEL, B.R.21777.

Fix label on quarter light at eye level.

"For Repair" cards B.R.11224, to be attached to vehicle and destination advised by telephone or telegram.



"OUT OF ORDER" STICK-ON LABEL, B.R.29100.

Used for defective toilets.

Stick on the toilet door outside panel adjacent to the lock.

Secure the door if possible (e.g. remove door knobs and place inside toilet before closing the door)

"For Repair" cards B.R.11224 to be attached to vehicle, and destination station advised by telephone or telegram.

BRITISH RAILWAYS USE BLOCK LETTERS BR 21352/1  
 DATE ..... 19.....

FROM .....

# FOR REPAIRS

To		

VEHICLE No. .... OWNER .....

DEFECTS .....

.....

.....

EXAMINER .....

ANY UNAUTHORISED PERSON OBSCURING OR REMOVING THIS CARD WILL RENDER HIMSELF LIABLE TO CRIMINAL PROSECUTION.

AUTOMATIC  
 BRAKE  
 DEFECTIVE  
 (PIPE OPERATIVE)

"FOR REPAIRS" AUTOMATIC BRAKE DEFECTIVE, PIPE OPERATIVE. B.R.21352/1.

(e.g. isolation of air brake. Blanking out a cylinder or D.A. valve on vacuum brake).

Inform driver and guard.



BRITISH RAILWAYS USE BLOCK LETTERS BR 21352/2  
 DATE ..... 19.....

FROM .....

# FOR REPAIRS

To


VEHICLE No. .... OWNER .....

DEFECTS .....

.....

EXAMINER .....

ANY UNAUTHORISED PERSON OBSCURING OR REMOVING  
 THIS CARD WILL RENDER HIMSELF LIABLE TO CRIMINAL  
 PROSECUTION.

AUTOMATIC  
 BRAKE AND  
 PIPE  
 DEFECTIVE

"FOR REPAIRS" AUTOMATIC BRAKE AND PIPE DEFECTIVE. B.R.21352/2.

Inform driver and guard.



BRITISH RAILWAYS USE BLOCK LETTERS BR 21352/3  
 DATE ..... 19.....

FROM .....

# FOR REPAIRS

To

--	--	--

VEHICLE No. .... OWNER .....

DEFECTS .....

.....

EXAMINER .....

ANY UNAUTHORISED PERSON OBSCURING OR REMOVING  
 THIS CARD WILL RENDER HIMSELF LIABLE TO CRIMINAL  
 PROSECUTION.

HAND BRAKE  
DEFECTIVE

"FOR REPAIRS" HAND BRAKE DEFECTIVE. B.R.21352/3.

Brake levers or hand wheel to be fastened to prevent use.

Loose shunting of vehicle is prohibited.

Replacement card for "Defective Brake" card B.R.11226.

BRITISH RAILWAYS USE BLOCK LETTERS BR 21352/4  
 DATE ..... 19.....

FROM .....

# FOR REPAIRS

To

--	--	--

VEHICLE No. .... OWNER .....

DEFECTS .....

.....

.....

EXAMINER .....

ANY UNAUTHORISED PERSON OBSCURING OR REMOVING  
 THIS CARD WILL RENDER HIMSELF LIABLE TO CRIMINAL  
 PROSECUTION.

DEFECTIVE BRAKE  
 AUTOMATIC  
 AND  
 HAND BRAKE  
 DEFECTIVE

"DEFECTIVE BRAKE" CARD. AUTOMATIC AND HAND BRAKE DEFECTIVE. B.R.21352/4.

Brake levers or hand wheels must be fastened to prevent use.

Loose shunting of vehicle is prohibited.

Replacement card for "Defective Brake" card B.R.11226.

Inform driver and guard.

BRITISH RAILWAYS	BR 11226/9
DATE ..... 19.....	
<hr/>	
FOR CONDEMNATION	
<hr/>	
<b>NOT TO GO</b>	
<hr/>	
EXAMINER .....	
<hr/>	
Any unauthorised person obscuring or removing this Card will render himself liable to criminal prosecution.	

"NOT TO GO. FOR CONDEMNATION" CARD. B.R.11226/9.

To prevent movement of condemned vehicles awaiting disposal instructions, or vehicles under consideration for condemnation.

These labels must be removed when disposal cards are affixed, but retained for checking purposes. If it is decided to return the vehicle to service, the labels B.R.11226/9 must be removed and destroyed and red cards "Not to Go" or "For Repairs" attached, according to nature of repairs.

BRITISH RAIL

USE BLOCK LETTERS

Date ..... / ..... / .....

From .....

**This Wagon May Travel Empty  
For One Journey Only**

FOR BREAKING UP

To

WAGON	LOAD CAT.	CONSIGNEE	
LETTER & NUMBER	E		

Any unauthorised person obscuring or removing this Label will render himself liable to criminal prosecution.

"FOR BREAKING UP" CARD B.R.11226/10

To send vehicle to breaking up point when condemnation has been authorised. Wagon to be painted "COND".

If vehicle is to be offered as a service vehicle or for conversion, red "Not to Go" cards, B.R.11222, to be affixed until disposal instructions are received.

Replaces B.R.11227 "For Internal Use" card for this class of vehicle.

# WAGON FOR REPAIR/ SERVICING

..... REGION      Exr.....

Pad Exam		Full Oil	
Brake Adjust		Brake Blocks	

Details of Repairs Required.

Any unauthorised person obscuring or removing this card will render himself liable to Criminal Prosecution

"WAGON FOR REPAIR/SERVICING" CARD. B.R.21352/5.

Used when wagon is specified for repair in local cripple repair yard or siding.



BRITISH RAIL

USE BLOCK LETTERS

B.R. 11225

DATE ..... / ..... / .....

From .....

**DUE FOR MAINTENANCE  
NOT TO BE  
RELOADED**

<b>To</b>		
WAGON MAINTENANCE DEPOT		
Wagon	Load Cat.	EXAMINER
Letter & Number	<b>E</b>	

CONSIGNEE:-  
B.R. MAINTENANCE DEPOT

**DUE FOR  
MAINTENANCE  
NOT TO BE  
RELOADED**

"DUE FOR MAINTENANCE. NOT TO BE RELOADED" CARD. B.R.11225.

Card used for vehicles due for preventive maintenance.

REPORT BOOKS AND FORMS.

The examiner must report to his superior, in writing, any defects etc. discovered in the course of his duties.

Special report books and forms have been printed for this purpose. These must be filled in by the examiner in a clear and accurate manner and sent to the supervisor at the earliest opportunity. A copy should be kept by the examiner.

C. & W. REPORT BOOKS AND FORMS.

(1)

Page	B.R. Form	B.R. Number	Use
28.	Daily Report of Defective Vehicles.	11823	Day to day reporting.
29.	"949" Book.	11841	Advice of stoppage to sending station and consignee loaded wagons. Advice to owner of P.O. vehicles, special vehicles or continental wagons.
30.	Examiners Report Form.	11574/1	For reporting incidents and defects.
32.	Damage Statement Book.	11823/2.	For claiming damage from wagon users, sustained by wagon while on users premises or being loaded or unloaded by them.
33.	Hot Box Report Form.	11574/4	Special form for hot box reports.
34.	Brake irregularity Form.	11544/5	For reporting AB/VB failures.
35.	Broken or defective wheel, axle or tyre form.	9454	Any wheel/axle/tyre failure.
36.	Train parting Form.	2072/65	Used in conjunction with guard and examiner.
37.	Collision/Derailment/ Fire/Flood.	1903	For reporting mishaps.
38.	Repaired/under and awaiting repair Form.	28984	Daily or weekly wagon tally.
39.	Repaired/under or awaiting repairs Form.	28984/1	Daily or weekly container tally.
40.	Guards report on Defects Form.	29206	Defects found by guard. Found in clip in Guards Van.

(2)

Page	Book or Form.	B.R. Number	Use
41.	D.M.U. Report on Defects. Form.	33063	Found on Driver's Control Desk.
42.	Loss of Coal Form.	S.2087	
43.	Docket for ordering material form.	8345	
44.	Shopping Proposal Form.	11397/6	To receive authority and disposal of stock to Works for maintenance and repair.
45.	Examination of Buck-eye couplers Form.	11373	Special Examination (not monthly examination).
45.	Defects found on Restaurant Cars Form.	BTH. 37255	1 copy left in Car. 1 copy to Catering Office. 1 copy for reference in Book.





BRITISH RAILWAYS

Foreign and Private Vehicles

marked off for Repairs. .... Station.

B.R. 11941

Date when stopped	Owner	No.	Class and Capacity	Loaded or empty (if loaded state contents)	Sending Station (if loaded state Wagon Label)	Receiving Station	Name of Complain	Cause of Stoppage	Repaired by Owner or W.M.	Materials required	Notice of Stoppage given to Goods Department		Date of Report being completed	Notice rec'd by Goods Department	
											Date	Sig.			

To:

## CARRIAGE & WAGON EXAMINER'S REPORT

B.R. Carriages, Wagons and Containers

Dealt with at \_\_\_\_\_ station/depot on \_\_\_\_\_ date

*CARRIAGE STOCK	No:	Type:	Unit/set:	SP date:	Last lifting:	Region:
-----------------	-----	-------	-----------	----------	---------------	---------

*FREIGHT STOCK	No: .....	Type: .....	Carrying capacity .....	tons	Build date: .....
----------------	-----------	-------------	-------------------------	------	-------------------

*CONTAINERS	Brake: *Air/Vacuum	*Fitted/Piped/Non-fitted	Repair plate details:
-------------	--------------------	--------------------------	-----------------------

*Empty/Loaded	from: .....	to .....	via .....
Train	*Pass/Freight from	to	*Loco No:

FULL description of defects or damage: .....

.....

.....

.....

.....

How vehicle dealt with: .....	Cause of failure: .....
	*Train Delay

Broken material sent for inspection	to:	per:	on	date
-------------------------------------	-----	------	----	------

Remarks: ..... ..... ..... ..... ..... ..... .....	Examiner's Signature .....
	Date .....
	Foreman's/Chargeman's Initials .....
	*Delete if not applicable

EXAMINER'S REPORT AND STATEMENT OF CLAIM RELATING TO DAMAGE

SUSTAINED BY WAGONS AT USER'S PREMISES. B.R.11823/2.

If an examiner discovers damage to a railway owned vehicle in a private works, yard or sidings, he must be aware that British Railways will require compensation for the damage from the firm responsible.

- (1) He must immediately place a red card "Not to Go" (B.R.11222) on the vehicle.
- (2) Assess all damage and enter it in the Damage Statement book (B.R.11823/2). One item per line. A separate report form to be used for each firm, but a number of wagons damaged by one firm may be listed on one report, leaving a blank line between entries relating to each wagon.
- (3) Forms to be completed in quintuplicate, using carbon paper and keeping the colours in the following order:-
  1. White
  2. Blue
  3. Pink
  4. Yellow
  5. GreenUse each set of five report forms in correct colours and give serial number 1, 2, 3, 4, and 5 to each set.
- (4) Enter name of firm in section headed "Name of User".
- (5) Enter place where damaged and date.
- (6) Complete Wagon Number, Tonnage and Class, Empty or Loaded (if loaded enter also in "949" book "Advice to Consignee", B.R.11841), Particulars of Damage, one item per line, Disposal of Wagon.
- (7) Enter name of firm's representative to whom damage was reported. If possible get the representative to sign, accepting liability for the damage.
- (8) Examiner to sign and date form.
- (9) Forward white, blue and pink copies to area supervisor.
- (10) Hand yellow copy to firm's representative.
- (11) Retain green copy in the pad. Completed pads containing these green copies should be forwarded to the area supervisor for retention.
- (12) No repairs to vehicles must be carried out until agreement is reached.



**REPORT OF HOT AXLEBOXES**

To: \_\_\_\_\_ station/depot on \_\_\_\_\_ date

CARRIAGE STOCK No: \_\_\_\_\_ Type: \_\_\_\_\_ Set/Unit \_\_\_\_\_ Region: \_\_\_\_\_  
 Carrying Capacity: \_\_\_\_\_ tons. G R Plate Details: \_\_\_\_\_ Build Date: \_\_\_\_\_

FREIGHT STOCK  
 Owner (if private): \_\_\_\_\_  
 Repairer: \_\_\_\_\_  
 Labelled from \_\_\_\_\_ to \_\_\_\_\_

TRAIN  
 \*Pass./Freight from \_\_\_\_\_ to \_\_\_\_\_ Delay: \_\_\_\_\_

Where stopped or detached from train: \_\_\_\_\_

Wheel position per Regional instruction: \_\_\_\_\_ Nature & condition of load: \_\_\_\_\_ \*Empty

Size & type of Axleboxes: \_\_\_\_\_ Type of lubrication & condition of pad: \_\_\_\_\_

Type & condition of bearing and metalling details: \_\_\_\_\_ Condition of journal & journal marking: \_\_\_\_\_

Condition of Oil: \_\_\_\_\_ Bearing \*Replaced/Retained Condition of other axlebox details

Last oiling Date: _____ Depot: _____	Last pad-exam. Date: _____ Depot: _____	Last lifted Date: _____ Depot: _____	Condition of dust shield
--------------------------------------	---	--------------------------------------	--------------------------

How vehicle dealt with: \_\_\_\_\_ Name of Traffic Official advised \_\_\_\_\_ Load Transhipped \*Yes/No

CAUSE OF HEATING: \_\_\_\_\_

Signed \_\_\_\_\_ \*Delete if not applicable Date: \_\_\_\_\_

# REPORT OF BRAKE IRREGULARITY

To: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Station/Depot  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Region

Point where irregularity occurred: \_\_\_\_\_

Train	Time	From	To	Date	Delay mins.	No. of veh on train	Brake	Air brake type
							*Air Vacuum	*DSM/W <sup>h</sup> ouse

If vehicle(s) at fault, state:— No: \_\_\_\_\_ Type: \_\_\_\_\_ Unit/Set: \_\_\_\_\_ Position on train: \_\_\_\_\_  
 E.P.: \*operative/inoperative Last brake overhaul date: \_\_\_\_\_ Loaded from (freight): \_\_\_\_\_ Distributor number: \_\_\_\_\_  
 If Locomotive at fault, state:— With loco isolated from train and driver's brake handle in 'running' position:—  
 \* Vacuum break pipe reading on Test Gauge .....ins. \* Leak disc test/s satisfactory YES / NO  
 Loco No: \_\_\_\_\_ \* Brake Pipe Pressure on driver's gauge .....lbs./sq. in.  
 Driven from Cab No: \* 1 / 2 \* Main Reservoir Pressure on driver's gauge .....lbs./sq. in.

Full particulars of irregularity: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Any additional observations:— \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Signed: \_\_\_\_\_ \* Delete if not applicable  
 Date: \_\_\_\_\_

Station ..... 19.....

**REPORT OF BROKEN OR DEFECTIVE WHEEL, AXLE OR TYRE.**

Date discovered	By whom discovered	Station where discovered		
Train .. .. . Delay to Train .. .. .				
ENGINE OR OTHER VEHICLE	No. or Name ..			
	Description ..			
	Loaded or Empty			
	Owner .. ..			
Builder .. ..				
WHEELS	Diameter	Description of Skeleton	Maker	
AXLE	Number	Maker	Material	Date
TYRES	Maker	Material	Date put on	Where put on
	Thickness on tread	Fastening	No. of Transverse Fractures	Did Tyre, or any portion of it, leave wheel ?
Description of flaws and fractures, &c., stating whether in Wheels, Axles or Tyres, also whether they are of old standing or if they have a brittle or crystallized appearance				
Remarks as to disposal of Wheels				

Signed .....

Every case of a Tyre breaking across, or splitting, or the **Failure in any way of a Wheel or Tyre**, must be reported upon this Form, whether such failure is discovered while the vehicle is in traffic or while in shop or sidings.

The Report must be sent to Swindon by first available Train after the discovery of a defect.



**BRITISH RAILWAYS**  
**REPORT OF TRAIN DIVIDED**

B.R. 2072/65

Date of Division..... Time..... Place.....

State of weather .....

Train..... m. Description..... (Passenger, Freight, Parcels, etc.)

From..... To..... Engine No. ....  
(Unit or set No. in the case of multiple-unit trains)

Driver..... Stationed at.....

Fireman..... Stationed at.....

Guard..... Stationed at.....

Number of vehicles on train [including brake van(s)]..... †Loaded..... †Empty.....

Number of vehicles from engine where division occurred.....  
(In the case of multiple-units, the number of vehicles in the front portion to be given).

Whether division occurred in starting, stopping or running .....

Owner, type and No. of vehicle causing division.....  
(In the case of uncoupling, information in respect of both vehicles must be shown).

Whether loaded or empty (Freight vehicles only).....

If vehicle fitted with continuous brake was this in use.....

If fitted with continuous brake, which type.....

Type of coupling on vehicles between which division took place.....

.....

Coupling in use when division took place.....

† No. and weight of Brake Van.....

† Was Guard's brake on at time of division.....

Gradient rising, falling or level.....

Was train (a) double headed, or (b) assisted in rear.....

Where front portion came to a stand.....

Where rear portion came to a stand .....

Distance between portions .....

How long was line blocked by disabled train.....

Steps taken to recouple train.....

Cause of division if known, i.e., uncoupling, broken coupling, broken drawgear, etc. ....

Point at which C. & W. Examiner was called.....

What was done with defective vehicle.....

What was done with broken material, if any.....

Date..... Signed..... Guard, Stationmaster/Yardmaster

† Freight trains only.

The form made out by the Guard must be handed in at his home depot when he signs off duty and sent to the District Operating Officer of the district in which the incident occurred. The form made out by the Stationmaster/Yardmaster must also be sent to the District Operating Officer of the district in which the incident occurred.

(Use back of form for remarks)

**INSTRUCTIONS FOR REPORTING**

(For Detailed Instructions see Circular (General Manager's) No. 3336)

**BRITISH RAILWAYS**  
(WESTERN REGION)

(1903)

**Report of Collision, Derailment, Fire, Flood, etc.**  
(FOR INSTRUCTIONS SEE BACK)

1. Date:	2. Time:	3. Locality of accident, and nearest mile post.																	
4. Description of Occurrence:																			
5. Particulars of damage to:— (a) Stock. (State Owner of vehicle):  (b) Permanent way, etc.:  (c) Goods or parcels: <small>(Should be shown on separate sheet if necessary and attached to this report.)</small>																			
6. Trains delayed and extent of delay: <small>(Should be shown on separate sheet if necessary and attached to this report.)</small>																			
7. Particulars of Level Crossing (if any):																			
(a) Name of Crossing.																			
(b) Whether public or private road or footpath.	(c) Whether gates and wickets provided.	(d) Whether gates close alternately across railway and road.																	
(e) Whether gates are equipped with targets or discs and lamps.	(f) Whether signals are provided.	(g) If so, whether they are interlocked with the gates.																	
(h) Whether gates are controlled and worked:— By Signalman or Gatekeeper; if by Gatekeeper, how is the warning of approach of train given?		(i) Intervisibility in all directions, rail and road traffic—distance in yards.																	
<small>Whether the Gateman warned the persons killed or injured or in any way endeavoured to protect them from danger.</small>																			
8. Names and grades of Staff at fault and how dealt with:		9. Is it proposed to hold a Joint Inquiry?																	
<small>(Officer-in-charge of Station or Depot).</small> Date _____ Reference _____ To _____	<small>(Divisional Officer).</small> Date _____ Reference _____ To _____	<small>(Head of Department).</small> Date _____ Reference _____ To _____																	
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="writing-mode: vertical-rl; transform: rotate(180deg);">See use in Office of Chief Regional Officer.</th> <th colspan="3">CLASSIFICATION</th> <th rowspan="2">Date recorded.</th> <th rowspan="2">Date reported to Ministry of Transport.</th> <th rowspan="2">REMARKS.</th> </tr> <tr> <th>Description.</th> <th>Column.</th> <th>Cause.</th> </tr> </thead> <tbody> <tr> <td style="height: 40px;"></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>			See use in Office of Chief Regional Officer.	CLASSIFICATION			Date recorded.	Date reported to Ministry of Transport.	REMARKS.	Description.	Column.	Cause.							
See use in Office of Chief Regional Officer.	CLASSIFICATION			Date recorded.	Date reported to Ministry of Transport.	REMARKS.													
	Description.	Column.	Cause.																

1. This form must be used for reporting all collisions, derailments, fires on trains and at stations, floods, and landslips. Fires on embankments or adjoining property to be reported by the Engineering Department on Form 1051.

Cases of passenger and goods trains parting must be reported on Forms 3036 and 3949 respectively.

2. In all cases of personal injury, Form 2422A (Accident to member of the public) or 2422B (Accident to Executive's or Contractor's servant) must accompany this report.

3. Reports, accompanied by the signed statements of the staff concerned, must be forwarded as soon as practicable. An explanatory sketch (in duplicate) should be submitted in all cases of collisions and derailments, showing relative distances, signals, etc., and if the accident resulted from a signal or disc being passed at "Danger", signal to be indicated.

4. In the case of accidents involving the obstruction of the running lines or otherwise attended by circumstances of an important character, a short report by telegraph or telephone must be sent immediately to the Divisional Superintendent or District Traffic Manager and Superintendent of the Line.

5. In the case of collisions between trains or wagons and road vehicles at level crossings or in station yards, the following information must be furnished:—

- (a) A sketch (in duplicate) showing the layout of the railway at the site of the accident and the position of the engine or wagons and the road vehicle after the collision: adjacent buildings, fences, hedges, etc., and their height, together with any other information bearing on the accident, must accompany the report.
- (b) If the accident occurred at a level crossing the sketch must show (1) the sighting distance of the crossing from the engine and similar information of approaching trains as viewed by drivers of road vehicles in each direction, (2) the gradients of the railway and approaching roadway respectively, and (3) the position of "Beware of Trains" Notices (if any), and their distance along the public road.
- (c) If the sighting of the crossing is obstructed, either by approach from railway or roadway, state nature of obstruction and whether it is under the jurisdiction of the Region.
- (d) If any special instructions are in operation relating to the working of the crossing, and whether they were complied with.
- (e) If gates are not provided reference to authority to be given.
- (f) If a speed restriction is in operation and the limit of such speed.
- (g) Enginemen's statement to be submitted giving speed of train, if engine whistle was sounded, and if brakes are efficient, and distance from crossing at which driver first sighted vehicle.
- (h) If whistle boards are provided.
- (i) Name of Insurance Company with whom vehicle is insured.
- (j) If any, and to what extent, policy is involved with owner of vehicle.
- (k) The damaged vehicle should be inspected, without prejudice, by the Road Motor Engineer in order to ascertain the cost of the necessary repairs.

6. A Joint Inquiry, where necessary, should be held as soon as practicable after the mishap and two reports, signed by the representatives of the Departments concerned, sent forward immediately.

**WAGONS REPAIRED AND UNDER OR AWAITING REPAIR.**

Location \_\_\_\_\_

Week Ended \_\_\_\_\_

TYPE	NUMBER REPAIRED DURING WEEK					NUMBER UNDER OR AWAITING REPAIR AT END OF WEEK				
	GR-L	I	L	TOTAL	FULLY PAINTED	GR-L	I	L	TOTAL	
<b>WAGONS</b>										
OPEN - Liner Flat										
- Conflat										
- Carflat										
- Others										
COVERED - Vans										
- Fish										
- Presflo & Prestwin										
- Other Bulk Material										
MINERAL - Not Hoppered										
- Hoppered (Excl. 26/32 tons)										
- 26/32 ton M.G.R.										
- Iron Ore, not hoppered										
- Iron Ore, hoppered										
SPECIAL - Bogied										
- Non Bogied										
CATTLE										
STEEL CARRYING - BBE										
- BBH										
- Other BB's										
- Bolster (4 wheels)										
- Plate (Bogied)										
- Plate (4 wheels)										
- Tube										
- Other Types										
TOTAL REVENUE EARNING										
GOODS BRAKE VANS										
TOTAL ALL TYPES										
<b>SERVICE VEHICLES</b>										
Ballast										
Ballast Hopper										
Ballast Brakes (Incl. Plough Vans)										
Breakdown Cranes										
Travelling Cranes										
Timber Rail and Sleeper										
Mess and Tool Vans										
Tanks										
Refuse Wagons										
Runner and Shunt Wagons										
Other Types										
TOTAL SERVICE VEHICLES										
Additional information, as necessary										

To: \_\_\_\_\_ Dept  
 \_\_\_\_\_ Region

Signed \_\_\_\_\_



# GUARD'S REPORT ON DEFECTS IN COACHING STOCK

**PLEASE SEE THE INSTRUCTIONS ON REVERSE OF THIS FORM**

To : Shedmaster/C & W Foreman/Examiner

Station \_\_\_\_\_ 19\_\_\_\_  
or Depot \_\_\_\_\_

Train \_\_\_\_\_ hrs : From \_\_\_\_\_ To \_\_\_\_\_

Set No.*	Vehicle No.	Reported to examiner	Yes/No
Depot*	Vehicle type	at	Station

Particulars \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\*Applicable only in the case of multiple unit sets

Guard's signature \_\_\_\_\_

**BRITISH RAILWAYS**

BR, 33063

HOME  
DEPOT

CAR/  
LOCO No. ....  
DEPOT WHERE LEFT

**R 47808**

DATE..... TIME.....

REPORTED BY..... DEPOT.....

DEFECTS. Leave a clear line between items

ACTION TAKEN BY M'ICE STAFF

CHECK or  
DEPOT No. S.M.'s  
or H. & M.

SIGNATURE of  
SUPERVISOR.....

DATE.....

TIME.....

DEPOT.....



# British Railways Western Region

Department.....

Station.....

y/r  
o/r

Date

## CLAIMS ON COAL CLASS TRAFFIC - LOSS OF LOADS.

This form must be completed in those cases where special examination by Carriage & Wagon Staff is requested at destination.

Painted Name on Wagon (or Type).	
Wagon Number	
Loaded From	
Loaded To	
Special Examination Requested by	
Was there an aperture in the wagon which allowed coal to escape? If so, give approximate size and position.	
To what was this aperture or defect due?	
In your opinion, did the aperture or defect develop whilst the wagon was in transit, or was it in existence before loading? Give reasons for your opinion.	
Was the aperture or defect such that it should have been seen by loaders at the loading point? Give reasons.	
Remarks:-	

Signed .....

British Railways (Western Region)

B.R. 9345

.....DEPT.

.....Station .....19.....

Please supply.....


Charge.....

Signature.....



**BRITISH RAILWAYS BOARD**

**SHOPPING PROPOSAL LOCOMOTIVE HAULED COACHING AND DIESEL RAILCAR STOCK**

Region \_\_\_\_\_ Depot \_\_\_\_\_ Vehicle No. \_\_\_\_\_  
 Date \_\_\_\_\_ Parent Region \_\_\_\_\_ Code \_\_\_\_\_  
 Where detained \_\_\_\_\_ Date stopped \_\_\_\_\_

Build Particulars			Last Repair		Last Lifting		Shopping Proposal Date
Year	Works built	Lot No.	Date	Classification	Date	Works No.	

**WHEELS**

Wear on tyre treads \_\_\_\_\_ Conditions of flanges \_\_\_\_\_ Tyre thickness \_\_\_\_\_

**GENERAL CONDITION**

Brake equipment \_\_\_\_\_ Body Interior \_\_\_\_\_  
 Body exterior \_\_\_\_\_ Trimmings :- First Class \_\_\_\_\_  
 Roof exterior \_\_\_\_\_ Trimmings :- Second Class \_\_\_\_\_  
 Paintwork \_\_\_\_\_ Heating Equipment \_\_\_\_\_  
 Lighting equipment \_\_\_\_\_ Lavatories \_\_\_\_\_  
 Damage (brief particulars) \_\_\_\_\_  
 Special defects \_\_\_\_\_  
 Reason for stopping \_\_\_\_\_

- \* I have stopped this vehicle for shop repairs.
- \* I have examined this vehicle and consider it fit to remain in service until \_\_\_\_\_  
 \* Cross out sentence not applicable. Signed \_\_\_\_\_

**FOR C.M. & E.E. USE ONLY**

To be sent to \_\_\_\_\_ Week Commencing \_\_\_\_\_ Repairs Required \_\_\_\_\_

To Shopping Bureau C.M. & E.E. Department, _____ Region. _____	<b>FOR WORKS USE</b> Received _____ Repairs given _____ Released _____ Next due _____
---	---

**BRITISH RAILWAYS BOARD**

Vehicle No. \_\_\_\_\_ Code \_\_\_\_\_  
 The above vehicle was despatched to \_\_\_\_\_ Works.  
 On \_\_\_\_\_ (date)  
 To Shopping Bureau  
 C.M. & E.E. Department,  
 \_\_\_\_\_ Region.  
 \_\_\_\_\_

**BRITISH RAILWAYS BOARD**

Vehicle No. \_\_\_\_\_ Code \_\_\_\_\_  
 The above vehicle has been agreed for \_\_\_\_\_ Works.  
 Please arrange for it to be labelled forthwith.  
 To Div. Mtce. Eng. (C & W)  
 \_\_\_\_\_ Region.  
 \_\_\_\_\_ Depot.  
 Signed \_\_\_\_\_  
 For C.M. & E.E. \_\_\_\_\_

**EXAMINATION OF BUCKEYE COUPLERS**

Vehicle No..... Class.....

	Detail	Condition	Remarks
1	Knuckle		
2	Knuckle Pin		
3	Emergency Coupling Pin		
4	Knuckle Holes		
5	Knuckle Tongue		
6	Lock		
7	Uncoupling Lever		
8	Coupling Support Pin		
9	Pivot Pin		
10	Uncoupling Chain		
11	Emergency Coupling		

Date Examined..... (Signed) .....

**BRITISH RAIL CATERING**

G 26812

RESTAURANT CAR DEPT.

..... REGION

..... 19.....

Report to Carriage and Wagon Engineer's  
Dept. for repairs necessary to—  
Restaurant Car No.....

**ALL DEFECTS TO BE REPORTED**

Conductor.....

To be handed to Office on arrival of Train

Received By.....

BTH 37255

SHOPPING PROPOSAL PERIODICITIES COACHING STOCK

WESTERN REGION VEHICLES.

Passenger Carrying Stock.

Sleeping cars with B.R. standard bogies.	}	12 months
Restaurant cars.		
Air braked 100 m.p.h. passenger stock.		
All coaches working in the Exeter/Waterloo services.		
Class "A" stock on B.R. standard bogies.	}	15 months
Sleeping cars with B.4 and Commonwealth bogies.		
Other Class "A" stock on B.4 Commonwealth bogies.	}	18 months
Class "B" stock.		
Class "C" stock.		

Non-Passenger Carrying Bogied Coaching Stock.

Air braked 100 m.p.h B.G's etc. (roller bearings).	12 months
Post Office vehicles, Treasury vehicles and vans in newspaper services.	18 months
100 m.p.h. B.G's and G.U.V's (S.M.).	6 months
Other bogied vans (not 100 m.p.h.).	24 months

Non-Passenger Carrying Non-bogied Coaching Stock.

Non-bogied vans.	30 months
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NOTE:- These periodicities are based on average running conditions and can be varied by Headquarters Control according to usage.



