

MIDLAND RAILWAY.

Regulations for working the Swannington Incline.

The safety-points in the Loop Line nearest the Engine House, and in the Single Line near the top of the Incline, must always be kept locked open for the safety-end, and the gate near the bottom of the Incline must always be kept locked across the Railway, except when it is necessary for them to be unlocked for the purpose of working traffic over the Incline.

The swing scotch block on the Loop Line farthest from the Engine House must always be kept locked across the rail, and the sliding scotch on the same Loop Line must be kept across the rail, except when it is necessary for them to be moved for Vehicles to descend the Incline, or for a Vehicle to be turned on to that Line from the Incline for the purpose of conveying the rope.

The Signal fixed near the top of the Incline, and worked by a turn-over lever fixed near the bottom of the Incline, must always be kept exhibiting the **Danger** signal, and the lever working it must always be kept locked in the **Danger** position with the padlock and chain provided for the purpose, except when it is necessary to place the Signal in the **All Right** position, in accordance with these Regulations.

The keys of the safety-points, swing scotch block, gate, and signal lever, when not in use, must be kept in the Engine House at the top of the Incline.

Not more than three loaded or six empty wagons must be taken up or down the Incline at one time.

No Vehicle must be taken up or down the Incline unless it is accompanied by one of the Guards specially appointed for the duty.

All Vehicles that are required to descend the Incline must be placed on the Loop Line farthest from the Engine House, except that one Vehicle may descend the Incline from the Line nearest to the Engine House for the purpose of conveying the rope. All Vehicles ascending the Incline must be drawn on to the Loop Line nearest to the Engine House, except when it is necessary to bring one Vehicle up the Incline for the purpose of conveying the rope, when such Vehicle may be turned on to the Loop Line farthest from the Engine House, providing the Guard has previously had a distinct understanding with the Engine Driver for this to be done.

All Vehicles descending the Incline must enter the left-hand siding (viz., the one nearest to Swannington Station) at the bottom of the Incline, and Vehicles must not be taken down the Incline until there is room for them to stand clear on this siding.

When it is necessary for traffic to be worked over the Incline, one of the Guards appointed for the duty must walk down the Incline, and satisfy himself that the line is clear and safe, that all the rope pulleys and guides, and the points at the bottom of the Incline, are in the proper position, and that there is sufficient room at the Coalville end of the left-hand siding for the wagons intended to be taken down the Incline to stand clear on that siding. He must open the gate near the bottom of the Incline, and secure it clear of the Railway, and place the Signal near the top of the Incline in the **All Right** position. He must then return to the top of the Incline, ascertain the condition of the brakes of all the Vehicles about to be taken down the Incline, satisfy himself that the Vehicles are properly coupled together, attach the rope to the last Vehicle with the coupling provided for the purpose, which must be properly secured by the cotter pin, and then remove the swing and sliding scotches clear of the rails. The Vehicles must then be moved forward clear of the swing scotch block, where they must be brought to a stand, and the Guard must place the swing scotch block across the rails. The Engine Driver must place the rope in the pulleys, and then place the safety-points in the Single Line near the top of the Incline in the proper position for the Vehicles to pass over them, and the Vehicles may then be started; as they pass on to the Incline, the Guard must securely pin down the brakes of all the Vehicles, and should any of the brakes be defective, spraggs must be used to control the Vehicle or Vehicles with defective brakes. The Guard must ride upon the last Vehicle, and the Engine Driver must control the Vehicles descending the Incline by means of the brake on the drum, and bring them to a stand at the bottom of the Incline in accordance with the mark on the rope.

When the Vehicles have passed clear of the safety-points in the Single Line near the top of the Incline, the Engine Driver must open the points for the safety-end to prevent any other Vehicle entering upon the Incline.

When the Vehicles have been brought to a stand at the bottom of the Incline, the Guard must immediately place the Signal near the top of the Incline to **Danger**, detach the rope, and if the wagons have been brought to a stand foul of the right-hand road, he must place them clear.

The Guard must satisfy himself that the Vehicles intended to be taken up the Incline are properly coupled together, that the brakes are released, and spraggs removed from the wheels, and attach the rope to the front Vehicle by means of the coupling provided for the purpose, which must be properly secured by the cotter pin, and he must then place the Signal near the top of the Incline in the **All Right** position to intimate to the Engine Driver that all is ready for the wagons to be drawn up the Incline.

When the Signal near the top of the Incline is placed in the **All Right** position, the Engine Driver must tighten the rope by means of the hand gear attached to the Engine, and when he finds the rope has the weight of the Vehicles upon it, he must place the Engine in steam gear and draw the Vehicles up the Incline.

When the Vehicles have reached the top of the Incline, the Engine Driver must slacken the rope to enable the Guard to detach it from the front Vehicle, but care must be taken that this is not done until the last Vehicle has passed clear of the safety-points in the Single Line.

Should it be necessary to move a Vehicle from one siding to the other at the bottom of the Incline, the Guard must, before descending the Incline, have a distinct understanding with the Engine Driver as to what is required to be done. He must attach the rope to the Vehicle to be moved in accordance with the above instructions, and place the Signal fixed near the top of the Incline in the **All Right** position to intimate to the Engine Driver that all is right for the Vehicle to be drawn forward. The Engine Driver must then draw the Vehicle on to the Incline, taking care to use the hand gear until the rope is tight. When the Vehicle has been drawn clear of the points, the Guard must place the Signal fixed near the top of the Incline to **Danger**, and the Engine Driver must bring the Vehicle to a stand on the Incline. When the Vehicle has been brought to a stand, the Guard must place the Signal fixed near the top of the Incline in the **All Right** position; the Engine Driver must then allow the Vehicle to enter the siding, controlling it by means of the brake on the drum. When the Vehicle has entered the siding, the Guard must place the Signal near the top of the Incline to **Danger**.

Not more than three loaded or six empty wagons must be moved from one siding to the other at the bottom of the Incline at one time.

The rope must not be conveyed up or down the Incline without being attached to a Vehicle, and it must, in all cases, be wound on the drum when the work is completed.

Should any of the rope pulleys or guides be damaged or displaced, no Vehicle must be taken up or down the Incline until they have been repaired, except by permission of the Locomotive Foreman at Coalville. Not less than six spraggs must be kept in the Engine House at the top of the Incline ready for immediate use.

As soon as the working of the traffic over the Incline has been completed, the Guard must lock the safety-points and swing scotch block at the top of the Incline, then walk to the bottom of the Incline, lock the gate across the Incline, place the Signal fixed near the top of the Incline to **Danger**, lock the lever working it in the **Danger** position, and place the keys in the Engine House at the top of the Incline.

Should any breach of these Regulations occur, it must be immediately reported.

W. GUY GRANET,
General Manager.

Derby, January, 1914.

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