



DRIVING INSTRUCTIONS  
CAB LAYOUT AND NOSE END VIEW  
OF  
FISONS WEEDKILLING TRAIN

MAX. 45 MPH PROPULSION  
(LOCO IN REAR)

MAX. 60 MPH LOCO LEADING

Chief Operating Manager

PADDINGTON

93/TL JB.

## DRIVING INSTRUCTIONS FOR FISONS WEEDKILLING TRAIN

1. The Fisons Weedkilling Train may be worked as Pull-Push formation, when coupled to all locomotives with "Blue Star" coupling code, with the exception of Classes 73/0 and 73/1.
2. The locomotive may be dual, vacuum or EQ braked and should firstly be prepared in accordance with the instructions in "Preparation and Disposal Instructions for Diesel Locomotives", BR 33056/8 or "Preparation and Disposal Instructions for Class 33 Locomotives", BR 33056/26 as appropriate.
3. The locomotive should then be coupled to the train in accordance with the instructions in "Multiple and Tandem Working of Diesel Locomotives", BR 33056/6, but the exhausters(s) must always be running. On Class 33 locomotives this will necessitate the Brake Selector Switch being set at VACUUM EMERGENCY. Additionally, both locomotive jumpers must be coupled to all locomotives.
4. In vacuum or EQ braked locomotives, the Brake Timing Switch must be set for PASSENGER, BRAKED OR FITTED timing. In dual braked locomotives the Brake Selector Switch must be set for VACUUM PASSENGER timing, with the exception of Class 33 locomotives in which the BRAKED/UNBRAKED cock must be set at BRAKED, or the Brake Timing Switch must be set at PASSENGER. The Compressor Changeover Switch of dual braked Class 31 locomotives must be set at EMERGENCY.
5. With the locomotive coupled to the train and vacuum braking selected as per the above instructions:-
  - 5.1 Move the automatic brake valve to RUNNING and create 21 in.Hg.
  - 5.2 Move the automatic brake valve to EMERGENCY, move the master switch to OFF and remove the master key.
  - 5.3 Move the automatic brake valve back to RUNNING in vacuum, EQ and dual braked locomotives and check that vacuum is not re-created.
6. If the train is to be driven from the driving trailer, switch the AWS off.
7. Proceed to the opposite end of the train and check that the vacuum hose is secure on its dummy plug at the end of the driving trailer car.

8. Check that the diesel alternator set has been started by Fisons staff. This alternator is used to supply power at 240 volts A.C. for the weedkilling equipment, etc. A 110 volt D.C. supply is taken, via rectifiers, from the secondary of a transformer which is coupled across the A.C. supply. This 110 volt D.C. supply provides current to energise the control circuits instead of a battery.
9. Enter the driving cab of the driving trailer.
  - 9.1 Close the isolating switch on the left-hand panel of the driving desk.
  - 9.2 Insert the master key and move the master switch to E.O.
  - 9.3 Move the AWS switch to ON then press and release the reset button.
10. Check that the vacuum rises to at least 19 in. Hg. and that between 85-105 p.s.i. is registered on the air pressure gauge.
11. Move the automatic brake valve to EMERGENCY and check that the vacuum is reduced to not more than 3 in. Hg. Move the handle back to RUNNING and check that the vacuum rises to at least 19 in. Hg.
12. If the train is to be driven firstly from the locomotive.
  - 12.1 Destroy the vacuum, move the master switch to OFF, remove the master key and return the automatic brake valve to RUNNING.
  - 12.2 Check that the vacuum remains at zero, then move the isolating switch and AWS switch to OFF.
  - 12.3 Release the parking brake then leave the driving trailer with the doors and windows closed and return to the locomotive.
  - 12.4 The locomotive and train may now be driven in accordance with the instructions in "Driving Instructions", BR 33056/1 or "Driving Instructions, Class 33 Locomotives", BR.33056/25.

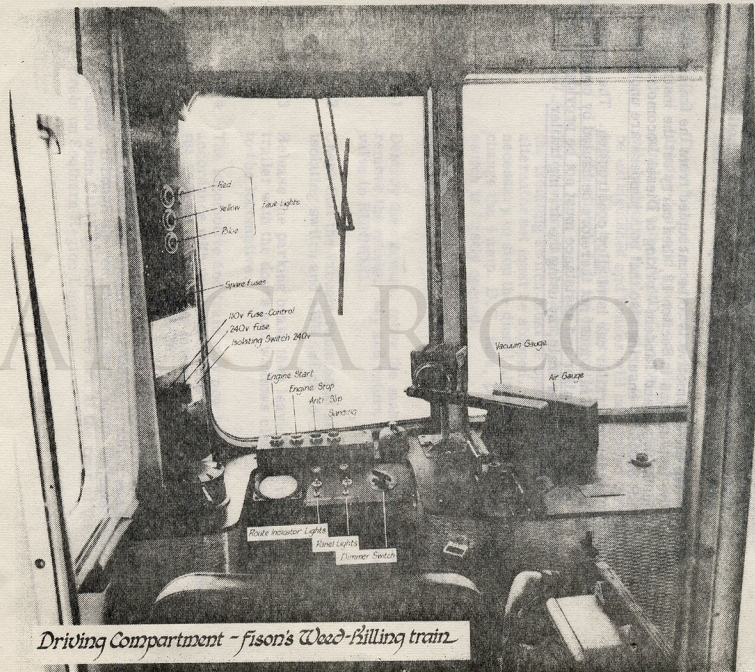


13. If the train is to be driven firstly from the driving trailer, make a partial brake application and release the parking brake. When the train is to be moved, proceed as follows:-
  - 13.1 Move the automatic brake valve to RUNNING and check that at least 19 in. Hg. is created. The vacuum may be released more quickly by depressing the automatic brake valve handle.
  - 13.2 Depress the D.S.D. pedal.
  - 13.3 Move the master switch to FORWARD then move the power controller to a power position. A driving ammeter is not provided in the driving trailer, but no difficulty will be experienced if the power controller is moved gradually, because the train weight is approximately 250 tonnes weight only.
  - 13.4 If wheel slip occurs, the amber light will become bright. The power controller should then be moved to OFF and then back into the power range more gradually. The anti-slip button may be used as necessary.
  - 13.5 The power controller should be used to control the speed of the train in the same way as for a locomotive.
14. When the train is to be stopped.
  - 14.1 The power controller must be moved back to the OFF position.
  - 14.2 The vacuum brake must be applied as described in the braking instructions for vacuum brake locomotives in "Braking Instructions", BR 33056/3.
15. The diesel engine may be started and stopped by the START and STOP buttons in the driving trailer.
16. The indicator lights give indications in accordance with those of the type of locomotive which is providing the propulsion and in the event of the blue fault light becoming bright, the cause must be investigated on the locomotive.

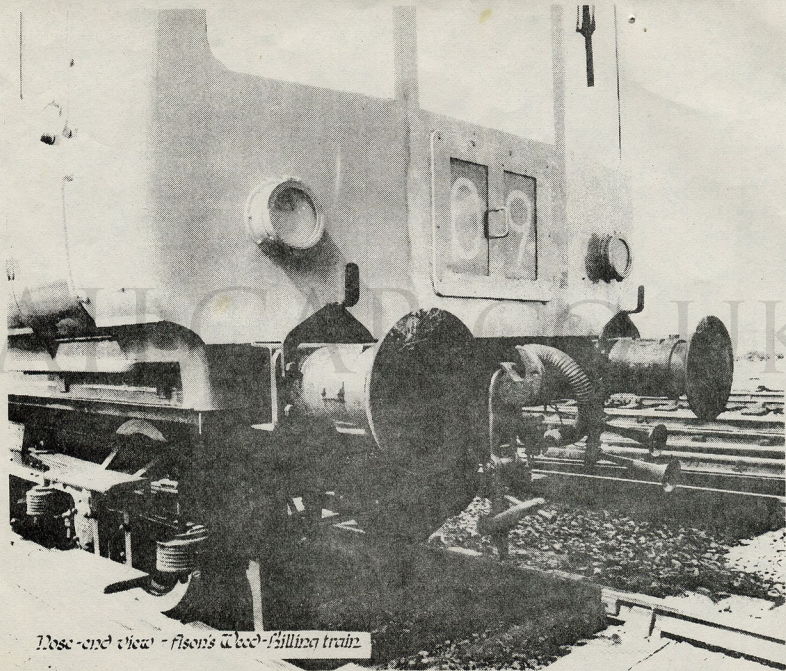
17. Fuses are provided as follows:-
  - 17.1 One 2 amp. for the 240 volt A.C. circuit.
  - 17.2 One 4 amp. for the 110 volt D.C. circuit.
  - 17.3 These fuses are carried on the left-hand panel of the driving desk and spares are also provided on the same panel. If either the D.C. or A.C. fuses rupture, power will be lost on the locomotive, the indicator lights will be extinguished and brakes will be applied throughout the train. The two fuses, therefore, fulfil the same function as the control fuse or control M.C.B. of a locomotive.
  - 17.4 Before changing the 2 amp. fuse in the A.C. circuit, the isolating switch must be opened and the diesel alternator set must be stopped. It is not, however, necessary to stop the diesel alternator in order to change the 4 amp. D.C. fuse, provided the isolating switch is firstly opened.
18. Before leaving the driving trailer in order to take control from the locomotive.
  - 18.1 Destroy the vacuum, move the master switch to OFF remove the master key and return the automatic brake valve to RUNNING.
  - 18.2 Check that the vacuum remains at zero, then move the isolating switch and AWS switch to OFF.
  - 18.3 Release the parking brake then leave the driving trailer with the doors and windows closed and return to the locomotive.
  - 18.4 The locomotive and train may now be driven in accordance with the instructions in "Driving Instructions", BR 33056/1 or "Driving Instructions, Class 33 Locomotive", BR 33056/25.
19. An oil tail lamp must be provided by the guard on either the locomotive or driving trailer, according to which end is trailing, although the red section of the route indicator may be used when Class 33 locomotives are at the rear of the train on Southern Region Lines.

20. A firebell is provided in the cab of the driving trailer. If this bell rings, a fire has occurred in the engine room of the locomotive and action must be taken in accordance with the class concerned. If a Class 27/2 or 33 locomotive is being used, the diesel engine will stop.
21. When the locomotive is to be uncoupled from the train, repeat the instructions in Section 18, then carry out the instructions in "Multiple and Tandem Working of Diesel Locomotives", BR 33056/6, ensuring also that both jumpers are uncoupled.
22. The driving trailer car is of alloy construction. The Fisons Weedkilling Train must not therefore be hauled by coupling on to the driving trailer and assistance must not be provided to the rear of another train, by using the driving trailer.





*Driving Compartment - fison's Weed-Killing train*



*Nose-end view - Wilson's Wood-Chipping train*