

Examples of Mis. Forms

This document contains examples of various operating forms in the New Zealand Railway's miscellaneous (mis.) series.

Note that the format, and in some cases the wording, of the forms changed over the years. This document is intended to provide an example of each form in the series. I have not attempted to provide a definitive analysis of the series.

Not also that there are probably many other forms in the series – these are the ones that I have a copy of.

Griptypethyne
March 2003

BRAKING POWER OF EXPRESS GOODS TRAINS

Station:

Date: 19.....

To Enginedriver of Train No:

"A" Train Information

Number of vehicles

Crossing total

Ordinary tonnage of train "A" TONNES

Vehicles with inoperative brakes

Number Position in train.....

"B" Braking tonnage information:**(Including only vehicles with OPERATIVE brakes)**

The vehicle classes printed below **MUST** include all of those mentioned in the Working Timetable under heading Express Goods Trains (page.... North Island, page South Island).

- (i) Number of C, Dd, Rp Udk, Uk, Uka, Ukb, Ukx, Un, Ure, Us, Usf, Usk, Uss, Za, Zm, Zp wagons
- multiplied by 40 equals tonnes
- (ii) Number of other bogie vehicles
- multiplied by 30 equalstonnes
- (iii) Number of 4 wheeled vehicles
- multiplied by 15 equalstonnes
- Total "B" TONNES

Instructions to Enginedriver

(Guard to strike out whichever two of the three clauses below do not apply)

- (i) **SINCE "A" TONNAGE IS GREATER THAN "B", MAXIMUM SPEED IS 65 km/h.**
- (ii) **SINCE "B" TONNAGE IS GREATER THAN "A", MAXIMUM SPEED IS THAT FOR LOCALITY.**
- (iii) **TRAIN MADE UP SOLELY OF VEHICLES LISTED IN "B" (i) ABOVE (AND GUARDS VAN), MAXIMUM SPEED IS THAT FOR LOCALITY.**

.....

Guard

<p>N.Z.R. Mis. 21.</p> <p>TABLET INSTRUMENT OUT OF ORDER.</p> <p>No.</p> <p>..... 19 .</p> <p>Train No.</p> <p>From</p> <p>To</p> <p style="text-align: right;">Officer in Charge.</p>		<p>NEW ZEALAND GOVERNMENT RAILWAYS. Mis. 21.</p> <p>ELECTRIC TRAIN TABLET SYSTEM.</p> <p>TABLET INSTRUMENT OUT OF ORDER.</p> <p>No.</p> <p>To Engine-driver of Train No. Date</p> <p>Tablet working not being in operation between and, I have obtained "Line Clear," as shown in the attached telegram, for Train No., which is hereby authorized to proceed from to</p> <p style="text-align: right;">Officer in Charge.</p>
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<p>NEW ZEALAND GOVERNMENT RAILWAYS Mis. 21A</p> <p>TABLET INSTRUMENT OUT OF ORDER</p> <p>LINE CLEAR WORKING</p> <p style="text-align: right;">..... Station</p> <p style="text-align: right;">...../...../19.....</p>	
<p>(1) (Telegram)</p> <p>(Station)</p> <p style="text-align: right;">a.m.</p> <p style="text-align: right;">p.m.</p> <p>To</p> <p>Tablet failed. Is line clear for No.</p> <p style="text-align: center;"><i>Signalman.</i></p> <p>Sent a.m.</p> <p>(Received) p.m.</p>	<p>(3) (Telegram)</p> <p>(Station)</p> <p style="text-align: right;">a.m.</p> <p style="text-align: right;">p.m.</p> <p>To</p> <p>No. left.</p> <p style="text-align: center;"><i>Signalman.</i></p> <p>Sent a.m.</p> <p>(Received) p.m.</p>
<p>(2) (Telegram)</p> <p>(Station)</p> <p style="text-align: right;">a.m.</p> <p style="text-align: right;">p.m.</p> <p>To</p> <p>Tablet failed. Yes, line is clear for No.</p> <p style="text-align: center;"><i>Signalman.</i></p> <p>Sent a.m.</p> <p>(Received) p.m.</p>	<p>(4) (Telegram)</p> <p>(Station)</p> <p style="text-align: right;">a.m.</p> <p style="text-align: right;">p.m.</p> <p>To</p> <p>No. arrived.</p> <p style="text-align: center;"><i>Signalman.</i></p> <p>Sent a.m.</p> <p>(Received) p.m.</p>
<p>Mis. 21</p> <p>New Zealand Government Railways</p> <p>ELECTRIC TRAIN TABLET SYSTEM</p> <p>TABLET INSTRUMENT OUT OF ORDER</p> <p>No.</p> <p>To Enginedriver of Train No.</p> <p>Date:</p> <p>Tablet working not being in operation between (Block letters)</p> <p>and I have ob- (Block letters)</p> <p>tained "Line Clear" as shown in the attached telegram for Train No. which is hereby authorised to proceed from (Block letters) to (Block letters)</p> <p style="text-align: center;"><i>Signalman.</i></p> <p>NOTE: This does not authorise the passing of fixed signals at "Stop".</p>	
<p>(5) (Telegram)</p> <p>(Station)</p> <p style="text-align: right;">a.m.</p> <p style="text-align: right;">p.m.</p> <p>To</p> <p>Understand No. arrived.</p> <p style="text-align: center;"><i>Signalman.</i></p> <p>Sent a.m.</p> <p>(Received) p.m.</p> <p>Mis. 21 No. issued to Train No. from to</p> <p style="text-align: center;"><i>Signalman.</i></p> <p style="text-align: right;">...../...../19.....</p>	

Specimens of Mis. 21A (and Mis. 21) form (see Tablet Regulation 32)

Mis 21 (1943 Rule Book) & Mis 21A (1965 Rule Book)

N.Z.R. <i>Mis. 31.</i> No. 19 . Officer in Charge.	NEW ZEALAND GOVERNMENT RAILWAYS. <i>Mis. 31.</i> SIGNAL STAFF WORKING ON SECTION. No. 19 . To Engine-driver of Train No. Date. The Signal Adjuster or Maintainer is on the section examining the machines at Siding, for which purpose he may use the facing points; you must therefore approach the Siding with care and have your train under control, so as to be able to stop short of the facing points at such Siding should any hand signal be given for that purpose. Engine-driver. Train No. 19 . Officer in Charge.
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Mis 31 (1943 Rule Book)

No. <u>68</u>	New Zealand Government Railways.	<i>Mis.—31.</i>
INTERLOCKING FITTER WORKING AT BY-SIDING.		
		
DUNROSE <u>31st October 57</u> Station.		
To ENGINEMAN OF No. <u>3</u> TRAIN.		
The Interlocking Fitter is on the section examining the machines at <u>Tepapa</u> Sidings, for which purpose he may use the Facing-points; you must therefore approach such sidings with care and have your train under control, so as to be able to stop short of the Facing-points at such sidings should any hand signals be given for that purpose.		
<u>Alan E Jacob</u> Officer in Charge.		
<u>31st Oct :- ; 1957</u> Time: <u>2.5 pm</u>		

Mis. 31 (From original – pre-dates 1943 Rule Book?)

Double Line Automatic Signalling

Instituting Pilot Working

.....
..... 19

To hours

at

The* line being blocked at

..... or between

..... and

all traffic will pass between and

in the charge of, who will act as Pilotman.

A locomotive or train must not be allowed to leave for

..... or for

unless the Pilotman is present and gives permission.

This order must remain in force until cancelled by the Officer in Charge for the time being at the station where pilot working was instituted.

.....
Officer in Charge.

Noted by† at hours

Noted by† at hours

Noted by† at hours

Noted by† at hours

Noted by† at hours

Noted by† at hours

Noted by† at hours

Noted by† at hours

Noted by† Pilotman. hours

*Here insert Up or Down.

†These signatures must be made on the copy held by the Pilotman.

Mis. 33 (1988 Rule Book)

NEW ZEALAND GOVERNMENT RAILWAYS. Mis. 39.

TRAIN STOPPED IN SECTION.

..... 19
a.m.
p.m.

To the Signalman at....., and Engine-driver of Relief Train or Engine.
My train has stopped in the section between..... and....., and requires assistance.
I will not move my engine in any direction until the arrival of the Relief Train or Engine.

Countersigned:

.....
Guard, Train No...... *Engine-driver, Train No.*.....

Catch points exist at.....
(Delete, if no catch points exist.)

Mis 39 Form (1943 Rule Book)

Portion (A) **Tranz Rail** Mis. 39

TRAIN DISABLED IN SECTION

..... hours
..... 19

To Train Control....., and Locomotive Engineer of Relief Train or Locomotive.
My train is disabled in the section between..... and....., and requires assistance. I will not move my locomotive in any direction until the arrival of the Relief Train or Locomotive. My location in the Section is at..... km.

.....
Locomotive Engineer, Train No......

Portion (B) Office
..... 19

To the Locomotive Engineer of the Disabled Train at.....
To the Locomotive Engineer of the Relief Train or Locomotive at.....
Relief Train or Locomotive is authorised in accordance with the Operating Regulations to enter the..... section and move No. Train to..... Station.

.....
for Officer Controlling Train Running

Specimen of Mis. 39

Mis 39 (1988 Rule Book)

<p>N.Z.R. <i>Mis. 46.</i></p> <p>..... 19 .</p> <p><i>Officer in Charge.</i></p> <p>Received Certificate stating that Station is switched in for my train, which is authorized to travel to Station only, as per tablet received.</p> <p>..... <i>Engine-driver.</i></p> <p>Train No. 19 .</p>		<p style="text-align: center;">NEW ZEALAND GOVERNMENT RAILWAYS. <i>Mis. 46.</i></p> <p style="text-align: center;">ELECTRIC TRAIN TABLET SYSTEM.</p> <p style="text-align: center;">ALTERATION OF TABLET ARRANGEMENTS— SWITCH-OUT STATIONS.</p> <p>..... 19 .</p> <p>To Engine-driver of Train No. Date</p> <p>..... Station is* switched in for your train, which* will not be signalled there. Your attention is drawn to the tablet now handed to you, which authorizes Train No. to run to Station.</p> <p>..... <i>Officer in Charge.</i></p> <p>(* Delete words not required.)</p>
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Mis 46 (1943 Rule Book)

<p>N.Z.R. <i>Mis. 52.</i></p> <p>WRONG-LINE ORDER.</p> <p>No.</p> <p>..... 19 .</p> <p>Authorizing Train No. to return to this signal-box on the wrong line, due to</p> <p>..... <i>Signalman.</i></p>		<p style="text-align: center;">NEW ZEALAND GOVERNMENT RAILWAYS. <i>Mis. 52.</i></p> <p style="text-align: center;">AUTOMATIC SIGNALLING — WRONG-LINE ORDER.</p> <p>No.</p> <p>..... 19 .</p> <p>To Engine-driver of Train No. Date</p> <p>I hereby authorise Train No. to return on the Wrong Line to the signal-box at</p> <p>Catch points exist at (Delete, if no catch point exist.) <i>Signalman.</i></p> <p>Countersigned :</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Engine-driver.</td> <td style="width: 33%;">Guard.</td> <td style="width: 33%;">Following Train No.</td> </tr> <tr> <td>.....</td> <td>.....</td> <td>.....</td> </tr> </table>	Engine-driver.	Guard.	Following Train No.
Engine-driver.	Guard.	Following Train No.						
.....						

Mis 52 (1943 Rule Book)

NEW ZEALAND GOVERNMENT RAILWAYS. Mis. 53.

AUTOMATIC SIGNALLING.
ESTABLISHING PILOT WORKING ON SINGLE LINE.

From District Traffic Manager,

To.....
(Full name and designation.)

You are authorized to have possession of the Pilot Key and act as Pilotman between and, in accordance with Regulation No. 28, until further advised.

Time :

Date : District Traffic Manager.

(When this form is cancelled it must be forwarded to the District Traffic Manager.)

NEW ZEALAND GOVERNMENT RAILWAYS.

AUTOMATIC SIGNALLING.
CANCELLING PILOT WORKING ON SINGLE LINE.

From District Traffic Manager,

To.....
(Full name and designation.)

Your authority to act as Pilotman between..... and is hereby cancelled.

Time :

Date : District Traffic Manager.

Mis 53 (1943 Rule Book)

Authority No.

**C.T.C. SIGNALLING
ESTABLISHING PILOT WORKING**

Office of Origin:

To
(Full Name and designation)

YOU are authorised to have possession of the Pilot Key and act as
Pilotman between and
..... until further advised.

Time: hours Signature:
Train Control Officer

Date: 19

Repeated back at hours.

CANCELLING PILOT WORKING

Office of Origin:

To
(Full Name and designation)

YOUR authority to act as Pilotman between
and is hereby cancelled.

Time: hours Signature:
Train Control Officer

Date: 19

Repeated back at hours.

(When this form is cancelled it must be forwarded to the Network Control Manager)

Specimen of Mis. 53 form.

NEW ZEALAND GOVERNMENT RAILWAYS Mis. 54.

AUTOMATIC SIGNALLING.
PILOT WORKING ON SINGLE LINE—PILOT'S TICKET.

To Driver and Guard of Train No.

After seeing Pilot Key for section you are authorized to proceed from Station to Station, Pilotman following.

Date :

Pilotman.

Mis 54 (1943 Rule Book)

<p style="text-align: center;">Mis. 54 C.T.C. SIGNALLING</p> <p style="text-align: center;">PILOTMAN'S TICKET</p> <p style="text-align: center;">No.</p> <p style="text-align: center;">..... 19</p> <p>Train No.</p> <p>From</p> <p>To</p> <p>Train in front No.</p> <p>*has arrived at</p> <p style="text-align: center;">*left at hrs</p> <p style="text-align: center;">..... Pilotman.</p> <p>*Delete words not required.</p>	<p style="text-align: center;">Tranz Rail Mis. 54</p> <p style="text-align: center;">C.T.C. SIGNALLING</p> <p style="text-align: right;">No.</p> <p style="text-align: center;">PILOT WORKING — PILOTMAN'S TICKET</p> <p style="text-align: right;">Date: 19</p> <p>To Locomotive Engineer of Train No.</p> <p>After seeing Pilot Key for section you are authorised to proceed from</p> <p style="text-align: center;">..... Station to Station <small>(To be printed in block letters). (To be printed in block letters)</small></p> <p>Pilotman following.</p> <p>Train in front (No.)</p> <p style="text-align: right;">*has arrived at</p> <p style="text-align: right;">*left at hrs</p> <p style="text-align: center;">Signature:</p> <p style="text-align: right;">Pilotman.</p> <p style="text-align: center;">* Delete words not required.</p> <p>NOTE—This does not authorise the passing of fixed signals at "Stop".</p>
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Mis 54 (1988 Rule Book)

Mis. 55.

NEW ZEALAND GOVERNMENT RAILWAYS.

SINGLE-LINE AUTOMATIC SIGNALLING.

CROSSING ORDER.

Crossing order No.	
Office of origin ..	
Date	19
Time	a.m. p.m.

Sent at	
Sent by	a.m. p.m.
Repeated back by	
.. .. from	
.. .. at	a.m. p.m.

To Engine-driver and Guard,
Train No., at

To-day, No. will cross No. at

Instructions :

NOTE.—This does not authorize the passing of Departure signals at "Stop".

....., Dist. Traffic Mgr. Per
Train Control Operator.

Mis 55 (1943 Rule Book)

Mis. 56.

NEW ZEALAND GOVERNMENT RAILWAYS.

SINGLE-LINE AUTOMATIC SIGNALLING.

CROSSING ORDER.

Crossing order No.	
Office of origin ..	
Date	19
Time	a.m. p.m.

To be filled in on copy retained in book.	
Received at	
.. by	a.m. p.m.
Repeated back by ..	
.. .. at ..	a.m. p.m.

To Engine-driver and Guard,
Train No., at

To-day, No. will cross No. at

Instructions :

NOTE.—This does not authorize the passing of Departure signals at "Stop".

....., Dist. Traffic Mgr.

Mis 56 (1943 Rule Book)

NEW ZEALAND GOVERNMENT RAILWAYS. Mis. 58.

SINGLE-LINE AUTOMATIC SIGNALLING.

Authority to Pass Departure Signal in the Stop Position.

Authority No. ..	Sent at a.m. p.m.
Office of Origin ..	„ by
Date / /194	Repeated back by
Time a.m. p.m.	„ , from
	„ „ at a.m. p.m.

To Engine-driver and Guard,
Train No., at

To-day,, No. is authorized to pass the
DEPARTURE signal at in the Stop position.

Dist. Traffic Mgr., per
Train Control Operator.

Mis 58 (1943 Rule Book)

NEW ZEALAND GOVERNMENT RAILWAYS. Mis. 59.

SINGLE-LINE AUTOMATIC SIGNALLING.

Authority to Pass Departure Signal in the Stop Position :

Authority No. ..	Authority No. ..
Office of Origin ..	Office of Origin ..
Date / /194	Date / /194
Time a.m. p.m.	Time a.m. p.m.

To Engine-driver and Guard,
Train No., at

To-day, No. is authorized to pass the
DEPARTURE signal at in the Stop position.

NOTE.—The train must travel cautiously, the engine-driver being prepared to find the section obstructed, points wrongly set, or a broken or misplaced rail.
The engine headlamp must be lighted when passing through tunnels or when visibility is bad.

Countersigned,
Guard, No. Train. District Traffic Manager.

Mis 59 (1943 Rule Book)

Tranz Rail		Authority to Pass Departure Signal at "Stop" *and Proceed through Block Section	Mis. 58
Authority No.		Sent at	hours
Office of Origin		Sent by	
Date / /19		Repeated back at	hours
Time	hours	Repeated back by	
		Repeated back from	

To Locomotive Engineer,
 Train No., at

Today,, No. is authorised to pass the
 DEPARTURE signal at
 at "Stop" *and proceed IN ACCORDANCE WITH FIXED SIGNALS through
 the block section to

.....
Train Control Officer.

*To be deleted when issued for shunting purposes only.

Mis 58 (1988 Rule Book)

Tranz Rail		Mis. 59
Authority to Pass Departure Signal at "Stop" *and Proceed through Block Section		
	Authority No.	
	Office of Origin	
	Date / /19	
	Time	hours

To Locomotive Engineer,
 Train No., at

Today,, No. is authorised to pass the
 DEPARTURE signal at
 at "Stop" *and proceed IN ACCORDANCE WITH FIXED SIGNALS through
 the block section to

**THE TRAIN MUST TRAVEL CAUTIOUSLY, THE LOCOMOTIVE ENGINEER BEING PREPARED TO FIND THE SECTION
 OBSTRUCTED OR DISPLACED RAIL OR POINTS WRONGLY SET OR LEVEL CROSSING WARNING DEVICES NOT
 OPERATING CORRECTLY.**

.....
Train Control Officer.

*To be deleted when Mis. 59 issued for shunting purposes only.

Mis 59 (1988 Rule Book)



Track and Time Permit

Mis. 60

Authority Number	
Date	/ /19
Time	hours

To *Signalbox at _____

*Locomotive Engineer, Train Number _____

*Person in Charge _____

At _____ (Location)

This Track and Time Permit is issued for (reason) _____

and will operate in accordance with the relevant operating instructions.

Locations		Hours	
From	To	From	To
		*or after departure/arrival of	
		from/at	

Special conditions _____

*Last Train Number _____ cleared block section at _____ hours

Train Controller

Limits reported clear by _____ (name)

Mis 60 Number _____ cancelled at _____ hours

*Delete words not required.

Encroaching Trains	Advised By	At
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Mis. 60 (2002 version)



Track Warrant

Track Warrant Number Thurs day 16 August (Date)

To LOCOMOTIVE ENGINEER* 645
(Designation, Name, Train, etc.)

At Masterton

- 1. Track Warrant Number _____ is cancelled.
- 2. After ^{*departure} arrival of _____ ^{*from} at _____
- 3. Proceed from _____ to
- 4. Work between Masterton and Featherston
- 5. Enter _____ at _____ ^{*to cross} _____
- 6. Main line reported clear 1919 ^{*(except for _____)}
- 7. No other warrants issued between these limits after _____
- 8. Carterton is Switched Out
- 9. Number _____ will NOT be signalled at _____ (Regulation 19 applies)
- 10. Call Train Control at Waingawa
- 11. Clear main line before _____ hours
- 12. Other instructions _____

CANCELLED

Train Controller

Repeat correct at 2013 hours

Limits reported clear by LOCOMOTIVE ENGINEER* 645 at 2113 hours

(Mark "X" in box for each item instructed)
(*Delete words not required)

Mis. 88 (2001 version)

M. 146
Serial No.

NEW ZEALAND RAILWAYS
TROLLEY DRIVER'S LICENCE
(Not transferable)

The bearer,
(Occupation) (Name in full)
whose signature appears below, is licensed to drive a trolley or velocipede of the following type(s)
(Strike out type not applicable) 1. Hand-operated trolley or velocipede.
2. Motor-trolley or velocipede.

Date of Issue: Date of Expiry:

District or Resident Engineer

Signature of Licensee:
(To be signed in ink)

THIS LICENCE IS NOT VALID UNLESS SIGNED BY THE LICENSEE

Mis 146 (1965 Rule Book)

M. 147

NEW ZEALAND RAILWAYS
TROLLEY PERMIT

The bearer,, is hereby authorised to use a trolley or velocipede between
..... and on for the purpose of
(Date)

subject to the following conditions:

- (1) That the person authorised herein accepts personal responsibility for the control and safe custody of the trolley or velocipede.
- (2) That an agreement indemnifying the Department against any claim arising out of the use of the trolley or velocipede is completed, in respect of each journey undertaken, by the person authorised herein, and by each other person conveyed on the vehicle.
- (3) That the person authorised herein undertakes to obtain from Train Control Operators or Officers in Charge full information regarding the running of trains and presence of other trolleys in accordance with Rule 209 (a), (c) and (e).
- (4) That the person authorised herein provides, at his own cost, any petrol required for the journeys made.

District or Resident Engineer.

I agree to the above conditions.
..... (Signature) (Location) (Date)
..... (Date)

**THIS PERSON IS NOT VALID UNLESS SIGNED BY THE PERSON
AUTHORISED HEREIN**

Mis 147 (1965 Rule Book)

M. 148

NEW ZEALAND RAILWAYS
TROLLEY USER'S INDEMNITY

I, of, in consideration of permission to travel by trolley or velocipede
from to on do hereby agree that I will travel at my sole
(Date)
risk and expense in all things and that I will hold Her Majesty the Queen, the Minister of Railways, the
Government of New Zealand and any employee or agent of the Crown free of all liability in the event of
any loss of or damage to my property or any other property whatsoever arising out of or attributable to
me travelling as aforesaid.

Signed at this day of 19.....

Witness to signature:
.....

Specimen of Trolley Driver's Licence, Trolley Permit, and Trolley User's Indemnity
(see Rules 206 and 207)

Mis 148 (1965 Rule Book)