

Spare

British Rail
London Midland Region

ME



8

WEEKLY OPERATING NOTICE

containing

TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES

Saturday, 13th May
to
Friday, 19th May, 1989
inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P9/4, Rail House, Crewe" by wire as follows:- "Nile Not ME", if subsequently received acknowledge by telephone to CREWE (053/2239) to avoid duplication.

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SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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WARNING

ENERGISATION OF THE CONDUCTOR RAIL

AND ITS CONNECTIONS

IN NO'S 1, 4 AND 5 ROADS IN SELHURST DEPOT CLEANING SHED

It must be assumed that the conductor rail and its connections in Roads 1, 4 and 5 in Selhurst Depot cleaning shed are always alive, unless the Traction Current has been switched off in accordance with Electrified Lines Working Instructions 29, 31 or 32.

(Amended 29-4-89)

RULE BOOK, SECTION U

AWS magnets in connection with Temporary and Emergency Speed Restrictions will now be used on both AWS and non-AWS fitted lines. Emergency Indicators are being progressively introduced on all lines and the attention of Drivers is specially drawn to the provisions of Clauses 6.2 and 8.2.2 of Section U of the Rule Book.

(O D 15/6/U/1) (14-1-89)

AT OR BETWEEN	LINES AFFECTED	REMARKS
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SOUTHERN REGION - continued

FARRINGDON JN. TO BRIGHTON (VIA LONDON BRIDGE) - continued

Wednesday/Thursday, 17/18 and Thursday/Friday, 18/19 May

S43 Gatwick Airport and
Balcombe Tunnel Jn. Down & up fast
BLOCKED 22 45 (Wed & Thurs) to 03 50 (Thurs &
Fri). Track work, 26m. 30ch. and
31m. 30ch.

Thursday, 18 and Friday, 19 May

S44 Stoats Nest Jn.
and Redhill Down & up slow/
Redhill
BLOCKED 01 20 to 05 10. Track work, 14m. 35ch.
and 22m. 10ch.

BLACKFRIARS TO WINDMILL BRIDGE JN. (VIA STREATHAM COMMON)

Sunday, 14 May

S45 Blackfriars and
Loughborough Jn. Down & up slow
BLOCKED 08 00 to 16 30. Track work, 0m. 70ch.
and 3m. 30ch. Trains to travel over fast
lines.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

EASTERN REGION

SUNDAY, 14 MAY - ALDWARKE NORTH JN (MIDLAND)

The Civil Engineer's possession of the Down and Up Main running lines 700 yards north of Signal SA3, from Overbridge No. 149B at Aldwarke Junction northwards towards Dearne Junction will be given up and the Main lines and associated connections to and from "11 inch Mill" Sidings, will be restored to operational use. The temporary wheel stops will be removed.

All temporarily secured out of use connections and disconnected associated signal routes will be reinstated. The Up Main line signal No. SA4 at Aldwarke North Jn. (Midland) will have the former routes to Up Main, Up Barrow Hill or Down Tinsley reconnected.

The Down and Up Main lines north of Aldwarke North Jn. to the site of former Wath Road Jn. continue out of use for track work and resignalling pending reinstatement at a future date.

Down Main line signal No. S455 immediately north of Aldwarke North Jn. (Midland) will remain fixed at red to prohibit signalled movements on the out of use Down Main line.

(11)

SUNDAY, 14 MAY - PARKGATE JN.

In conjunction with the slueing of the down/up Bishop Auckland line, D865 Signal will be renewed on a straight post adjacent to the down/up Bishop Auckland line. The Position 4 junction indicator and position light associated with D865 Signal will be abolished.

D863 Signal will be renewed on a straight post between the down main line and down/up Bishop Auckland line.

The existing gantry will be abolished.

The facing connection from the down/up Bishop Auckland single line to the down main line will be abolished.

(11)

MONDAY, 15 MAY - BETWEEN PARKGATE JN. AND AYCLIFFE

At 10 00 hours the Permanent Speed Restriction of 80 m.p.h. on the Down line between 48m. 50chs. and 49m. 0chs. will be raised to 85 m.p.h. (See Section D).

(11)

SIGNALLING AND PERMANENT WAY
ALTERATIONS -continued

WESTERN REGION

SUNDAY, 14 MAY - CHOLSEY

A foot crossing will be provided on the down and up main lines at 48m. 32ch. in connection with station work until further notice.

(11)

DETAILS OF WORK ALREADY CARRIED OUT

BEESTON DEPOT

The former Freightliner depot No's. 1, 2 & 3 sidings now occupied by the Signal Works Engineer have been renamed SWE sidings 1, 2 & 3 respectively.

The notice board "10 FLV" located at the Nottingham end of SWE siding No.1 has been taken away.

(New Item)

(O D 14/-)

(10)

TYSELEY DIESEL DEPOT

The "Stop & Await Instructions" boards situated on the approach to the depot on each road at the south and north ends of the depot have been replaced by position light ground signals. Each signal is located on the left hand side of the line to which it applies and is controlled from a panel in the depot.

(New item)

(OD14/GEN264)

KINGS NORTON WEST SIDINGS

The two sidings furthest from the main line have been secured out of use pending recovery.

(New Item)

(O D 14/88/109)

(10)

BETWEEN KEMPSTON HARDWICK L.C. AND BEDFORD STATION JN.

The 25 m.p.h. P.S.R. which applied in the down direction from 15m. 60ch. to 15m. 71ch. has been removed.

A 15 m.p.h. P.S.R. has been introduced in both directions between 15m. 64ch. and 16m. 50ch.

(O D 14/GEN/46)

(10)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN BOTTESFORD WEST JN. AND RADCLIFFE

The 75 m.p.h. maximum permissible speed which applied to Class 150, 151, 154, 155 and 156 trains only now applies to all passenger trains, loaded or empty. A maximum permissible speed of 60 m.p.h. applies to all other trains.

(O D 14/GEN/306/3)

(10)

BETWEEN KENTISH TOWN JN. AND MOORGATE

Re-signalling work has been carried out to increase line capacity on the down and up Moorgate lines. Full details of signalling alterations are shown in Supplementary Signalling Notice '1E' which has been issued to the staff concerned.

It should be noted however, that the track layout and signalling between Snow Hill Tunnel and Blackfriars is as shown in Southern Region Signal Instructions No.2-1988, dated May, 1988 and not as shown in the diagram included in Supplementary Signalling Notice '1E'.

85-61A

(O D 14/85/61)

(9)

DERBY ST. MARY'S YARD

From St. Mary's North Jn. the connections off No.1 road to the tranship, Derbyside, gripper and sand sidings have been secured out of use pending recovery.

(O D 14/77/13)

(9)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

TYSELEY DIESEL DEPOT

Derailers, operated from a panel in the depot, have been provided on the following sidings at the locations indicated:-

North End

Nos. 1 to 7 and 9 roads. Approximately 7 yards from shed doors.
Nos. 10 to 12 roads. Approximately 11 yards from shed doors.
No. 13 road and No. 13 loop. At the fouling point of the two sidings.

South End

No. 9 road. Approximately 7 yards from shed doors.

The existing "Stop & Await Instructions" boards on Nos. 1 to 4, 7 and 9 to 13 roads (North End) and No. 9 road (South End) have been repositioned approximately 2 yards on the approach side of the new derailleurs.

New "Stop & Await Instructions" boards have been provided on Nos. 5 and 6 roads and No. 13 loop, approximately 2 yards on the approach side of the new derailleurs.

(O D 14/GEN264) (9)

BARNT GREEN

Position light shunt signal SY402 situated on the up main for movements to the down main line and the down Redditch line has been taken away.

A new 3 aspect (R/Y/G) colour light signal SY402 with stencil indicators has been provided on the right hand side of the Gloucester end of the up goods line. The red aspect is 11 feet above rail level and the signal applies to movements from the up goods line to the down main line (stencil indicator M) and to the down Redditch line (stencil indicator B). A telephone has been provided at the signal.

(O D 14/88/151) (9)

BETWEEN KENTISH TOWN JN. AND MOORGATE

Re-signalling work has been carried out to increase line capacity on the down and up Moorgate lines. Full details of signalling alterations are shown in Supplementary Signalling Notice "1E" which has been issued to the staff concerned.

(O D 14/85/61) (9)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION

PARKGATE JUNCTION

The facing connection from the down/up Bishop Auckland single line to the down main has been abolished. The position 4 junction indicator and position light associated with D865 signal have been abolished.

(10)

HOWSHAM L.C. AT 16M. 17CH.

Howsham signal box and all associated signals have been abolished. The new absolute block section is between Holton-le-Moor and Wrawby Jn.

Howsham level crossing has been equipped with automatic half barriers (bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 M.P.H. Speed restriction warning boards have been provided 763 yards either side of the crossing.

The crossing is monitored by Holton-le-Moor signal box and telephone communication with the signal box has been provided.

(10)

BETWEEN WRAWBY JN. AND PELHAM STREET

The maximum permissible speed of 80 M.P.H. for class 253 and 254 trains on the down line between 12m. 55ch. and 16m. 10ch. has been shortened to apply between 12m. 55ch. and 15m. 15ch.

The maximum permissible speed of 75 M.P.H. for class 253 and 254 trains on the down line between 16m. 10ch. and 18 m.p. has been extended to apply between 15m. 15ch. and 18 m.p. (See section D).

(10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued

YORK

The facing connection leading from the up Scarborough line to the down Scarborough line has been secured permanently out of use in the reverse position pending removal. The down Scarborough line end of this crossover remains in use.

The trailing connection in the up Scarborough line has been secured permanently out of use in the reverse position pending removal. The down Scarborough line end of this crossover remains in use subject to the temporary work below.

Platform 7, 8B and the Middle Road have been taken out of use temporarily and the following signals have been abolished:-

Y133, Y228, Y234, Y239 and Y241.

Signal Y244 (up Scarborough) reads to Platform 9 only.

(10)

EAST COAST MAIN LINE - SPEED IMPROVEMENTS

Various permanent speed restriction alterations have been made on the down and up main/fast lines between Eryholme and the ER/ScR regional boundary. (See Section D).

(10)

BETWEEN COLTON NORTH JN. AND TOLLERTON

The area between Colton North Jn. exclusive and Tollerton including York Yards has been resignalled and the new York signal box has been commissioned.

The following signal boxes have been abolished :-

York Yard South Skelton

York Yard North

Full details of the revised signalling and track layout are shown in Eastern Region Supplementary Signalling Notice No. 150 and all concerned should ensure they are in receipt of a copy. (See also Section D item headed "Commissioning of York New Signal Box").

(10)

BETWEEN SWINTON JN. AND DEARNE JN.

Colour light signal No. 512 situated on the Up Pontefract line, has had the head changed from a 3-aspect to a 4-aspect, the second yellow aspect being covered out of use until further notice.

(9)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued

HARRINGAY PARK JN.

The trailing connection at 4m. 13ch. has been reinstated.

(9)

YORK

The connections to and from Holgate Down Reception Sidings have been taken out of use. The Engineer's Siding has been taken out of use pending removal.

The down and up Leeds lines have been brought back into use for running to and from the down and up slow lines.

Signalling Alterations

A new 2-aspect (Red/Yellow) colour light signal No. Y32 has been commissioned on the down Leeds line and positioned approximately 150 yards to the south of 188 m.p. This signal reads to down slow line signal YYS11.

Up slow line signal Y61, previously fixed at red, has been recommissioned as a 2-aspect (Red/Yellow) colour light signal. The associated position light signal has been abolished.

Down Leeds line signal Y16, previously fixed at red, has been recommissioned as a 3-aspect (Red/Yellow/Double Yellow) colour light signal. The position 1 junction indicator and associated position light signal has been abolished.

Down main line signal Y19 - The position 2 junction indicator and position light signal have been abolished.

Holgate Reception Sidings outlet signal Y38 has been abolished.

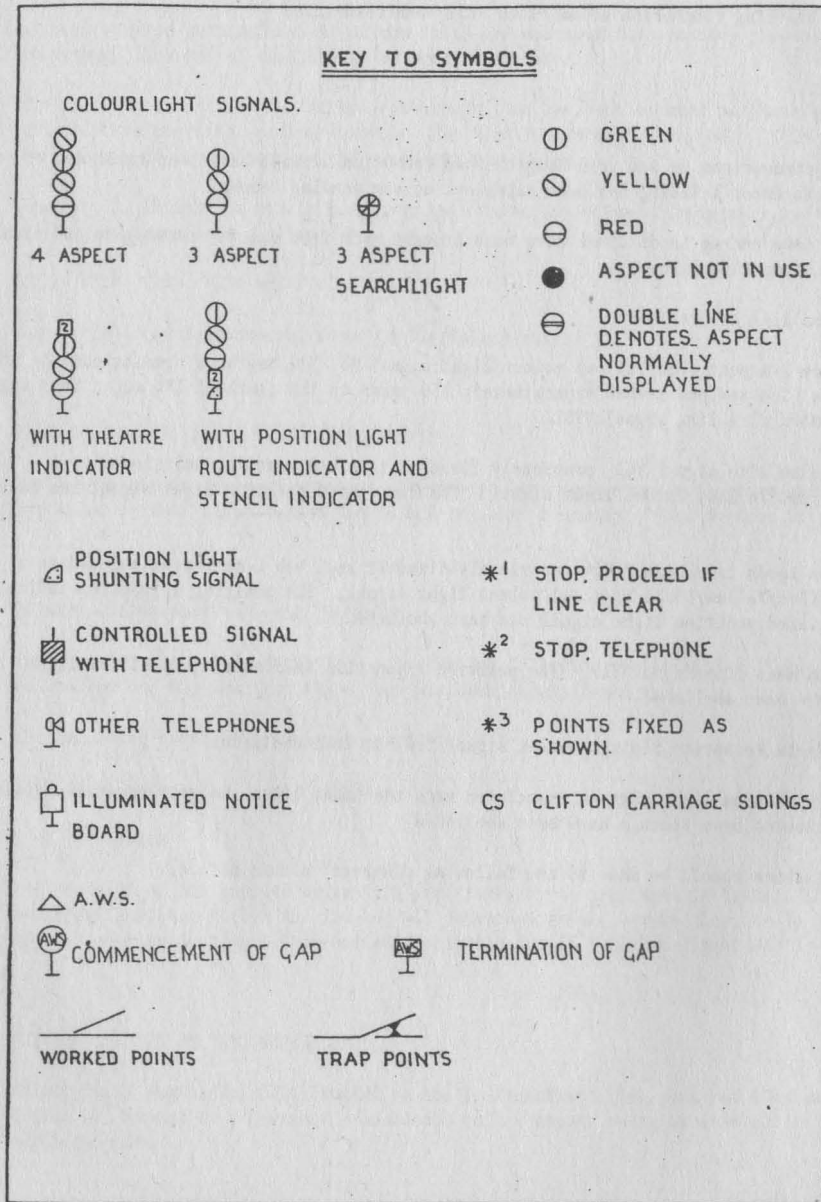
All position light signals associated with the Leeds lines, Holgate Reception Sidings and Dringhouses Down Sidings have been abolished.

Reference should be made to the following diagrams in this notice.

(9)

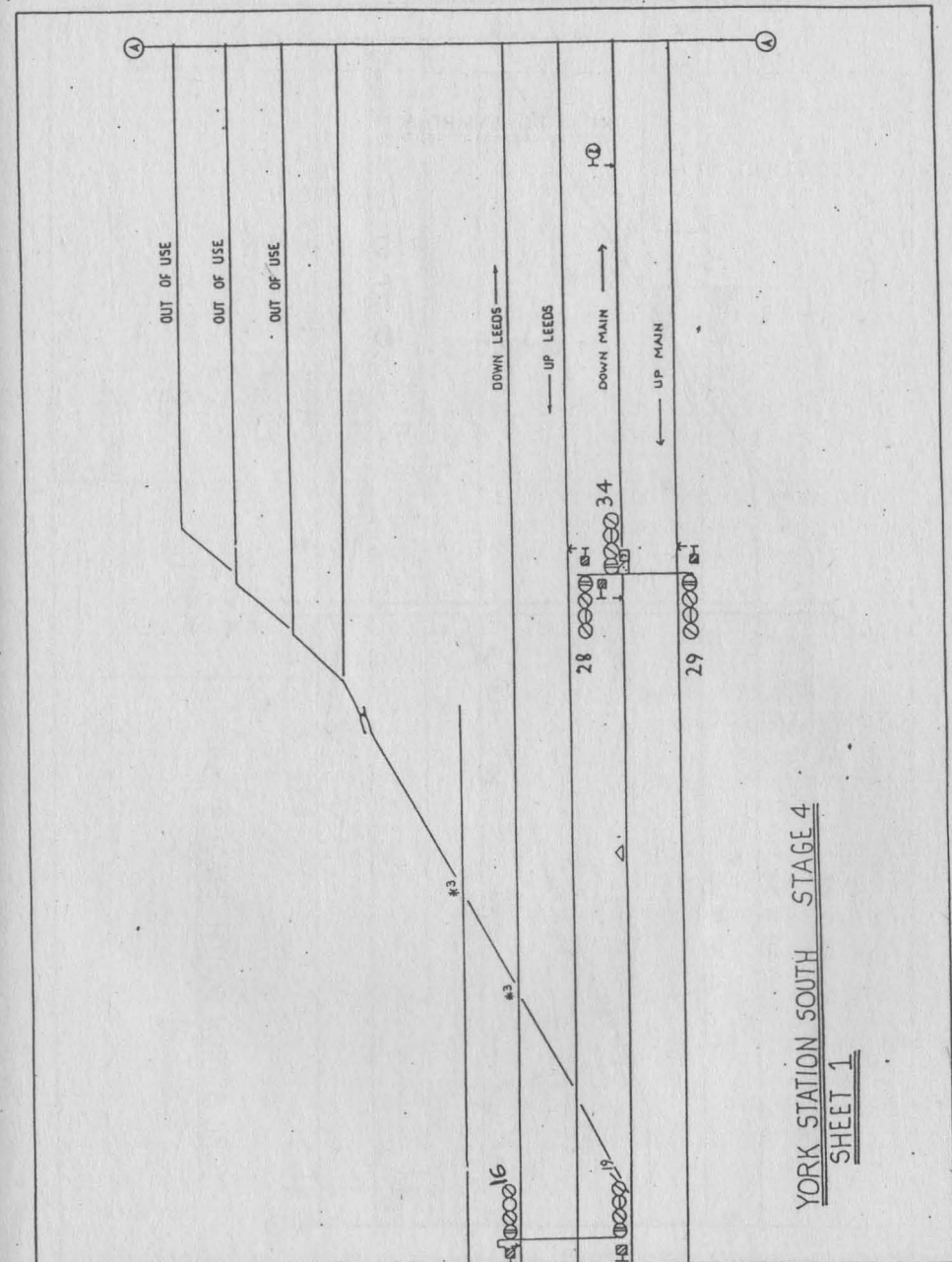
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued



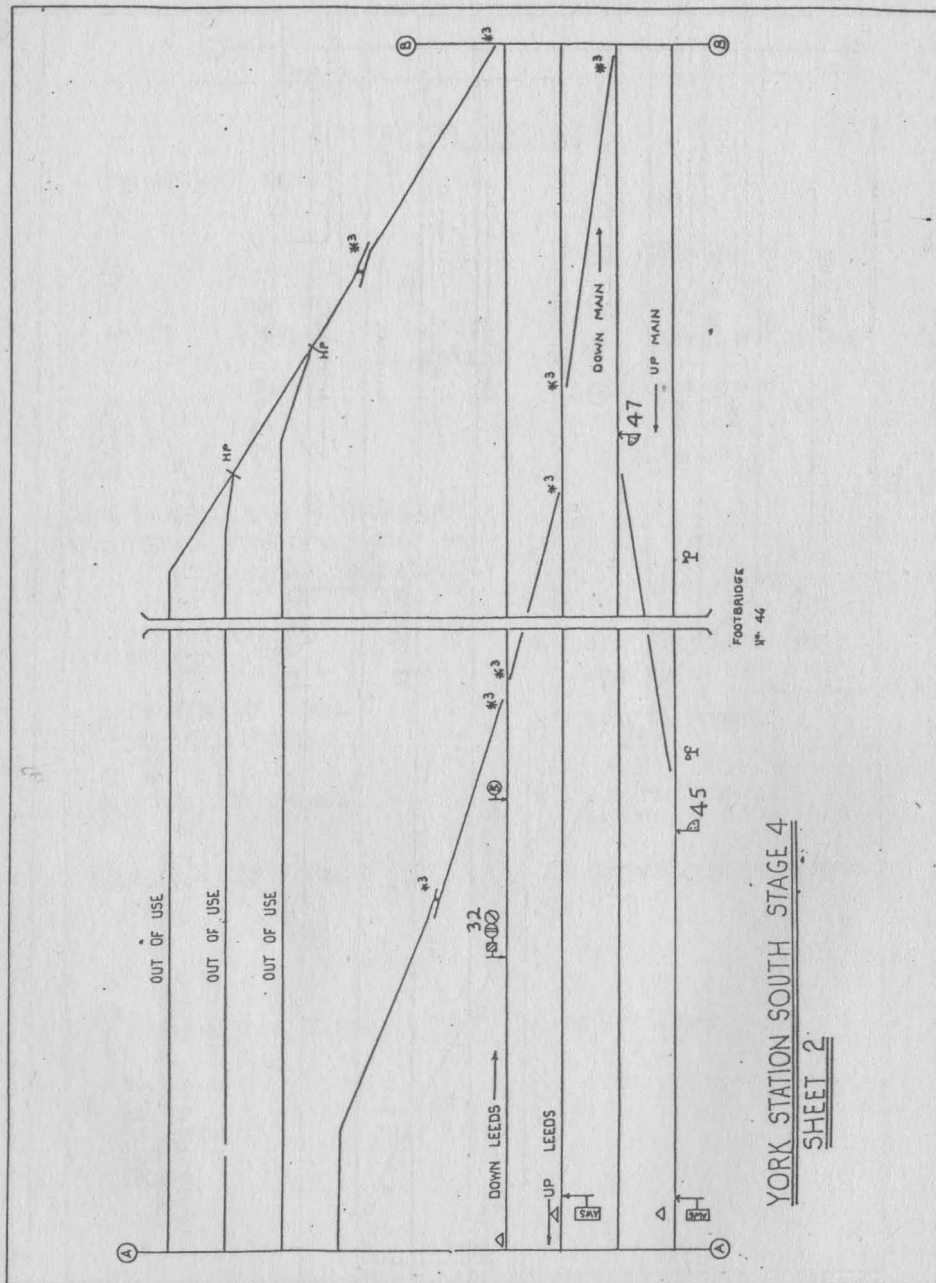
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued



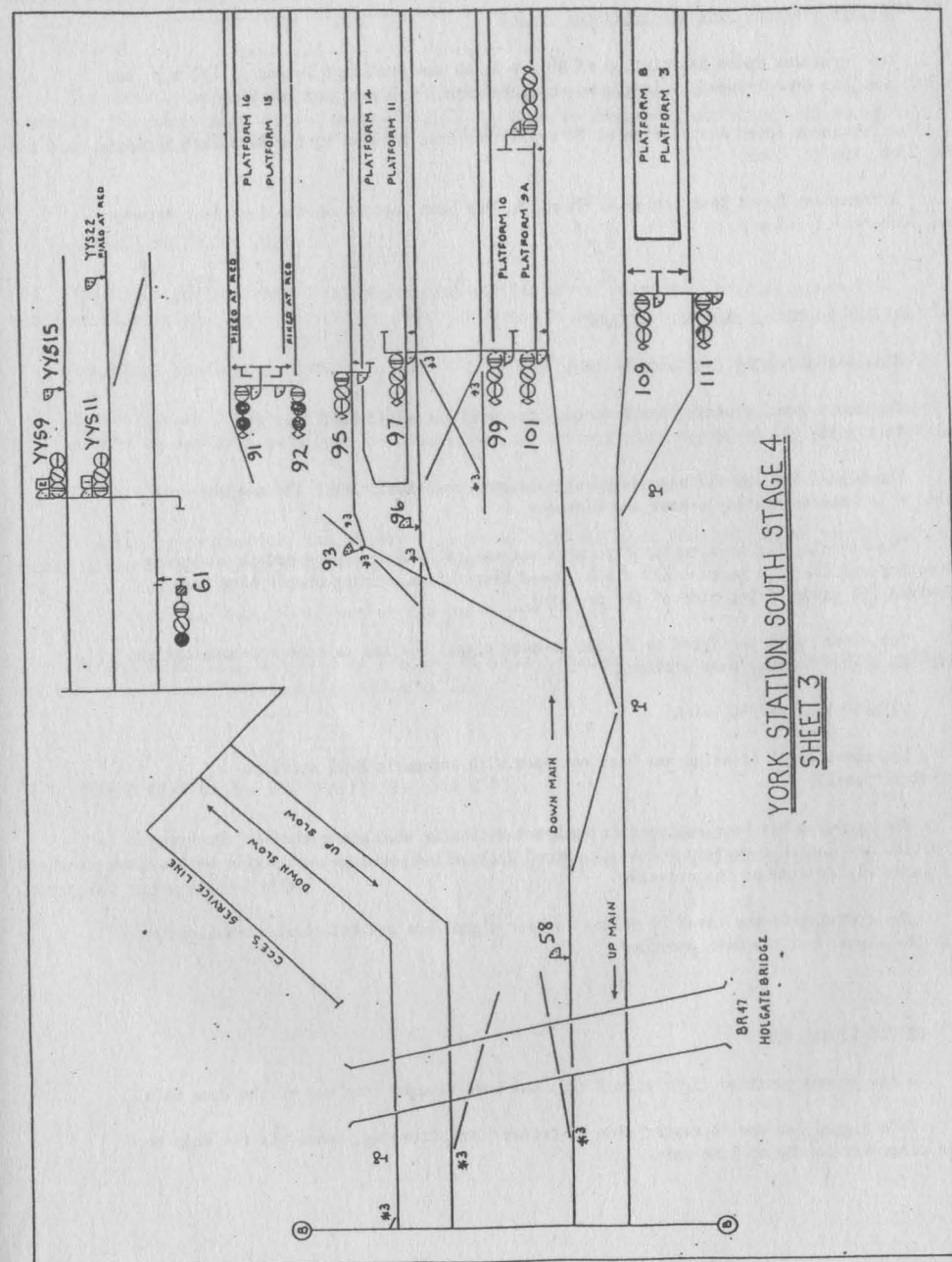
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued



SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued

BETWEEN FINSBURY PARK AND ALEXANDRA PALACE

The Permanent Speed Restriction of 80 m.p.h. on the down fast between 1 1/2 m.p. and 4 1/2 m.p. has been reduced in length to apply between 1 1/2 m.p. and 2m. 25ch.

A Permanent Speed Restriction of 90 m.p.h. has been imposed on the down fast between 2m. 25ch. and 3m. 30ch.

A Permanent Speed Restriction of 95 m.p.h. has been imposed on the down fast between 3m. 30ch. and 4 1/2 m.p.

(9)

** BETWEEN HOLTON-LE-MOOR AND WICKENBY

Claxby and Usselby L.C. at 23m. 69ch.

The above level crossing has been equipped with Automatic Half Barriers (bi-directional).

The signal box and all associated signals have been abolished. The new Absolute Block Section is between Holton-le-Moor and Wickenby.

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 m.p.h. Speed Restriction warning boards have been provided 763 yards either side of the crossing.

The crossing is monitored by Holton-le-Moor signal box and telephone communication with the signal box has been provided.

Walesby L.C. at 24m. 46ch.

The above level crossing has been equipped with Automatic Half Barriers (bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 m.p.h. Speed Restriction warning boards will be provided 763 yards either side of the crossing.

The crossing is monitored by Holton-le-Moor signal box and telephone communication with the signal box has been provided.

(8)

** KETTON SIGNAL BOX

A new ground position light signal (K6) has been brought into use on the down main.

This signal, on the Leicester side of Ketton Level Crossing, reads via the main to main crossover to the up line only.

(8)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued

** HOWSHAM

The main to main trailing crossover at Howsham has been clamped out of use pending removal. The associated disc shunting signal, up main to down main and down main to up main has been abolished.

(8)

** ALDWARKE NORTH JN. (MID)

The Civil Engineer has taken possession of the up and down main running lines 700 yards north of signal SA3 (overbridge 149B) at Aldwarke Jn.

Temporary wheel stops have been provided on the down and up main lines at Bridge 149B.

Routes to and from "11 inch Mill" via the up and down Tinsley, the up and down Barrow Hill and the up and down main have been taken out of use via Aldwarke North Jn. (Mid).

Traffic to and from "11 inch Mill" is via Aldwarke new Site.

The facing connection down Barrow Hill to up main has been secured out of use in the normal position and the relevant signal routes have been disconnected.

SA4 signal has been taken out of use and fixed at red.

Normal signalling has been maintained to allow movements between the up and down main and the up and down Pontefract at Aldwarke Jn.

(8)

** BETWEEN SWINTON JN. AND DEARNE JN. (168 M.P.)

3-aspect colour light signal S471 on the down Pontefract line applying to signal S513 has been replaced by a new 3-aspect colour light signal positioned 200 yards nearer to Dearne Jn. and numbered S509.

(8)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

WESTERN REGION

PILNING

The down to up line facing crossover and up dock have been removed.

(New item) (10)

OXFORD NORTH JUNCTION

A trap point has been installed in the up goods line in advance of signal OX 67, secured out of use until further notice.

(9)

** BETWEEN ACTON MAIN LINE AND HAYES & HARLINGTON

A new miniature reflectorised triangular warning indicator has been provided beside the down relief line at 4m. 64ch. for the 30 m.p.h. permanent speed restriction commencing at 5m. 45ch. through Ealing Broadway Station. Associated AWS equipment has been provided.

A new reflectorised triangular warning indicator has been provided beside the up relief line at 6m. 44ch. (West Ealing), for the 30 m.p.h. permanent speed restriction commencing at 5m. 65ch. through Ealing Broadway Station. Associated AWS equipment has been provided.

A new reflectorised triangular warning indicator has been provided beside the up relief line at 9m. 74ch., for the ⁴⁰ m.p.h. differential permanent speed restriction commencing at 9m. 20ch. through Southall Station. Associated AWS equipment has been provided.

(8)

SOUTHERN REGION

HAYWARDS HEATH

The hand points leading from the shunting neck to the Down siding South have been abolished and replaced with plain line.

(New item) (10)

** BETWEEN SOUTH CROYDON AND PURLEY

The Maximum Permissible Speed on the slow lines has been reduced to 60 m.p.h. The 60 m.p.h. Permanent Speed Restrictions on the down and up slow lines have been withdrawn. Note The Maximum Permissible Speed for Class 6, 7 & 8 trains has been reduced to 40 m.p.h.

(8)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

| New Item

** Item will not be published in future notices. All concerned to take suitable note.

WORKING MANUAL FOR RAIL STAFF BR 30054/2 (GREEN PAGES)

Page D22

ADD under Clause D7/4:-

The minimum payload for a Conger set is 56 tonnes. Any load less than 56 tonnes is liable to derailment and therefore would require ballasting up to the 56 tonnes load figure. Obviously this is an unnecessary cost/labour input and use of the Girdwag sets should be considered as an alternative.

(605/2/119) (22-4-89)

Page B16/17 Diagram 1 & 5

Page B2 (B1/9)

Page B25

Amend references to BDA Wagons to show maximum carrying capacity 57 tonnes.

(605/2/119) (22-4-89)

WORKING MANUAL FOR RAIL STAFF BR 30054/3 (PINK PAGES)

Page C11 - Amend clause C2/1 as follows:-

"C2/1 Wagons, except those used for conveying containers (freight or tank), when carrying dangerous goods" - then as shown.

(605/2/119) (25-3-89)

Clause D1/5

Amend second sentence of second paragraph to read:-

Approved types for Military Explosives are OAA, OBA, OCA, ODA, VAA, VBA, VCA, VDA, VEA, VGA, VJX and VTC Type 1 wagons (3-doors/side).

(605/2/119) (22-4-89)

SECTION D

APPENDIX INSTRUCTIONS - continued
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
 OVER THE OTHER REGIONS BR.30063/13 DATED MARCH 1985
 SECTION N - SOUTHERN REGION

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	At or Between	
LEWISHAM TO DARTFORD JUNCTION (VIA WOOLWICH ARSENAL) Page N10 Delete Crabtree L.C. (CT) entry At Belvedere L.C. (BV) Delete L.C. (BV) from entry	FARRINGTON JN. TO BRIGHTON (VIA LONDON BRIDGE) Page N11	DELETE SOUTH CROYDON TO BRIGHTON MAXIMUM PERMISSIBLE SPEED AND SUBSTITUTE:- SOUTH CROYDON AND PURLEY SOUTH CROYDON AND PURLEY SOUTH CROYDON AND PURLEY	90		(O D 15/-)
			60		(2-4-89)
PURLEY AND BRIGHTON Between South Croydon and Purley Oaks Delete Between Purley and Stoats Nest Jn. Delete			40		
			90		
			60	Slow to country end of Purley Station	
			60	Slow. Country end of station to South Croydon Station	(O D 15/-)

80

(22-4-89)

MISCELLANEOUS INSTRUCTIONS

ALTERATIONS AND ADDITIONS TO THE RULE BOOK

The following publications are currently being distributed from the Printers and will have an operative date of Saturday, 3 June, 1989.

1. Alterations and Additions No.1 (BR.87109/42) to the full Rule Book (BR.87109)
2. Alterations and Additions No.1 (BR.87110/4) to the Rule Book, Sections A, B & P (BR.87110).
3. Rule Book, Section A (BR.87110/1) will be completely reprinted, superseding the publication dated 4 June, 1988. This Rule Book is issued to employees who do not undertake duties on or near the line.

Employees who have not received a copy of the publication appropriate to them by 26 May should inform their Supervisor.

(O D 15/6/B)

(13-5-89) (10)

BEAL ST. SIGNING-ON-POINT LEICESTER

Major refurbishment work is being carried out at Beal St. Depot Leicester. Any train crews working in the vicinity are requested to be especially vigilant as contractors may be working adjacent to sidings. The work will continue until Friday, 18 August.

(FSM Leicester)

(21)

** COMMISSIONING OF YORK NEW SIGNAL BOX

Note : All the signal and platform numbers quoted in this instruction are the new ones detailed in Eastern Region Supplementary Signalling Notice No.150 with old ones quoted in brackets when appropriate.

1. From 00 01 hours Thursday 11 May until the commissioning of new signalling all the signals between the following limits between Copmanthorpe and Tollerton will be disconnected.

FROM

Down main Copmanthorpe Signal Y783

Down Leeds Copmanthorpe Signal Y781

Up fast Signal Y332 (formerly Skelton Signal S28) (at 5m. 23ch. north of York).

Up slow Skelton Bridge (See 2e) and York station.

TO

Down fast Tollerton Signal T29 (at 5 ¼ m.p.)

Down slow Tollerton Signal T31 (at 5 ¼ m.p.) via York Yards and into York Station.

Up main Signal Y784 (at approximately 185 ¾ m.p.).

Up Leeds Y782.

MISCELLANEOUS INSTRUCTIONS - continued

** COMMISSIONING OF YORK NEW SIGNAL BOX - continued

2. All points will be set and clipped for :-
- Down trains not terminating York to proceed over the down main line through York station, platform 5 and via down main/fast line to Tollerton.
 - Down passenger trains terminating York will be routed over the down Leeds line from Colton, and will be routed to platform 10 or 11 on departure from York as an up train they will be routed over the up Leeds line.
 - Down trains not requiring to call at York station may be routed over the down Leeds line from Colton and then from Holgate Junction signal 205 via the down slow line to signal T31.
 - Except during the night up trains from Signal Y332 via up fast/main to York station platform 3, and then via up main to Colton.
 - During the night up trains may be diverted from Skelton Bridge via the up slow line and York Yard South to Holgate Junction then via up Leeds line to Colton.

3. Trains will be hand signalled under the control of the signalmen in the York new box under Emergency Block Working conditions between handsignalmen positioned at the following signals :-

LINE	EMERGENCY BLOCK WORKING BETWEEN
Down main line	Signal Y783 and Signal Y207 (Holgate Jn.)
Down main/platform 5 line	Signal Y207 and Signal Y217 (platform 5)
Down main/fast line	Signal Y217 and Signal T29
Down Leeds/down slow line	Signal Y781 and Signal Y205 (Holgate Junction) Signal Y205 and platform 10 or 11 (to terminate) Signal Y205 and Signal T31
Up fast/main line	Signal Y332 (former S28) and Y304 (approach to York station).
Up main/platform 3 line	Signal Y304 and Y232 (platform 3)
Platform 3/up main line	Signal Y232 and Y784.
Up Leeds line	Signal Y216 (platform 11), Signal Y218 (platform 10) and Signal Y782.

The following only applies during the night :-

Up fast/slow line	Signal Y332 (former S28) and Signal Y246 (at York Yard South).
Up slow/up Leeds line	Signal Y246 and Signal Y782

MISCELLANEOUS INSTRUCTIONS - continued

** COMMISSIONING OF YORK NEW SIGNAL BOX - continued

4. The driver of each train will be issued with a written authority by the handsignalman located at the entrance to each Emergency Block Section authorising him to proceed in accordance with Rule Book, Section D to the signal detailed above ignoring all intermediate signal(s) in the section (but passing over all facing points at 15 M.P.H.). When the train arrives at the signal at the other end of the section the driver must (except at Signal T29, T31, Y784 or Y782) hand the written authority to the handsignalman and obtained another written authority to enter the next section.

At Signals T29 (down fast), T31 (down slow), Y784 (up main) or Y782 (up Leeds) where normal signalling is resumed (and at which special illuminated signal post identification plates will be provided) the driver must observe the aspect displayed at the signal and provided a proceed aspect is displayed need not stop. After passing the signal the written authority must be destroyed.

5. Up trains from Scarborough will be signalled normally to Signal Y272 (former Signal Y245) from where they will be handsignalled into platform 2. Down trains to Scarborough will be handsignalled from platform 2 to the down Scarborough line and then proceed under normal signalling from Signal S1.

(8)

CLASS 90 LOCOMOTIVE BATTERY ISOLATING SWITCH (B.I.S.)

Until modifications are implemented on the Class 90 locomotive fleet drivers are instructed to turn the B.I.S. to the ISOLATE position when -

- The locomotive is being stabled with pantograph lowered.
- The locomotive is being hauled 'dead' for diversions or isolation.

(T1/5/9)

(T8/10/3) (6-5-89)

** SIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS

With reference to Clause 4 of the item shown MED No. 2 (page 342) about Neutral Section marker signs, Drivers are reminded that these signs serve only as a reminder and finite approach technique will develop individually bearing in mind the class and speed of trains and class of locomotive/unit.

(509/T8/10/3) (053-2052) (22-4-89) (8)

THE ABC OF CURING BRAKE DRAG

APPLY DRIVERS BRAKE VALVE TO
THE EMERGENCY POSITION

BRAKE DISTRIBUTOR RELEASE
CORD TO BE PULLED

CHECK THAT BRAKE BLOCKS HAVE
RELEASED

DRIVERS BRAKE VALVE TO THE
RUNNING POSITION

EXASPERATED ?
TRY RIC, DIC, PULL AND KICK

RIC DIC PULL and KICK

RIC - Reservoir isolating cock to be operated

DIC - Distributor isolating cock to be operated

PULL - Pull the distributor release, cords

KICK - Kick the brake blocks to make sure they
have released

CARRIAGE WASHING MACHINES

TO ENSURE A GOOD EXTERIOR CLEAN, YOU
MUST ENSURE THE TRAIN MAINTAINS THE
CORRECT SPEED THROUGH ALL OF THE
CARRIAGE WASHER.

QUALITY COUNTS

Spare

British Rail
London Midland Region

ME**28**

WEEKLY OPERATING NOTICE

containing

TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES

Saturday, 30th September

to

Friday, 6th October, 1989

inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P9/4, Rail House, Crewe" by wire as follows:- "Nile Not ME", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

OPERATION CLEAN SWEEP

The Region has undertaken to remove all lineside scrap, redundant materials and household rubbish from the lineside within 12 months.

To achieve this demands the co-operation of all departments particularly Technical and Operating.

If in particular traincrews are aware of any location where materials are accessible to vandals then it may be possible to update the programme of removals, to take urgent action. If you know of such a situation, then perhaps, through your Area Manager you will advise me at the following address.

Room 802, Rail House, Crewe (05-32197)

— (9-9-89)

WARNING

ENERGISATION OF THE CONDUCTOR RAIL

AND ITS CONNECTIONS

IN NO'S 1, 4 AND 5 ROADS IN SELHURST DEPOT CLEANING SHED

It must be assumed that the conductor rail and its connections in Roads 1, 4 and 5 in Selhurst Depot cleaning shed are always alive, unless the Traction Current has been switched off in accordance with Electrified Lines Working Instructions 29, 31 or 32.

(Amended 29-4-89)

DRIVERS' REPORT FORM BR 2351

SIGNALLING FAILURE OR IRREGULARITY

Attention is drawn to the amendments to the Rule Book, Section C and the introduction of this form - see Section D of this notice. This form supersedes Form BR 29957 - Failure of Automatic Warning System (AWS) - Driver's Report Form, all copies of which should be destroyed.

(9-9-89)

RULE BOOK, SECTION U

AWS magnets in connection with Temporary and Emergency Speed Restrictions will now be used on both AWS and non-AWS fitted lines. Emergency Indicators are being progressively introduced on all lines and the attention of Drivers is specially drawn to the provisions of Clauses 6.2 and 8.2.2 of Section U of the Rule Book.

(O D 15/6/U/1) (14-1-89)



WARNING



A. C. ELECTRIFIED LINES

EAST COAST MAIN LINE ELECTRIFICATION YORK (COPMANTHORPE) - SKELTON BRIDGE JN. (OVERTON)

The overhead line equipment has been extended Northwards from York (Copmanthorpe) South face of overbridge No.9A to a point approximately 147 yards south of the 4 $\frac{1}{4}$ m.p. which is located North of Skelton Bridge Jn. Including Holgate Loop and Sidings, Down and Up Slow Lines through York Yard, Reception Lines 1 and 2, York Yard North Siding including Spur to B.R.E.L. and Platforms 1, 3, 4 (part), 5, 6, 7, 8, 9, 10 and 11 at York Station.

THE OVERHEAD LINE EQUIPMENT HAS NOW BEEN ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation are:-

From the existing electrified lines at the South Face of Overbridge No.9A on the main line at Copmanthorpe.

Structure No.E298/14 DOWN LEEDS, UP LEEDS, DOWN MAIN, UP MAIN

To a point APPROXIMATELY 147 YARDS South of the 4 $\frac{1}{4}$ m.p. which is located North of SKELTON BRIDGE JN.

Structure No.E310/02 DOWN SLOW, DOWN FAST, UP FAST, UP SLOW

THE WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (BR.29987) INCLUDING SECTION B (BR.29987/14) AND (BR.29987/15) AND ANY AMENDMENTS THERETO WILL APPLY.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

EASTERN REGION

SUNDAY, 1 OCTOBER-CHESTERFIELD

The Down Goods Loop will be abolished, together with the associated signalling.

(31)

SUNDAY, 1 OCTOBER-BETWEEN NEWARK CASTLE AND COLLINGHAM

Crankley Point L.C. (Miniature Red/Green Lights)

Between Newark Castle and Collingham a new crossing to be known as Crankley Point L.C. will be brought into use at 17m. 76ch. The level crossing will be provided with user worked gates and equipped with miniature Red/Green warning lights.

Telephones for public use will be provided communicating with Doncaster Signal Box.

Godfreys LC (User Worked Gates) at 18m.p.
Sewage Farm LC (User Gates with telephone) at 18m. 05chs.

Godfreys LC will be permanently closed and the gates secured out of use pending removal and fencing provided.

Sewage Farm LC will be permanently closed and the gates secured across the roadway pending removal and fencing provided.

Telephones to Doncaster Signal Box will be disconnected and removed.

(31)

SIGNALLING AND PERMANENT WAY ALTERATIONS-Continued

EASTERN REGION

SUNDAY 1 OCTOBER - ALDWARKE NORTH JN (MIDLAND)

The Engineers Siding on the Up side of the Up Main (formed out of the former Up Pontefract line) used in connection with the construction of the new single line towards Mexborough will be taken out of use pending removal. Ground position light signal No. SA14 controlling movements from the Engineers Siding will be taken out of use and removed.

The route from the Up Barrow Hill ground position light signal No. SA53, with indication 'C', to the Up Engineers Siding will be permanently disconnected.

In connection with the future remodelling of Aldwarke Jn, the former Up Engineers Siding/Up Pontefract line (south of the location of SA14 signal) will be slued and connected into the new facing lead in the Up Main south of Signal No. SA4, which will remain secured out of use pending future resignalling work.

The new Single line towards Mexborough has been disconnected from the Up Engineers Siding and slued to connect into the new trailing lead in the Up Main south of Signal No. SA4. These new trailing points will remain secured out of use pending future resignalling work.

(31)

SOUTHERN REGION

SUNDAY, 1 OCTOBER-SELHURST DEPOT

The hand points leading to the loco sidings will be replaced by spring points.

(R/1419)

(31)

DETAILS OF WORK ALREADY CARRIED OUT

EXCHANGE SIDINGS S.F.

Exchange Sidings S.F. has been abolished and all associated signals have been taken away.

The existing up Camp Hill line between Grand Junction and Exchange Sidings S.F. has been taken out of use and a portion of the adjacent former "up & down" Through Siding has been re-aligned to form a new up Camp Hill line, bi-directional between Grand Jn and St Andrews Jn. (See accompanying sketch).

The trap points at the Birmingham end of the former "up & down" Through Siding (provided 30.7.89) together with those opposite Exchange Sidings S.F. (provided 10.9.89) have been replaced by plain line.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS-Continued
DETAILS OF WORK ALREADY CARRIED OUT-Continued

EXCHANGE SIDINGS S.F.-Continued

The following signal alterations have been carried out:-

Position light shunting signal NS.131 situated at the Birmingham end of the former "up & down" Through Siding has been taken away.

The position light signal and associated stencil indicator on signal NS.133, situated on the up Derby line at Grand Jn, has been taken out of use and the signal now applies as follows:-

ASPECT	INDICATION	ROUTE SET
Main	-	Up Derby
Main	Position 1	Up Camp Hill

The position light signal and associated stencil indicator on signal NS.135, situated on the up Stour line at Grand Jn, have been taken out of use. A new position 4 junction route indicator has been provided and the signal now applies as follows:-

ASPECT	INDICATION	ROUTE SET
Main	-	Up Stour
Main	Position 4	Up Camp Hill

A new temporary 2-aspect (R/Y) main running signal (NS.94) has been provided on the up Camp Hill line, approximately 2 feet above rail level, opposite the former Exchange Sidings S.F. AWS track equipment and a telephone to New Street box has been provided at the signal.

The AWS track equipment situated 200 yards before reaching signal NS.138 on the down Derby line approaching Proof House Jn has been moved 100 yards nearer the signal.

A new 4-aspect (R/Y/G/Y) main running signal (NS.130) with position 1 junction route indicator and applicable to down trains has been provided on the up Camp Hill line approximately 120 yards on the Birmingham side of the former Exchange Sidings S.F. AWS track equipment and a telephone to New Street box have been provided and the signal now applies as follows:-

ASPECT	INDICATION	ROUTE SET
Main	-	Down Stour
Main	Position 1	Down Derby

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS-Continued
DETAILS OF WORK ALREADY CARRIED OUT-Continued

EXCHANGE SIDINGS S.F.-Continued

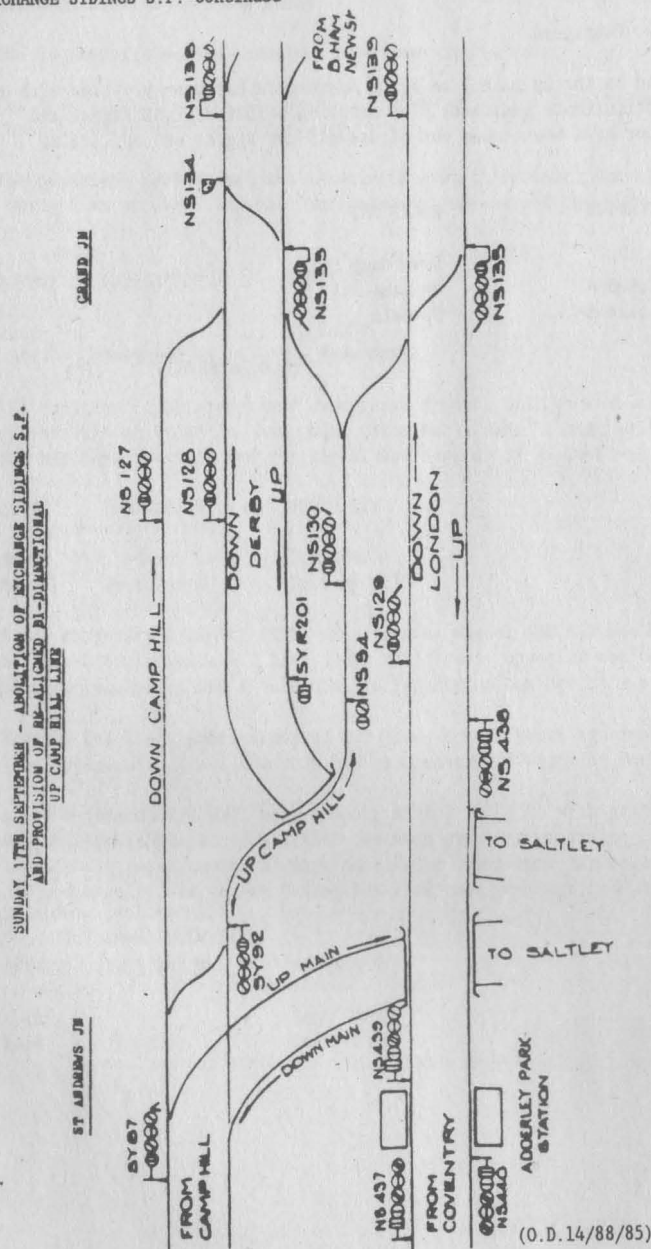
Signal SY.87 situated on the up main line at St Andrews Jn has been provided with an additional position 5 junction route indicator. The existing position light signal and associated stencil indicator have been taken out of use and the signal now applies as follows:-

ASPECT	INDICATION	ROUTE SET
Main	-	Down Camp Hill
Main	Position 4	Up Camp Hill
Main	Position 5	Up main

(O.D.14/88/85) (29)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EXCHANGE SIDINGS S.F. - Continued



SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued

NEWCASTLE STATION (WEST END)

The connection between the Up South and Down East lines at the west end of Newcastle station has been abolished, along with all associated signal routes. The present Ground Position Light signal No.167 has been abolished.

Ground Position Light signal No.167R at the west end of Platform 15 now becomes No.167 and is replated accordingly.

(30)

BETWEEN DURHAM AND AYCLIFFE

The Permanent Speed Restriction of 100 m.p.h. which applies on the Up line between 62 $\frac{1}{2}$ m.p. and 59 $\frac{3}{4}$ m.p. has been reduced in length to apply between 62 $\frac{1}{2}$ m.p. and 60m. 44chs.

A Permanent Speed Restriction of 120 m.p.h. has been imposed on the Up line and now applies between 60m. 44chs. and 56m. 15chs. (See Section 'D').

(29)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(29)

*** DARNALL WEST

All signalling relating to the up main controlled by Darnall West S.B. has been abolished. In the up direction only the Absolute Block section is from Woodburn Jn. S.B. to Woodhouse Jn. S.B.

(28)

*** BETWEEN MICKLEFIELD JN. AND CHURCH FENTON

The P.S.R. of 80 m.p.h. which applies on the down line between 12 m.p. and 11m. 12chs. has been removed.

The P.S.R. of 70 m.p.h. which applies on the down line between 11m. 12chs. and 10m. 59chs. has been raised to 80 m.p.h. (See Section D).

(28)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

| New Item

*** Item will not be published in future notices. All concerned to take suitable note.

RULE BOOK (BR 87109)

SECTION C

PAGE C15

CLAUSE 6.7 SIGNAL NOT SHOWN OR IMPERFECTLY SHOWN

DELETE Clause 6.7.1 and substitute:-

- 6.7.1 The Driver must consider a stop signal to be at Danger and a distant signal at Caution in the following circumstances:-
- (a) the absence of a signal where one should be shown
 - (b) a colour light signal where there is doubt as to which aspect applies
 - (c) a semaphore signal imperfectly shown
 - (d) a white light shown where there should be a red, yellow or green light

DELETE Clause 6.7.3

ADD new Clause 6.8:-

- 6.8 SIGNAL FAILURES OR IRREGULARITIES TO BE REPORTED
- 6.8.1 The Driver must immediately inform the Signalman, stopping specially if necessary, if he becomes aware of a failure or irregularity in the working of signals or an irregular aspect sequence. This also applies if a signal is not shown or is imperfectly shown, etc, as described in clause 6.7 but if it is a position light, subsidiary or shunting signal applicable to another line, the Driver need not stop specially, but he must report it at the first convenient opportunity.
- 6.8.2 Before leaving duty, the Driver must complete and hand in Form BR 2351 (see specimen on page C.15) showing the full details of the failure or irregularity.

(O.D.15/6/C)

(9-9-89)

THE ABC OF CURING BRAKE DRAG

APPLY DRIVERS BRAKE VALVE TO
THE EMERGENCY POSITION

BRAKE DISTRIBUTOR RELEASE
CORD TO BE PULLED

CHECK THAT BRAKE BLOCKS HAVE
RELEASED

DRIVERS BRAKE VALVE TO THE
RUNNING POSITION

EXASPERATED ?
TRY RIC, DIC, PULL AND KICK

RIC DIC PULL and KICK

RIC - Reservoir isolating cock to be operated

DIC - Distributor isolating cock to be operated

PULL - Pull the distributor release cords

KICK - Kick the brake blocks to make sure they
have released

British Rail
London Midland Region

ME**36****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

Saturday, 25th November

to

Friday, 1st December, 1989

inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P9/4, Rail House, Crewe" by wire as follows:- "Nile Not ME ", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

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and not for Publication

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
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SOUTHERN REGION-continued

BLACKFRIARS TO WINDMILL BRIDGE JN. (VIA STREATHAM COMMON)

Sunday, 26 November

S48 Blackfriars and Loughborough Jn.	Down & up fast BLOCKED	08 00 to 16 30. Track work. Current switched off at Southwark CB's L.213,214, Loughborough Jn. CB's L.213,214.
S49 Herne Hill and Shortlands Jn./Tulse Hill	Down & up BLOCKED	00 50 to 06 00. Track work, 3m. 66ch. and 9m. 40ch./4m. 24ch. Current switched off at West Dulwich CB's L.205,206,217,218, Sydenham Hill CB's L.217,218,219,220, Penge CB's L.219,220,221,222, New Beckenham CB's L.221,222,223,224, Shortlands CB's L.223,224. H/S 18,21,22,23,6701,6075. (6076,6699,1926,1927,5021 NO). Beckenham Spur NOT available to electric traffic.

TULSE HILL TO NORWOOD JN. (VIA CRYSTAL PALACE)

Tuesday, 28 to Friday, 1 December

S50 West Norwood Jn. and Bromley Jn./Sydenham/Birkbeck	All BLOCKED	01 00 to 04 50. Track work, 6m. 60ch. and 9m. 40ch./6m. 40ch./10m. 8ch. Current switched off at Crystal Palace CB's S.108,109,110,111,112,113, Birkbeck CB's S.114,115, Penge CB's S.112,113, Norwood CB's S.30,110,111,114,115, H/S 142,6547,6548, (140,6549,6550 NO).
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SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

MONDAY 20 NOVEMBER TO SUNDAY 26 NOVEMBER - FIVE WAYS

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet will be provided on the up line for the 30 mph permanent speed restriction commencing at 43m. 40ch. (approaching Five Ways).

(O D 14/GEN/4) (39)

MONDAY 20 NOVEMBER TO SUNDAY 26 NOVEMBER - BETWEEN WASHWOOD HEATH AND LANDOR STREET

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet will be provided on the down main line 1,540 yards before reaching the 40 mph permanent speed restriction which commences at 40m. 20ch.

(O D 14/GEN/4) (39)

EASTERN REGION

SUNDAY 26 NOVEMBER - MOORTHORPE

Ground Position Light Signal No. 15, located between the Up Main and Frickley Colliery line, will be repositioned 3 yards further South.

(39)

SUNDAY 26 NOVEMBER - NEVILLE HILL WEST

A new crossover will be installed between the Up Local line and the Reception Sidings Neck, at 18m. 75chs. (on the York side of L.779 Ground Position Light signal). This will allow trains to depart from the Reception Sidings, via L.779 signal, to the Up Goods, Up Main or Shunt Neck. It will also provide access from the Down Goods Loop, Down Main and Up Goods Loop into the Reception Sidings.

Additional signalled routes into the Reception Sidings will be provided on the following signals, which will display a position light aspect with 'R' stencil route indication:-

Down Goods Loop signal L.772 (route via Down Main)

Down Main signal L.773

Up Goods Loop (Down direction) Ground Position Light signal L.775

Shunt Neck Ground Position Light signal L.777.

(39)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

WESTERN REGION

FROM 23 20 SATURDAY, 25 UNTIL 16 00 SUNDAY, 26 NOVEMBER OR UNTIL COMPLETION -
CHURCHDOWN G.F.

The facing and trailing groundframe operated connections in the up line at Churchdown will be recovered and replaced with plain line. (See Section D).

(39)

FROM 19 00 UNTIL 07.00 DAILY, MONDAY, 27 NOVEMBER UNTIL FURTHER NOTICE - HEREFORD

In connection with station work, Platform 3 will be subject to a reduction in length. Drivers must bring their trains to a stand at the temporary 'Stop' board provided.

(39)

DETAILS OF WORK ALREADY CARRIED OUT

LEICESTER HUMBERSTONE ROAD

Sidings No's. 5 - 20 inclusive have been clipped out of use pending removal.

(NEW ITEM) (O D 14/73/291) (39)

CRICKLEWOOD DOWN SIDINGS

Sidings 12 to 21 have been secured out of use pending recovery.

(NEW ITEM) (O D 14/88/150) (39)

LEIGH

The down starting signal has been reduced in height by 11 feet.

(O D 14/-) (38)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

** WIRKSWORTH BRANCH

The Wirksworth G.F. (at Gorse Bank) and its associated catch points have been secured out of use and facing points secured for movements towards Wirksworth station.

The Wirksworth incline G.F. and its associated catch points and signal have been secured out of use.

The key token instrument at Wirksworth station has been taken away.

The Wirksworth branch has been converted to "One Train Working" with staff with the single line ending and commencing at Wirksworth station G.F. at 141 mile 21 chains (as at present) and from Wirksworth station G.F. to Tarmac private sidings the lines must now be treated as sidings. The "staff" will be obtained from and returned to the key token instrument at Duffield station.

The up siding line from Wirksworth station to Gorse Bank has been secured out of use.

The trailing crossover from the down siding line, opposite the former weighbridge, to the up siding line has been secured out of use.

From the down siding line, opposite the former weighbridge, a handworked facing connection leads to Wirksworth reception sidings and numbering from the platform line the sidings now read Reception No's 1, 2 and 3 with No.3 reception siding leading to the cripple siding with handworked connections at both ends of the three reception sidings to provide "run round" facilities.

The approach to Wirksworth station platform line is protected by a locked wheel scotch and just beyond the platform the line is provided with a stop block.

A hand worked connection leads from No.3 reception siding to the incline line and the present siding connections off the incline line remain unaffected.

All other siding connections have been secured out of use.

(O D 14/85/103) (36)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

ANGLIA REGION

BARKING STATION

In connection with work on the station footbridge. Platform 1 has been shortened by 50 yards from the buffer stops. The temporary stopping point has been suitably marked with a red flag and red lamp.

(38)

EASTERN REGION

NEWCASTLE STATION (NEW ISLAND PLATFORM)

Signalled routes to/from the south face of the new Island Platform (Platform 16) have been brought into use.

New signals have been provided as follows :-

Main aspect signal No. N 143 at the west end of Platform 16 reading to Signal No. N 175 (Up East line).

Elevated Position Light Signal No. N 158, mounted at the east end of Platform 16 reading to existing Position Light Signal No. N 114 (at the scissors crossover at Newcastle East Jn).

The new Provincial Siding to the south of Platform 16 has been brought into use, with a Position Light Shunt Signal No. N 138 towards the east end of the siding reading to Position Light Signal No. N 114.

The route indications reading to Platform 16 from either direction now display indication 'Y'.

The route indications reading to the Provincial Siding from the east end now display indication 'Z'.

(38)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued

NEWCASTLE STATION (WEST END)

The Paradise Branch has been slued to a new alignment and signal No. 294 has been repositioned accordingly with the same applications.

The connection between the Paradise Branch and West End Bay Platforms 11, 12, 13 and 14 has been taken out of use until further notice.

Access between the Down South line and Platforms 11, 12, 13 and 14 has been restored and Starting Signal Nos. 185, 187, 189 and 193 have been moved nearer to the buffer stops and the revised distances between the signals and buffer stops are as follows :-

PLATFORM	STARTING SIGNAL	DISTANCE
11	N 185	350 feet
12	N 187	360 feet
13	N 189	330 feet
14	N 193	340 feet

(38)

NEVILLE HILL

The facing connection between the Down Main line and the Up Local/Departure Sidings has been repositioned approximately 20 yards nearer to Leeds.

Up Local/Departure Sidings Ground Position Light Signal No. 779 has also been repositioned 20 yards nearer to Leeds.

(38)

NEWCASTLE STATION (EAST END)

Platform 6 and all associated signalling has been abolished.

(38)

BETWEEN PONTEFRAC T BAGHILL AND FERRYBRIDGE

A reflectorised Speed Restriction Warning Indicator has been provided between Pontefract Baghill and Ferrybridge on the Down line at 2m. 77chs., giving warning of the permanent speed restriction of 45 m.p.h. at 2m. 05chs.

The distance between the Warning Indicator and the commencement of the 45 m.p.h. speed restriction is 1,584 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(38)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued

BETWEEN MILFORD AND FERRYBRIDGE

A reflectorised Speed Restriction Warning Indicator has been provided between Milford and Ferrybridge on the Up line at 0m. 42chs., giving warning of the permanent speed restriction of 30 m.p.h. at 1m. 18chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,232 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(38)

THIRSK

The facing connection from the Down Slow line to the Down Fast line at approximately 23 $\frac{1}{2}$ m.p. has been taken out of use pending removal and the associated junction indicator on TK4 signal has been removed.

(37)

** BETWEEN CONNINGTON SOUTH AND FLETTON JN

Up Main Automatic signal No.P402 at 71m. 25chs. has been redesignated as a controlled signal and replated accordingly.

Down Main Automatic signal No.P399 at 70m. 55chs. has been redesignated as a controlled signal and replated accordingly.

(36)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION-continued

** SNELLAND L.C. (AT 32M. 15CHS.)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The Signal Box and all associated signals have been abolished.

The new Absolute Block Section is between Wickenby and Langworth.

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X40 m.p.h. speed restriction warning boards have been provided as follows :-

On the Down Main line applying to the Up (wrong) direction approach, 979 yards before reaching the crossing.

On the Up Main line applying to the Down (wrong) direction approach, 763 yards before reaching the crossing.

The crossing is monitored by Wickenby Signal Box and telephone communication with that Signal Box is provided.

(36)

** THIRSK

The facing connection from the Up Slow line to the Up Fast line at approximately 21 $\frac{1}{2}$ m.p. has been taken out of use pending removal. The associated junction indicator on TK 38 signal has been removed.

(36)

LEEDS WEST JN. - (402 POINTS) AT 20M. 67CHS.

This connection between 'D' line and the lines leading to platforms 5 to 8 have been secured out of use.

(UFN)

PETERBOROUGH (FLETTON JN)

The existing Up Fast to Down Fast facing connection at Fletton Jn has been removed and replaced by a new facing connection at 75m. 05chs. approximately 55 yards further south in the same form.

Pending realignment of overhead line equipment, the new facing connection has not been available for Electric train movements between the Up and Down Fast lines.

(UFN)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

WESTERN REGION

WEST EALING

The facing connection in the down relief at approximately 6m. 54ch., previously secured out of use, has been recovered and replaced with plain line.

CHURCH DOWN GF

The facing and trailing groundframe operated connection in the down line at Churchdown has been recovered and replaced with plain line.

(38)

TAPLOW

Signal UR 23 on the Up Relief has been repositioned approximately 12 yards nearer to London, with no alteration to shape or meaning.

(37)

*** OXFORD

The following signals have had their routes to the Down Goods disconnected: OX15, OX67, OX87 and OX107, whilst OX74 and OX158 and will be maintained at danger.

(36)

** OLD OAK COMMON

The tamper refuge at the end of the engineers siding has been taken out of use. The engine spur at the end of the down avoiding line has also been taken out of use. Ground position light 00 555 has been recovered and signal 00 218 and ground position light 00 482 now routes only to the down main.

(36)

SOUTHERN REGION

CROFTON PARK

Signal VS 465, located at the Country end of the Down platform, has been moved approximately 6 yards towards Catford.

(R/2028/16) (38)

GENERAL INSTRUCTIONS AND NOTICES

| New Item

*** Item will not be published in future notices. All concerned to take suitable note.

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES BR.29987

PAGE A37 - TELEPHONE NUMBERS ETC. FOR ELECTRICAL CONTROL ROOMS

Cathcart Electrical Control Room - AMEND E.T.D. Telephone Numbers to:-

04	-	53989,	04	-	53990
041	-	6399,	044	-	2214
04	-	52233 *			

* - for emergencies only.

(O.D.15/31/95)

(21-10-89)

SIGNALMEN'S GENERAL INSTRUCTIONS (BR.30062)

PAGE 46 - HOT AXLE BOX DETECTORS

DELETE first sentence and SUBSTITUTE:-

If the alarm operates, the Signalman must stop the train concerned unless he is satisfied that it has been operated by a Class 101-128 train or a steam locomotive in steam.

(O D 15/64/409)

(25-11-89)

GENERAL APPENDIX TO WORKING TIMETABLES AND BOOKS OF
RULES AND REGULATIONS, DATED 6 JUNE 1981 (BR.29944)

SECTION 1 - GENERAL OPERATING INSTRUCTIONS

PAGE 1.23

HOT AXLE BOX DETECTORS

DELETE the note at the beginning of these instructions and SUBSTITUTE:-

These instructions do not apply to Class 101-128 trains or steam locomotives in steam.

(O D 15/64/409)

(25-11-89)

SECTION D

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 4

LOCAL INSTRUCTIONS - continued

ST. PANCRAS TO CHESTERFIELD (BRANCHES)

PAGE D93 (MED NO.29 Page 146)

DELETE heading BETWEEN KINGS CROSS THAMESLINK AND KENTISH TOWN and all particulars.

(7-10-89)

PAGE D98 WIRKSWORTH BRANCH

DELETE heading and all particulars and SUBSTITUTUE : -

WIRKSWORTH BRANCH

DUFFIELD

The train staff when not in use is locked in a staff instrument located on Duffield station, Wirksworth branch.

The Driver of a train requiring to proceed on to the single line must obtain the staff from the instrument and upon returning to Duffield must replace the staff in the instrument and so advise the signalman at Derby box.

If there is a failure of the apparatus the Driver must act in accordance with the Signalman's instructions.

WIRKSWORTH INCLINE

Unfitted trains must not be worked over the incline. Vehicles on which the automatic brake is not operative must not be worked up the incline. Except as shown below, vehicles on which the automatic brake is not operative must not be worked down the incline.

Trains of empty wagons must be propelled up the incline and placed on the exchange siding. The Guard must apply sufficient handbrakes on the wagons to hold them after which the locomotive must be uncoupled, placed on the departure siding and secured by means of the hand brake and automatic brake.

Tarmac staff must not place wagons on the departure siding unless a B.R. locomotive is in position and secured on this siding. The Tarmac locomotive will place the loaded wagons against the B.R. locomotive to which they must immediately be coupled the automatic brake connected and applied. The Tarmac locomotive must not be detached until this has been done.

Before authorising a movement from the incline, the Guard must ensure that the automatic brake is operative on all vehicles and, except as shown below, no wagons have been left up the incline.

Speed must not exceed 5 MPH when descending the incline.

SECTION D

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 4

LOCAL INSTRUCTIONS - continued

WIRKSWORTH BRANCH - continued

WORKING WAGONS AND DEFECTIVE BRAKES DOWN THE INCLINE.

Should a vehicle or vehicle(s) be found to have defective brakes, a maximum of three such vehicles may be worked down the incline in a loaded train provided that the automatic brake is operative on all the other vehicles. Should more than three vehicles have defective brakes, they must be left on the exchange siding and after working the loaded train down the incline, the locomotive must immediately return for the defective wagons which must be worked down the incline not more than three at any one time. Before defective wagons are left in the exchange sidings, the handbrakes on one side of each vehicle must be pinned down, where possible, the Guard must place a sprag securely in the wheel of the first and third vehicle at the lower end.

(2-11-89)

PAGE D102 (MED No.29 Page 147)

BETWEEN RECTORY JN. AND COTGRAVE COLLIERY

AMEND sub-heading to read:-

Failure of telephone or track circuits

AMEND first sentence to read:-

If the telephone fails between Rectory Jn. signal box and Cotgreave Colliery or a track circuit failure occurs on the branch, it will not be necessary to institute Working by Pilotman.

(16-10-89)