

R.R. 29684

BRITISH RAILWAYS (WESTERN REGION)

THE STANDARD REGULATIONS FOR BLOCK WORKING ARE SHOWN IN THE BOOK OF REGULATIONS FOR TRAIN SIGNALLING
ON DOUBLE AND SINGLE LINES

Additional Instructions for South Signal Box, Barmouth Station

Regulation 4.

The Clearing Point for Up Trains is the Up Starting signal.

Regulation 4A.

The Up Distant signal for Barmouth North Signal Box being permanently fixed at Caution, this Regulation will not apply to the acceptance of Up trains.

Regulation 5.

The "Warning" signal may be sent as under:—

To Barmouth North for Passenger trains and light engines; also for Freight trains provided there is not a train conveying Passengers to the rear of the Clearing Point.

To Barmouth Junction provided there is not a train conveying passengers to the rear of the Down Main Inner Home Signal.

Rule 96.

During Fog or Falling Snow or after sunset Down Trains must not be admitted to the Up Bay Platform Line whilst it is occupied by another train or vehicles.

Whenever it is necessary during daylight for a Down train or light engine to enter the Bay Line whilst it is occupied by another train or vehicles, the Down train or engine must first be brought to a stand at the Down Home Signal, and a competent Operating Department man who knows the position of the rear most vehicle on the Bay Line appointed to pilot the train forward.

The Signaller must not lower the Down Main to Bay Line Home Signal to allow the train to draw forward cautiously to the rear of the train or vehicles in advance until he has satisfied himself that the Operating Department man is on the engine.

Rule 99.

The normal position of the Level Crossing Gates is across the Railway.

DETACHING VEHICLE OR VEHICLES ON UP OR DOWN PLATFORM LINES

Before detaching a vehicle or vehicles on either the Up or Down Platform Lines, the person in charge must advise the Signaller at Barmouth South and Barmouth North Signal Boxes. The Signaller at the box in the rear must in addition to placing the signals at Danger to protect the vehicle or vehicles, place lever collars on the signal levers affected. The Signaller at the box in advance must be careful not to give the "Train Out of Section" signal to the box in the rear until he is satisfied that the line so occupied has been cleared and that no vehicle is standing thereon.

ADMITTANCE OF SECOND PASSENGER TRAIN OR SHUNTING ENGINE TO UP OR DOWN PLATFORM LINES ALREADY OCCUPIED

The first train admitted must be allowed to enter the section in accordance with Standard Block Regulations. The second passenger train or shunting engine with or without vehicles attached must be accepted under Regulation 5 and be brought to a stand at the Home Signal. Just before the train or shunting engine has come to a stand the Signaller at the box in rear must send to the box in advance a Special Bell Signal (2—4—2) indicating "May Train Enter Section already Occupied" and advise the Signaller at the box in advance the description of the second train or engine that is entering the section. When the Signaller at the box in advance has acknowledged the Special Bell Signal by repetition the Signaller at the box in the rear must lower his Home Signal to allow the train to draw forward to the signal controlling the entrance to the section ahead where the train must again be brought to a stand. The Signaller at the rear must then lower his "Calling On" signal for the platform line required to allow the train to draw forward cautiously to the rear of the train in advance.

During fog or falling snow or whenever the Driver of a following train is unable to obtain a good view of the rear of the train at the platform, the following train must be accompanied from the "Calling On" signal by a competent Operating Department man who knows the position of the train at the platform. The Signaller at the box in the rear must not lower the "Calling On" signal until he has satisfied himself that the Operating Department man is on the engine.

Should it be necessary to bring a train to the rear of a train which has been backed into the Down Platform Line from the North End or the Up Platform Line from the South End in accordance with the provisions of Double Line Block Regulation 13, this must not be done until the Signaller at each end has been advised by the person-in-charge of the platform that the backing movement has come to a stand.

The Signaller at the box in advance before he gives "Train Out of Section" must be satisfied that no train, engine or vehicle has been left in the section. Should both trains be disposed of at the box in rear and the Shunter conducting operations has advised the Signaller that the line is clear, the "Cancelling" signal must be sent to the box in advance.

**WORKING OF LIGHT ENGINES, ENGINES AND VEHICLES AND EMPTY COACHING STOCK TRAINS IN
THE WRONG DIRECTION**

Light engines, engine and vehicles and empty coaching stock trains may be drawn or propelled in the Wrong Direction between Barmouth North and Barmouth South Signal Boxes when no other course is practicable, in accordance with the following instructions:—

The Signalman who finds it necessary to send an engine, engine and vehicles, or empty coaching stock trains in the wrong direction must, if the line is not already occupied, send to the other signal box concerned the proper one of the following Bell signals, preceded by the "Call Attention" signal:—

"May Engine, Engine and Vehicles or Empty Coaching Stock Trains run down Up Line" 7 beats, thus: 1—6.

"May Engine, Engine and Vehicles or Empty Coaching Stock Trains run up Down Line" 6 beats, thus: 4—2.

If permission can be given the Bell signal must be acknowledged by repetition and in addition the reply "Yes, Engine, Engine and Vehicles or Empty Coaching Stock Train may come" must be sent on the telephone. If permission cannot be given the Bell signal must not be acknowledged but the reply "No" must be given on the telephone.

If permission is obtained the Block Indicator for the line affected must be placed at "Train on Line" and must remain in that position until the words "Train arrived" are received on the telephone from the Signalman who has given permission for the movement in the wrong direction.

Permission must never be given for an Engine, Engine and Vehicles, or an Empty Coaching Stock Train to run in the wrong direction if the Signalman who is asked to give such authority has given permission for a train to approach on the same line of rails from the signal box in the rear by giving "Line Clear."

Permission may, however, be given for a movement in the wrong direction over the Down Line after a Down train has been accepted from Barmouth Junction under the "Warning" arrangement provided Points No. 9 are set for Up Line.

DOWN TRAINS

On receipt of the "Train Approaching" signal 1—2—1 from Barmouth Junction the Barmouth South Signalman must place the Crossing Gates across the road and, if the circumstances permit, lower the Down Home Signal for the approaching train.

WORKING DURING FOG OR FALLING SNOW

Before the Arrival of Fogsignalmen.

"Line Clear" may be given for Down trains provided "Train out of Section" has been received for the previous train and two detonators have been placed on the line opposite the signal box.

"Line Clear" may be given for Up trains provided the line is clear to the Clearing Point and two detonators have been placed on the line opposite the signal box.

.....1959

LK/1338

.....
District Traffic Superintendent.