

(British Railways (Western Region))
GREAT WESTERN AND LONDON, MIDLAND & SCOTTISH JOINT RAILWAYS.

SHREWSBURY STATION.

Instructions for Signalling Trains and Engines on all Lines

BETWEEN

CREWE JUNCTION, CENTRAL and SEVERN BRIDGE JUNCTION BOXES, and on the THROUGH SHROPSHIRE SIDING between SEVERN BRIDGE JUNCTION and ABBEY FOREGATE BOXES.

The lines between these Boxes are worked on the Permissive System, as follows:—
THE UP MAIN, UP PLATFORM, UP AND DOWN, DOWN MAIN, AND DOWN PLATFORM LINES WITH TELL-TALE INSTRUMENTS.
THE BACK LINE, AND THROUGH SHROPSHIRE SIDING WITH BELL ONLY.

isolation for train signaling

1.—The Standard Regulations, for working by Block Telegraph as shown in the G.W. General Appendix to the Book of Rules and Regulations will apply, with the modifications and additions herein shown.

2.—Trains stopping at the Passenger Station may be accepted under "Line Clear" at the following Signal Boxes provided the Line is clear to the positions shown and the Points are set in the direction thereof, also provided that Trains or Shunts have not been accepted to cross the Line upon which the Train signalled is approaching:—

Signal Box.	Line.	Clearing Point.
Crewe Junction	Down Crewe Line	Up Home Signal.
	Down Crewe Line	Up Home Signal.
Severn Bridge Junction	Up Main Line	Starting Signal in the direction of Wellington, or Starting Signal in the direction of Hereford.
	Up Platform Line	Starting Signal in the direction of Wellington, or the Starting Signal in the direction of Hereford.
Severn Bridge Junction	Up and Down Line	Abbey Foregate Home Signal in the direction of Wellington or the Starting Signal in the direction of Hereford.

3.— Additional Bell Signals.

	Beats on Bell.	How to be given.
Passenger Shunting Engine with odd Vehicles in right direction going through Section	4	1-3
Train setting Back in wrong direction	8	2-3-3
Train set Back in wrong direction removed, and Line now clear	7	2-5
Train set Back in wrong direction now come to a stand	10	3-3-4
Train set Back in wrong direction cleared at the Box in the rear	7	5-2
Shunting into Forward Section	8	3-2-2
Corrected Shunt with Train	8	consecutive
Train last signalled incorrectly described	8	5-3

- * This Signal must be preceded by the "Call Attention" Signal.
- 4.—Under the Permissive System, more than one Train or Engine may be allowed in a Section at the same time, but a Passenger Train must not be allowed to enter a Section occupied by a Goods Train, nor must a Goods Train be allowed to enter a Section occupied by a Passenger Train.
- 5.—If the Section ahead is not clear the prescribed distance when the "Is Line Clear?" Signal is received, the Block Indicator must be placed at "Train on Line" and the Signal acknowledged by one beat on the Bell, and the "Train Entering Section" Signal must also be acknowledged by one beat on the Bell.
- 6.—When a Train or Engine is already in the Section and another Train or Engine is required to be sent forward on the same line, the Signalman must send the "Is Line Clear?" Signal to the Box in advance, and the Signalman there will reply by one beat on the Bell, and upon this reply being received, the second Train or Engine may be allowed to enter the Section. It will not be necessary to send the "Call Attention" Signal before the "Is Line Clear?" Signal in such cases. Before the Train or Engine is allowed to pass, the "Train Entering Section" Signal must be sent; the Signalman receiving this signal will acknowledge it by one beat on the Bell and will move the Disc forward one number.
- 7.—As each Train or Engine (except the last one) leaves the section, the "Train out of Section" signal (2-1), must be sent to the Box in rear, the Block Indicator remaining at "Train on Line," and the Disc must be moved back one number, so that the actual number of Trains in the Section may be shown. The signalman at the Box in the rear will acknowledge the Signal (2-1) by one beat on the Bell. When the last Train leaves the Section, the Signal (2-1) must be sent, and the Disc and Indicator placed in the normal position, which the Signalman in the rear will acknowledge by one beat on the Bell.
- 8.—It will not be necessary to "Block Back" for shunting operations inside the Home Signal; but if, when the "Is Line Clear?" Signal is received, the Line on which the Train or Engine will travel is occupied by shunting, the Signalman must place the Block Indicator at the Box in the rear at "Train on Line" and acknowledge the "Is Line Clear?" Signal by one beat on the Bell, but the Disc must not be moved forward one number for the Train so acknowledged.

15.—When Engines which are required at the rear of Trains standing in the Station for the purpose of attaching or detaching vehicles have to return to the Box in the rear, the engine must be dealt with as per clause 14, but when the engine is going in the same direction as the Train, it must be dealt with as per clause 6. When a number of Shunts are being made in rear of a Train each one must not be signalled, but permission obtained for the first Shunt must remain in operation until the whole of the work is completed.

16.—When Trains are drawn from the Carriage Sidings into the Station, the Engine backing on to the Train must be signalled and accepted, as per clause 6, and the Engine drawing the Train in must be dealt with in like manner if returning to Severn Bridge Junction. The same course must be adopted when Engines which have drawn Trains into the Station from Coton Hill or Crewe Bank follow the Trains cut on the same Line to Crewe Junction.

CENTRAL BOX.

17.—Goods Trains must not be accepted when a Passenger Train is standing on the Down Platform Line, or Down Main Line, unless the points for either of the Lines named can be set so as to protect the Passenger Train.

SEVERN BRIDGE JUNCTION.

18.—A Train, Light Engine, or Engine and Vehicles must not be allowed to cross the Up Platform Line when a Passenger Train is signalled on that Line, until the Passenger Train has been brought to a stand at the Home Signal.

CENTRAL BOX TO SEVERN BRIDGE JUNCTION.

- 19.— Additional Bell Signals.
- | | Beats on Bell. | How to be given. |
|---|----------------|------------------|
| A Release points for Engine from No. 1 Bay to No. 2 Bay | 7 | 4-3 |
| B Release points for Engine from No. 2 Bay to No. 1 Bay | 9 | 5-4 |
| C Re-lock points | 8 | 4-2-2 |
- To be sent on the Bay Line Bell when an Engine is required to be removed from the Line upon which it is standing, and to leave the Bay on the adjoining Line.
- (a) To be sent when the points have been placed in their normal position.
- (b) The Signalman in Severn Bridge Junction Box must at once re-lock the points, and when he has done so he must repeat the Bell Signal (4-2-2).

SEVERN BRIDGE JUNCTION TO CENTRAL BOX.

- 20.— Additional Bell Signals.
- | | Beats on Bell. | How to be given. |
|--|----------------|------------------|
| D Points re-locked | 8 | 4-2-2 |
| E Engine or Engine and Wagons, Shropshire Siding to S.U. Yard | 3 | 1-2 |
| F Engine or Engine and Vehicles to Horse Landing | 9 | 3-2-1 |
| G Engine or Engine and Vehicles required to be set back on to "Back Line" for Shunting purposes | 7 | 2-2-3 |
| H Engine or Engine and Vehicles set back on to "Back Line" for Shunting purposes, have come to a stand | 7 | 3-2-2 |
| I Engine or Engine and Vehicles set back on to "Back Line" for Shunting purposes, now removed | 8 | 2-4-2 |
- To be sent on the Bay Line Bell when the points in Nos. 1 and 2 Bays have been re-locked in response to Signal from Central Box to do so.

in accordance with Standard Book Regulation 81

Light

Practicable, where it cannot be set so as to protect the Passenger Train, as far as possible, the points must be set so as to protect the Passenger Train.

Signal	Beats	Meaning
Down Platform Junction	Up Main Line	Station Signal in the direction of Starting
Up Platform Junction	Up Platform Line	Signal in the direction of Hereford
Severn Bridge Junction	Up and Down Line	Abbey Foregate Home Signal in the direction of Hereford or the Starting Signal in the direction of Hereford

Additional Bell Signals.		
	Beats on Bell	How to be given
Passenger Shunting Engine with all Vehicles in right direction going through Section	4	1-3
Train setting Back in wrong direction	8	2-3-3
Train set Back in wrong direction removed, and Line now clear	7	2-5
Train set Back in wrong direction now come to a stand	10	3-3-4
Train set Back in wrong direction cleared at the Box in the rear	7	5-2
Shunting into Forward Section	8	3-3
Shunting into Back Section	8	3-3
Train last signalled incorrectly described	8	5-3

* This Signal must be preceded by the "Call Attention" Signal.

4.—Under the Permissive System, more than one Train or Engine may be allowed in a Section at the same time, but a Passenger Train must not be allowed to enter a Section occupied by a Goods Train, nor must a Goods Train be allowed to enter a Section occupied by a Passenger Train.

5.—If the Section ahead is not clear the prescribed distance when the "Is Line Clear?" Signal is received, the Block Indicator must be placed at "Train on Line" and the Signal acknowledged by one beat on the Bell, and the "Train Entering Section" Signal must also be acknowledged by one beat on the Bell.

6.—When a Train or Engine is already in the Section and another Train or Engine is required to be sent forward on the same line, the Signalman must send the "Is Line Clear?" Signal to the Box in advance, and the Signalman there will reply by one beat on the Bell, and upon this reply being received, the second Train or Engine may be allowed to enter the Section. It will not be necessary to send the "Call Attention" Signal before the "Is Line Clear?" Signal in such cases. Before the Train or Engine is allowed to pass, the "Train Entering Section" Signal must be sent; the Signalman receiving this signal will acknowledge it by one beat on the Bell and will move the Disc forward one number.

7.—As each Train or Engine (except the last one) leaves the section, the "Train out of Section" signal (2-1), must be sent to the Box in rear, the Block Indicator remaining at "Train on Line," and the Disc must be moved back one number, so that the actual number of Trains in the Section may be shewn. The signalman at the Box in the rear will acknowledge the Signal (2-1) by one beat on the bell. When the last Train leaves the Section, the Signal (2-1) must be sent, and the Disc and Indicator placed in the normal position, which the Signalman in the rear will acknowledge by one beat on the Bell.

8.—It will not be necessary to "Block Back" for shunting operations inside the Home Signal; but if, when the "Is Line Clear?" Signal is received, the Line on which the Train or Engine will travel is occupied by shunting, the Signalman must place the Block Indicator to the Box in the rear at "Train on Line," and acknowledge the "Is Line Clear?" Signal by one beat on the Bell, as for a second Train; but the Disc must not be moved forward one number for the Train so acknowledged.

9.—When the "Is Line Clear?" Signal has been accepted by placing the Block Indicator to "Line Clear," no obstruction of the Line must be allowed until the Train or Engine which has been accepted has come to a stand or passed, or the "Cancelling" Signal has been received and the Indicator has been placed in its normal position.

10.—Before a Train or Engine is allowed, under these Regulations, to enter a Section whilst the Indicator from the Box in advance shews "Train on Line," it must be brought to a stand at the Home Signal, but the Signalman must, after bringing the Train to a stand, lower the Signal to draw up to the Box, stopping him there with a Red Hand Signal, and then, by verbal instructions, the Driver must be made to clearly understand the state of the line ahead, after which the Train may be allowed to proceed, a Green Hand Signal being exhibited to the Driver and Guard.

11.—Where "Calling on" Signals are provided, the lowering of such Signals will take the place of the verbal instructions to the Driver laid down in the preceding paragraph 10.

12.—Rules 40, 44, and 96 relating to the working of "Calling On" arms must be strictly observed, except in the cases of the "Calling on" Signals on the Down Platform Line Home Signal, the Up Platform Line Home Signal, and the Up and Down Platform Line Home Signals for the Central Box. The last four named "Calling on" Signals may be lowered for Passenger Trains only when they have been brought nearly to a stand.

13.—(a) Setting Back in Wrong direction.—Should it be necessary to set back a Train or Engine or Vehicle in the wrong direction outside the Home Signal, the Setting Back Signal, 8 beats (2-3-3), applying to the Line which it is required to block, must be sent to the Box in the rear, and the Signalman there, if he consents to the operation, must repeat the signal. No Train, Engine, or Vehicle must be allowed to set back outside the Home Signal until the proper reply giving permission, 8 beats (2-3-3), has been received. When permission has thus been obtained, the Indicator for the Line about to be blocked must be placed at "Train on Line," if it is not already in that position. After having given permission in this manner for the Line to be blocked, the Signalman at the Box in rear must not allow any Train, Engine, or Vehicle to enter the Section until he receives the Bell Signal (2-5), denoting that the obstruction has been removed and the Indicator is placed in its normal position, when permissible, or until he receives the Bell Signal, 10 beats (3-3-4), which will indicate that the Train, Engine, or Vehicle which was set back has come to a stand; and upon receipt of that Signal he may permit another Train, Engine, or Vehicle to enter the Section under the Instructions in paragraphs 6, and 10 or 11. The Signals (2-5) and (3-3-4) must be acknowledged by repetition.

(b) Should the Signalman in the rear clear the Line at his end, he must send the Signal (5-2) to the Signalman in advance to denote that the obstruction has been removed, and the latter must acknowledge it by repetition, and, when permissible, place the Indicator in its normal position.

(c) The Signal (2-3-3) must not be acknowledged to the Box in advance if permission has been given for any Train to approach on the Line it is required to obstruct, nor must the "Is Line Clear?" Signal be acknowledged for any Train from the Box in rear if permission has been given for a Train to set back in the wrong direction from the Box in advance.

The three following cases must be considered as coming within the scope of this instruction:—

Trains from Severn Bridge Junction on the Down Platform Line whilst a Train or Engine is setting back from Crewe Junction on the Down Main Line.

Trains from Severn Bridge Junction on the Up Main Line to cross to the Up Platform Line whilst a Train or Engine is signalled from Crewe Junction on the Up Main Line.

Trains from Severn Bridge Junction on the Up Platform Line to cross to the Up Main Line whilst a Train or Engine is signalled from Crewe Junction on the Up Platform Line.

14.—(a) Shunting into Forward Section.—When it is necessary for a Train or Engine to go into the forward Section for shunting purposes, and to be afterwards withdrawn in rear, the Signal, 8 beats (3-3-2), must be sent to the Box in advance, and no Train or Engine must be allowed to enter the Section in this manner until the Signal has been repeated, or acknowledged by one beat on the Bell (see next paragraph) by the Box in advance, and the Indicator for the Line signalled placed to "Train on Line," if not already in that position.

(b) Should the Line be already occupied, the Signalman receiving the Signal 3-3-2 must not repeat it to the Box in rear, but must reply by one beat on the Bell, and move the Disc forward one number, and the Signalman in rear must deal with the Shunting Train, in accordance with the Instructions in Clauses 10 and 11.

(c) When the "Shunt" is removed at the Box in rear, the Signalman must send the "Forward Shunt Withdrawn" Signal, 3 beats consecutively, to the Box in advance, and this must be acknowledged if the Section is clear by the Indicator being placed in its normal position; but should the Section be still occupied in advance of the "Shunt," the Signalman in advance must reply to the 3 beats by one beat on the Bell, and move the Disc back one number.

(d) When a Train or Engine which has been signalled forward by the Code 3-3-2 is required to go through the Section, the Signal "Train last signalled incorrectly described (5-3)" must be sent to the Box in advance, and, on that Signal being acknowledged by repetition, the Train or Engine must be signalled in the ordinary manner.

CENTRAL BOX.

17.—Trains must not be accepted when a Passenger Train is standing on the Down Platform Line or Down Platform Line, unless the points in either of the lines named can be set so as to prevent the Passenger Train from moving.

SEVERN BRIDGE JUNCTION.

18.—A Train, Light Engine, or Engine and Vehicles must not be allowed to cross the Up Platform Line when a Passenger Train is signalled on that Line, until the Passenger Train has been brought to a stand at the Home Signal.

CENTRAL BOX TO SEVERN BRIDGE JUNCTION.

Additional Bell Signals.		
	Beats on Bell	How to be given
19.—		
A	Release points for Engine from No. 1 Bay to No. 2 Bay	7 — 4-3
B	Release points for Engine from No. 2 Bay to No. 1 Bay	9 — 5-4
C	Re-lock points	8 — 4-2-2
A	To be sent on the Bay Line Bell when an Engine is required to be removed from the Line upon which it is standing, and to leave the Bay on the adjoining Line.	
B	The Signalman in Severn Bridge Junction Box must, if the required operation can be carried out, repeat the Signal received and release his lock on the points.	
C	(a) To be sent when the points have been placed in their normal position. (b) The Signalman in Severn Bridge Junction Box must at once re-lock the points, and when he has done so he must repeat the Bell Signal (4-2-2).	

SEVERN BRIDGE JUNCTION TO CENTRAL BOX.

Additional Bell Signals.		
	Beats on Bell	How to be given
20.—		
D	Points re-locked	8 — 4-2-2
E	Engine or Engine and Wagons, Shropshire Siding to S.U. Yard	3 — 1-2
F	Engine or Engine and Vehicles to Horse Landing	9 — 3-2-4
G	Engine or Engine and Vehicles required to be set back on to "Back Line" for Shunting purposes	7 — 2-2-3
H	Engine or Engine and Vehicles set back on to "Back Line" for Shunting purposes, have come to a stand	7 — 3-2-2
I	Engine or Engine and Vehicles set back on to "Back Line" for Shunting purposes, now removed	8 — 2-4-2
D	To be sent on the Bay Line Bell when the points in Nos. 1 and 2 Bays have been re-locked in response to Signal from Central Box to do so.	
E	To be sent on the Back Line Bell when an Engine or Engine and Vehicles are required to be set back from the Shropshire Siding to the Shropshire Union Yard. If the Signalman in the Central Box can give the required permission he must repeat the Signal received.	
F	To be sent on the Back Line Bell when an Engine or Engine and Vehicles are required to proceed to the Horse Landing. If the Signalman in the Central Box can give the required permission, he must repeat the Signal received.	
G	To be sent on the Back Line Bell when an Engine or Engine and Vehicles are required to be set back on to the "Back Line" for shunting purposes. If the Signalman in the Central Box can give the required permission, he must repeat the Signal received.	
H	To be sent on the Back Line Bell when the Vehicles set back as per clause G have come to a stand.	
I	To be sent on the Back Line Bell when the Engine or Engine and Vehicles set forth in clause G have been removed, and the Back Line is again clear.	

SEVERN BRIDGE JUNCTION TO ABBEY FOREGATE. (VIA SHROPSHIRE SIDING).

Additional Bell Signals.		
	Beats on Bell	How to be given
21.—		
J	Engine for Shropshire Sidings	5 — 2-3
K	Engine for Coleham	7 — 2-3-2
L	Engine and Wagons for Shropshire Sidings	3 — 1-2
M	Engine and Coaching Stock for Shropshire Sidings	5 — 2-2-1
J	These Signals must be sent on the Shropshire Siding Bell by the Signalman in Severn Bridge Junction Box, and if there is no objection to the Engine or Engine and Vehicles coming forward so far as the Signalman at Abbey Foregate is concerned, he must repeat the Signal received. If the Signalman in Abbey Foregate Box does not reply, the Signalman in Severn Bridge Junction Box must understand that the Engine or Engine and Vehicles must not be sent.	

ABBAY FOREGATE TO SEVERN BRIDGE JUNCTION. (VIA SHROPSHIRE SIDING).

Additional Bell Signals.		
	Beats on Bell	How to be given
22.—		
N	Engine or Engine and Wagons to S.U. Yard	3 — 1-2
O	Engine or Engine and Vehicles to Horse Landing	9 — 3-2-4
P	Engine and Coaching Stock to form outgoing Train	5 — 2-2-1
Q	Train required to be shunted on Through Siding	4 — 1-3
N	These Signals are to be sent on the Shropshire Siding Bell by the Signalman in Abbey Foregate Box for the various operations enumerated, and if the Line is clear to the Signal at the Severn Bridge end of the Shropshire Siding, and the Signalman in Severn Bridge Junction Box is prepared to accept the Engine or Engine and Vehicles, he must repeat the Signal received.	
O	It must be understood in all the cases where the Signalman in advance repeats the Signal received that the Train or Engine may be allowed to proceed, and that no reply means that the Engine, Engine and Vehicles, or Train must not be allowed to proceed.	

WORKING OF POINTS IN BAYS Nos. 3 and 4.

Bell Code.		
	Beats on Bell	How to be given
23.—		
(a)	Unlock points for Engine to cross from No. 3 to No. 4	2
(a)	Unlock points for Engine to cross from No. 4 to No. 3	4
(b)	Lock points	3
(c)	Points locked	5
(a)	To be sent from the Platform by the Shunter in charge to the Signalman at Severn Bridge Junction, who, if he is in a position to release the lock, must repeat the Signal, and immediately release the lock.	
(b)	To be sent when the work for which the lock was carried out by the Shunter is completed, and the crossing is clear for the operation required to be carried out.	
(c)	If it should occur that a different operation is carried out by the Shunter than that for which he asked for the lock to be released, the Signalman in Severn Bridge Junction must be advised by means of the telephone.	
(d)	To be sent by the Signalman when he has locked the points in response to Signal "b."	

J. R. MORRIS
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