

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

MECHANISATION OF PERMANENT WAY MAINTENANCE—YARNTON TO WORCESTER, WYLD'S LANE JUNCTION, INCLUSIVE.

OUTLINE OF SCHEME.

A scheme for the mechanisation of permanent way maintenance will be introduced on the section of line Yarnton to Worcester (Wyld's Lane Junction), inclusive.

Petrol-driven motor trolleys will be located at Handborough, Moreton-in-Marsh and Evesham (and on occasions the Evesham trolley will stable at Norton Junction), and utilised for the conveyance of Engineering Department staff and materials.

The trolleys will work out from the stabling point each morning according to schedule, work as required during the day, and return from the site of work to the stabling point each evening.

COMMENCING DATE.

25th June, 1951.

MOTOR TROLLEYS.

Description.

The motor trolleys are petrol driven, capable of being operated from either end, 15-ft. in length, with accommodation for sixteen men, in addition to materials and equipment. Each trolley is equipped with horns to be operated alternately, similar to the arrangement which applies on diesel cars.

- The trolleys cannot be relied upon to operate track circuits.

Manning.

Engineering Department staff, qualified in Driver's and Guard's duties, will act as Driver and Guard respectively.

Stabling Points.

- Handborough ... Goods Shed.
- Moreton-in-Marsh ... Branch platform line adjacent to permanent way hut.
- Evesham ... Stop block Worcester end Front Siding Down Yard, adjacent Motive Power Shed.
- *Norton Junction ... Extension of trap of Up Refuge Siding.

*—**Note.**—This stabling point will only be used on those occasions when the site of work is in the vicinity of Norton Junction and it would be more advantageous for the trolley to be stabled overnight at this place.

Breakdown.

A short draw-bar is provided on the trolley which can be used in case of emergency to enable the trolley to be either drawn or propelled.

Sections.

	<i>Trolley stabled at</i>	<i>To cover section of line</i>
Handborough	Yarnton and Blockley.
Moreton-in-Marsh	Blockley and Yarnton.
Evesham or Norton Junction		Worcester and Honeybourne.

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DAILY RUNNING SCHEDULE.

	dep. a.m.		dep. a.m.
Handborough	6 50	Moreton-in-Marsh	6 50
Charlbury	7 6	Kingham	7 3
Shipton	7 19	Shipton	7 12
Kingham	7 28	Charlbury	7 25
Moreton-in-Marsh... ..	7 41	Handborough	7 41
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Evesham	6a50	Norton Junction	7 20
Fladbury	6 58	Pershore	7 29
Pershore	7 6	Fladbury	7 37
Norton Junction	7 15	Evesham	7 45

Note.—(a) To be kept clear of 12.47 a.m. Freight ex Park Royal, if freight train running to schedule.

POINT-TO-POINT RUNNING TIMES.

Maximum speed permitted, 30 m.p.h.—20 m.p.h. when passing Signal Boxes.

It will be appreciated that in addition to the schedules which have been laid down for the working out of the trolley each morning from the overnight stabling point and the return from the site of work at 5.0 p.m. each evening, occasions will arise when it will be necessary for the trolley to work to other places in connection with the conveyance of materials and equipment, and the following point-to-point times, based on a maximum speed of 30 m.p.h. (20 m.p.h. when passing Signal Boxes) are laid down for the guidance of Signalmen in arranging paths :

If the trolley is required to stop in the section and set down or pick up, four minutes should be allowed for this purpose :

	Mins.		Mins.
Wyld's Lane Junction	—	Yarnton	—
Norton Junction	7	Handborough	8
Stoulton	6	Charlbury	14
Pershore	5	Ascott-under-Wychwood	9
Fladbury	7	Shipton	4
Evesham	8	Kingham	8
Littleton and Badsey	6	Adlestrop	6
Honeybourne	7	Moreton-in-Marsh... ..	10
Campden	12	Blockley	8
Blockley	5	Campden	5
Moreton-in-Marsh... ..	8	Honeybourne	11
Adlestrop	10	Littleton and Badsey	7
Kingham	6	Evesham	6
Shipton	8	Fladbury	8
Ascott-under-Wychwood	4	Pershore	7
Charlbury	9	Stoulton	5
Handborough	14	Norton Junction	6
Yarnton	8	Wyld's Lane Junction	7

HEAD AND TAIL LAMPS.

The trolleys will carry appropriate head and tail lamps.

HEAD CODE.

“ K.”

SIGNALLING.

The trolleys will be signalled as a “ K ” Head Code freight train stopping at intermediate stations—bell signal (3 beats).

When required to pick up or set down men, load or unload materials in the section, the trolleys will be dealt with in accordance with Block Regulation 8—bell signal (2-2-3). See clause 10 of the Working Instructions.

DAILY ARRANGEMENTS.

Before the departure of the trolley from the stabling point each morning, the Ganger in charge will make the requirements for the day known to the Signalman. The Signalman must make all necessary arrangements and send a “ Boxer ” message indicating the destination of the trolley when it is signalled forward.

WORKING INSTRUCTIONS.

Special^{ly} constructed motor trolleys for the conveyance of Engineering Department men, materials and equipment are authorised to work between the following points and to be stabled at the places shown :

<i>Between</i>	<i>Stabled at</i>
Blockley and Yarnton ...	Moreton-in-Marsh
Yarnton and Blockley ...	Handborough.
Worcester and Honeybourne	Norton Junction or Evesham.

The motor trolleys are required to be worked in accordance with the following instructions :

1.—Except as otherwise provided for in this clause the trolley must only be placed on the line after the authority of the Signaller has been obtained at times previously scheduled and must only work between the points authorised as listed above. Subject to the working being confined to the areas authorised, the trolley may be worked on the running line at other times by prior arrangement with the Signaller who, before giving permission to the Ganger, must satisfy himself that sufficient margin is available, and must indicate at what time the trolley is required to be clear of the running line. When agreeing such arrangements, the Ganger must personally visit the Signal Box to confer with the Signaller ; the telephone must not be used for this purpose.

2.—The trolley must be in charge of a qualified driver who has been passed as competent and certified by the Motive Power Department as having a proper knowledge of the road. When in charge of the trolley he must be accompanied by an Engineering Department man who is competent to carry out the protective duties of a Guard.

3.—Except as provided for in Rule 215 (g) (ii) (1) the trolley must only run in the right direction of travel when on a running line and the driver must observe all running signals.

4.—The trolley to carry the special headlamp provided, also a tail lamp. These lamps to be lit during the hours of darkness.

5.—The trolley must not exceed a speed of 30 m.p.h. at any point and all lower speeds advised in the Service Timetable, the Headquarters' Notice of Temporary Speed Restrictions, Permanent Way Operations, etc., or in any other notice must be observed.

6.—The Driver must at all times keep a good lookout, especially when approaching stations or other points where the staff are likely to be in the vicinity of the running lines. The horn provided must always be sounded on approaching stations, and also when any person is observed in the vicinity of the running line.

7.—The trolley will be signalled throughout as a " K " Head Code train, except as provided in Clause 10.

8.—The trolley must not be relied upon to operate track circuits and the Engineering Department man who has been passed to carry out Guard's duties must comply with the provisions of Rule 55.

9.—Should the trolley be delayed more than 3 minutes beyond the scheduled time at the point where it is required to stop in order to pick up Engineering Department staff or at any other point from exceptional cause, the Engineering Department man appointed to carry out the Guard's duties must comply with the provisions of Rules 178 to 181. (See Clause 10.)

WORKING INSTRUCTIONS—continued.

10.—When it is required to pick up or set down men, or load or unload materials, in the section, the Signaller's permission must first be obtained, and if this can be given, the trolley will be dealt with under Block Regulation 8 and signalled accordingly. In such circumstances the Ganger must, before entering the section, ascertain at what time the trolley is required to clear the block section, and must regulate the work accordingly. When the trolley is working in accordance with this clause, protection as required by Clause 9 will not be necessary, except in case of derailment or obstruction of the running lines.

11.—Except in cases of emergency, the trolley must only be removed from the running lines at the authorised stabling point. Should it be necessary in case of emergency to remove the trolley from the rails in the block section, the Driver will be responsible for seeing that the trolley is moved well clear of the running line, and when this has been done the man appointed to carry out the Guard's duties must immediately proceed to the nearest Signal Box and notify the Signaller who, if at the Box towards which the trolley is proceeding, may then send "Train out of Section." Should such intimation be given to the Signaller at the Box from which the trolley has proceeded the "Cancelling" signal may then be sent.

12.—The Driver of the trolley on passing a Signal Box must reduce speed to not more than 20 m.p.h., and must sound the horn provided. The Signaller must not lower the Starting signal for the train to proceed into the next block section until he has satisfied himself that the trolley is complete with tail lamp. (The sounding of the horn is to give an audible warning of the approach of the trolley to the Signaller.)

13.—The running of the trolley during falling snow is prohibited, and the working of the trolley during periods of fog must be at the discretion of the Operating Department. It is undesirable that the trolley should commence running in accordance with the agreed schedules when fog exists, but if the trolley is required to convey the permanent way staff back to their home stations after fog has developed, every endeavour should be made to arrange this, subject to there being no likelihood of undue delay to passenger trains.

GENERAL.

The trolleys must not be allowed to delay passenger or important freight services, but the success of the scheme largely depends upon the Engineering Department being afforded reasonable facilities, and it is desired that Signallers shall do everything possible to ensure the smooth working of this new scheme for transporting mobile Engineering Department Gangs and their equipment.

For the first week it is desired that the Station Masters on the section of line, Worcester to Handborough inclusive, shall give the working of the trolleys special attention in order to deal with any initial difficulties which may arise. Any serious trouble should be brought to my notice immediately (Telephone : Worcester, Extension 8).

Will you please make the necessary arrangements, advise all concerned and acknowledge receipt on the form shown below, immediately.

WORCESTER.

June 14th, 1951.
(W.5961.)

L. J. HAMBLIN,

District Operating Superintendent.

MECHANISATION OF PERMANENT WAY MAINTENANCE—YARNTON TO WORCESTER, WYLD'S LANE JUNCTION, INCLUSIVE.

RECEIVED Mr. L. J. Hamblin's Notice W.932, dated 14th June, 1951, relative to the above.

.....Dept.Signature

.....DateStation

District Operating Superintendent,
New Works Section, WORCESTER.
(W.5961.)