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BR 31119  
SUPPLEMENT TO  
**No. 31/32**

**BRITISH RAILWAYS**

**E**

**EASTERN REGION—GREAT EASTERN LINE**  
**(Eastern Section)**

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**SPECIAL NOTICE**

**NOTICE TO DRIVERS, GUARDS AND  
OTHERS RESPECTING THE  
RECONSTRUCTION OF TEMPLE MILLS  
MARSHALLING YARD**

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**OUTLINE OF METHOD OF WORKING**

**LIVERPOOL STREET STATION.**

*30th July, 1958.*

**W. G. THORPE,**  
Line Traffic Manager  
(EF.782)

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## TEMPLE MILLS : RECONSTRUCTION OF MARSHALLING YARD : OUTLINE OF METHOD OF WORKING

Items of work which have been completed have appeared in the Weekly Notice of Engineering Operations from time to time. The following reviews this information and gives details as to the opening of the Yard. It should be noted that the various methods of working as outlined under the headings **Train Working** and **Engine Working** shown herein may not operate fully until 1st September, 1958 and in the interim temporary local arrangements will apply.

A diagram of the reconstructed Temple Mills Yard is enclosed.

### Motive Power Depot.

The Motive Power Depot was opened on 5th May, 1958.

### Signal Boxes.

Three new signal boxes were opened on 28th/29th June, 1958, namely, Temple Mills East, Manor Yard and Temple Mills West. These new signal boxes have displaced Chobham Farm, Loop Junction, Loughton Branch Junction, Temple Mills South Junction and North Junction, Lea Bridge Junction and Lea Bridge Yard temporary box. See Instruction No. 3341.

### East Yard.

As previously advised, the Loughton Yard has been re-named East Yard. This yard will continue to deal with traffic as now, e.g., for Canning Town North, West Ham Electric, Beckton, Cable Street, Loughton and Fairlop lines.

### Main Yard.

This yard consists of :—

- 12 Reception lines at the west end leading from the Up Main and the Up Goods lines.
- 47 Sorting sidings divided into 8 balloons. The balloons are lettered A to H and in most cases each balloon contains 6 sidings.
- 5 Manor Yard Reception sidings which adjoin the Down Goods line immediately West of Ruckholt Road Bridge.
- 1 Brake siding situated between No. 5 Manor Yard Reception line and No. A.1 balloon siding.
- 1 Brake siding in H balloon, numbered H.6.
- 1 Transfer line to West Yard numbered H.7 and situated between H.6 and the Up Goods line.
- 8 Departure lines and 1 Arrival line at the east end.

### Retarders.

No. 1 primary retarder and A, B, C and D secondary retarders will be brought into use towards the end of July, No. 2 primary and E, F, G and H secondary retarders on 1st September, and the Yard should be working with all the new facilities from 15th September, 1958.

### West Yard.

The Suburban yards have been re-named West Yard and will primarily deal with traffic as now, e.g., for the Chingford, Enfield and Palace Gates lines, Lea Valley line stations, Tottenham to Sawbridgeworth, Hertford and Buntingford lines, etc., L.M.R., (Midland) and also via Neasden.

### Train Working.

Trains arriving via the East box terminating at Temple Mills will run either via the Down Main or Down Goods lines. The majority of the services will run to the Hump Reception lines via No. 3 Arrival line, terminating in Nos. 1 to 7 Reception sidings. Others will run via the Down Goods or the Reception line from the East box and be dealt with in balloons A and B by the Manor Yard pilot. Trains arriving via the West box will normally proceed to Reception lines 8 to 12, but 1 to 7 will be used as necessary.

Trains for via Whitemoor, Norwich line shorts via Cambridge, King's Lynn, Ely, Cambridge, Hither Green, S.R., etc., as well as loads of empties, will normally be formed in balloons A and B and depart via No. 2 Departure line to Temple Mills West box. Use may also be made of the Manor Yard Reception lines for despatching West-bound trains, which will run either direct to the Down Goods or via No. 3 Arrival and No. 2 Departure line to Temple Mills West box.

Balloons C to H will normally be used for East-bound traffic, e.g., Bishopsgate, Victoria Docks, Goodmayes, Ripple Lane, Norwich via Ipswich, Ferme Park, Feltham L.S.W., Acton, W.R., Willesden, L.N.W., New Cross Gate, L.B.S.C., Ilford, Mile End, etc., in addition to lines for various types of empties. There will also be feed lines for the East and West yards and brake lines.

Trains from these balloons will normally proceed to the Up Goods line at Manor Yard signal box, but use may be made of the Departure lines leading to Temple Mills East box.

Trains to and from the West yard will travel through the two-way portion of the Up Goods line, North of the West box.

#### **Engine Working.**

- (a) Engines of trains arriving from routes via East box.
  - (i) If required to wait for subsequent workings, the engines will proceed to Temple Mills Motive Power Depot.
  - (ii) If required for immediate return working from the West Yard, Hump yard, Departure sidings or East Yard, the engines will travel via the Up Goods line from the West box end or via the Loco. engine line and thence via the outwards engine line under the Hump bridge.
  - (iii) Engines for sidings in A and B balloons will travel via the Motive Power Depot and No. 2 Departure line.
  - (iv) Engines for the Manor Yard Departure sidings will travel via the connection between No. 2 Departure and No. 3 Arrival lines.
- (b) Engines of trains arriving from routes via West box.
  - (i) Engines proceeding to the Motive Power Depot will travel via the engine line on the yard side of the Hump bridge, and then return on the inwards engine line.
  - (ii) Engines off trains arriving on the Reception lines for immediate return workings from the West, Main and East yards or from the Departure lines will travel by the engine line leading over the Hump bridge to the Up Goods lines.
- (c) Engines from the Motive Power Depot.
  - (i) Those proceeding to balloons A and B will travel via No. 2 Departure line.
  - (ii) Those proceeding to the Manor Yard Reception sidings will travel via the connection between No. 2 Departure and No. 3 Arrival lines.
  - (iii) Those proceeding to the West, Main and East yards and the Departure lines will travel via the outwards engine line to the Up Goods line.

#### **Shunting Engines.**

At the Hump end four 350 h.p. diesel shunting locomotives working in two pairs will normally be used. At the Manor Yard end there will be one 350 h.p. diesel shunting locomotive, which will also perform any other shunting required at that end of the yard. To facilitate the working, these 3 units will be fitted with radio telephone linked with the Hump Cabin and the Control Tower.

#### **Closure of Subsidiary Yards.**

Goodmayes Up and Broxbourne marshalling yards will be closed from 15th September, train alterations, etc., in connection therewith will be included in the Working Timetables, etc., operating from that date. It is anticipated that Thames Wharf and Park marshalling yards and Mile End top yard will be closed on 13th October, 1958; train alterations, etc., will be issued in a special notice to all concerned.

# TEMPLE MILLS MARSHALLING YARD.

