

BRITISH RAILWAYS

London Midland Region
(MIDLAND LINES)

SPECIAL NOTICE 2G

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING THE WORKING OF THE COAL CIRCLE AND THE DUST CIRCLE IN RATCLIFFE POWER STATION

IMPORTANT: This Notice must be acknowledged **IMMEDIATELY** on receipt to "DIVMAN 'X' Nottingham," using the code ARNO 2G.

The attached diagram shows the permanent way and signalling in connection with the Coal Circle and Dust Circle in Ratcliffe Power Station. The method of working trains over these Circles is also shown and Drivers, Guards, Signalmen and others concerned must carry out these instructions.

RATCLIFFE POWER STATION. Movement of trains over the Coal and Dust Circles

COAL CIRCLE

Until further notice, trains will be received on Coal Line A and, on arrival at signal A1, will be signalled either along Coal Line A with route indication "1" or along Coal Line B with route indication "2". Each train must stop at the illuminated notice board short of the level crossing on the approach side of signals A2/B2, and must then proceed through the Hopper in accordance with the following instructions.

The subsidiary signal fixed to the left of signal A2 or B2 will exhibit a "Proceed" aspect and, at the same time, a speed limit indication of $\frac{1}{2}$ m.p.h. will be exhibited for a train or 5 m.p.h. for a light engine. Provided the lights in the red marker signals on the line ahead are extinguished and the "creep" signals are exhibiting a "Proceed" aspect, a train may proceed.

A train conveying 26/32 tons capacity wagons must proceed at a speed of $\frac{1}{2}$ m.p.h. until unloading is completed, unless the emergency red aspects on the marker and "creep" signals ahead are illuminated in which case the train must be brought to a stand immediately.

A train conveying 24 $\frac{1}{2}$ tons capacity wagons must proceed at a speed of $\frac{1}{2}$ m.p.h. to the first marker signal beyond the Hopper and then come to a stand. If positioned correctly for unloading, the "creep" signals will exhibit a "Stop" aspect. When the unloading of the first six wagons has been completed, the "creep" signals will again exhibit a "Proceed" aspect and the train must proceed at a speed of $\frac{1}{2}$ m.p.h. to the next marker post and come to a stand. This procedure must be repeated until the unloading of the whole train is completed. In the event of emergency, the red aspects of the marker and "creep" signals will be exhibited and the train must be brought to a stand immediately.

On arrival at signal A7 or B7, an indication "Cripples" or "No Cripples" will be given to **each train**. When a "Proceed" aspect is exhibited at signal A7 or B7 the train must proceed to signal C2 where it must be brought to a stand. The Guard must, if an indication "Cripples" has been given, obtain details of these by telephoning the Control Room. He must then telephone the B.R. Pointsman at Ratcliffe North Ground Frame, give the description of his train and the estimated time of delay if any cripple wagon(s) are to be detached. If there are no cripple wagons to be detached, the train must proceed to signal C3 when a "Proceed" aspect is exhibited at signal C2 and then on to Ratcliffe North Ground Frame Departure signal when signal C3 exhibits a "Proceed" aspect.

If there are cripple wagon(s) to be detached, the Guard must press the plunger which gives an indication in the Control Room asking for the Ground Frame to be released. He must then operate the switch at the ground frame to exhibit a "Proceed" aspect at subsidiary signal S1. The portion of the train containing the cripple wagon(s) must then draw forward over the trailing connection to the Cripple Siding in advance of subsidiary signal S2, S3 or S4 as necessary. The Guard must then replace the switch to operate signal S1 to normal, set the trailing connection for the Cripple Siding and operate the switch to exhibit a proceed aspect at subsidiary signal S2, S3 and S4. The cripple wagon(s) must then be detached in the Cripple Siding and the remainder of the portion drawn forward ahead of the trailing connection to the siding. The Guard must then replace the switch for signals S2, S3 and S4 to the normal position and set the points so that the train may be reformed. He must then telephone the Control Room and ask for the Ground Frame to be locked. The train must then proceed to Ratcliffe North Ground Frame Departure signal when signal C2 and then signal C3 exhibit a "Proceed" aspect.

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Trains must be brought to a stand immediately on Coal Circle lines A and B in the event of:—

1. the emergency stop signals being illuminated

or

2. in the event of no lights being exhibited in the "creep" signal head.

In the event of any signal failure on the Coal Circle lines, movements past such signal(s) must only be made under the verbal authority of the C.E.G.B. Pilotman who will be identified by a red armband.

All locomotive cab doors must be closed when travelling between the two weighbridges on each side of the Coal Circle Hopper.

C & W Examination of Trains

A C & W Examiner, located in a cabin situated between the Coal Lines ahead of the Tare Weighbridge, will examine each wagon as it passes to ensure that the bottom doors have been closed properly and that each wagon is generally in good running order. This examination leads to the exhibition of the indication "Cripples" or "No Cripples" at signal A or B.

DUST CIRCLE

Each train must stop at signal D1 on Dust Line D or E1 on Dust Line E and must then proceed through the Bunkers in accordance with the following instructions.

When the subsidiary signal fixed to the left of signal D1 or E1 exhibits a "Proceed" aspect, provided the lights in the red marker signals on the line ahead are extinguished and the "creep" signals are exhibiting a "Proceed" aspect, the train must proceed in accordance with the same instructions under the heading "**COAL CIRCLE for a train conveying 24½ tons capacity wagons.**" Trains must not exceed a speed of 5 m.p.h. between signal F1 and signal D8/E8.

On arrival at signal D8 or E8, the Driver must bring the train to a stand and the Guard must telephone the B.R. Pointsman at Ratcliffe South Ground Frame, give the description of his train and the estimated time of delay if any cripple wagon(s) are to be detached—he must have ascertained this by normal examination of his train after loading. If there are no cripple wagon(s) to be detached, the train must proceed to Ratcliffe South Ground Frame Departure signal when signal D8 or E8 exhibits a "Proceed" aspect.

If there are cripple wagon(s) to be detached, the Guard must advise the Control Room accordingly by telephone and ask for signal D8 or E8 to be given a "Proceed" aspect to allow the portion of the train containing the cripple wagons to draw forward beyond signal S5 and S6 as necessary clear of the trailing connection to the Cripple Siding. He must also ask for the Ground Frame to be released. He must then set the trailing connection for the Cripple Siding and operate the switch to exhibit a "Proceed" aspect at subsidiary signals S5 and S6. The cripple wagon(s) must then be detached in the Cripple Siding and the remainder of the portion drawn forward ahead of the trailing connection to the Siding. The Guard must then set the points of this connection so that the train may be reformed and, immediately this is done, must place the switch for signals S5 and S6 to the normal position. The train must then proceed to Ratcliffe South Ground Frame when signal D8 or E8 exhibits a "Proceed" aspect.

In the event of any signal failure on the Dust Circle lines, movements past such signal(s) must only be made under the verbal authority of the C.E.G.B. Pilotman who will be identified by a red armband.

Euston Station,
August, 1968.

R. ARNOTT,
Movements Manager.

**EXPLANATION OF SIGNALLING INDICATIONS
ON DIAGRAMS.**



