

# BRITISH RAILWAYS

London Midland Region

## SPECIAL NOTICE IG

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### NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING THE WORKING OF IRONBRIDGE (C.E.G.B.) POWER STATION (BUILDWAS)

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**IMPORTANT: This Notice must be acknowledged IMMEDIATELY on receipt to "DIVMAN 'WS' Birmingham," using the code ARNO IG**

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The attached diagram shows the permanent way and signalling in connection with the C.E.G.B. Sidings, Ironbridge Power Station.

The method of working trains within these sidings is also shown and Drivers, Guards and other persons concerned must carry out these instructions.

#### IRONBRIDGE C.E.G.B. POWER STATION (BUILDWAS)

##### Method of normal working

Trains will proceed to Reception line 1 or 2 from signal S1. Should the train be detained at this signal the Driver must after one minute has elapsed telephone the C.E.G.B. Controller that his train is standing at that signal, the Driver must repeat the calls at intervals of not more than five minutes.

When the train is at a stand at signal S4 or S6, the Guard must advise the C.E.G.B. Controller that his train has arrived complete.

Signal S4 or S6 will be cleared for the train to draw to the "Stop and Await Instructions" board on Siding A or B. The engine must then run round the train. The Guard is responsible for working the hand points and ensuring that such points are correctly set before signalling the movement over them. On completion of the engine running round movement, the automatic air brake test must be carried out and the Guard must then apply the hand brake of the rear vehicle to keep the couplings in tension throughout the unloading and weighing operations.

When signal S7 or S10 clears, the Driver must engage the locomotive's slow running gear and draw forward at a speed not exceeding a half mile per hour on to Departure lines 1 or 2 towards the first marker signal which is at Danger, proceeding when that signal clears. The marker signals display standard B.R. indications. Alternate marker signals are provided with an additional red aspect, not normally illuminated, above them. Should an emergency stop indication be displayed the Driver must **immediately** bring his train to a stand irrespective of the distance it may be from the signal. The movement must not be recommenced until the emergency stop indication is extinguished and the marker signal clears.

The Driver must bring his train to a stand immediately it has passed clear of the automatic weighbridge situated at the Lightmoor Junction end of Departure line 1 or 2. The Guard must then examine the train in accordance with the Rules and Regulations. Any vehicle found to be defective must be reported to the C. & W. Examiner, who is located in a cabin situated between Departure line 1 and 2 in the vicinity of the above weighbridge. If it is necessary for the vehicle to be detached and stabled in the cripples siding it must be dealt with in accordance with the instructions shown herein.

When the Guard has examined the train the handbrake on the last vehicle must be released and the train drawn forward to signal S8 or S11. The Guard must then telephone the C.E.G.B. Controller and advise him that (a) the train is in order ready to depart or (b) there is a defective vehicle on the train which requires to be detached.

If the train is ready to depart signal S8 or S11 will clear for the train to proceed to signal S9 which when cleared will enable the train to proceed to Lightmoor Junction. Should signal S9 continue to display a red aspect after the train has arrived thereat, the Driver must, after one minute has elapsed telephone the C.E.G.B. Controller. The Driver must repeat the calls at intervals of not more than five minutes. If the C.E.G.B. Controller advises the Driver that signal S9 cannot be cleared because of a failure between his control room and Lightmoor Junction box the train must remain at the signal until the Driver is instructed to pass it by the B.R. Inspector in charge.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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### Double Headed Trains

If a double headed train is worked into the C.E.G.B. Sidings, the Guard must immediately advise the C.E.G.B. Controller when the train arrives at signal S4 or S6. Instructions for disposing of the additional engine, will be given by the Controller and if it is to be run through the hopper to signal S8 or S11, the Guard must obtain an assurance that the hopper has been switched out of use. The Guard must telephone the C.E.G.B. Controller from signal S4 or S6 when the movement has been completed.

### Failure of Telephones

Should a telephone fail the Guard must proceed to the Control Room to acquaint the C.E.G.B. Controller of the circumstances but if another telephone is passed en route this may be used provided that the C.E.G.B. Controller is made fully aware of the position.

### Detaching a Cripple from Signal S8 or S11

The Guard will be instructed by the C.E.G.B. Controller to detach the portion of the train to the rear of the crippled vehicle and draw the front portion to the rear of signal S2. When the train has come to stand at that signal, the Guard must telephone the C.E.G.B. Controller from the Cripples siding ground frame and request the release of the ground frame. After the Guard has reversed and locked the Cripples siding points signal S2 will clear.

On completion of work at the Cripples siding ground frame the Guard must advise the C.E.G.B. Controller accordingly, signal S12 will then clear for the train to draw forward and it must be brought to a stand at the rear of signal S2 and the Guard must then restore the cripple's siding points to normal and re-lock the Cripple's siding ground frame. The C.E.G.B. Controller must be advised when this has been done, signal S2 will then clear for the train to set back on to Departure line 1 or 2 to the rear of signal S8 or S11. When the train has been re-coupled and the standard brake test procedure carried out, the Guard must advise the C.E.G.B. Controller that the train is in order ready to depart.

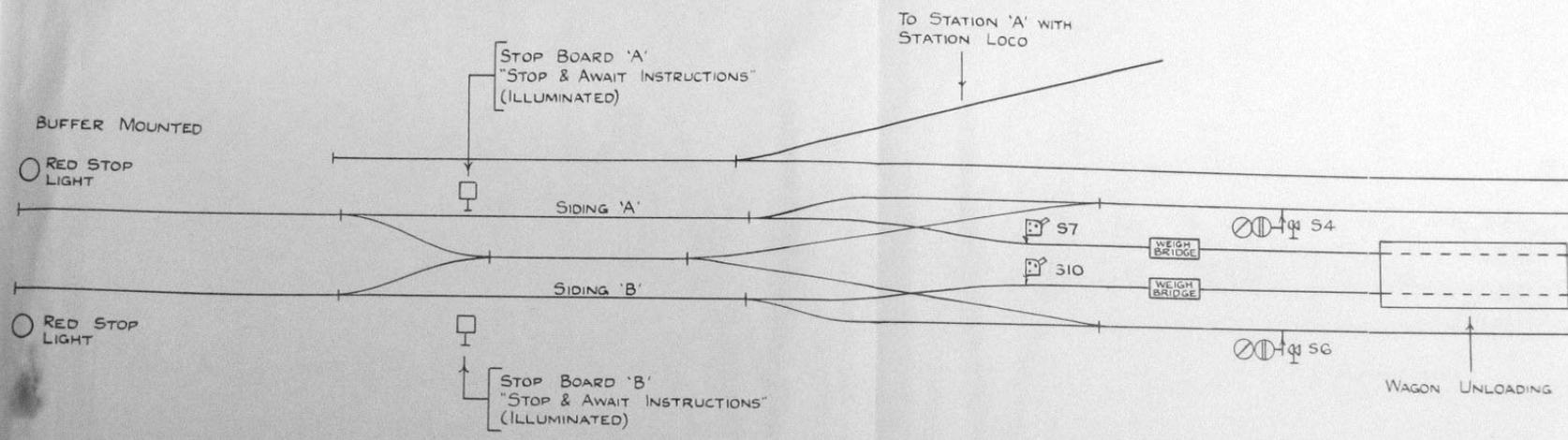
Euston Station,  
January, 1969.

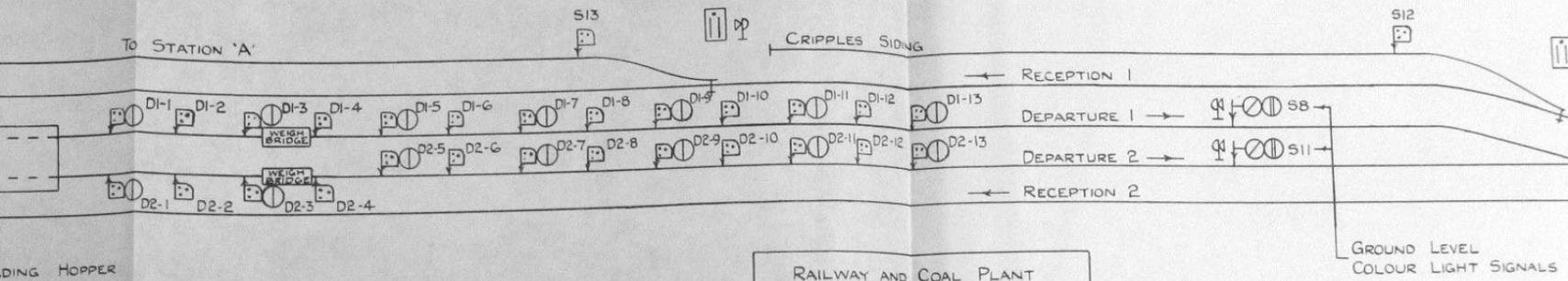
R. ARNOTT,  
Movements Manager.

BUF

○ RE  
LID

○ RE  
L





KEY TO SYMBOLS

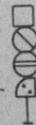
MULTI UNIT TYPE SIGNAL



MULTI UNIT TYPE SIGNAL  
SLOTTED FROM LIGHTMOOR JCN.



MULTI UNIT TYPE SIGNAL  
WITH ROUTE INDICATOR  
& SUBSIDIARY SIGNAL



RAILWAY AND COAL PLANT  
CONTROL ROOM

KEY TO SYMBOLS

POSITION LIGHT SHUNTING  
SIGNAL WITH ROUTE INDICATOR



SUBSIDIARY MARKER SIGNALS  
FOR MOVEMENT OVER HOPPER



POSITION LIGHT SLOT OPERATED  
FROM WAGON UNLOADING HOPPER



BANNER REPEAT SIGNAL FOR S1



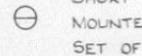
SUBSIDIARY SIGNAL



GROUND LEVEL  
COLOUR LIGHT SIGNALS

KEY

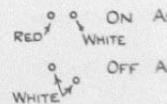
EMERGENCY S  
SHORT  
MOUNTED  
SET OF

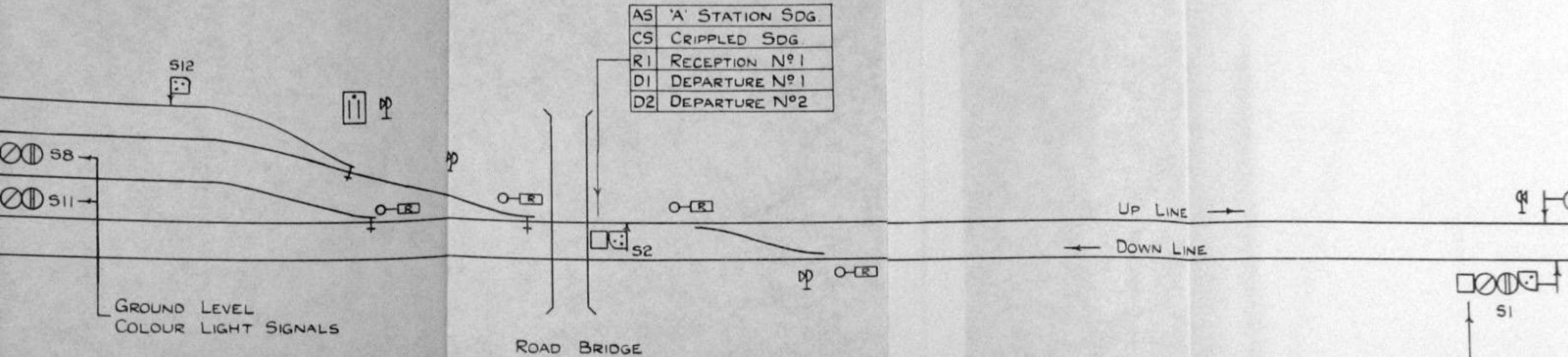


YELLOW

RED

A DOUBLE  
ASPECT eg





AS	'A' STATION SDG.
CS	CRIPPLED SDG.
R1	RECEPTION N°1
D1	DEPARTURE N°1
D2	DEPARTURE N°2

KEY TO SYMBOLS

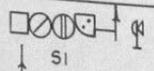
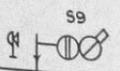
- EMERGENCY STOPPING AT HOPPERS
- ⊖ SHORT RANGE, RED ASPECT
  - ⊖ MOUNTED ABOVE EVERY ALTERNATE SET OF MARKER SIGNALS
  - ⊖ YELLOW
  - ⊖ RED
- A DOUBLE LINE DENOTES NORMAL ASPECT. eg ⊖ RED
- ON ASPECT POSITION LIGHT GROUND SHUNT
  - OFF ASPECT POSITION LIGHT GROUND SHUNT

KEY TO SYMBOLS

- O-R MOTOR POINTS REMOTE CONTROL
- ⋈ RUN BACK SPRING CATCH POINTS
- ⋈ HAND POINTS
- ⋈ POINTS WITH LOCK
- F.P.L. TWO LEVER GROUND FRAME
- DP TELEPHONE
- DT DETONATORS

BEFORE LEVER 1 CAN BE OPERATED RELEASE IS REQD. FROM PLANT CONTROL ROOM.  
 BEFORE LEVER 2 CAN BE OPERATED LEVER 1 MUST BE REVERSED  
 LEVER 1 CANNOT BE RESET UNTIL LEVER 2 IS RESTORED TO NORMAL POSITION

UP LINE →  
← DOWN LINE



1	Nº 1 REC.
2	Nº 2 REC.

SYMBOLS  
S REMOTE CONTROL

SPRING CATCH POINTS

S

LOCK

ME

BEFORE LEVER 1 CAN BE OPERATED  
RELEASE IS REQ<sup>d</sup>. FROM PLANT  
CONTROL ROOM.  
BEFORE LEVER 2 CAN BE OPERATED  
LEVER 1 MUST BE REVERSED  
LEVER 1 CANNOT BE RESET UNTIL  
LEVER 2 IS RESTORED TO NORMAL POSITION.

2472 Yds. FROM LIGHTMOOR JCN UP LI

461 Yds. FROM



L3

LIGHTMOOR JCN UP LINE HOME SIGNAL

461 YDS. FROM LIGHTMOOR JCN. UP LINE HOME SIGNAL

LIGHTMOOR JCN. S.B.

