

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER WESTERN REGION

1K2/1D

K2

1/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on WESTERN REGION and on
OTHER REGIONS' LINES
AFFECTING
WESTERN REGION TRAINMEN**

SATURDAY, 27 MARCH 1993

to

FRIDAY, 2 APRIL 1993

(Inclusive)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, John McCrickard, John Midcalf, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Webmaster](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html



WARNING



WARNING

BOREHAMWOOD FEEDER STATION

FROM 00 01 MONDAY, 5 APRIL

The new feeder station at Borehamwood located at the bottom of the embankment at 13 m. 48 ch. will be energised at 25,000 volts and thereafter must be regarded as being alive at all times.

(2) (511B)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

540 LEAMINGTON SPA TO GRAND JUNCTION VIA TYSELEY contd

Wednesday 31 March

255	Hatton South Jn and Bentley Heath LC	Down BLOCKED	0050 to 0600 Trackwork 112mp and 118m 40c SLW OVER UP. TRAINS DIVERTED
-----	--------------------------------------	-----------------	---

549 GALTON JUNCTION TO STOURBRIDGE JUNCTION

Tuesday 30 March to Friday 2 April

256	Galton Jn and Stourbridge Jn	Down and Up BLOCKED	0040 to 0520 daily Loading scrap 133 and 142mp POSSESSION TO BE GIVEN UP FOR PASSAGE OF 1E05 1930 POSTAL PENZANCE TO LEEDS. OTHER TRAINS DIVERTED
-----	------------------------------	------------------------	--

550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET

Saturday 27 March

257	Birmingham New St and Kings Norton	Down and Up BLOCKED	0015 to 0500 Trackwork TRAINS DIVERTED
-----	------------------------------------	------------------------	--

Monday 29 March

258	Castle Bromwich Jn and Landor St Jn	Down Main BLOCKED	0130 to 0630 Trackwork 39m 60c and 40m 20c DOWN TRAINS (NOT CONVEYING PASSENGERS) VIA DOWN GOODS LOOP. TRAINS TO LAWLEY STREET FLT VIA DOWN & UP SLOW/GOODS FROM WATER ORTON WEST JN
-----	-------------------------------------	----------------------	--

556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Sunday 28 March

259	Whitchurch and Wrenbury	Down BLOCKED Up BLOCKED	0800 to 1700 0800 to 1330 Trackwork 14 and 11mp SLW OVER UP FROM 1330
-----	-------------------------	----------------------------------	--

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

TUESDAY 30 MARCH TO MONDAY 26 APRIL - NEWTON ABBOT STATION - The Up Main Platform 3 will be re-opened at the Exeter end and temporarily shortened at the Plymouth end with 180 metres available for use. Drivers must bring their trains to a stand clear of the work and Senior Conductors must warn customers alighting to take care due to resurfacing work.

(3/4) (GW4)

FROM 22.15 SATURDAY 27 TO 18.00 SUNDAY 28 MARCH - EAST SOMERSET JN (WITHAM) - The points leading to the former down siding at Witham are to be plain lined. In association with this Signals W775 and W776 will be disconnected and removed.

(3/4) (GW5)

MONDAY 29 MARCH - BETWEEN KINGHAM AND MORETON IN MARSH - A new 75 mph permanent speed restriction will be imposed on the Up line between 86 m.p. and 85m 38ch.

(See Section D)

(3/4) (RC11)

MONDAY 29 MARCH - BETWEEN SEVERN BEACH AND NARROWWAYS HILL JN - The method of working between St Andrews Jn LC and Severn Beach has now been further amended and reverts to NST. This amends item published in K2/52. The auxiliary token instrument at Holesmouth ground frame has been brought back into use.

(See section D items)

(3/4) (RWE13)

SOUTH WALES

FROM 10.00 MONDAY 29 MARCH - BETWEEN FERRYSIDE AND CARMARTHEN JUNCTION A new 50 mph permanent speed restriction will be imposed on the down line from 244m 12ch to 245m 06ch.

(See section D)

(3/4) (RSW1.1)

TUESDAY 30 MARCH TO THURSDAY 1 APRIL
AT LLANDRINDOD WELLS LEVEL CROSSING 31M 36CH

Lineside equipment will be provided in both directions to enable train Drivers to initiate the amber/flashing red road lights and lowering of the full barriers from their cabs.

An elevated horizontal control wire, parallel to the track, will be provided on the nearside of the line adjacent to the rail stop sign. The control wire will be 1.6m in length, 1.5m from the running rail and will be at cab window height. Marker lights will be provided at each end of the control wire.

The existing level crossing installation, including the driver's flashing white light, automatic barrier-raise facility and the local control unit will remain unaltered.

(3/4) (RSW 2)

MONDAY 29 MARCH - BETWEEN GWAUN-CAE-GURWEN AND PANTYFYNNON - From 07.30 hours a new Permanent Speed Restriction of 10 m.p.h. will be imposed between 11 mile post and 10m.01ch. applicable to all traffic.

(See Section D)

(3/4) (FWA1.1)

WORKING OVER BOOK

Monday 29 March - Dorking Deepdene - The Up and Down line "S" marks, previously repositioned towards Redhill, will be restored to their original positions.

(3/4) (RW/1646/1)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

PADDINGTON AREA - SIGNALLING NOTICE No. 58 - Work has been undertaken to introduce new lines 3 and 4, and re-open platforms 6, 7, 8 and 9 at Paddington station. The layout and signalling are as shown in Signalling Notice No. 58, except for the following:-

The connection at the $\frac{1}{2}$ mile post between lines 3 and 4, together with associated signal routes, is not available. They will be introduced at a later date and further information will be given in due course.

At Kensal Green Carriage cleaning platform, TRS and RA plungers will NOT be available for use with signal SN 122. At signal SN 124 the route indication to signal SN 114 is R.

The maximum permissible speed on lines 3 and 4, and into and out of platforms 6, 7, 8 and 9 is 40 mph.

(See Section D)

(3) (GW1)

K2-01C/2

PADDINGTON AREA - In preparation for remodelling and resignalling, platforms 1, 2, 3, 4 and 5 at Paddington have been taken out of use, together with the temporary Up and Down Main lines. Up Main line signal 00.47 has been fixed at Danger.

(3) (GW1)

SLOUGH WEST - A 40 mph miniature Warning Indicator, with left hand arrow, has been provided on the Down Relief at 18m 50ch. It is on the same post as the existing 60 commencement sign.

75

(2) (GW1)

BETWEEN BRISTOL DR DAYS JN AND FILTON - The following catchpoints on the Up Filton line have been plain lined, at 1m 67ch, 2m 11ch and 2m 67ch.

(New Item)

(3/4) (GW6.2)

CULHAM - A new platform at 56m 25ch on the up side at Culham has become operational. The existing Up Side Platform has become non-operational.

(CSE-31E)

(2) (XC1)

BETWEEN AYNHO AND BANBURY - Telephones have been provided at the following occupation/accommodation crossings:-

Cherry's	84m 28ch
Manor Farm	85m 06ch

The telephones are connected to Banbury South signalbox.

(See Section D)

(ROM/S/S/0500/PT) (2) (XC1)

TREDINGTON L.C. - The existing manually operated gated crossing at 81 miles 44 chains has been converted to an Automatic Half Barrier installation at the same location. Barrier indicators and telephones will be provided to Gloucester P.S.B.

(See Section D)

ROM/S/S/0500/PT (3) (XC3)

* *FINSTOCK - The down and up platform at Finstock station has been
* brought back into use.

(1) (RC11)

KINGHAM STATION - The down platform at Kingham, previously temporarily shortened at the Oxford end, has been restored to its full length.

(RRC/O/S/93/012) (3) (RC11)

K2-01C/3

BETWEEN SEVERN BEACH AND NARROWWAYS HILL JN - AT CLIFTON DOWN
In connection with engineering work on the up platform at Clifton Down, a temporary stop board has been erected at the Severn Beach end. Drivers should bring their trains to a stand before this stop board at the Bristol TM end of the platform.

(3) (RWE13)

NEWTON ABBOT TO HEATHFIELD - The alterations to the method of working, as shown in the K2 Periodical Operating Notice for period ending Friday 2 April 1993, have been brought into use.

(2) (FWE4.5)

LOSTWITHIEL TO CARNE POINT - The alterations to the method of working, as shown in the K2 Periodical Operating Notice for period ending Friday 2 April 1993, have been brought into use.

(2) (FWE4.7)

HIGHWORTH BRANCH - The previously secured out of use connection located at 0m.02ch. on the Highworth Branch, leading to the Shell Oils (Jack Dean's) siding, has now been removed and plain line installed.

(3) (FWE5.9)

SOUTH WALES

LLANTRISANT EAST - The Limit of Shunt lamp on the Down Main, east of Pontyclun station at 181½ m and 330 yards has been renewed in modern form (two red lights). It has been repositioned 10 yards further east, approximately 3 ft above rail level, on the opposite side of the Down Main (right hand side for movements up the Down Main). It is identified by the plate 'LOS DM'.

(3) (GW7)

WHITLAND - No. 1 down siding has been clipped out of use pending recovery.

(New Item)

(RSW1.1)

BETWEEN 17MP AND MAINDEE WEST/EAST JNS - New line speeds and continuous route signing showing all changes on this route have been introduced.

The South Wales Sectional Appendix pages 1.36 to 1.43 are re-issued in section D of this notice. New reflectorised triangular advanced warning indicators have also been brought into use. At certain locations these replace former illuminated circular 'Morpeth' warning boards.

The following work has been carried out and brought into use :-

New warning indicator and associated AWS inductor on the Up line between Tram Inn and Red Hill Tunnel at 3m 25ch.

K2-01C/4

Illuminated circular 'Morpeth' warning boards have been relocated and replaced with new reflectorised triangular advanced warning indicators at the locations listed below. New AWS inductors have been provided in connection with these new warning indicators.

	Old site	new site
Up line between Chapel Lane GF and Pontypool	33m 31ch	33m 21ch
Down line between Cwmbran and Maindee North	36m 39ch	36m 11ch

(2) (RSW3)

BETWEEN 17MP AND MAINDEE WEST/EAST JNS - New whistle boards have been provided on the approach to the following public footpath level crossings. Details are listed in a North to South direction.

Location of crossing	Whistle board position	
	Down direction	Up direction
M Ch	M Ch	M Ch
18m 75ch	18m 53ch	19m 17ch
19m 33ch	19m 07ch	-
28m 21ch	28m 01ch	28m 41ch
42m 03ch	-	42m 23ch
42m 29ch	-	42m 49ch
42m 47ch	42m 27ch	42m 67ch
7m 58ch	-	8m 00ch
8m 30ch	-	8m 50ch
21m 01ch	-	21m 21ch
22m 51ch	22m 29ch + 15 yards	22m 67ch
29m 52ch	-	29m 72ch
30m 09ch	29m 68ch	30m 30ch

(2) (RSW3)

HEREFORD BARRS COURT FREIGHT DEPOT

The long 'coal' siding, adjacent to the 'Up Jumbo' siding has been shortened by approximately 80 yards and a new stop block provided.

(3) (RSW3)

UNTIL SATURDAY 17 APRIL - BETWEEN SEVERN TUNNEL JUNCTION AND CHEPSTOW - AT CALDICOT 148M 02CH - Caldicot station will be temporarily closed for reconstruction. From Saturday 17 April the following platform lengths will be provided:-

Up platform - 113 yards

Down platform - 74 yards

Only trains formed of 2 cars can be accommodated at the Down platform.

(2) (RSW4.2)

* ***RHYMNEY** - New stop and instruction boards have been provided as follows:-

1 - At the Bargoed end of the platform reading 'SINGLE LINE TOKEN REQUIRED'. This acts as a reminder to drivers when leaving Rhymney station after the token has been used to operate the ground frame.

K2-01C/5

2 - A double sided board at the North ground frame end of the platform reading 'START OF TOKEN SECTION' facing trains proceeding towards the station, and 'STOP - END OF SECTION' facing trains proceeding towards the North ground frame.

(See Section D)

(1) (RSW5.1)

- * * UNTIL 0500 MONDAY 29 MARCH - BETWEEN CARDIFF QUEEN STREET AND CAERPHILLY - AT LLANISHEN - The down platform will be reconstructed. Drivers must bring their trains to a stand at the Cardiff end of the platform. The platform length will be temporarily reduced to 59 yards.

(1) (RSW5.1)

UNTIL SUNDAY 4 APRIL - BETWEEN CARDIFF QUEEN STREET AND CAERPHILLY - AT LLANISHEN - A Temporary level crossing has been provided at the Rhymney end of Llanishen platforms. The crossing will normally be kept locked and only used by contractors during times when the Engineer takes absolute possession of the line ie. when Rule Book, Section T, Part III applies.

(2) (RSW5.1)

- * * BETWEEN TREHERBERT AND PONTYPRIDD JN - NEAR YSTRAD RHONDDA - Old Mill Occupation/Accommodation crossing at 19m 63ch has been provided with new vandalproof telephones giving users direct contact with Signaller at Porth.

(See Section D)

(1) (RSW5.4)

BETWEEN LLANTRISANT EAST JN. AND CWM LLANTWIT - The Single line beyond the site of Mwyndy Jn. has been temporarily taken out of use. A buffer stop has been erected at 0 mile post.

(New Item)

(3/4) (FWA1.2)

- * * BETWEEN CLARBESTON ROAD JN AND CRUNDALE L.C. - CRUNDALE MILL CROSSING
* AT 274m 07ch - The above Occupation level crossing has been provided with a telephone communicating with Clarbston Road signal box.

(See Section D)

(1) (FWA1.15)

BETWEEN WYE VALLEY JN. GF AND TIDENHAM QUARRY - The temporary stop block at Tidenham Quarry (End of Branch) has been relocated at 1m.14ch. (on the Chepstow side of Bishton Road Overbridge).

(New Item)

(3/4) (FWA3.1)

WORKING OVER BOOK

WILLES DEN "G" SIDINGS - The overhead line equipment has been removed from "G" Sidings Nos.2 and 3 and from part of Siding No.1. An electric trains stop board has been erected adjacent to structure LG06/05 on Siding No.1. This board has been located 100 yards from the connection to the Up Low Level Goods line.

(OP4/RA/W.1506) (2) (507)

K2-01C/6

BETWEEN EDENBRIDGE (32m.70ch.) AND TONBRIDGE - The 40 mph maximum permissible speed on the Down and Up lines applicable to trains other than passenger (loaded or empty), postal and parcels trains composed entirely of bogie vehicles has been withdrawn and all trains are subject to a maximum permissible speed of 85 mph.

The amendment to the Working Over Book appears in section D of this notice.

(RW4/804)

(2) (526)

Tonbridge - The 8 car stop mark for Up trains on platform 2 (Up platform loop) has been moved 55 yards towards the country end of the station.

(3/4)

(RW/1646/3)

Nantwich - The existing two arm, co-acting Up Starting signal has been renewed in the same location with a single arm at a height of 16 feet. The station footbridge has been provided with a white sightboard to improve sighting of the new signal.

(RRC/O/S/93/026)

Birmingham New St. Station - In connection with waiting room refurbishment works, platforms 4 and 5 have been temporarily shortened by 85 yards at the south (A) end. Temporary stop boards, applicable to up trains, are provided on these platforms.

Drivers of down trains stopping in platform 4 or 5 must ensure that their trains are drawn up to the north end of the station, clear of the area where work is in progress at the south end, ignoring if necessary the 10 and 11 car stop boards.

(New Item)

(3/4) (538)

BETWEEN SOHO NORTH JUNCTION AND SMETHWICK ROLFE ST - Position light signal NS.336 situated at the Smethwick end of the down Through siding and applying to set-back movements from the down Stour line to the down Through siding has been provided with an additional route along the down Stour line towards position light signal NS.328.

(OD14/88/25)

(2) (538)

TYSELEY STATION - Until further notice, the down and up slow line platforms (Nos. 3 and 4) have been shortened by 83 yards at the Birmingham end.

"Trains Stop Here" boards have been provided.

(RRC/O/S/93/025) (2) (540)

BETWEEN KINGSWINFOR JN. SOUTH AND WALSALL PLECK JN. - The Down and Up lines between Round Oak North G.F. and Walsall Pleck Junction/Bescot Junction exclusive and associated sidings have been taken out of use.

(New Item)

K2-01C/7

(3/4) (546)

BETWEEN KINGSWINFORD JN. SOUTH AND ROUND OAK NORTH G.F. - The Down and Up lines between Kingswinford Junction South and Round Oak North G.F. have been converted to One Train Working (OTW) over a Double line with Down trains from Kingswinford running over the Down line and Up trains from Round Oak running over the Up line. A green coloured train staff is provided and held at Kingswinford Junction signal box.

At Kingswinford Junction South, the green aspect of the present three aspect colour light Down Home signal No.76 has been abolished leaving only the red and yellow aspects. A "Commencement of Staff Section" notice board has been placed by the Kingswinford Down starting semaphore signal.

At Round Oak, both the South and North Ground Frames are not released by Kingswinford Junction South signal box and the Ground Frame release levers are secured by padlock and the keys attached to the OTW green train staff.

A stop block has been erected on the Down line 500 yards Walsall side of Round Oak North Ground Frame trailing connection to Round Oak Sidings. A stop block has been erected on the Up line at Round Oak on the Kingswinford Junction side of the same connection.

An "End of Staff Section" notice board will be positioned by the Kingswinford Up Home semaphore signal. The Diamond sign has been removed from the signal.

(New Item)

(3/4) (546)

WALSALL, BESCOT CURVE JN. AND PLECK JN. - At Bescot Curve Junction, the Down Wednesbury Goods signal WL.31 has been fixed at RED as well as position light signal WL.32 on the Up Wednesbury Goods. Similarly, at Pleck Junction, the Down Dudley 4-aspect colour light signal WL.113 and position light signal WL.111 is fixed at RED.

At Pleck Junction, all routes to the Up Dudley line displayed on signals WL.102, WL.103 and position light signals WL.105 and WL.106 are disconnected.

At Bescot Junction, all routes to the Up Wednesbury Goods displayed on signals WL.25 and WL.26 are disconnected.

At Bescot Curve Junction, the Up Wednesbury Goods signal WL.44 and the Up Dudley signal WL.45 are fixed at RED.

(New Item)

(3/4) (546)

K2-01C/8

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

ELECTRIFIED LINES WORKING INSTRUCTIONS (BR29857)
(DATED DECEMBER 1992)

Instruction 16 - Electric shock

Delete "Appendix "A" in the first paragraph and substitute with:-

the booklet BR7243/7 "Emergency First Aid for Electrical Accidents".

(RP/785)

(K2/48/93)

TRAINCREW MANUAL BR33056/- TEMPORARY INSTRUCTIONS
CLASS 153 - 155 DMU TRAINS DATED JULY 1991

CLASS 153 COOLANT SYSTEM

TRANSFER OF WATER FROM THE TOILET WATER TANK TO THE ENGINE COOLING SYSTEM

The cooling system on the Class 153 is of the standard type but because there is only one engine it is essential that a back up system is incorporated. This is achieved by allowing the Driver the facility to operate a plunger which is located adjacent to the sight glass on the exterior of the unit. When operated it will allow the toilet water to flow from the toilet tank to the engine header tank.

It should be noted that this should only be carried out by a Driver in an emergency on a "get you home basis", when maintenance staff are unavailable.

The following procedure must be followed when the fault light on the Driver's desk illuminates:-

- Check the diagnostic panel when fitted to identify the fault.
- Check that the coolant level site glass is empty.
- Release the coolant filler cap.

IMPORTANT NOTE: When the coolant filler cap is released, extreme care must be exercised to prevent injury.

K2-01D/1

Page 4.51

GW4 COGLOAD JUNCTION TO PLYMOUTH

AND

Page 4.80

RWE6.1 COWLEY BRIDGE JN TO EXMOUTH

EXETER ST DAVIDS

Amend 3rd and 4th paragraphs to read:-

Assistance of trains between Exeter Riverside Yard and Exeter Central or Exmouth Junction Sidings.

General.

A clear understanding as to what is required must be reached between all staff involved in the movement before it takes place. Power must not be applied by the rear locomotive after the summit of the incline at Exeter Central. When two Up trains require assisting locomotives in the rear and one has been attached, an assisting locomotive must not be attached to the other train until after the first train has departed. Should the train to which the locomotive is attached not be able to leave first, the assisting locomotive must be transferred.

An assisting locomotive which has been attached to the rear of an Up train, must not be detached for any purpose until the Driver of the train locomotive and the Guard have been notified.

Add new paragraphs:Trains terminating at Exmouth Junction Sidings.

Up trains which are terminating at, or working in, Exmouth Junction Sidings may be assisted from Exeter Riverside Yard or Exeter St Davids throughout to Exmouth Junction Sidings.

The detachment of assisting locomotives on the running lines at Exmouth Junction is prohibited.

Trains running beyond the Regional boundary.

Up trains which are running to destinations beyond the Regional boundary at 170 mile post, and not working at Exmouth Junction Sidings, may be assisted from Exeter Riverside Yard or Exeter St Davids to Exeter Central.

(K2/48/93)

Page 4.81 - RWE6.1 COWLEY BRIDGE JN TO EXMOUTH
EXMOUTH JUNCTION

Coal Concentration Depot. Amend last sentence of first paragraph to read:

'On completion of the movement he must secure and lock the points in the direction for movements to the coal concentration depot giving the Signaller an assurance that this has been completed'.

(K2/50/93)

K2-01D/7

RC11 WOLVERCOT JUNCTION TO
SHELWICK JUNCTION

PAGE 4.109

WORKING BETWEEN EVESHAM AND NORTON JUNCTION

Add new paragraph:-

Norton Junction - Failure of signal controlling the single line towards Evesham

When an up train is required to obtain the token for the Norton Junction to Evesham section from the signaller at Norton Junction and the signal controlling the entrance to the single line towards Evesham has failed, the signaller is authorised to instruct the driver to pass the signal at danger to receive the token at Norton Junction box. The signaller at Norton Junction will exhibit a Red hand signal until he has handed the token to the driver at the signalbox after which he will exhibit a Yellow hand signal which will be the driver's authority to proceed.

(RRC/O/S/92/156)

(Applies from 28.03.93)
(K2/01/93)

Page 4.113

BETWEEN MALVERN WELLS AND LEDBURY

Add New sub heading and paragraph to read:-Rule Book Appendix 10 - Single Lines

Clauses 1.1 (b) and (c) of the instructions "Working of Single Lines by Pilotman" in Appendix 10 to the Rule Book do not apply between Malvern Wells and Ledbury and vice versa.

(K2/50/93)

Page 4.118 - RWE13 SEVERN BEACH TO NARROWAYS HILL JUNCTION AND
Page 4.149 - FWE5.1 STOKE GIFFORD JUNCTION TO AVONMOUTH TOWN GOODS

HOLES MOUTH GROUND FRAME

Add the following:-Movements across the single line at Holesmouth

These points must be secured and padlocked when in the normal position. After the points have been used and restored to the normal position the Hallen Marsh Shunter must give the Signaller an assurance that the padlock keys have been locked away in a secure place.

(K2/01/93)

K2-01D/8

Page 4.132

FWE4.2 FROM NORTH JUNCTION TO WHATLEY QUARRY

WHATLEY QUARRY

Authority for movementsDelete second and third paragraphs and Substitute :Whatley Locomotive Shed : Depot Protection

A locomotive requiring to proceed to the maintenance workshop must only proceed beyond the Stop board adjacent to the wagon workshop after the Driver has received instructions to do so from the A.R.C. maintenance staff.

When no A.R.C. staff are on duty, the B.R. Chargeman may give authority for a movement to be made provided he has ascertained the points are correctly set and the movement will be accompanied.

(K2/50/93)

FWE4.4 CREDITON TO MELDON QUARRY

Page 4.138

MELDON QUARRY

Amend first paragraph to read:-

Radio Transmissions. Radio transmissions can cause detonation of explosive devices. For this reason it is mandatory that all two way radios are switched off on entry to the Quarry and not switched on again until the user has left the Quarry. Locomotive cab radios must not be used whilst the locomotive is in the Quarry.

(Amends page 149 the PON)

(K2/47/93)

Page 4.139

MELDON QUARRY continued

Amend last paragraph to read:-

The Person in Charge at the Quarry must tell the Signaller at Crediton whenever blasting is to take place and must, if a train is at the Quarry, give an assurance that the Driver has been advised that blasting is to take place. If informed that a train has left Crediton for the Quarry he must also give an assurance that it will not be authorised to pass the "End of One Train Working" board until blasting has been completed. When blasting has taken place the Person in Charge of the Quarry must so advise the Signaller at Crediton and give him an assurance that the line is clear and safe to run on.

(Amends page 150 of the PON)

(K2/47/93)

K2-01D/9

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
SOUTH WALES - BR30012
(Dated June/August 1992)

There will be a complete re-issue of the above publication, with an operative date of 3 April 1993.

Staff must retain their copy of PON K2/46D/93 until receiving BR30012.

(K2/51/93)

SECTION 1 - TABLE A

Page 1.22 - RSW1.1 SWANSEA TO FISHGUARD HARBOUR

Amend down line speed restriction as follows:

244m 12ch - 50

(K2/01/93)

Page 1.27 - RSW2 CRAVEN ARMS (EXCL) TO LLANDEILO JN (EXCL)

6m 46ch Adley Moor Crossing

Amend name to:- Manor Farm 2 Crossing

(K2/50/93)

Pages 1.36 to 1.43 - RSW3 CRAVEN ARMS TO MAINDEE EAST/WEST JN (EXCL)

These pages have been reprinted.

(1)

(K2/51/93)

Page 1.52 - RSW5.1 RHYMNEY TO BARRY ISLAND

Add the following emergency telephone locations and 'T' symbol -

6m 10ch Cadoston - Cardiff end of Up platform

6m 78ch Barry Dock - Cardiff end just off platform ramp

(1)

(K2/46/93)

Page 1.60 - RSW5.4 TREHERBERT TO PONTYPRIDD JN (EXCL)

Add the following Occupation/Accommodation crossing detail:-

19m 63ch - Old Mill Crossing

Also add telephone symbol - 'T' in the remarks column.

(K2/50/93)

Page 1.73A - FWA1.11 GWAUN-CAE-GURWEN TO PANTYFYNNON (EXCL.)

	<u>Mileage</u>	<u>Running lines</u>
<u>Add</u>	11 00	30 : 10
		:
<u>Delete</u>	10 21	30 : 10
		:
<u>Delete</u>	10 18	10 : 30
		:
<u>Delete</u>		30 : 10 between "Garnant Branch C" and "To Pantyffynnon"
<u>Add</u>	10 01	new mileage opposite "To Pantyffynnon"

(K2/01/93)

K2-01D/10

BRITISH RAILWAYS

WESTERN REGION

K2 K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

2/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on WESTERN REGION and on
OTHER REGIONS' LINES
AFFECTING
WESTERN REGION TRAINMEN**

SATURDAY, 3 APRIL 1993

to

FRIDAY, 9 APRIL 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
FORMER LONDON MIDLAND REGION		
538 FENNY COMPTON TO GALTON JUNCTION VIA COVENTRY		
Saturday/Sunday 3/4 April		
246 Banbury North and Leamington Spa	All lines BLOCKED	2100 Sat to 1000 Sun
Fenny Compton and Banbury North	Up BLOCKED	1000 Sun to 1400 Track, cess and bridge work 85m 55c and 105m 53c SLW OVER DOWN BETWEEN BANBURY NORTH AND FENNY COMPTON FROM 1000 SUN Also applies to Route XC1
540 LEAMINGTON SPA TO GRAND JUNCTION VIA TYSELEY		
Sunday 4 April		
247 Leamington Spa and Tyseley South Jn	Down and Up BLOCKED	0015 to 1700 Drainage work TRAINS DIVERTED
Wednesday 7 April		
248 Tyseley South Jn and Dorridge	Up BLOCKED	0001 to 0430 Trackwork 126 and 119mp SLW OVER DOWN. TRAINS DIVERTED
Thursday 8 April		
249 Dorridge and Tyseley South Jn	Down BLOCKED	0050 to 0600 Trackwork 119 and 126mp SLW OVER UP. TRAINS DIVERTED
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET		
Saturday/Sunday 3/4 April		
250 Birmingham New St and Lifford West Jn	Down and Up BLOCKED	2145 Sat to 1535 Sun Construction work TRAINS DIVERTED
Sunday/Monday 4/5 April		
251 Kingsbury GF and Tamworth	Up BLOCKED	2300 Sun to 0450 Mon Trackwork 25 and 24mp SLW OVER DOWN BETWEEN KINGSBURY BRANCH JN AND TAMWORTH

K2-2B/11

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

1600 MONDAY 5 APRIL - BETWEEN WOODBOROUGH AND LAVINGTON (BERKS AND HANTS LINE) - The temporary speed restriction on the Down line between 83m 40ch and 83m 55ch will be converted to a permanent speed restriction. The restriction remains at 40
60.

(See Periodical Operating Notice)

(5) (GW5)

SUNDAY 4 APRIL - BETWEEN FILTON WEST JUNCTION (EXCL) AND HALLEN MARSH

New signalling will be commissioned between Filton West Jn (113 mile post) and Hallen Marsh (approx. 118½ mile post).

The existing signal box known as Brabazon Crossing, together with existing signals BZ.322, BZ.385, Up Distant board and all associated signalling equipment will be abolished together with existing signal B.387 controlled by Bristol signal box.

The existing Train Staff and Ticket working between Brabazon Crossing signal box and Hallen Marsh will be abolished.

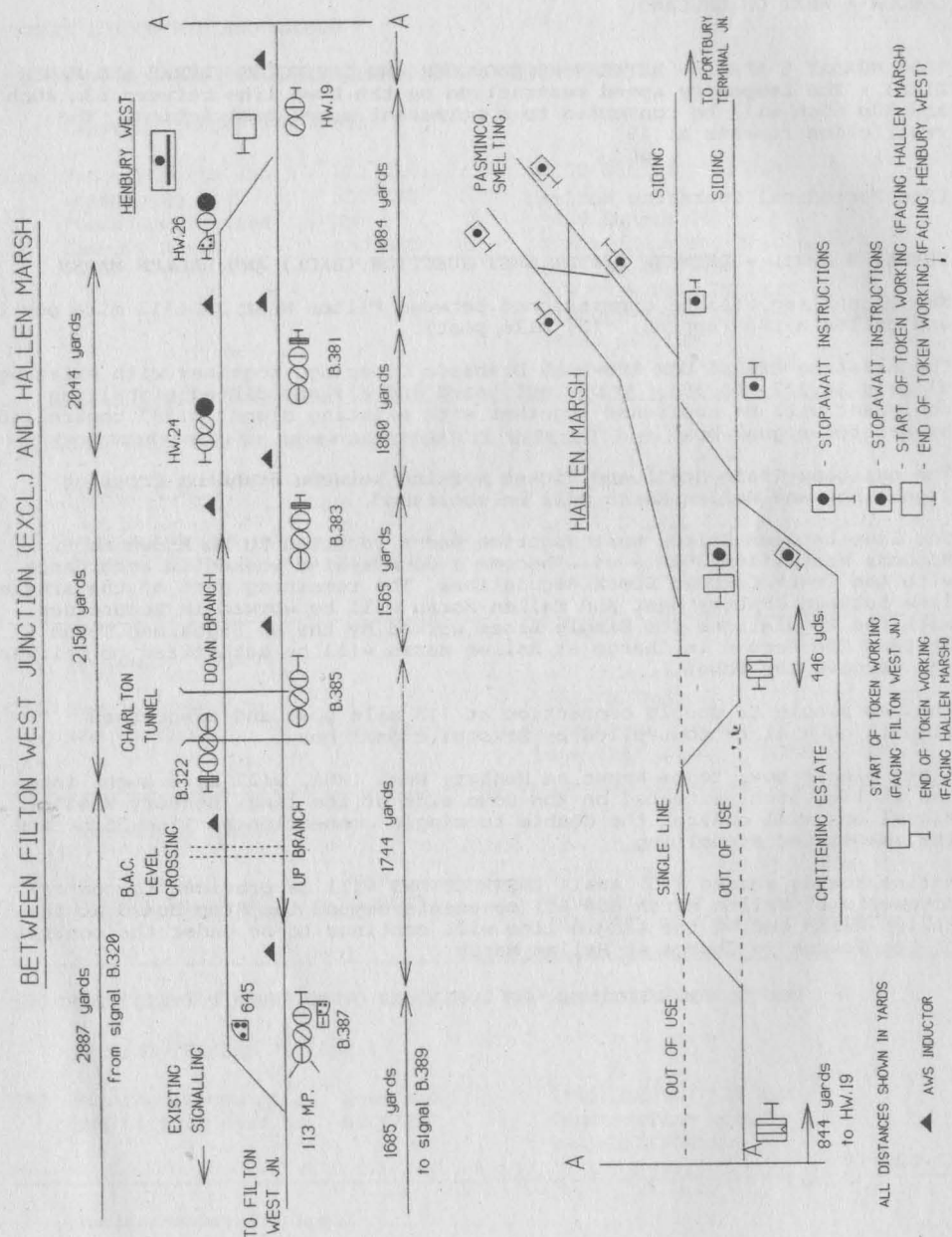
The line between Filton West Junction and a location to be known as Henbury West (116m.36ch.) will become a double line worked in accordance with the Track Circuit Block Regulations. The remaining part of the single line between Henbury West and Hallen Marsh will be worked in accordance with the Regulations for Single Lines worked by the No Signaller Token System. The Person in Charge at Hallen Marsh will be authorised to Deliver and Receive the Token.

The new single to double connection at 113 mile post and associated signalling will be controlled by Bristol signal box.

A new signal box, to be known as Henbury West (HW), will be brought into use at 116m.36ch. situated on the Down side of the line. Henbury West signal box will control the double to single connection at 116m.36ch. and the associated signalling.

Notice Boards worded STOP.AWAIT INSTRUCTIONS will be provided to control movements at Hallen Marsh and all movements beyond the Stop Board at the Hallen Marsh end of the single line will continue to be under the control of the Person in Charge at Hallen Marsh.

K2-02C/1



BETWEEN FILTON WEST JUNCTION (EXCL.) AND HALLEN MARSH - CONTINUED

New running signals will be brought into use as shown on the attached diagram and these will be located at the following mileages:-

DOWN LINE

Signal	Mileage
B.322	113½ m. + 837 yds.
HW.24	115 m. + 337 yds.
HW.26	116¼ m. + 193 yds.

UP LINE

Signal	Mileage
HW.19	116½ m. + 408 yds.
B.381	116 m. + 205 yds.
B.383	115 m. + 95 yds.
B.385	114 m. + 286 yds.
B.387	113 m. + 301 yds.

The application of signal B.387 will be the same as that of former B.387.

A new position light signal 645 will be provided for Up direction movements from the Down Branch line and will apply towards Up Patchway Chord signal B.343, Up Stoke Gifford line signal B.389 preceded by position light signal 647 and Up Filton Chord signal B.442. A telephone communication with Bristol signal box will be provided.

Brabazon Level Crossing at 113m.27ch. will be known as B.A.C. Level Crossing and will be released by Bristol signal box.

Signal Post Telephones will be provided at all running signals and will communicate to the relevant controlling signal box.

A.W.S. equipment will be provided at all new running signals and Distant Boards and at existing signal B.389. Cancelling indicators (not shown on the sketch) will be provided as appropriate.

Existing signals at Filton West Junction (not shown on the sketch) will read as follows:-

Signal No.	Line	Application to or towards
B.441	Down Filton Chord	Down Branch Sig. B.322
B.320	Down Stoke Gifford	Down Branch Sig. B.322
B.318	Down Patchway Chord	Down Branch Sig. B.322
GPL.648	Up Tip Sidings	Down Branch Sig. B.322 or Headshunt

Details of the new and altered signalling, Stop Boards and Notice Boards are shown on the sketch included in this notice.

K2-02C/3

BETWEEN FILTON WEST JUNCTION (EXCL) AND HALLEN MARSH - CONTINUED

A maximum permissible speed of 20 m.p.h. will apply between Filton West Jn and Hallen Marsh with a 15 m.p.h. permanent speed restriction on the Down and Up/Single line between 116m.30ch. and 116m.55ch.

(See Periodical Operating Notice)

(5) (FWE5.1)

SUNDAY 4 APRIL - BETWEEN HALLEN MARSH AND AVONMOUTH GOODS - The lines between 15 mile post and 16 mile post are out of use in connection with the construction of Bristol Bulk Handling Terminal. Until further notice the sidings at Hallen Marsh will terminate at 15 mile post at a location to be known in future as Portbury Terminal Junction.

(See Periodical Operating Notice)

(5) (FWE5.1)

SATURDAY 3 APRIL - HIGHWORTH BRANCH - The Highworth Branch will cease to be regarded as a running line and deleted from the Sectional Appendix Table A; it will be considered to be part of Swindon Yard.

(See Periodical Operating Notice)

(5) (FWE5.9)

SOUTH WALES

No items

WORKING OVER BOOK

No items

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

PADDINGTON AREA - SIGNALLING NOTICE No. 58 - Work has been undertaken to introduce new lines 3 and 4, and re-open platforms 6, 7, 8 and 9 at Paddington station. The layout and signalling are as shown in Signalling Notice No. 58, except for the following:-

The connection at the $\frac{1}{2}$ mile post between lines 3 and 4, together with associated signal routes, is not available. They will be introduced at a later date and further information will be given in due course.

At Kensal Green Carriage cleaning platform, TRS and RA plungers will NOT be available for use with signal SN 122. At signal SN 124 the route indication to signal SN 114 is R.

The maximum permissible speed on lines 3 and 4, and into and out of platforms 6, 7, 8 and 9 is 40 mph.

(See Periodical Operating Notice)

(3) (GW1)

K2-02C/4

PADDINGTON AREA - In preparation for remodelling and resignalling, platforms 1, 2, 3, 4 and 5 at Paddington have been taken out of use, together with the temporary Up and Down Main lines. Up Main line signal 00.47 has been fixed at Danger.

(3) (GW1)

* * SLOUGH WEST - A 40 mph miniature Warning Indicator, with left hand arrow, has been provided on the Down Relief at 18m 50ch. It is on the same post as the existing 60 commencement sign.

75

(2) (GW1)

UNTIL MONDAY 26 APRIL - NEWTON ABBOT STATION - The Up Main Platform 3 will be temporarily shortened at the Plymouth end with 180 metres available for use. Drivers must bring their trains to a stand clear of the work and Senior Conductors must warn customers alighting to take care due to resurfacing work.

(3/4) (GW4)

EAST SOMERSET JN (WITHAM) - The points leading to the former down siding at Witham have been plain lined. In association with this Signals W775 and W776 have been disconnected and removed.

(3/4) (GW5)

BETWEEN BRISTOL DR DAYS JN AND FILTON - The following catchpoints on the Up Filton line have been plain lined, at 1m 67ch, 2m 11ch and 2m 67ch.

(See Periodical Operating Notice)

(3/4) (GW6.2)

* * CULHAM - A new platform at 56m 25ch on the up side at Culham has become operational. The existing Up Side Platform has become non-operational.

(CSE-31E)

(2) (XC1)

* * BETWEEN AYNHO AND BANBURY - Telephones have been provided at the following occupation/accommodation crossings:-

Cherry's	84m 28ch
Manor Farm	85m 06ch

The telephones are connected to Banbury South signalbox.

(See Periodical Operating Notice)

(ROM/S/S/0500/PT) (2) (XC1)

TREDINGTON L.C. - The existing manually operated gated crossing at 81 miles 44 chains has been converted to an Automatic Half Barrier installation at the same location. Barrier indicators and telephones have been provided to Gloucester P.S.B.

(See Periodical Operating Notice)

ROM/S/S/0500/PT (3) (XC3)

K2-02C/5

KINGHAM STATION - The down platform at Kingham, previously temporarily shortened at the Oxford end, has been restored to its full length.

(RRC/O/S/93/012) (3) (RC11)

BETWEEN KINGHAM AND MORETON IN MARSH - A new 75 mph permanent speed restriction has been imposed on the Up line between 86 m.p. and 85m 38ch.

(See Periodical Operating Notice)

(3/4) (RC11)

BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT CLIFTON DOWN

In connection with engineering work on the up platform at Clifton Down, a temporary stop board has been erected at the Severn Beach end. Drivers should bring their trains to a stand before this stop board at the Bristol TM end of the platform.

(3) (RWE13)

BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - The method of working between St Andrews Jn LC and Severn Beach has now been further amended and reverts to NST.

This amends item published in K2/52.

The auxiliary token instrument at Holesmouth ground frame has been brought back into use.

(See Periodical Operating Notice)

(3/4) (RWE13)

* * NEWTON ABBOT TO HEATHFIELD - The alterations to the method of working, as shown in the K2 Periodical Operating Notice for period ending Friday 2 April 1993, have been brought into use.

(2) (FWE4.5)

* * LOSTWITHIEL TO CARNE POINT - The alterations to the method of working, as shown in the K2 Periodical Operating Notice for period ending Friday 2 April 1993, have been brought into use.

(2) (FWE4.7)

HIGHWORTH BRANCH - The previously secured out of use connection located at 0m.02ch. on the Highworth Branch, leading to the Shell Oils (Jack Dean's) siding, has now been removed and plain line installed.

(3) (FWE5.9)

SOUTH WALES

LLANTRISANT EAST - The Limit of Shunt lamp on the Down Main, east of Pontyclun station at 181½ m and 330 yards has been renewed in modern form (two red lights). It has been repositioned 10 yards further east, approximately 3 ft above rail level, on the opposite side of the Down Main (right hand side for movements up the Down Main). It is identified by the plate 'LOS DM'.

(3) (GW7)

K2-02C/6

WHITLAND - No. 1 down siding has been clipped out of use pending recovery.

(3/4) (RSW1.1)

BETWEEN FERRYSIDE AND CARMARTHEN JUNCTION - A new 50 mph permanent speed restriction has been imposed on the down line from 244m 12ch to 245m 06ch.

(See Periodical Operating Notice)

(3/4) (RSW1.1)

AT LLANDRINDOD WELLS LEVEL CROSSING 31M 36CH - Lineside equipment has been provided in both directions to enable train Drivers to initiate the amber/flashing red road lights and lowering of the full barriers from their cabs.

An elevated horizontal control wire, parallel to the track, has been provided on the nearside of the line adjacent to the rail stop sign. The control wire is 1.6m in length, 1.5m from the running rail and is at cab window height. Marker lights have been provided at each end of the control wire.

The existing level crossing installation, including the driver's flashing white light, automatic barrier-raise facility and the local control unit remain unaltered.

(3/4) (RSW 2)

BETWEEN 17MP AND MAINDEE WEST/EAST JNS - New line speeds and continuous route signing showing all changes on this route have been introduced.

The revised Table A pages are included in the new South Wales Sectional Appendix. New reflectorised triangular advanced warning indicators have also been brought into use. At certain locations these replace former illuminated circular 'Morpeth' warning boards.

The following work has been carried out and brought into use :-

New warning indicator and associated AWS inductor on the Up line between Tram Inn and Red Hill Tunnel at 3m 25ch.

Illuminated circular 'Morpeth' warning boards have been relocated and replaced with new reflectorised triangular advanced warning indicators at the locations listed below. New AWS inductors have been provided in connection with these new warning indicators.

	Old site	new site
Up line between Chapel Lane GF and Pontypool	33m 31ch	33m 21ch
Down line between Cwmbran and Maindee North	36m 39ch	36m 11ch

(2) (RSW3)

K2-02C/7

BETWEEN 17MP AND MAINDEE WEST/EAST JNS - New whistle boards have been provided on the approach to the following public footpath level crossings. Details are listed in a North to South direction.

Location of crossing		Whistle board position		Up direction	
		Down direction			
M	Ch	M	Ch	M	Ch
18m	75ch	18m	53ch	19m	17ch
19m	33ch	19m	07ch	-	-
28m	21ch	28m	01ch	28m	41ch
42m	03ch	-	-	42m	23ch
42m	29ch	-	-	42m	49ch
42m	47ch	42m	27ch	42m	67ch
7m	58ch	-	-	8m	00ch
8m	30ch	-	-	8m	50ch
21m	01ch	-	-	21m	21ch
22m	51ch	22m	29ch + 15 yards	22m	67ch
29m	52ch	-	-	29m	72ch
30m	09ch	29m	68ch	30m	30ch

(2) (RSW3)

HEREFORD BARRS COURT FREIGHT DEPOT

The long 'coal' siding, adjacent to the 'Up Jumbo' siding has been shortened by approximately 80 yards and a new stop block provided.

(3) (RSW3)

- * * UNTIL SATURDAY 17 APRIL - BETWEEN SEVERN TUNNEL JUNCTION AND CHEPSTOW
- * - AT CALDICOT 148M 02CH - Caldicot station will be temporarily closed for reconstruction. From Saturday 17 April the following platform lengths will be provided:-

Up platform - 113 yards

Down platform - 74 yards

Only trains formed of 2 cars can be accommodated at the Down platform.

(2) (RSW4.2)

- * * UNTIL SUNDAY 4 APRIL - BETWEEN CARDIFF QUEEN STREET AND CAERPHILLY -
- * AT LLANISHEN - A Temporary level crossing has been provided at the Rhymney end of Llanishen platforms. The crossing will normally be kept locked and only used by contractors during times when the Engineer takes absolute possession of the line ie. when Rule Book, Section T, Part III applies.

(2) (RSW5.1)

BETWEEN GWAUN-CAE-GURWEN AND PANTYFYNNON - A new Permanent Speed Restriction of 10 m.p.h. has been imposed between 11 mile post and 10m.01ch. applicable to all traffic.

(See Periodical Operating Notice)

(3/4) (FWA1.1)

BETWEEN LLANTRISANT EAST JN. AND CWM LLANTWIT - The Single line beyond the site of Mwyndy Jn. has been temporarily taken out of use. A buffer stop has been erected at 0 mile post.

(3/4) (FWA1.2)

HIRWAUN TO ABERCYNON LINE - HIRWAUN LC (TMO) AT 26m 02ch - All redundant track has been removed from the area of the above level crossing and the crossing gates relocated to 2 yards either side of the single line.

The normal position of the gates is across the railway.

(New Item)

(5) (FWA2.4)

BETWEEN WYE VALLEY JN. GF AND TIDENHAM QUARRY - The temporary stop block at Tidenham Quarry (End of Branch) has been relocated at 1m.14ch. (on the Chepstow side of Bishton Road Overbridge).

(3/4) (FWA3.1)

WORKING OVER BOOK

- * * WILLESDEN "G" SIDINGS - The overhead line equipment has been removed
- * from "G" Sidings Nos.2 and 3 and from part of Siding No.1. An electric trains stop board has been erected adjacent to structure LG06/05 on Siding No.1. This board has been located 100 yards from the connection to the Up Low Level Goods line.

(OP4/RA/W.1506) (2) (507)

Dorking Deepdene - The Up and Down line "S" marks, previously repositioned towards Redhill, have been restored to their original positions.

(RW/1646/1) (3/4) (525)

- * * BETWEEN EDENBRIDGE (32m.70ch.) AND TONBRIDGE - The 40 mph maximum
- * permissible speed on the Down and Up lines applicable to trains other than passenger (loaded or empty), postal and parcels trains composed entirely of bogie vehicles has been withdrawn and all trains are subject to a maximum permissible speed of 85 mph.

(See Periodical Operating Notice)

(RW4/804)

(2) (526)

Tonbridge - The 8 car stop mark for Up trains on platform 2 (Up platform loop) has been moved 55 yards towards the country end of the station.

(3/4)

(RW/1646/3)

(526)

Birmingham New St. Station - In connection with waiting room refurbishment works, platforms 4 and 5 have been temporarily shortened by 85 yards at the south (A) end. Temporary stop boards, applicable to up trains, are provided on these platforms.

Drivers of down trains stopping in platform 4 or 5 must ensure that their trains are drawn up to the north end of the station, clear of the area where work is in progress at the south end, ignoring if necessary the 10 and 11 car stop boards.

(3/4) (538)

- * * **BETWEEN SOHO NORTH JUNCTION AND SMETHWICK ROLFE ST** - Position light signal NS.336 situated at the Smethwick end of the down Through siding and applying to set-back movements from the down Stour line to the down Through siding has been provided with an additional route along the down Stour line towards position light signal NS.328.

(OD14/88/25) (2) (538)

- * * **TYSELEY STATION** - Until further notice, the down and up slow line platforms (Nos. 3 and 4) have been shortened by 83 yards at the Birmingham end.

"Trains Stop Here" boards have been provided.

(RRC/O/S/93/025) (2) (540)

BETWEEN KINGSWINFORD JN. SOUTH AND WALSALL PLECK JN. - The Down and Up lines between Round Oak North G.F. and Walsall Pleck Junction/Bescot Junction exclusive and associated sidings have been taken out of use.

(3/4) (546)

BETWEEN KINGSWINFORD JN. SOUTH AND ROUND OAK NORTH G.F. - The Down and Up lines between Kingswinford Junction South and Round Oak North G.F. have been converted to One Train Working (OTW) over a Double line with Down trains from Kingswinford running over the Down line and Up trains from Round Oak running over the Up line. A green coloured train staff is provided and held at Kingswinford Junction signal box.

At Kingswinford Junction South, the green aspect of the present three aspect colour light Down Home signal No.76 has been abolished leaving only the red and yellow aspects. A "Commencement of Staff Section" notice board has been placed by the Kingswinford Down starting semaphore signal.

At Round Oak, both the South and North Ground Frames are not released by Kingswinford Junction South signal box and the Ground Frame release levers are secured by padlock and the keys attached to the OTW green train staff.

A stop block has been erected on the Down line 500 yards Walsall side of Round Oak North Ground Frame trailing connection to Round Oak Sidings. A stop block has been erected on the Up line at Round Oak on the Kingswinford Junction side of the same connection.

K2-02C/10

An "End of Staff Section" notice board will be positioned by the Kingswinford Up Home semaphore signal. The Diamond sign has been removed from the signal.

(3/4) (546)

WALSALL, BESCOT CURVE JN. AND PLECK JN. - At Bescot Curve Junction, the Down Wednesbury Goods signal WL.31 has been fixed at RED as well as position light signal WL.32 on the Up Wednesbury Goods. Similarly, at Pleck Junction, the Down Dudley 4-aspect colour light signal WL.113 and position light signal WL.111 is fixed at RED.

At Pleck Junction, all routes to the Up Dudley line displayed on signals WL.102, WL.103 and position light signals WL.105 and WL.106 are disconnected.

At Bescot Junction, all routes to the Up Wednesbury Goods displayed on signals WL.25 and WL.26 are disconnected.

At Bescot Curve Junction, the Up Wednesbury Goods signal WL.44 and the Up Dudley signal WL.45 are fixed at RED.

(3/4) (546)

BOURNVILLE STATION - The Down and Up platforms at Bournville station have been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop boards provided. The Kings Norton end of each platform has been restored for use.

(New Item)

(RRC/O/S/92/99)

(5) (550)

Nantwich - The existing two arm, co-acting Up Starting signal has been renewed in the same location with a single arm at a height of 16 feet. The station footbridge has been provided with a white sightboard to improve sighting of the new signal.

(RRC/O/S/93/026) (3/4) (556)

K2-02C/11

PRIVATE AND NOT FOR CIRCULATION

DR 51400

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

WESTERN REGION

K2

3-4/93

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on WESTERN REGION and on
OTHER REGIONS' LINES
AFFECTING
WESTERN REGION TRAINMEN

SATURDAY, 10 APRIL 1993

to

FRIDAY, 23 APRIL 1993

(Inclusive)

(TWO WEEKS)

DANGER

DANGER

WARNINGOVERHEAD
LIVE WIRESOVERHEAD
LIVE WIRESA.C. ELECTRIFIED LINESAT STRATFORD FREIGHTLINER TERMINAL.

THE OVERHEAD LINE EQUIPMENT AT STRATFORD FREIGHTLINER TERMINAL HAS BEEN INSTALLED ALONG ENGINE HOLDING SIDINGS No. 1 AND No. 2. (BETWEEN EXISTING OVERHEAD STRUCTURE BT 00/17 AND NEW STRUCTURE BL 00/16A).

AS FROM 16.00 HOURS ON MONDAY 12th APRIL 1993 THE OVERHEAD LINE EQUIPMENT IS ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS BEING ALIVE AT ALL TIMES.

THE LIMITS OF ENERGISATION SHALL BE OVERHEAD STRUCTURE BT 00/17 AND NEW STRUCTURE BL00/16A AT STRATFORD FREIGHTLINER DEPOT.

The Working Instructions for A.C. Electrified Lines (BR 29987) will apply.

(7) (504)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
 * must be taken of them.

LONDON & WEST OF ENGLAND

SUNDAY 18 APRIL - SWINDON - The Position 4 and 5 junction indicators at signal SN42 will be removed. A Position 1 junction indicator will remain, for movements from the Up Main to the Down Main.

(Work postponed from Sunday 22 November)

(7) (GW2.1)

MONDAY 19 APRIL - BETWEEN EVESHAM AND PERSHORE - A new 75 mph permanent speed restriction will apply in both directions on the single line between 110 mp and 111 mp.

(See Section D) (RRC/O/S/GEN.33)

(7) (RC11)

SOUTH WALES

MONDAY 19 TO WEDNESDAY 21 APRIL - AT LLANDOVERY LEVEL CROSSING 29M 24CH

Lineside equipment will be provided in the Down direction only to enable train Drivers to initiate the amber/flashing red road lights and lowering of the full barriers from their cabs.

An elevated horizontal control wire, parallel to the track, will be provided on the nearside of the line adjacent to the rail stop sign. The control wire will be 1.6m in length, 1.5m from the running rail and will be at cab window height. Marker lights will be provided at each end of the control wire.

The existing level crossing installation, including the Driver's flashing white light, automatic barrier-raise facility and the local control unit will remain unaltered. Operation for Up trains will continue to be from the local control unit.

(See Periodical Operating Notice)

(7) (RSW2)

SUNDAY 18 TO FRIDAY 30 APRIL - NAAS AOCR LEVEL CROSSING - Naas AOCR level crossing, situated at 132m 36ch between Awre and Lydney will be converted to an Automatic Half Barrier crossing.

(See Section D)

(7) (RSW4.2)

MONDAY 19 APRIL - BETWEEN WALNUT TREE JUNCTION AND RADYR - The Down Relief line between Walnut Tree Junction and Radyr will be secured out of use.

(See Section D)

(7) (RSW5.3)

K2-3-4C/1

WORKING OVER BOOK

No items

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

- * * PADDINGTON AREA - SIGNALLING NOTICE No. 58 - Work has been
 * undertaken to introduce new lines 3 and 4, and re-open platforms 6, 7, 8 and 9 at Paddington station. The layout and signalling are as shown in Signalling Notice No. 58, except for the following:-

The connection at the $\frac{1}{2}$ mile post between lines 3 and 4, together with associated signal routes, is not available. They will be introduced at a later date and further information will be given in due course.

At Kensal Green Carriage cleaning platform, TRS and RA plungers will NOT be available for use with signal SN 122. At signal SN 124 the route indication to signal SN 114 is R.

The maximum permissible speed on lines 3 and 4, and into and out of platforms 6, 7, 8 and 9 is 40 mph.

(See Periodical Operating Notice)

(3) (GW1)

- * * PADDINGTON AREA - In preparation for remodelling and resignalling,
 * platforms 1, 2, 3, 4 and 5 at Paddington have been taken out of use, together with the temporary Up and Down Main lines. Up Main line signal OO.47 has been fixed at Danger.

(3) (GW1)

- * * UNTIL MONDAY 26 APRIL - NEWTON ABBOT STATION - The Up Main Platform
 * 3 will be temporarily shortened at the Plymouth end with 180 metres available for use. Drivers must bring their trains to a stand clear of the work and Senior Conductors must warn customers alighting to take care due to resurfacing work.

(3/4) (GW4)

BETWEEN WOODBOROUGH AND LAVINGTON (BERKS AND HANTS LINE) - The temporary speed restriction on the Down line between 83m 40ch and 83m 55ch has been converted to a permanent speed restriction. The restriction remains at
 40
 60.

(See Periodical Operating Notice)

(5) (GW5)

- * * EAST SOMERSET JN (WITHAM) - The points leading to the former down
 * siding at Witham have been plain lined. In association with this Signals W775 and W776 have been disconnected and removed.

(3/4) (GW5)

K2-3-4C/2

- * * BETWEEN BRISTOL DR DAYS JN AND FILTON - The following catchpoints on the Up Filton line have been plain lined, at 1m 67ch, 2m 11ch and 2m 67ch.

(See Periodical Operating Notice)

(3/4) (GW6.2)

- * * TREDINGTON L.C. - The existing manually operated gated crossing at 81 miles 44 chains has been converted to an Automatic Half Barrier installation at the same location. Barrier indicators and telephones have been provided to Gloucester P.S.B.

(See Periodical Operating Notice) ROM/S/S/0500/PT

(3) (XC3)

- * * KINGHAM STATION - The down platform at Kingham, previously temporarily shortened at the Oxford end, has been restored to its full length.

(RRC/O/S/93/012)

(3) (RC11)

- * * BETWEEN KINGHAM AND MORETON IN MARSH - A new 75 mph permanent speed restriction has been imposed on the Up line between 86 m.p. and 85m 38ch.

(See Periodical Operating Notice)

(3/4) (RC11)

- * * BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT CLIFTON DOWN - In connection with engineering work on the up platform at Clifton Down, a temporary stop board has been erected at the Severn Beach end. Drivers should bring their trains to a stand before this stop board at the Bristol TM end of the platform.

(3) (RWE13)

- * * BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - The method of working between St Andrews Jn LC and Severn Beach has now been further amended and reverts to NST. This amends item published in K2/52. The auxiliary token instrument at Holesmouth ground frame has been brought back into use.

(See Periodical Operating Notice)

(3/4) (RWE13)

BETWEEN FILTON WEST JUNCTION (EXCL) AND HALLEN MARSH

New signalling has been commissioned between Filton West Jn (113 mile post) and Hallen Marsh (approx. 118½ mile post).

The existing signalbox known as Brabazon Crossing, together with existing signals BZ.322, BZ.385, Up Distant board and all associated signalling equipment have been abolished together with existing signal B.387 controlled by Bristol signalbox.

K2-3-4C/3

BETWEEN FILTON WEST JUNCTION (EXCL) AND HALLEN MARSH - CONTINUED

The existing Train Staff and Ticket working between Brabazon Crossing signalbox and Hallen Marsh has been abolished.

The line between Filton West Junction and a location to be known as Henbury West (116m 6ch) has become a double line worked in accordance with the Track Circuit Block Regulations. The remaining part of the single line between Henbury West and Hallen Marsh is worked in accordance with the Regulations for Single Lines worked by the No Signalman Token System. The Person in Charge at Hallen Marsh is authorised to Deliver and Receive the Token.

The new single to double connection at 113 mile post and associated signalling is controlled by Bristol signalbox.

A new signalbox, to be known as Henbury West (HW), has been brought into use at 116m 6ch situated on the Down side of the line. Henbury West signalbox controls the double to single connection at 116m 6ch and the associated signalling.

Notice Boards worded STOP.AWAIT INSTRUCTIONS have been provided to control movements at Hallen Marsh and all movements beyond the Stop Board at the Hallen Marsh end of the single line continue to be under the control of the Person in Charge at Hallen Marsh.

New running signals have been brought into use as shown on the attached diagram and these are located at the following mileages:-

DOWN LINE

Signal	Mileage
B.322	113½ m. + 837 yds.
HW.24	115 m. + 337 yds.
HW.26	116½ m. + 193 yds.

UP LINE

HW.19	116½ m. + 408 yds.
B.381	116 m. + 205 yds.
B.383	115 m. + 95 yds.
B.385	114 m. + 286 yds.
B.387	113 m. + 301 yds.

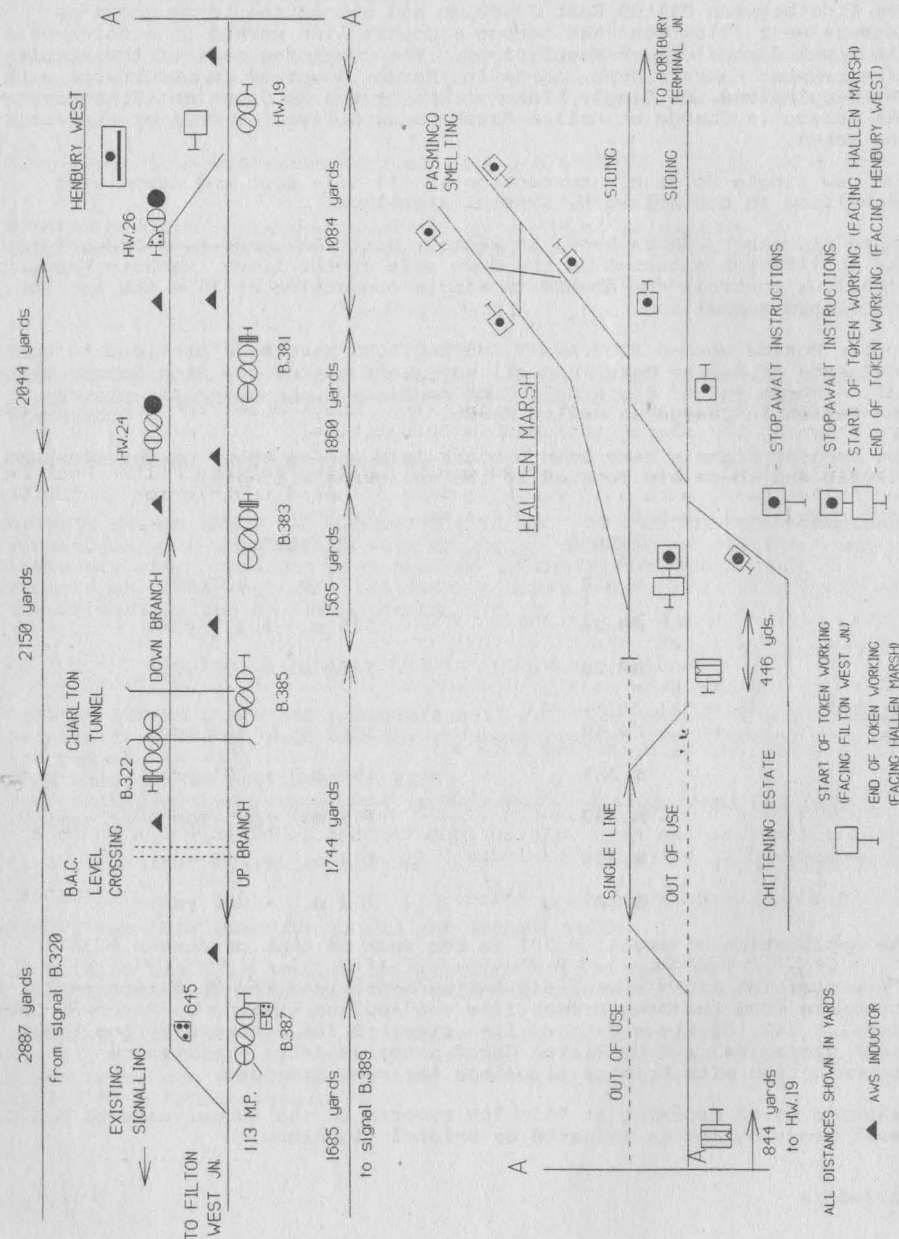
The application of signal B.387 is the same as that of former B.387.

A new position light signal 645 has been provided for Up direction movements from the Down Branch line and applies towards Up Patchway Chord signal B.343, Up Stoke Gifford line signal B.389 preceded by position light signal 647 and Up Filton Chord signal B.442. A telephone communication with Bristol signalbox has been provided.

Brabazon Level Crossing at 113m 7ch reverts to its former name of B.A.C. Level Crossing and is released by Bristol signalbox.

K2-3-4C/4

BETWEEN FILTON WEST JUNCTION (EXCL.) AND HALLEN MARSH



BETWEEN FILTON WEST JUNCTION (EXCL.) AND HALLEN MARSH - CONTINUED

Signal Post Telephones have been provided at all running signals and communicate to the relevant controlling signalbox.

A.W.S. equipment has been provided at all new running signals and Distant Boards and at existing signal B.389. Cancelling indicators (not shown on the sketch) have been provided as appropriate.

Existing signals at Filton West Junction (not shown on the sketch) read as follows:-

Signal No.	Line	Application to or towards
B.441	Down Filton Chord	Down Branch Sig. B.322
B.320	Down Stoke Gifford	Down Branch Sig. B.322
B.318	Down Patchway Chord	Down Branch Sig. B.322
GPL.648	Up Tip Sidings	Down Branch Sig. B.322 or Headshunt

Details of the new and altered signalling, Stop Boards and Notice Boards are shown on the sketch included in this notice.

A maximum permissible speed of 20 m.p.h. applies between Filton West Jn and Hallen Marsh with a 15 m.p.h. permanent speed restriction on the Down and Up/Single line between 116m 0ch and 116m 5ch.

(See Periodical Operating Notice)

(5) (FWE5.1)

BETWEEN HALLEN MARSH AND AVONMOUTH GOODS - The lines between 15 mile post and 16 mile post are out of use in connection with the construction of Bristol Bulk Handling Terminal. Until further notice the sidings at Hallen Marsh terminate at 15 mile post at a location to be known in future as Portbury Terminal Junction.

(See Periodical Operating Notice)

(5) (FWE5.1)

HIGHWORTH BRANCH - The Highworth Branch has ceased to be regarded as a running line and has been deleted from the Sectional Appendix Table A; it is considered to be part of Swindon Yard.

(See Periodical Operating Notice)

(5) (FWE5.9)

**** HIGHWORTH BRANCH** - The previously secured out of use connection

* located at 0m 02ch on the Highworth Branch, leading to the Shell Oils (Jack Dean's) siding, has now been removed and plain line installed.

(3) (FWE5.9)

SOUTH WALES

- * * LLANTRISANT EAST - The Limit of Shunt lamp on the Down Main, east of Pontyclun station at 181½ m and 330 yards has been renewed in modern form (two red lights). It has been repositioned 10 yards further east, approximately 3 ft above rail level, on the opposite side of the Down Main (right hand side for movements up the Down Main). It is identified by the plate 'LOS DM'.

(3) (GW7)

- * * WHITLAND - No. 1 down siding has been clipped out of use pending recovery.

(3/4) (RSW1.1)

- * * BETWEEN FERRYSIDE AND CARMARTHEN JUNCTION - A new 50 mph permanent speed restriction has been imposed on the down line from 244m 12ch to 245m 06ch.

(See Periodical Operating Notice)

(3/4) (RSW1.1)

- * * AT LLANDRINDOD WELLS LEVEL CROSSING 31M 36CH - Lineside equipment has been provided in both directions to enable train Drivers to initiate the amber/flashing red road lights and lowering of the full barriers from their cabs.

An elevated horizontal control wire, parallel to the track, has been provided on the nearside of the line adjacent to the rail stop sign. The control wire is 1.6m in length, 1.5m from the running rail and is at cab window height. Marker lights have been provided at each end of the control wire.

The existing level crossing installation, including the driver's flashing white light, automatic barrier-raise facility and the local control unit remain unaltered.

(3/4) (RSW 2)

- * * HEREFORD BARRS COURT FREIGHT DEPOT - The long 'coal' siding, adjacent to the 'Up Jumbo' siding has been shortened by approximately 80 yards and a new stop block provided.

(3) (RSW3)

- * * UNTIL SUNDAY 18 APRIL - BETWEEN CARDIFF QUEEN STREET AND CAERPHILLY - AT LLANISHEN - A Temporary level crossing has been provided at the Rhymney end of Llanishen platforms. The crossing will normally be kept locked and only used by contractors during times when the Engineer takes absolute possession of the line i.e. when Rule Book, Section T, Part III applies.

(AMENDED ITEM)

(4) (RSW5.1)

K2-3-4C/7

UNTIL FRIDAY 21 MAY - BETWEEN PONTYPRIDD AND RADYR - AT TREFFOREST Both platforms at Trefforest are being progressively resurfaced. During this period Drivers should be prepared to bring their trains to a stand at the temporary stop board provided. At all times, a 4 car Sprinter length platform will be available.

(NEW ITEM)

(6) (RSW5.3)

- * * BETWEEN GWAUN-CAE-GURWEN AND PANTYFYNNON - A new Permanent Speed Restriction of 10 m.p.h. has been imposed between 11 mile post and 10m 01ch applicable to all traffic.

(See Periodical Operating Notice)

(3/4) (FWA1.1)

- * * BETWEEN LLANTRISANT EAST JN. AND CWM LLANTWIT - The Single line beyond the site of Mwyndy Jn. has been temporarily taken out of use. A buffer stop has been erected at 0 mile post.

(3/4) (FWA1.2)

HIRWAUN TO ABERCYNON LINE - HIRWAUN LC (TMO) AT 26m 02ch - All redundant track has been removed from the area of the above level crossing and the crossing gates relocated to 2 yards either side of the single line.

The normal position of the gates is across the railway.

(5) (FWA2.4)

- * * BETWEEN WYE VALLEY JN. GF AND TIDENHAM QUARRY - The temporary stop block at Tidenham Quarry (End of Branch) has been relocated at 1m 14ch (on the Chepstow side of Bishton Road Overbridge).

(3/4) (FWA3.1)

WORKING OVER BOOK

- * * Dorking Deepdene - The Up and Down line "S" marks, previously repositioned towards Redhill, have been restored to their original positions.

(RW/1646/1)

(3/4) (525)

- * * Tonbridge - The 8 car stop mark for Up trains on platform 2 (Up platform loop) has been moved 55 yards towards the country end of the station.

(RW/1646/3)

(3/4) (526)

K2-3-4C/8

- * * Birmingham New St. Station - In connection with waiting room
 * refurbishment works, platforms 4 and 5 have been temporarily shortened by 85 yards at the south (A) end. Temporary stop boards, applicable to up trains, are provided on these platforms.

Drivers of down trains stopping in platform 4 or 5 must ensure that their trains are drawn up to the north end of the station, clear of the area where work is in progress at the south end, ignoring if necessary the 10 and 11 car stop boards.

(3/4) (538)

- * * BETWEEN KINGSWINFORM JN. SOUTH AND WALSALL PLECK JN. - The Down and Up lines between Round Oak North G.F. and Walsall Pleck Junction/Bescot Junction exclusive and associated sidings have been taken out of use.

(3/4) (546)

- * * BETWEEN KINGSWINFORM JN. SOUTH AND ROUND OAK NORTH G.F. - The Down and Up lines between Kingswinford Junction South and Round Oak North G.F. have been converted to One Train Working (OTW) over a Double line with Down trains from Kingswinford running over the Down line and Up trains from Round Oak running over the Up line. A green coloured train staff is provided and held at Kingswinford Junction signal box.

At Kingswinford Junction South, the green aspect of the present three aspect colour light Down Home signal No.76 has been abolished leaving only the red and yellow aspects. A "Commencement of Staff Section" notice board has been placed by the Kingswinford Down starting semaphore signal.

At Round Oak, both the South and North Ground Frames are not released by Kingswinford Junction South signal box and the Ground Frame release levers are secured by padlock and the keys attached to the OTW green train staff.

A stop block has been erected on the Down line 500 yards Walsall side of Round Oak North Ground Frame trailing connection to Round Oak Sidings. A stop block has been erected on the Up line at Round Oak on the Kingswinford Junction side of the same connection.

An "End of Staff Section" notice board will be positioned by the Kingswinford Up Home semaphore signal. The Diamond sign has been removed from the signal.

(3/4) (546)

- * * WALSALL, BESCOT CURVE JN. AND PLECK JN. - At Bescot Curve Junction,
 * the Down Wednesbury Goods signal WL.31 has been fixed at RED as well as position light signal WL.32 on the Up Wednesbury Goods. Similarly, at Pleck Junction, the Down Dudley 4-aspect colour light signal WL.113 and position light signal WL.111 is fixed at RED.

At Pleck Junction, all routes to the Up Dudley line displayed on signals WL.102, WL.103 and position light signals WL.105 and WL.106 are disconnected.

K2-3-4C/9

At Bescot Junction, all routes to the Up Wednesbury Goods displayed on signals WL.25 and WL.26 are disconnected.

At Bescot Curve Junction, the Up Wednesbury Goods signal WL.44 and the Up Dudley signal WL.45 are fixed at RED.

(3/4) (546)

SIGNAL NS243 ON THE UP GLOUCESTER LINE BETWEEN FIVE WAYS AND NEW STREET
 Signal NS243 has been replaced with a new signal head on an offset bracket structure. The height of the red aspect has been reduced to 14 feet above rail level. The multi lamp indicator has been repositioned above the signal head. There has been no alteration to the existing co-acting signal positioned at ground level.

(NEW ITEM)

(RRC/O/S/91/3)

(6) (550)

BOURNVILLE STATION - The Down and Up platforms at Bournville station have been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop boards provided. The Kings Norton end of each platform has been restored for use.

(RRC/O/S/92/99)

(5) (550)

- * * Nantwich - The existing two arm, co-acting Up Starting signal has
 * been renewed in the same location with a single arm at a height of 16 feet. The station footbridge has been provided with a white sightboard to improve sighting of the new signal.

(RRC/O/S/93/026)

(3/4) (556)

K2-3-4C/10

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

WESTERN REGION

K2

5/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on WESTERN REGION and on
OTHER REGIONS' LINES
AFFECTING
WESTERN REGION TRAINMEN**

SATURDAY, 24 APRIL 1993

to

FRIDAY, 30 APRIL 1993

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

WEDNESDAY 28 APRIL - LAIRA DEPOT - A permanent AWS test ramp will be provided on the exit from Lipson Sidings.

(8) (GW4)

SOUTH WALES

SUNDAY 25 APRIL TO THURSDAY 20 MAY -BETWEEN WHITLAND AND PEMBROKE DOCK - AT MANORBIER 279M 9CH - The existing Traincrew-Operated level crossing gates and associated rail signs will be recovered and the crossing will be converted to an Automatic Open Crossing (Locally Monitored) type.

Steady amber and flashing red road lights will be provided on both sides of the road at each side of the railway. An audible warning, for pedestrians, will be provided at each nearside light post. The road lights and audible warning will be initiated automatically by the approaching train in the Down direction and from a lineside plunger in a control cabinet at the crossing for Up trains.

An advance rail warning sign (St Georges Cross) will be provided on each approach to the crossing. A St Andrews Cross/10 mph crossing speed sign will be provided in the Down direction and a rail stop sign worded 'STOP, PRESS PLUNGER AND OBTAIN WHITE LIGHT BEFORE PROCEEDING', will be provided in the Up direction. All signs will be retro reflective.

Rail Driver's flashing red/white light units, together with Driver's emergency plunger and local control unit will also be provided.

The positioning of rail signs will be as follows:-

	Distance (in yards) on approach side of crossing	
	Up	Down
St Georges Cross	893	935
St Andrews Cross/10 mph crossing speed	-	117
Stop	27	-
Driver's flashing red/white light	5	5

(12) (RSW1.2)

FRIDAY 30 APRIL - NAAS AOCR LEVEL CROSSING - Naas AOCR level crossing, situated at 132m 36ch between Awre and Lydney will be converted to an Automatic Half Barrier crossing.

(See Section D)

(8) (RSW4.2)

K2-5C/1

WORKING OVER BOOK

No items.

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

SLOUGH - A signal post telephone has been provided at GPL S243 on Slough Goods Straight, immediately outside Slough Panel box.

(NEW ITEM)

(8) (GW1)

READING LOWER TRIANGLE DEPOT - A new type of hand point has been fitted on the incoming road at Reading Lower Triangle Depot. This point MUST be pulled prior to any movement for any direction of travel commencing from the following sidings: A, B, C, D, E, F. See diagram.

(NEW ITEM)

(8) (GW1)

SWINDON - The work shown to be carried out on Sunday 18 April on Position 4 and 5 junction indicators at signal SN42 has been postponed until further notice.

(Amended item)

(7) (GW2.1)

- * * BETWEEN WOODBOROUGH AND LAVINGTON (BERKS AND HANTS LINE) - The temporary speed restriction on the Down line between 83m 40ch and 83m 55ch has been converted to a permanent speed restriction. The restriction remains at 40
60.

(See Periodical Operating Notice)

(5) (GW5)

BANBURY NORTH JUNCTION - The calling-on arm situated on the Up Goods Home signal has been removed.

(NEW ITEM)

(ROM/S/S/0500/PT) (8) (XC1)

BETWEEN ABBOTSWOOD JUNCTION AND ASHCHURCH GROUND FRAME - Telephones have been provided at the following occupation/accommodation crossings:-

Andrews	74 m. 71 chs.
Cooks No.1	75 m. 03 chs.
Cooks No.2	75 m. 23 chs.

The telephones are connected to Gloucester signalbox.

(NEW ITEM) (See Section D)

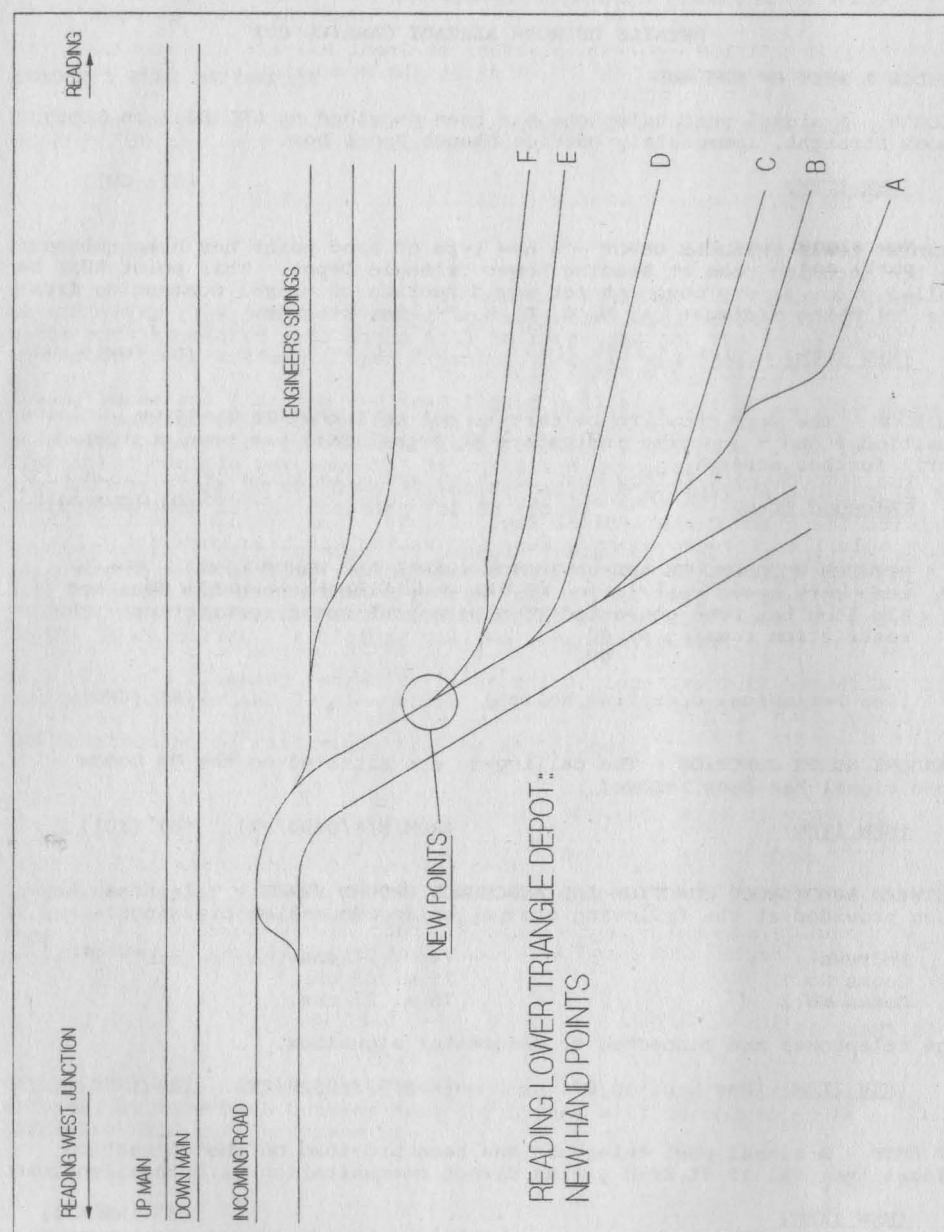
(ROM/S/S/0500/PT) (8) (XC3)

ST ERTH - A signal post telephone has been provided on the Up section signal (no. 65) at St Erth giving direct communication with the Signalman.

(NEW ITEM)

(8) (RWE8.5)

K2-5C/2



K2-5C/3

BETWEEN EVESHAM AND PERSHORE - A new 75 mph permanent speed restriction applies in both directions on the single line between 110 mp and 111 mp.

(See Section D)

(RRC/O/S/GEN.33)

(7) (RC11)

GREAT MALVERN STATION - The Up platform at Great Malvern station has been temporarily shortened by 16 yards at the Worcester end. "Trains Stop Here" boards have been provided.

(NEW ITEM)

(RRC/O/S/-)

(8) (RC11)

* * BETWEEN FILTON WEST JUNCTION (EXCL) AND HALLEN MARSH

New signalling has been commissioned between Filton West Jn (113 mile post) and Hallen Marsh (approx. 118½ mile post).

The existing signalbox known as Brabazon Crossing, together with existing signals BZ.322, BZ.385, Up Distant board and all associated signalling equipment have been abolished together with existing signal B.387 controlled by Bristol signalbox.

The existing Train Staff and Ticket working between Brabazon Crossing signalbox and Hallen Marsh has been abolished.

The line between Filton West Junction and a location to be known as Henbury West (116m 6ch) has become a double line worked in accordance with the Track Circuit Block Regulations. The remaining part of the single line between Henbury West and Hallen Marsh is worked in accordance with the Regulations for Single Lines worked by the No Signalman Token System. The Person in Charge at Hallen Marsh is authorised to Deliver and Receive the Token.

The new single to double connection at 113 mile post and associated signalling is controlled by Bristol signalbox.

A new signalbox, to be known as Henbury West (HW), has been brought into use at 116m 6ch situated on the Down side of the line. Henbury West signalbox controls the double to single connection at 116m 6ch and the associated signalling.

Notice Boards worded STOP.AWAIT INSTRUCTIONS have been provided to control movements at Hallen Marsh and all movements beyond the Stop Board at the Hallen Marsh end of the single line continue to be under the control of the Person in Charge at Hallen Marsh.

New running signals have been brought into use as shown on the attached diagram and these are located at the following mileages:-

DOWN LINE

Signal	Mileage
B.322	113½ m. + 837 yds.
HW.24	115 m. + 337 yds.
HW.26	116¼ m. + 193 yds.

K2-5C/4

BETWEEN FILTON WEST JUNCTION (EXCL) AND HALLEN MARSH - CONTINUED

UP LINE

HW.19	116½ m. + 408 yds.
B.381	116 m. + 205 yds.
B.383	115 m. + 95 yds.
B.385	114 m. + 286 yds.
B.387	113 m. + 301 yds.

The application of signal B.387 is the same as that of former B.387.

A new position light signal 645 has been provided for Up direction movements from the Down Branch line and applies towards Up Patchway Chord signal B.343, Up Stoke Gifford line signal B.389 preceded by position light signal 647 and Up Filton Chord signal B.442. A telephone communication with Bristol signalbox has been provided.

Brabazon Level Crossing at 113m 7ch reverts to its former name of B.A.C. Level Crossing and is released by Bristol signalbox.

Signal Post Telephones have been provided at all running signals and communicate to the relevant controlling signalbox.

A.W.S. equipment has been provided at all new running signals and Distant Boards and at existing signal B.389. Cancelling indicators (not shown on the sketch) have been provided as appropriate.

Existing signals at Filton West Junction (not shown on the sketch) read as follows:-

Signal No.	Line	Application to or towards
B.441	Down Filton Chord	Down Branch Sig. B.322
B.320	Down Stoke Gifford	Down Branch Sig. B.322
B.318	Down Patchway Chord	Down Branch Sig. B.322
GPL.648	Up Tip Sidings	Down Branch Sig. B.322 or Headshunt

Details of the new and altered signalling, Stop Boards and Notice Boards are shown on the sketch included in this notice.

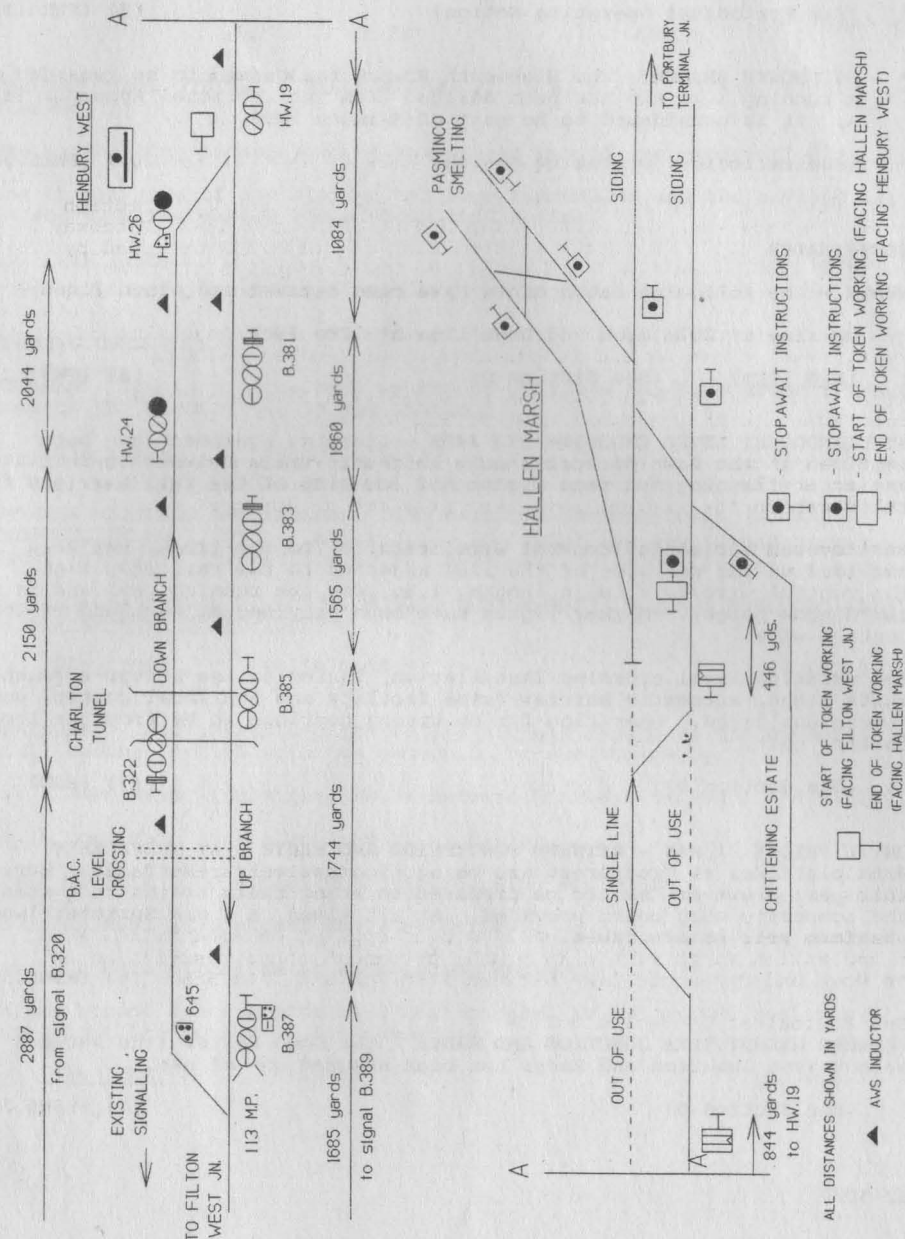
A maximum permissible speed of 20 m.p.h. applies between Filton West Jn and Hallen Marsh with a 15 m.p.h. permanent speed restriction on the Down and Up/Single line between 116m 0ch and 116m 5ch.

(See Periodical Operating Notice)

(5) (FWE5.1)

K2-5C/5

BETWEEN FILTON WEST JUNCTION (EXCL) AND HALLEN MARSH



- * * BETWEEN HALLEN MARSH AND AVONMOUTH GOODS - The lines between 15 mile post and 16 mile post are out of use in connection with the construction of Bristol Bulk Handling Terminal. Until further notice the sidings at Hallen Marsh terminate at 15 mile post at a location to be known in future as Portbury Terminal Junction.

(See Periodical Operating Notice)

(5) (FWE5.1)

- * * HIGHWORTH BRANCH - The Highworth Branch has ceased to be regarded as a running line and has been deleted from the Sectional Appendix Table A; it is considered to be part of Swindon Yard.

(See Periodical Operating Notice)

(5) (FWE5.9)

SOUTH WALES

NEATH - The following catchpoints have been removed and plain lined:-

Up line at 207m 03ch and Down line at 208m 55ch.

(NEW ITEM)

(See Section D)

(8) (GW7)

AT LLANDOVERY LEVEL CROSSING 29M 24CH - Lineside equipment has been provided in the Down direction only to enable train Drivers to initiate the amber/flashing red road lights and lowering of the full barriers from their cabs.

An elevated horizontal control wire, parallel to the track, has been provided on the nearside of the line adjacent to the rail stop sign. The control wire is 1.6m in length, 1.5m from the running rail and is at cab window height. Marker lights have been provided at each end of the control wire.

The existing level crossing installation, including the Driver's flashing white light, automatic barrier-raise facility and the local control unit remain unaltered. Operation for Up trains continue to be from the local control unit.

(See Section D)

(7) (RSW2)

UNTIL FRIDAY 21 MAY - BETWEEN PONTYPRIDD AND RADYR - AT TREFFOREST Both platforms at Trefforest are being progressively resurfaced. During this period Drivers should be prepared to bring their trains to a stand at the temporary stop board provided. At all times, a 4 car Sprinter length platform will be available.

(6) (RSW5.3)

BETWEEN WALNUT TREE JUNCTION AND RADYR - The Down Relief line between Walnut Tree Junction and Radyr has been secured out of use.

(See Section D)

(7) (RSW5.3)

K2-5C/7

- * * HIRWAUN TO ABERCYNON LINE - HIRWAUN LC (TMO) AT 26m 02ch - All redundant track has been removed from the area of the above level crossing and the crossing gates relocated to 2 yards either side of the single line.

The normal position of the gates is across the railway.

(5) (FWA2.4)

CARDIFF TIDAL SIDINGS - Sidings Nos. 2, 4, 6, 8, 12, 14 and 16 have been removed.

The Marshalling Sidings are being secured out of use progressively.

The throat area of the sidings has been remodelled and the revised layout is shown on the sketch included in this notice.

(NEW ITEM)

(8) (FWA3.11)

WORKING OVER BOOK

FELTHAM - The 4 car stop mark on the Up platform has been moved 17 yards towards the country end of the station.

(NEW ITEM)

(R(SW)1086/1)

(8) (516)

BETWEEN WATERLOO AND VAUXHALL ALSO WATERLOO INTERNATIONAL (SIGNAL INSTRUCTION NO.5 1993) - Alterations to signalling and permanent way shown in Signal Instruction No.5 - 1993 have not taken place.

ALL PERSONS ISSUED WITH THIS NOTICE MUST RETAIN IT FOR A NEW COMMISSIONING DATE THAT WILL BE ADVISED

(NEW ITEM)

(R(SW)1008/8)

(8) (521)

WOKINGHAM - All points and controlled signals have been disconnected until further notice with the exception of the following:

- (i) Down Main line signal WM 10 between Winnersh Triangle and Earley.
- (ii) Down Main line signal WM 12 at Earley.
- (iii) Up Main line signal WM 33 approaching Wokingham.
- (iv) Up Main line signal WM 37 at Earley.
- (v) Up Main signal WM 38 approaching Earley.

Earley ground frame points have been secured in the normal position throughout the period of disconnection.

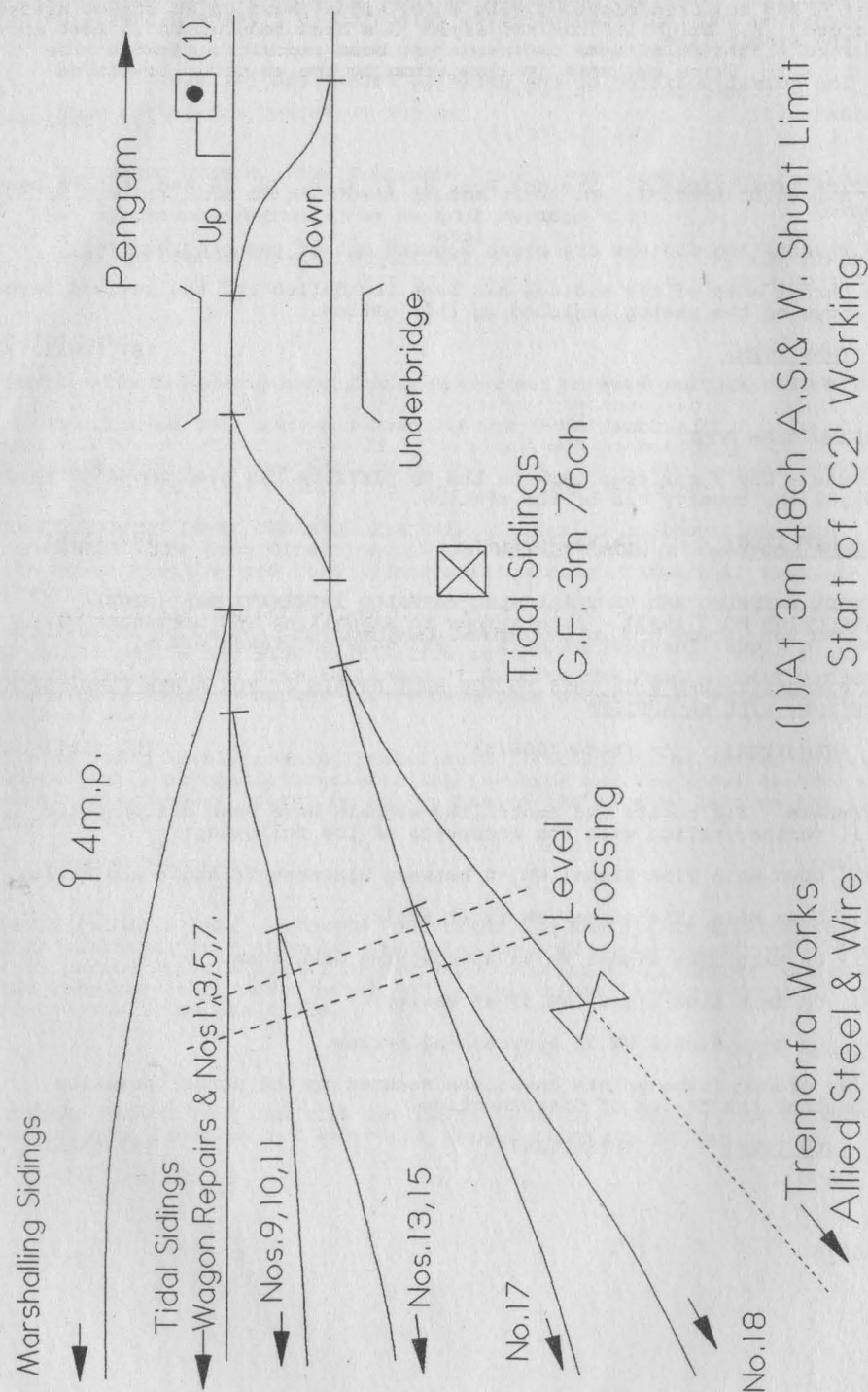
(NEW ITEM)

(R(SW)1047)

(6) (525)

K2-5C/8

CARDIFF TIDAL SIDINGS



K2-5C/9

SIGNAL NS243 ON THE UP GLOUCESTER LINE BETWEEN FIVE WAYS AND NEW STREET
Signal NS243 has been replaced with a new signal head on an offset bracket structure. The height of the red aspect has been reduced to 14 feet above rail level. The multi lamp indicator has been repositioned above the signal head. There has been no alteration to the existing co-acting signal positioned at ground level.

(RRC/O/S/91/3)

(6) (550)

*** * BOURNVILLE STATION** - The Down and Up platforms at Bournville station have been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop boards provided. The Kings Norton end of each platform has been restored for use.

(RRC/O/S/92/99)

(5) (550)

KINGS NORTON STATION - 59 metres of the platform on the Up Gloucester at the Redditch end has been permanently taken out of use. The remaining section of this platform is now 151 metres in length. In addition, 50 metres of the platform on the Down Camp Hill at the Redditch end has been permanently taken out of use and "Trains To Stop Here" boards have been provided. The remaining section of this platform is now 150 metres in length.

(NEW ITEM)

(ROM/S/S/0500/PT)

(8) (550)

Longbridge Station - The Down and Up platforms at Longbridge Station have been re-opened to their original lengths.

(NEW ITEM)

(ROM/S/S/0500/PT)

(8) (550)

K2-5C/10

WORCESTER CARRIAGE SERVICING DEPOT - continued

Change of responsibility for "Designated Person"

The change of responsibility from the R0 2 (Shunter) to Fleet Engineer's staff and vice versa must be recorded in the Log Book provided.

(RRC/O/S/93/028)

(K2/5/93)

Page 4.140 FWE4.5 NEWTON ABBOT EAST JUNCTION TO HEATHFIELD

Amend new second paragraph to read:-

If a train which will not come from and/or return to Exeter Riverside Yard requires to run onto the Heathfield Branch and proceed beyond the "Commencement of Staff Section" board at 0m. 60ch., the Freight Services Manager St Blazey must arrange for a suitable person to collect the Train Staff and deliver it to the Driver at a pre-arranged place or to collect it from the Driver at a pre-arranged place and return it to the Person in Charge in Exeter Riverside Yard.

(Amends Part 2 of the PON)

(K2/5/93)

Page 4.144 FWE4.6 MOUNT GOULD JN TO CATTEWATER

CATTEWATER HARBOUR

Shell Propane Sidings.

Delete heading and instructions.

Conoco Ltd. Oil Depot.

Amend paragraph to read:-

Perimeter gates, which will be closed across the railway without prior advice in the event of an emergency in the Depot, are provided 140 yds on the east side of Conoco level crossing. Trains must STOP at the "End of C2" board and the Person in Charge must obtain permission from a representative of Conoco before entering the Oil Depot sidings.

Esso Petroleum.

Delete heading and instructions.

Page 4.145 FWE4.6 MOUNT GOULD JN TO CATTEWATER

CATTEWATER HARBOUR

Amend sentence commencing "Tractors are..." to read:-

A locomotive is employed by the Firm for the movement of wagons.

(K2/5/93)

K2-5D/7

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
SOUTH WALES - BR30012
(Dated April 1993)

SECTION 1 - TABLE A

Page 1.15 - GW7 CARDIFF TO SWANSEA

Delete from the Remarks column the out of use catch points at 207m 03ch and 208m 55ch.

(K2/5/93)

Page 1.44 - RSW4.2 AWRE (EXCL) TO SEVERN TUNNEL JN (EXCL)

Amend description of Naas LC at 132m 36ch
to be an Automatic Half Barrier - (AHB)

(From Friday 30 April)

(K2/3-4/93)

Page 1.57 - RSW5.3 MERTHYR TO QUEEN ST NORTH JN

Add in Remarks column adjacent to Down Relief line between Walnut Tree Junction and Radyr:- "DR line secured out of use".

(K2/3-4/93)

SECTION 2 - TABLES B-M

Page 2.8 - TABLE F

Add:- Blaengarw

(K2/5/93)

K2-5D/8

SECTION 3 - GENERAL INSTRUCTIONS

Page 3.11 INSTRUCTIONS RELATING TO THE RULE BOOK APPENDIX

Add as first item:-

DEFECTIVE HST POWER CAR SLIDING DOORS

The procedure shown in the Rule Book Appendix, Section 1, titled Incidents Involving Exterior Doors on Passenger Stock (Sections 2 & 3), must also be applied to HST Power Car sliding doors.

Should it be necessary to secure any Power Car sliding door out of use, the sliding door on the opposite side of the train must also be secured out of use.

Only one Power Car on which the sliding doors are secured out of use may be formed in a set except when specially authorised by the Duty Operations Manager in Swindon Control. Should the Power Car sliding window also be defective, the set must not be allowed in service.

Access must be maintained from the adjacent trailer vehicle to the Power Car.

Sets on which any Power Car sliding doors are secured out of use must not convey passengers through Ledbury Tunnel.

Details of services on which Power Car sliding doors are secured out of use will be wired out by Swindon Control on the line of route as necessary, staff must advise local parcels and Post Office staff as appropriate.

(K2/5/93)

SECTION 4 - LOCAL INSTRUCTIONS

RSW2 CRAVEN ARMS TO LLANDEILO JUNCTION

LLANDRINDOD WELLS AND LLANDOVERY
LEVEL CROSSINGS

Refer South Wales Sectional Appendix page 4.31, Periodical Operating Notice K2/2D/93 page 69 and subsequent telex alteration (to depots concerned only). A further alteration is now necessary therefore the complete instruction is re-issued as follows:-

Delete first 4 lines in South Wales Sectional Appendix page 4.31 and substitute the following:-

Lineside equipment is provided to enable the Driver to initiate the lowering of the barriers from his cab as follows:-

Llandrindod Wells - Both directions
Llandovery - Down direction only

A control wire is provided at driving cab height on the nearside of the line adjacent to the Stop Board. The train must be brought to a halt at the control wire.

K2-5D/9

The Driver must pull the control wire to initiate the lowering sequence of the barriers. Releasing the wire and pulling it a second time will stop the lowering sequence of the barriers. Pulling the control wire a third time will continue the lowering sequence. When the lowering sequence is complete the Driver's white light will flash.

When the barriers have been lowered but the train cannot proceed over the crossing e.g. due to engine failure, the Driver must pull the control wire again and press the "raise" button in the control unit. To lower the barriers for subsequent movements over the crossing the normal operation applies.

A cupboard is also provided at the approaches to the level crossing which contains a manual control unit with two push buttons:- "Raise" and "Lower". This facility must be used at Llandovery LC in the Up direction and at both locations when the control wire is not available.

Then as shown i.e. On arrival of a train at the "Stop" board,

(K2/5/93)

INSTRUCTIONS AFFECTING WESTERN REGION
STAFF WHEN WORKING OVER OTHER REGIONS - BR30045

SECTION 2 - TABLES B-K

TABLE B - SPECIAL WORKING ARRANGEMENTS

Page 2.1

Paragraph 3 - Delete and Substitute:-

Trains not fitted throughout with the continuous brake may be worked where shown below as denoted by the letter "Z" and in accordance with the instructions shown on Page 3.7.

Between	Line(s)	Authorities	Restrictions
Pages 2.1 to 2.5			
<u>Delete</u> all existing "H" authorities			
Page 2.3 <u>Add</u> :-			
STECHEFORD TO BESCOT JUNCTION VIA ASTON AND BIRMINGHAM, PROOF HOUSE JUNCTION TO ASTON SOUTH JUNCTION			
Bescot Down Sidings to Duddleston (C&W)	Up lines direct	Z	Vehicles for repair

K2-5D/10

MISCELLANEOUS INSTRUCTIONS continued

DISCONNECTION OF MECHANICAL INTERLOCKING AT WOKINGHAM

From Saturday 17 April until Monday 10 May, staff of the S&T department will be carrying out work on the mechanical interlocking in Wokingham box. During this time, if trains are brought to a stand at any stop signal plated "WM", the Driver must telephone the Signaller immediately unless a Handsignaller is positioned at the signal.

(7)

(RW/2276)

(K2/3-4/93)

PLATFORM LENGTHS / CLASS 159 UNITS

East of Salisbury

All booked calling points with the exception of Clapham Junction can accommodate formations of 3 x 159's (ie 9 x 23m vehicles).

(This means : Waterloo, Woking, Basingstoke, Overton, Whitchurch, Andover, Grateley and Salisbury).

West of Salisbury

All Booked calling points west of Salisbury can accommodate formations of 2 x 159's with the exception of: Tisbury, Feniton, Whimple and Pinhoe, as these can only accommodate 1 x 159.

The train plan provides for trains booked to call at stations to be formed of the requisite number of vehicles. From the point of safe working, 159 formations could set down or pick up passengers at stations where the whole train was not accommodated in the platform, provided that a door is used under the local control of the conductor. This method of working should only be used in emergency situations, (ie dislocation of services etc) and is shown in Rule Book Appendix 4, page 4.4. Clause 2.8 "Working of doors when at a platform".

Emergency adaptor couplings

Emergency couplings for use between 159 units and other non-compatible stock/locomotives are to be found at the following locations:-

Exeter St.Davids (Resources Manager, platform 1).
 Yeovil (Chargemans office, platform 1/2).
 Salisbury (Chargemans office, platform 2/3).
 Basingstoke (Chargemans office, platform 2/3).
 Woking (Traffic Assistants office).
 Clapham Junction (Maintenance Depot).
 Waterloo (Fleet Managers Staff).

R(SW)1133/1

(K2/5/93)

Swindon
 15 April 1993

A.Hancock
 Operations Manager
 InterCity Great Western

 Hobbs the Printers of Southampton

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

WESTERN REGION

K2

6/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on WESTERN REGION and on
OTHER REGIONS' LINES
AFFECTING
WESTERN REGION TRAINMEN**

SATURDAY, 1 MAY 1993

to

FRIDAY, 7 MAY 1993

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE NOTICE - Signalling Notice No. 59 - PADDINGTON AREA - This notice is now being distributed and covers stages 1.8A and 1.10 of the resignalling.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(10) (GW1)

SATURDAY 1 MAY - LAWRENCE HILL - BARROW ROAD - C2 working will be abolished on this line which will, in future, be considered as a shunting area.

(9) (FWE5.8)

SOUTH WALES

UNTIL THURSDAY 20 MAY -BETWEEN WHITLAND AND PEMBROKE DOCK - AT MANORBIER 279M 9CH - The existing Traincrew-Operated level crossing gates and associated rail signs will be recovered and the crossing will be converted to an Automatic Open Crossing (Locally Monitored) type.

Steady amber and flashing red road lights will be provided on both sides of the road at each side of the railway. An audible warning, for pedestrians, will be provided at each nearside light post. The road lights and audible warning will be initiated automatically by the approaching train in the Down direction and from a lineside plunger in a control cabinet at the crossing for Up trains.

An advance rail warning sign (St Georges Cross) will be provided on each approach to the crossing. A St Andrews Cross/10 mph crossing speed sign will be provided in the Down direction and a rail stop sign worded 'STOP, PRESS PLUNGER AND OBTAIN WHITE LIGHT BEFORE PROCEEDING', will be provided in the Up direction. All signs will be retro reflective.

Rail Driver's flashing red/white light units, together with Driver's emergency plunger and local control unit will also be provided.

The positioning of rail signs will be as follows:-

	Distance (in yards) on approach side of crossing	
	Up	Down
St Georges Cross	893	935
St Andrews Cross/10 mph crossing speed	-	117
Stop	27	-
Driver's flashing red/white light	5	5

(12) (RSW1.2)

K2-6C/1

TUESDAY 4 MAY AND UNTIL FURTHER NOTICE- CORYTON - Coryton station platform line will be temporarily shortened by 22 yards. A new stop block will be provided nearer Heath Junction at 2m 57ch.

(9) (RSW5.2)

TUESDAY 4 MAY - BETWEEN PENLLERGAER TUNNEL AND PONT LLIW - At 1000 hours the Permanent Speed Restriction of 30 mph on the Down line between 7m 40ch and 7m 70ch will be extended to apply between 7m 25ch and 7m 70ch.

(See Section D)

(9) (FWA1.6)

WORKING OVER BOOK

SUNDAY 2 MAY - WILLESSEN WEST LONDON JUNCTION - The Middle Siding situated between the down fast and up goods lines will be taken out of use, pending removal. Position light shunting signal WN.124 at the exit from the siding will be taken away and all signal routes into the siding will be disconnected.

(OD14/89/131)

(9) (507)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

SLOUGH - A signal post telephone has been provided at GPL S243 on Slough Goods Straight, immediately outside Slough Panel box.

(8) (GW1)

READING LOWER TRIANGLE DEPOT - A new type of hand point has been fitted on the incoming road at Reading Lower Triangle Depot. This point MUST be pulled prior to any movement for any direction of travel commencing from the following sidings: A, B, C, D, E, F. See diagram.

(8) (GW1)

SWINDON - The work shown to be carried out on Sunday 18 April on Position 4 and 5 junction indicators at signal SN42 has been postponed until further notice.

(7) (GW2.1)

LAIRA DEPOT - A permanent AWS test ramp has been provided on the exit from Lipson Sidings.

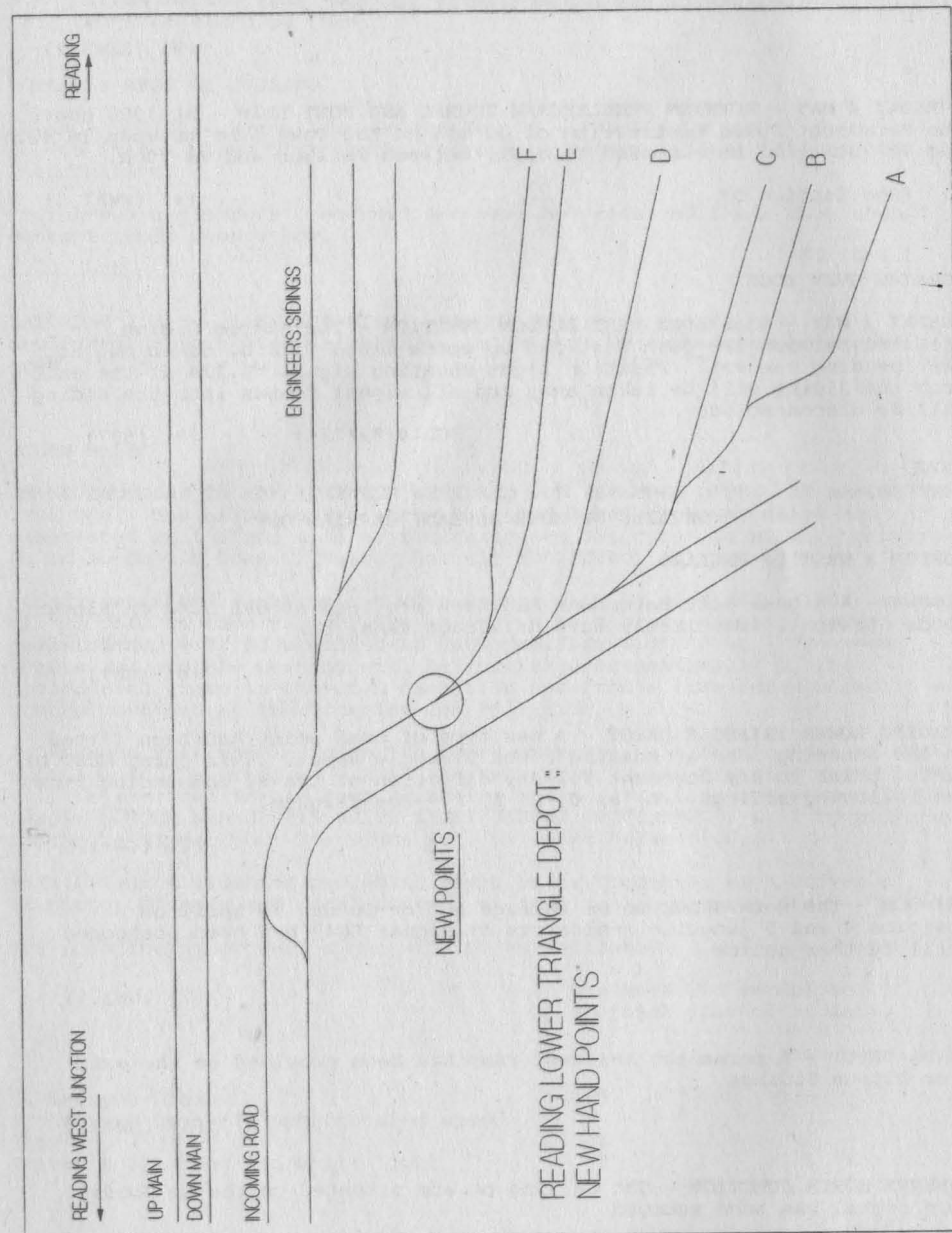
(8) (GW4)

BANBURY NORTH JUNCTION - The calling-on arm situated on the Up Goods Home signal has been removed.

(ROM/S/S/0500/PT)

(8) (XC1)

K2-6C/2



K2-6C/3

BETWEEN ABBOTSWOOD JUNCTION AND ASHCHURCH GROUND FRAME - Telephones have been provided at the following occupation/accommodation crossings:-

Andrews	74 m. 71 chs.
Cooks No.1	75 m. 03 chs.
Cooks No.2	75 m. 23 chs.

The telephones are connected to Gloucester signalbox.

(See Section D) (ROM/S/S/0500/PT) (8) (XC3)

ST ERTH - A signal post telephone has been provided on the Up section signal (no. 65) at St Erth giving direct communication with the Signalman.

(8) (RWE8.5)

BETWEEN EVESHAM AND PERSHORE - A new 75 mph permanent speed restriction applies in both directions on the single line between 110 mp and 111 mp.

(See Section D) (RRC/O/S/GEN.33) (7) (RC11)

GREAT MALVERN STATION - The Up platform at Great Malvern station has been temporarily shortened by 16 yards at the Worcester end. "Trains Stop Here" boards have been provided.

(RRC/O/S/-) (8) (RC11)

HONEYBOURNE TIP SIDING - A new run-round line and Cripple Siding have been provided on the right hand side (from Honeybourne Station direction) of the above siding.

The new run-round line is 324 yards long, and the Cripple Siding, which is 112 yards long, is connected to the run-round line by a facing connection (from the Honeybourne Station direction) located 48 yards from the Honeybourne Station end of the new run-round line.

(NEW ITEM) (9) (FWE 6.8)

SOUTH WALES

NEATH - The following catchpoints have been removed and plain lined:-

Up line at 207m 03ch and Down line at 208m 55ch.

(See Section D) (8) (GW7)

LLANDOVERY LEVEL CROSSING 29M 24CH - Lineside equipment has been provided in the Down direction only to enable train Drivers to initiate the amber/flashing red road lights and lowering of the full barriers from their cabs.

K2-6C/4

An elevated horizontal control wire, parallel to the track, has been provided on the nearside of the line adjacent to the rail stop sign. The control wire is 1.6m in length, 1.5m from the running rail and is at cab window height. Marker lights have been provided at each end of the control wire.

The existing level crossing installation, including the Driver's flashing white light, automatic barrier-raise facility and the local control unit remain unaltered. Operation for Up trains continue to be from the local control unit.

(See Section D)

(7) (RSW2)

NAAS AOCR LEVEL CROSSING - Naas AOCR level crossing, situated at 132m 36ch between Awre and Lydney has been converted to an Automatic Half Barrier crossing.

(See Section D)

(8) (RSW4.2)

**** UNTIL FRIDAY 21 MAY - BETWEEN PONTYPRIDD AND RADYR - AT TREFFOREST**
 * Both platforms at Trefforest are being progressively resurfaced. During this period Drivers should be prepared to bring their trains to a stand at the temporary stop board provided. At all times, a 4 car Sprinter length platform will be available.

(6) (RSW5.3)

BETWEEN WALNUT TREE JUNCTION AND RADYR - The Down Relief line between Walnut Tree Junction and Radyr has been secured out of use.

(See Section D)

(7) (RSW5.3)

CARDIFF TIDAL SIDINGS - Sidings Nos. 2, 4, 6, 8, 12, 14 and 16 have been removed.

The Marshalling Sidings are being secured out of use progressively.

The throat area of the sidings has been remodelled and the revised layout is shown on the sketch included in this notice.

(8) (FWA3.11)

WORKING OVER BOOK

FELTHAM - The 4 car stop mark on the Up platform has been moved 17 yards towards the country end of the station.

(R(SW)1086/1)

(8) (516)

BETWEEN WATERLOO AND VAUXHALL ALSO WATERLOO INTERNATIONAL (SIGNAL INSTRUCTION NO.5 1993) - Alterations to signalling and permanent way shown in Signal Instruction No.5 - 1993 have not taken place.

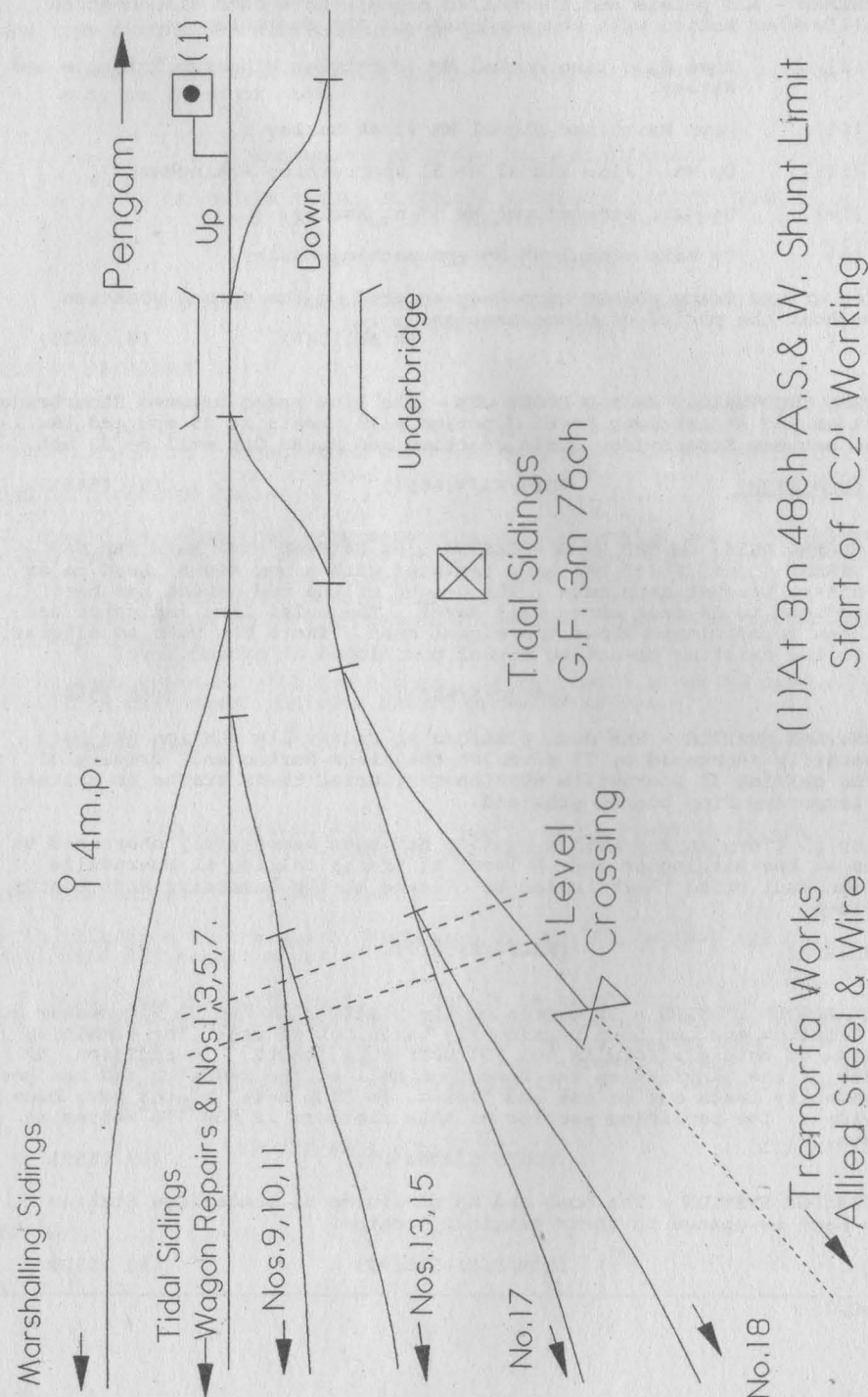
ALL PERSONS ISSUED WITH THIS NOTICE MUST RETAIN IT FOR A NEW COMMISSIONING DATE THAT WILL BE ADVISED

(R(SW)1008/8)

(8) (521)

K2-6C/5

CARDIFF TIDAL SIDINGS



K2-6C/6

WOKINGHAM - All points and controlled signals have been disconnected until further notice with the exception of the following:

- (i) Down Main line signal WM 10 between Winnersh Triangle and Earley.
- (ii) Down Main line signal WM 12 at Earley.
- (iii) Up Main line signal WM 33 approaching Wokingham.
- (iv) Up Main line signal WM 37 at Earley.
- (v) Up Main signal WM 38 approaching Earley.

Earley ground frame points have been secured in the normal position throughout the period of disconnection.

(R(SW)1047) (8) (525)

BETWEEN STOURBRIDGE JN AND ROUND OAK - The line speed between Stourbridge Junction and Stourbridge North Junction will remain at 45 mph and the line speed between Stourbridge North Junction and Round Oak will be 35 mph.

(NEW ITEM) (OP4/RA/W.6051) (9) (546)

- * * SIGNAL NS243 ON THE UP GLOUCESTER LINE BETWEEN FIVE WAYS AND NEW STREET Signal NS243 has been replaced with a new signal head on an offset bracket structure. The height of the red aspect has been reduced to 14 feet above rail level. The multi lamp indicator has been repositioned above the signal head. There has been no alteration to the existing co-acting signal positioned at ground level.

(RRC/O/S/91/3) (6) (550)

BOURNVILLE STATION - The down platform at Bournville station has been temporarily shortened by 77 yards at the Kings Norton end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop boards provided.

The up platform at Bournville station has been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop boards provided.

(New item) (RRC/O/S/92/99) (9) (550)

KINGS NORTON STATION - 59 metres of the platform on the Up Gloucester at the Redditch end has been permanently taken out of use. The remaining section of this platform is now 151 metres in length. In addition, 50 metres of the platform on the Down Camp Hill at the Redditch end has been permanently taken out of use and "Trains To Stop Here" boards have been provided. The remaining section of this platform is now 150 metres in length.

(ROM/S/S/0500/PT) (8) (550)

Longbridge Station - The Down and Up platforms at Longbridge Station have been re-opened to their original lengths.

(ROM/S/S/0500/PT) (8) (550)

K2-6C/7

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

TRAINCREW MANUAL BR33056/- TEMPORARY INSTRUCTIONS
CLASS 153 - 155 DMU TRAINS DATED JULY 1991

CLASS 153 COOLANT SYSTEM

TRANSFER OF WATER FROM THE TOILET WATER TANK TO THE
ENGINE COOLING SYSTEM

Add to paragraph (a):-

Check that the isolating cock from the toilet water tank to the engine cooling system is open, this cock is located behind the panel marked "TCA 2", which is adjacent to the diagnostic fault panel cubicle.

Add to paragraph (d):-

It should be noted that depressing the water transfer plunger will only allow approximately 9 litres of water to flow from the toilet tank to the engine cooling system therefore the plunger may need to be depressed several times before sufficient water becomes available within the engine cooling system to allow the engine to be restarted, and kept running.

After each depression of the plunger, it must be allowed to restore itself to the normal position before pressing it again.

(Amends pages 7 & 9 of the PON)

(K2/5/93)

WORKING MANUAL FOR RAIL STAFF - WHITE PAGES BR30054/6
PART 6 - SECTION H - LOCAL INSTRUCTIONS

H20 EXAMINATION OF FREIGHT VEHICLES

With reference to the above, Section H20, page 10, please add the following additional entry:-

- (xv) Plymouth North Road. Authority is hereby given for discharged Bitumen and discharged Traction Fuel Oil Rail Tank Cars, to run to Tavistock Jcn., from Cattewater and Laira Diesel Depot, without R.S.T. examination, provided that they receive examination at Tavistock Jcn. before departure to destination.

(89/TF 4215/6/H)

(K2/3-4/93)

K2-6D/1

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

WESTERN REGION

K2

7/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on WESTERN REGION and on
OTHER REGIONS' LINES
AFFECTING
WESTERN REGION TRAINMEN**

SATURDAY, 8 MAY 1993

to

FRIDAY, 14 MAY 1993

(Inclusive)



WARNING



A.C. ELECTRIFIED LINES

AT STRATFORD FREIGHTLINER TERMINAL.

THE OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED AT STRATFORD FREIGHTLINER TERMINAL ALONG ENGINE HOLDING SIDINGS NO.1 AND NO. 2 (BETWEEN EXISTING OVERHEAD STRUCTURE BT 00/17 AND NEW STRUCTURE BL 00/16A).

PLEASE NOTE THE ENERGISATION AS PREVIOUSLY ADVISED WILL NOT NOW TAKE PLACE.

(7) (504)



WARNING



SPECIAL NOTICE TO STAFF ON THE ENERGISATION AT 25,000 VOLTS OF THE OVERHEAD LINE EQUIPMENT FROM THE EXISTING ELECTRIFIED LINE IN SUFFOLK STREET TUNNEL (NEW STREET) STRUCTURE BK/42/04 TO THE TERMINATION OF THE EQUIPMENT AT REDDITCH STATION STRUCTURE DA/00/01.

THE OVERHEAD LINE EQUIPMENT FROM SUFFOLK STREET TUNNEL HAS BEEN EXTENDED AS FOLLOWS:- ALONG THE UP AND DOWN GLOUCESTER LINES THROUGH FIVE WAYS, UNIVERSITY, SELLY OAK AND BOURNVILLE. THROUGH KINGS NORTON ALONG THE UP SLOW, UP & DOWN CAMP HILL PLATFORM LINES, AND ALONG THE UP AND DOWN SLOW LINES THROUGH NORTHFIELD AND LONGBRIDGE (INCLUDING THE TURN BACK SIDING). ALONG THE UP AND DOWN FAST/MAIN LINES THROUGH LONGBRIDGE TO BARNT GREEN (REDDITCH BRANCH PLATFORMS ONLY), AND THE DOWN GOODS FROM LONGBRIDGE TO A POINT 157 METRES SOUTH OF THE 49 3/4 MILEPOST. ALONG THE SINGLE LINE FROM BARNT GREEN THROUGH ALVECHURCH TO REDDITCH STATION BUFFER STOP.

FROM 00.01 HOURS ON SATURDAY 5TH JUNE 1993, THE OVERHEAD LINE EQUIPMENT BETWEEN THE POINTS SHOWN ABOVE WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME IT MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The working instructions for A.C. Electrified lines (BR29987) will apply, and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at Rugby Electrical Control Room, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

(i) Via Railway E.T.D. 050-6422 Short code 177

or

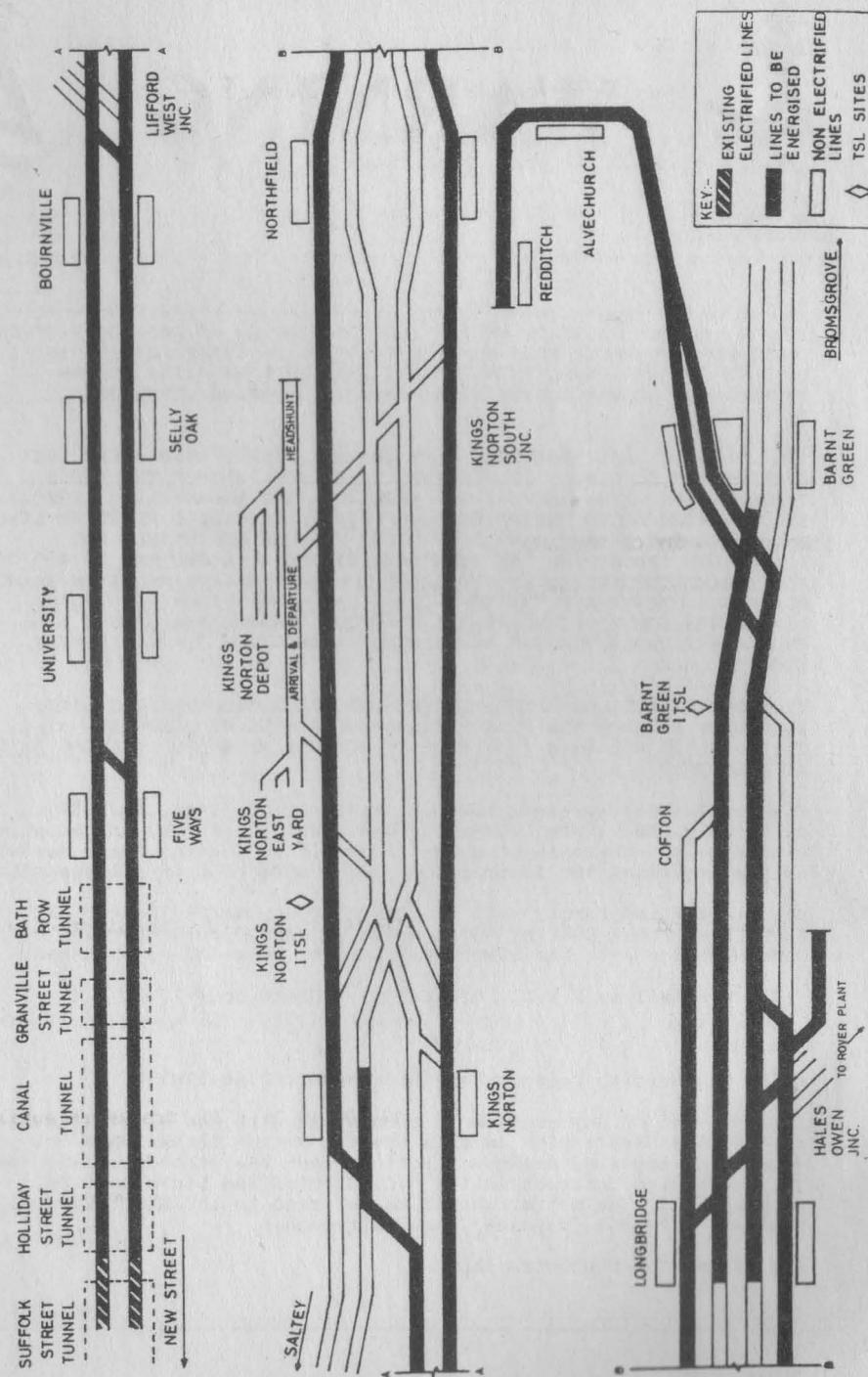
(ii) Via British Telecom telephone number 0788-576256

In the event of any queries in connection with the electrification of the lines dealt with in this Special Notice (other than something requiring emergency action, when the procedure laid down in the Working Instruction for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer (ICWCML) Quayside Tower, Birmingham.

SEE DIAGRAM ON FOLLOWING PAGE

(11)

(K2/7/93)



SECTION A

TEMPORARY SPEED RESTRICTIONS

Until further notice unless otherwise specified

Warning Boards and indicators provided unless otherwise specified.
Where two speeds are shown for a restriction e.g. $\frac{20}{40}$, the Rule Book, Section U, clause 1.2 applies.

+ indicates that the Warning Boards and Indicators will be moved as the work progresses.

On London Midland Region, portable magnets are not provided for temporary speed restrictions on lines not fitted with AWS

Location of work		Lines affected		Mileage at or between		Speed restriction m.p.h	Remarks
				M.Ch	M.Ch		
LONDON AND WEST OF ENGLAND							
GW1 PADDINGTON TO FOXHALL JUNCTION							
1	Hanwell and West Ealing	--	Up Relief	7.17	6.52	30	Condition of track.
2	West Drayton	Up/Down Goods		13.16	13.24	5	Condition of track.
3	Langley	Down Relief	Up Relief	16.22	16.24	$\frac{20}{70}$	Condition of bridge.
4	Dolphin and Langley	--	Up Relief	16.74	16.63	30	Condition of track.
5	Slough and Dolphin	--	Up Relief	18.00	17.45	20	Condition of track.
6	Slough West	--	Up Main	19.16	18.76	$\frac{20}{40}$	Trackwork.Until 1000 Sunday 9 May
7	Slough West	--	Up Main	19.00	18.76	80	Trackwork. From 1000 Sunday 9 May

SECTION B - continued

At or between	Lines Blocked	Remarks
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Saturday/Sunday 8/9 May		
261 Church Stretton and Craven Arms	Down BLOCKED Up BLOCKED	2230 Sat to 1730 Sun 2230 Sat to 1400 Sun Trackwork SLW OVER UP FROM 1400 SUN
Monday/Tuesday 10/11 May		
262 Church Stretton and Dorrington	Up BLOCKED	2345 Mon to 0545 Tues Trackwork SLW OVER DOWN
Tuesday/Wednesday 11/12 May		
263 Craven Arms and Church Stretton	Up BLOCKED	2330 Tues to 0535 Wed Trackwork SLW OVER DOWN

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE NOTICE - Signalling Notice No. 59 - PADDINGTON AREA - This notice is now being distributed and covers stages 1.8A and 1.10 of the resignalling.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(10) (GW1)

FROM 1000 MONDAY 10 MAY - BETWEEN CHAPLETON AND BARNSTAPLE - The existing speed restriction between 210m 28ch and 210m 31ch (over the river bridge) will be re-signed and new reflectorised warning indicators will be provided.

(See Section D)

(10) (RWE6.2)

SOUTH WALES

UNTIL THURSDAY 20 MAY -BETWEEN WHITLAND AND PEMBROKE DOCK - AT MANORBIER 279M 9CH - The existing Traincrew-Operated level crossing gates and associated rail signs will be recovered and the crossing will be converted to an Automatic Open Crossing (Locally Monitored) type.

Steady amber and flashing red road lights will be provided on both sides of the road at each side of the railway. An audible warning, for pedestrians, will be provided at each nearside light post. The road lights and audible warning will be initiated automatically by the approaching train in the Down direction and from a lineside plunger in a control cabinet at the crossing for Up trains.

An advance rail warning sign (St Georges Cross) will be provided on each approach to the crossing. A St Andrews Cross/10 mph crossing speed sign will be provided in the Down direction and a rail stop sign worded 'STOP, PRESS PLUNGER AND OBTAIN WHITE LIGHT BEFORE PROCEEDING', will be provided in the Up direction. All signs will be retro reflective.

Rail Driver's flashing red/white light units, together with Driver's emergency plunger and local control unit will also be provided.

The positioning of rail signs will be as follows:-

	Distance (in yards) on approach side of crossing	
	Up	Down
St Georges Cross	893	935
St Andrews Cross/10 mph crossing speed	-	117
Stop	27	-
Driver's flashing red/white light	5	5

(12) (RSW1.2)

SUNDAY 9 MAY - BETWEEN MARGAM MOORS JN AND STORMY - The catchpoint in the Up Main at 198m 27ch will be removed and replaced with plain line.

(See Section D)

(10) (GW7)

WORKING OVER BOOK

No items.

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

SLOUGH - A signal post telephone has been provided at GPL S243 on Slough Goods Straight, immediately outside Slough Panel box.

(8) (GW1)

READING LOWER TRIANGLE DEPOT - A new type of hand point has been fitted on the incoming road at Reading Lower Triangle Depot. This point MUST be pulled prior to any movement for any direction of travel commencing from the following sidings: A, B, C, D, E, F. See diagram.

(8) (GW1)

* * SWINDON - The work shown to be carried out on Sunday 18 April on
* Position 4 and 5 junction indicators at signal SN42 has been postponed until further notice.

(7) (GW2.1)

LAIRA DEPOT - A permanent AWS test ramp has been provided on the exit from Lipson Sidings.

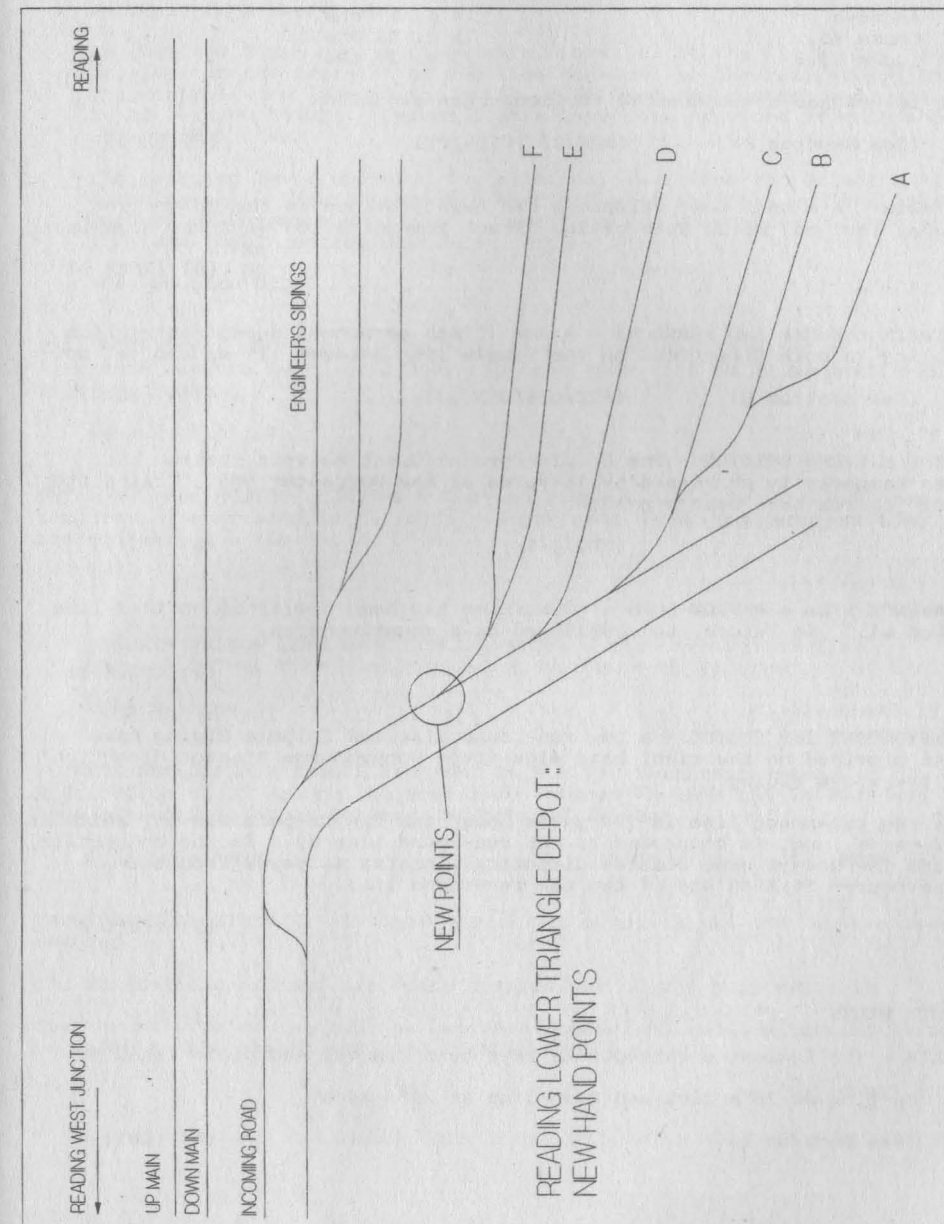
(8) (GW4)

BANBURY NORTH JUNCTION - The calling-on arm situated on the Up Goods Home signal has been removed.

(ROM/S/S/0500/PT)

(8) (XC1)

K2-7C/2



K2-7C/3

BETWEEN ABBOTSWOOD JUNCTION AND ASHCURCH GROUND FRAME - Telephones have been provided at the following occupation/accommodation crossings:-

Andrews	74 m. 71 chs.
Cooks No.1	75 m. 03 chs.
Cooks No.2	75 m. 23 chs.

The telephones are connected to Gloucester signalbox.

(See Section D) (ROM/S/S/0500/PT) (8) (XC3)

ST EARTH - A signal post telephone has been provided on the Up section signal (no. 65) at St Erth giving direct communication with the Signaller.

(8) (RWE8.5)

BETWEEN EVESHAM AND PERSHORE - A new 75 mph permanent speed restriction applies in both directions on the single line between 110 mp and 111 mp.

(See Section D) (RRC/O/S/GEN.33) (11) (RC11)

GREAT MALVERN STATION - The Up platform at Great Malvern station has been temporarily shortened by 16 yards at the Worcester end. "Trains Stop Here" boards have been provided.

(RRC/O/S/-) (8) (RC11)

LAWRENCE HILL - BARROW ROAD - C2 working has been abolished on this line which will, in future, be considered as a shunting area.

(9) (FWE5.8)

HONEYBOURNE TIP SIDING - A new run-round line and Cripple Siding have been provided on the right hand side (from Honeybourne Station direction) of the above siding.

The new run-round line is 324 yards long, and the Cripple Siding, which is 112 yards long, is connected to the run-round line by a facing connection (from the Honeybourne Station direction) located 48 yards from the Honeybourne Station end of the new run-round line.

(9) (FWE6.8)

SOUTH WALES

NEATH - The following catchpoints have been removed and plain lined:-

Up line at 207m 03ch and Down line at 208m 55ch.

(See Section D) (8) (GW7)

* * LLANDOVERY LEVEL CROSSING 29M 24CH - Lineside equipment has been provided in the Down direction only to enable train Drivers to initiate the amber/flashing red road lights and lowering of the full barriers from their cabs.

An elevated horizontal control wire, parallel to the track, has been provided on the nearside of the line adjacent to the rail stop sign. The control wire is 1.6m in length, 1.5m from the running rail and is at cab window height. Marker lights have been provided at each end of the control wire.

The existing level crossing installation, including the Driver's flashing white light, automatic barrier-raise facility and the local control unit remain unaltered. Operation for Up trains continue to be from the local control unit.

(See Section D) (7) (RSW2)

NAAS AOCR LEVEL CROSSING - Naas AOCR level crossing, situated at 132m 36ch between Awre and Lydney has been converted to an Automatic Half Barrier crossing.

(See Section D) (8) (RSW4.2)

UNTIL FURTHER NOTICE- CORYTON - Coryton station platform line has been temporarily shortened by 22 yards. A new stop block has been provided nearer Heath Junction at 2m 57ch.

(9) (RSW5.2)

* * BETWEEN WALNUT TREE JUNCTION AND RADYR - The Down Relief line
* between Walnut Tree Junction and Radyr has been secured out of use.

(See Section D) (7) (RSW5.3)

BETWEEN PENLLERGAER TUNNEL AND PONT LLIW - The Permanent Speed Restriction of 30 mph on the Down line between 7m 40ch and 7m 70ch has been extended to apply between 7m 25ch and 7m 70ch.

(See Section D) (9) (FWA1.6)

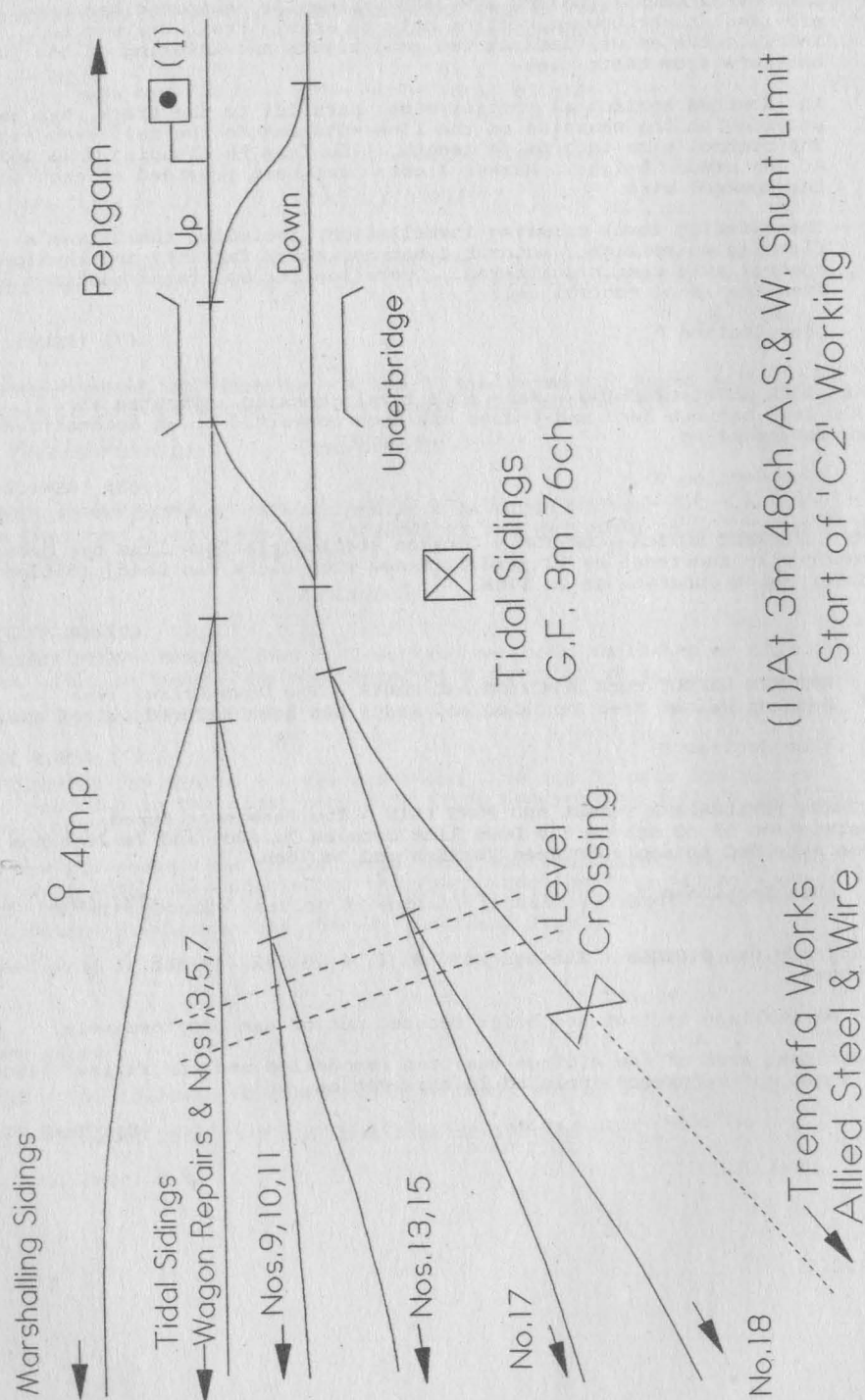
CARDIFF TIDAL SIDINGS - Sidings Nos. 2, 4, 6, 8, 12, 14 and 16 have been removed.

The Marshalling Sidings are being secured out of use progressively.

The throat area of the sidings has been remodelled and the revised layout is shown on the sketch included in this notice.

(8) (FWA3.11)

CARDIFF TIDAL SIDINGS



WORKING OVER BOOK

DALSTON KINGSLAND - The indications on position light signal DJ 101 located on the Canonbury side of the station and applying to movements from the No.1 Up line towards the station have been altered to read 'D' for the Down line and 'U' for the Up line.

(NEW ITEM)

(9/SA1.14)

(10) (503)

WILLESDEN WEST LONDON JUNCTION - The Middle Siding situated between the Down Fast and Up Goods lines has been taken out of use, pending removal. Position light shunting signal WN.124 at the exit from the siding has been taken away and all signal routes into the siding have been disconnected.

(OD14/89/131)

(9) (507)

BRENT CURVE - The Down and Up Brent Curve lines between Dudding Hill Junction and Brent Curve Junction have been re-opened for traffic.

(NEW ITEM)

(ROM/S/S/0500/PT)

(10) (511A)

FELTHAM - The 4 car stop mark on the Up platform has been moved 17 yards towards the country end of the station.

(R(SW)1086/1)

(8) (516)

BETWEEN WATERLOO AND VAUXHALL ALSO WATERLOO INTERNATIONAL (SIGNAL INSTRUCTION NO.5 1993) - Alterations to signalling and permanent way shown in Signal Instruction No.5 - 1993 have not taken place.

ALL PERSONS ISSUED WITH THIS NOTICE MUST RETAIN IT FOR A NEW COMMISSIONING DATE THAT WILL BE ADVISED

(R(SW)1008/8)

(8) (521)

WOKINGHAM - All points and controlled signals have been disconnected until further notice with the exception of the following:

- (i) Down Main line signal WM 10 between Winnersh Triangle and Earley.
- (ii) Down Main line signal WM 12 at Earley.
- (iii) Up Main line signal WM 33 approaching Wokingham.
- (iv) Up Main line signal WM 37 at Earley.
- (v) Up Main signal WM 38 approaching Earley.

Earley ground frame points have been secured in the normal position throughout the period of disconnection.

(R(SW)1047)

(8) (525)

BETWEEN STOURBRIDGE JN AND ROUND OAK - The line speed between Stourbridge Junction and Stourbridge North Junction will remain at 45 mph and the line speed between Stourbridge North Junction and Round Oak will be 35 mph.

(OP4/RA/W.6051)

(9) (546)

BETWEEN FIVE WAYS AND NEW STREET - SIGNAL NS453 - Signal NS453 situated on the Up Gloucester line between Five Ways and New Street has been repositioned 75 yards nearer to Five Ways station. The associated AWS magnet has been repositioned accordingly.

(NEW ITEM)

(10) (550)

BETWEEN FIVE WAYS AND UNIVERSITY - SIGNAL NS247 - Signal NS247 on the Down Gloucester line between Five Ways and University has been renewed on a straight post instead of a bracketed post.

(NEW ITEM)

(RRC/O/S/91/3)

(10) (550)

BETWEEN SELLY OAK AND UNIVERSITY - SIGNAL NS455 - Signal NS455 situated on the Up Gloucester line between Selly Oak and University has been renewed with a straight post instead of a bracketed post.

(NEW ITEM)

(10) (550)

BOURNVILLE STATION - The down platform at Bournville station has been temporarily shortened by 77 yards at the Kings Norton end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop boards provided.

The up platform at Bournville station has been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop boards provided.

(RRC/O/S/92/99)

(9) (550)

KINGS NORTON STATION - 59 metres of the platform on the Up Gloucester at the Redditch end has been permanently taken out of use. The remaining section of this platform is now 151 metres in length. In addition, 50 metres of the platform on the Down Camp Hill at the Redditch end has been permanently taken out of use and "Trains To Stop Here" boards have been provided. The remaining section of this platform is now 150 metres in length.

(ROM/S/S/0500/PT)

(8) (550)

KINGS NORTON TO BARNT GREEN - The following signals have been renewed on gantries:-

SY.32 and SY.34 situated on the Down Fast and Down Slow respectively between Northfield and Longbridge.

SY.29 and SY.31 situated on the Up Slow and Up Fast respectively between Longbridge and Northfield.

SY.23 and SY.25 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

SY.13 and SY.15 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

The following signals have been renewed on gantries and the position light aspects associated with both signals have been repositioned directly to the right of the red aspect instead of below the red aspect, and the stencil indicators on both signals have been removed:-

SY.33 and SY.35 situated on the Up Slow and Up Fast respectively between Northfield and Kings Norton.

(NEW ITEM)

(ROM/S/S/0500/PT)

(10) (550)

LONGBRIDGE STATION - The Down and Up platforms at Longbridge Station have been re-opened to their original lengths.

(ROM/S/S/0500/PT)

(8) (550)

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

WESTERN REGION

K2

8/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on WESTERN REGION and on
OTHER REGIONS' LINES
AFFECTING
WESTERN REGION TRAINMEN**

SATURDAY, 15 MAY 1993

to

FRIDAY, 21 MAY 1993

(Inclusive)



WARNING



A.C. ELECTRIFIED LINES

NORTH POLE INTERNATIONAL DEPOT

25KV AND 3KV OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE NEW NORTH POLE INTERNATIONAL DEPOT ADJACENT TO THE DOWN SIDE OF GREAT WESTERN MAIN LINE BETWEEN 2 MP AND THE 3 3/4 MP.

FROM 00.01 HOURS ON SUNDAY 23RD MAY 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE DEPOT WILL BE ENERGISED AT 25,000 VOLTS AND 3,000 VOLTS AND THEREAFTER MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be:-

From OLE structure NPW 00/01 at the extreme west end to OLE structure NPE 01/12 at the extreme east end including the Reception Sidings and the Departure Line connections to the West London Lines.

The Working Instructions for AC Electrified Lines (BR29987) will apply.

(K2/8/93)

WARNING

ENERGISATION OF THE CONDUCTOR RAIL

AND ITS CONNECTIONS

BETWEEN

WATERLOO INTERNATIONAL PLATFORMS BUFFER STOPS

and

INTERNATIONAL JUNCTION

ON AND FROM 00 01 ON MONDAY 10 MAY 1993 it must be assumed that the conductor rail and its connections between the buffer stops in the Waterloo International platforms (0mp) and International Junction (0m 39ch) are always ALIVE unless the traction current has been switched off in accordance with Electrified Lines working Instructions 29,31 or 32.

(R(SW)1008/4)

(521) (K2/8/93)

WARNING

ENERGISATION OF THE CONDUCTOR RAIL

AND ITS CONNECTIONS

BETWEEN

NINE ELMS JUNCTION

and

LINDFORD STREET JUNCTION

(WATERLOO CURVE)

ON AND FROM 00 01 ON MONDAY 10 MAY 1993 it must be assumed that the conductor rail and its connections between Nine Elms Junction (2mp) and Lindford Street Junction (2m 50ch) (Waterloo Curve) are always ALIVE unless the traction current has been switched off in accordance with Electrified Lines working Instructions 29, 31 or 32.

(R(SW)1008/4)

(521) (K2/8/93)

K2-8IF/2

K2-8IF/1



WARNING



SPECIAL NOTICE TO STAFF ON THE ENERGISATION AT 25,000 VOLTS OF THE OVERHEAD LINE EQUIPMENT FROM THE EXISTING ELECTRIFIED LINE IN SUFFOLK STREET TUNNEL (NEW STREET) STRUCTURE BK/42/04 TO THE TERMINATION OF THE EQUIPMENT AT REDDITCH STATION STRUCTURE DA/00/01.

THE OVERHEAD LINE EQUIPMENT FROM SUFFOLK STREET TUNNEL HAS BEEN EXTENDED AS FOLLOWS:- ALONG THE UP AND DOWN GLOUCESTER LINES THROUGH FIVE WAYS, UNIVERSITY, SELLY OAK AND BOURNVILLE. THROUGH KINGS NORTON ALONG THE UP SLOW, UP & DOWN CAMP HILL PLATFORM LINES, AND ALONG THE UP AND DOWN SLOW LINES THROUGH NORTHFIELD AND LONGBRIDGE (INCLUDING THE TURN BACK SIDING). ALONG THE UP AND DOWN FAST/MAIN LINES THROUGH LONGBRIDGE TO BARNT GREEN (REDDITCH BRANCH PLATFORMS ONLY), AND THE DOWN GOODS FROM LONGBRIDGE TO A POINT 157 METRES SOUTH OF THE 49 3/4 MILEPOST. ALONG THE SINGLE LINE FROM BARNT GREEN THROUGH ALVECHURCH TO REDDITCH STATION BUFFER STOP.

FROM 00.01 HOURS ON SATURDAY 5TH JUNE 1993, THE OVERHEAD LINE EQUIPMENT BETWEEN THE POINTS SHOWN ABOVE WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME IT MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The working instructions for A.C. Electrified lines (BR29987) will apply, and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at Rugby Electrical Control Room, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

(i) Via Railway E.T.D. 050-6422 Short code 177

or

(ii) *Via British Telecom telephone number 0788-576256

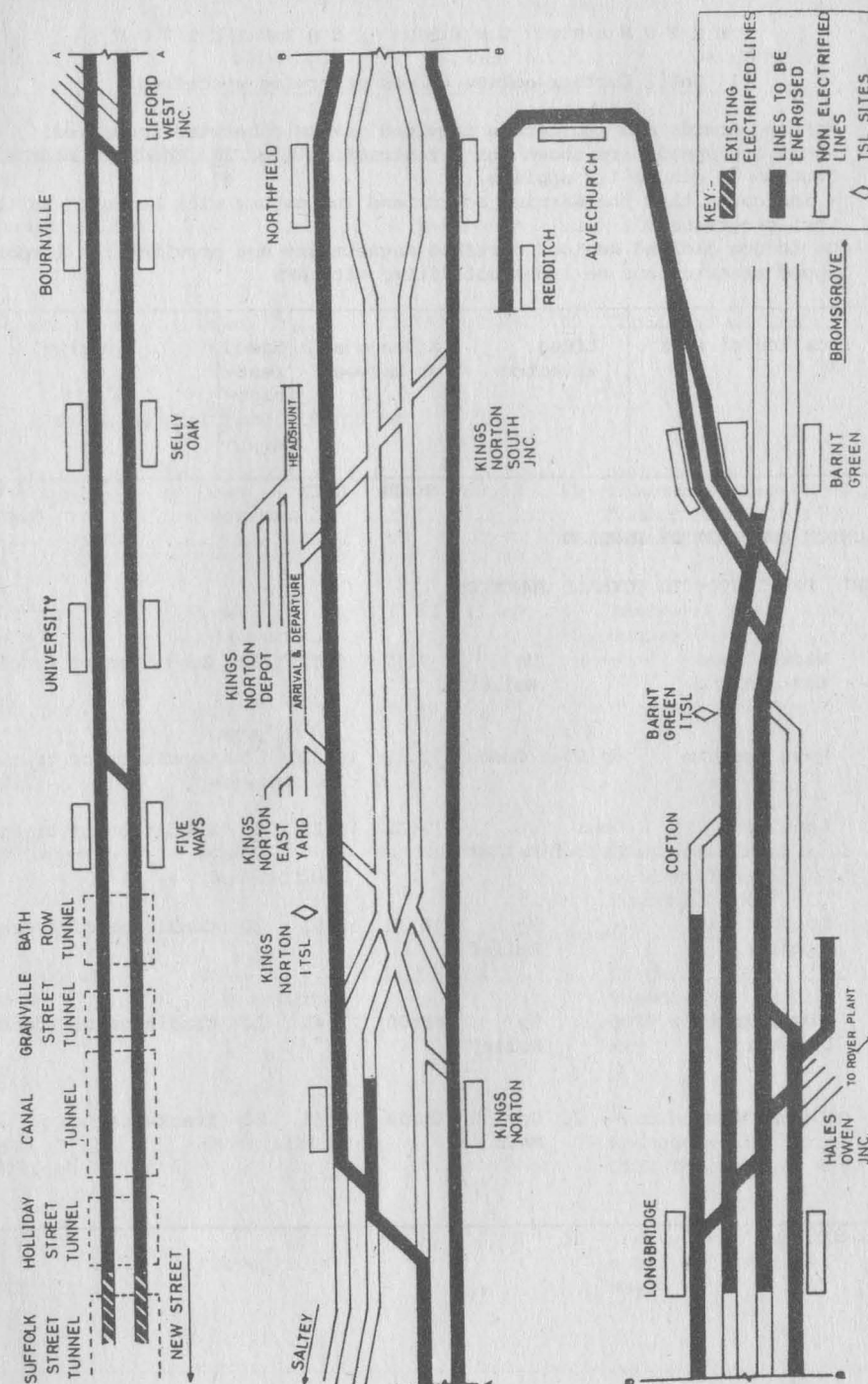
In the event of any queries in connection with the electrification of the lines dealt with in this Special Notice (other than something requiring emergency action, when the procedure laid down in the Working Instruction for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer (ICWCM) Quayside Tower, Birmingham.

SEE DIAGRAM ON FOLLOWING PAGE

(11)

(550) (K2/7/93)

NEW STREET TO REDDITCH ELECTRIFICATION SATURDAY 5TH JUNE 1993



SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

520 SOUTHCOTE JUNCTION TO TOTTON contd

Monday/Tuesday 17/18 to Thursday/Friday 20/21 May

248	Micheldever and Winchester	Down Main/Loop BLOCKED	23 50 to 04 30 each night Trackwork SINGLE LINE WORKING OVER UP MAIN/UP LOOP/UP MAIN
249	Waller's Ash and Weston	Up Main BLOCKED	23 50 to 04 30 each night Trackwork SINGLE LINE WORKING OVER UP MAIN/UP LOOP/UP MAIN BETWEEN MICHELDEVER AND WINCHESTER

521 WATERLOO TO EXMOUTH JUNCTION

Friday/Saturday 14/15 May

250	Basingstoke and Winchfield	Up Fast BLOCKED	21 50 Fri to 05 50 Sat Earthwork
-----	-------------------------------	--------------------	-------------------------------------

Single Line working will be in operation for up trains over the Down Fast line between WA235 points (London side) Basingstoke and Winchfield Emergency Trailing Crossover. The rule book, section N, Clause 7, "Single Line Working on Track Circuit Block Lines where more than one running line is available" will apply.

Up trains will be required to shunt out of the Up Slow or Up Fast platforms at Basingstoke to a point clear of position light signal YW114, at the London end of the station. A handsignalman will be positioned at YW114. Guards of such trains must position themselves at the rear (in the rear cab in the case of multiple-unit and push pull trains) in readiness for the set back movement along the up fast and up slow lines.

An intermediate Handsignalman will be provided at Hook opposite signal WA259.

Up trains which require to call at Winchfield or Fleet must come to a stand on the Up fast line at Winchfield, in advance of YW211 crossover. Guards of such trains must position themselves at the rear (in the rear cab in the case of multiple-unit and push pull trains) in readiness for the set back movement along the up fast and up slow lines.

Before instructing the handsignalman at YW211 crossover to authorise the set back movement along the Up Fast and Up Slow Lines, the signalman must ensure that the crossover points are secured in the reverse position, that the line on which the train will run is clear, and that no conflicting movements have been authorised.

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

521 WATERLOO TO EXMOUTH JUNCTION contd

Sunday/Monday 16/17 May

251	Basingstoke and Winchfield	Up Fast BLOCKED	21 50 Sun to 05 40 Mon Earthwork
-----	-------------------------------	--------------------	-------------------------------------

Single Line working will be in operation for up trains over the Down Fast line between WA235 points (London side) Basingstoke and Winchfield Emergency Trailing Crossover. The rule book, section N, Clause 7, "Single Line Working on Track Circuit Block Lines where more than one running line is available" will apply.

Up trains will be required to shunt out of the Up Slow or Up Fast platforms at Basingstoke to a point clear of position light signal YW114, at the London end of the station. A handsignalman will be positioned at YW114. Guards of such trains must position themselves at the rear (in the rear cab in the case of multiple-unit and push pull trains) in readiness for the set back movement along the up fast and up slow lines.

An intermediate Handsignalman will be provided at Hook opposite signal WA259.

Up trains which require to call at Winchfield or Fleet must come to a stand on the Up fast line at Winchfield, in advance of YW211 crossover. Guards of such trains must position themselves at the rear (in the rear cab in the case of multiple-unit and push pull trains) in readiness for the set back movement along the up fast and up slow lines.

Before instructing the handsignalman at YW211 crossover to authorise the set back movement along the Up Fast and Up Slow Lines, the signalman must ensure that the crossover points are secured in the reverse position, that the line on which the train will run is clear, and that no conflicting movements have been authorised.

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

521 WATERLOO TO EXMOUTH JUNCTION contd

Monday/Tuesday 17/18 to Thursday/Friday 20/21 May

252 Basingstoke and Winchfield	Up Fast BLOCKED	21 50 to 05 40 each night Earthwork
-----------------------------------	--------------------	--

Single Line working will be in operation for up trains over the Down Fast line between WA235 points (London side) Basingstoke and Winchfield Emergency Trailing Crossover. The rule book, section N, Clause 7, "Single Line Working on Track Circuit Block Lines where more than one running line is available" will apply.

Up trains will be required to shunt out of the Up Slow or Up Fast platforms at Basingstoke to a point clear of position light signal YW114, at the London end of the station. A handsignalman will be positioned at YW114. Guards of such trains must position themselves at the rear (in the rear cab in the case of multiple-unit and push pull trains) in readiness for the set back movement along the up fast and up slow lines.

An intermediate Handsignalman will be provided at Hook opposite signal WA259.

Up trains which require to call at Winchfield or Fleet must come to a stand on the Up fast line at Winchfield, in advance of YW211 crossover. Guards of such trains must position themselves at the rear (in the rear cab in the case of multiple-unit and push pull trains) in readiness for the set back movement along the up fast and up slow lines.

Before instructing the handsignalman at YW211 crossover to authorise the set back movement along the Up Fast and Up Slow Lines, the signalman must ensure that the crossover points are secured in the reverse position, that the line on which the train will run is clear, and that no conflicting movements have been authorised.

Tuesday 18 and Wednesday 19 May

253 Surbiton and Raynes Park	Up Slow and Up Fast BLOCKED	00 10 to 05 05 each night Trackwork SINGLE LINE WORKING OVER THE DOWN FAST LINE BETWEEN SURBITON AND WIMBLEDON WEST JN
---------------------------------	-----------------------------------	--

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

FORMER LONDON MIDLAND REGION

Tuesday 18 May

254 Leamington Spa and Greaves Siding G.F	Up BLOCKED	0015 to 0615 Trackwork SLW OVER DOWN
--	---------------	--

Tuesday/Wednesday 18/19 to Wednesday/Thursday 19/20 May

255 Greaves Siding G.F and Leamington Spa	Down BLOCKED	2320 to 0600 each night Trackwork SLW OVER UP
--	-----------------	---

Wednesday 19 May

256 Birmingham New St and Soho South Jn	Down BLOCKED Up BLOCKED	0255 to 0500 0335 to 0455 Trackwork TRAINS DIVERTED
--	----------------------------------	--

Friday 21 May

257 Fenny Compton and Greaves Siding G.F	Down BLOCKED	0001 to 0600 Trackwork SLW OVER UP
---	-----------------	--

546 DROITWICH SPA TO ROUND OAK

Tuesday 18 to Friday 21 May

258 Blakedown and Stourbridge Jn	Down and Up BLOCKED	0045 to 0515 each day Trackwork POSSESSION TO BE GIVEN UP FOR PASSAGE OF 1E05 1930 POSTAL PENZANCE TO LEEDS. TRAINS DIVERTED
-------------------------------------	------------------------	---

SECTION B - continued

At or between	Lines Blocked	Remarks
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET		
Friday 14 to Monday 17 May		
259 Birmingham New St and Kings Norton	Down and Up BLOCKED	2350 Fri to 0600 Mon Track and Signalling Work TRAINS DIVERTED
Sunday/Monday 16/17 May		
260 Tamworth High Level and Kingsbury Jn	Down BLOCKED	2300 Sun to 0500 Mon Trackwork SLW OVER UP
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Saturday/Sunday 15/16 May		
261 Craven Arms and Church Stretton	Down BLOCKED Up BLOCKED	2230 Sat to 1400 Sun 2230 Sat to 1730 Sun Trackwork POSSESSION OF DOWN TO BE GIVEN UP FOR PASSAGE OF STEAM TRAIN. SLW OVER DOWN FROM 1400 SUN

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE NOTICE - Signalling Notices No. 59 and 60 - PADDINGTON AREA -
These notices are now being distributed and cover stages 1.8A, 1.8B and
1.10 of the resignalling.

Traincrews and others concerned who have not received their copy should
contact their Supervisor.

(AMENDED ITEM)

(UFN) (GW1)

MONDAY 17 MAY - FROME - 10 car stop signs will be erected at Frome to
ensure the accurate stopping of HST's in the platform. They will be
positioned as follows:

Down direction - 115m 46ch + 48 feet, left hand side of line.
Up direction - 115m 35ch + 50 feet, left hand side of line.

(11) (GW5)

SOUTH WALES

THURSDAY 20 MAY -BETWEEN WHITLAND AND PEMBROKE DOCK - AT MANORBIER
279M 9CH - The existing Traincrew-Operated level crossing gates and
associated rail signs will be recovered and the crossing will be converted
to an Automatic Open Crossing (Locally Monitored) type.

Steady amber and flashing red road lights will be provided on both sides
of the road at each side of the railway. An audible warning, for
pedestrians, will be provided at each nearside light post. The road
lights and audible warning will be initiated automatically by the
approaching train in the Down direction and from a lineside plunger in a
control cabinet at the crossing for Up trains.

An advance rail warning sign (St Georges Cross) will be provided on each
approach to the crossing. A St Andrews Cross/10 mph crossing speed sign
will be provided in the Down direction and a rail stop sign worded 'STOP,
PRESS PLUNGER AND OBTAIN WHITE LIGHT BEFORE PROCEEDING', will be provided
in the Up direction. All signs will be retro reflective.

Rail Driver's flashing red/white light units, together with Driver's
emergency plunger and local control unit will also be provided.

The positioning of rail signs will be as follows:-

	Distance (in yards) on approach side of crossing	
	Up	Down
St Georges Cross	893	935
St Andrews Cross/10 mph crossing speed	-	117
Stop	27	-
Driver's flashing red/white light	5	5

(12) (RSW1.2)

MONDAY 17 MAY - BETWEEN LLANGYFELACH TUNNEL AND PENLLERGAER TUNNEL - At 1000 hours the Temporary Speed Restriction of 20 mph on the Up line between 5m 54ch and 5m 52ch will become permanent.

(See Section D)

(11) (FWA1.6)

MONDAY 17 MAY - BETWEEN HAVERFORDWEST AND MILFORD HAVEN - At 1000 hours the Permanent Speed Restriction of 20 mph on the single line between 280m 64ch and 281m 22ch will be removed and a new Permanent Speed Restriction of 30 mph will be imposed between 281m 00ch and 281m 25ch.

(See Section D)

(11) (FWA1.15)

WORKING OVER BOOK

MONDAY 17 MAY AND TUESDAY 1 JUNE - BETWEEN BIRMINGHAM NEW STREET (EXCLUSIVE) AND BLACKWELL (EXCLUSIVE) - Signalling & Permanent Way alterations will take place between Birmingham New Street (exclusive) and Blackwell (exclusive) on the above dates. The work will be commissioned in two stages.

Full details are contained in Special Notice number 50E which has been issued to all concerned. Any staff who need a copy of this notice and are not in possession of one should contact their Supervisor.

(RRC/O/S/91/3)

(13) (550)

* * SATURDAY 15 MAY TO SUNDAY 16 MAY - BARNT GREEN - From 0600 Saturday, 15 May until 2000 Sunday, 16 May all platforms at Barnt Green station will be temporarily closed to passenger trains, due to platform and footbridge works.

(ROM/S/S/0500/PT)

(11) (550)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

* * SLOUGH - A signal post telephone has been provided at GPL S243 on
* Slough Goods Straight, immediately outside Slough Panel box.

(8) (GW1)

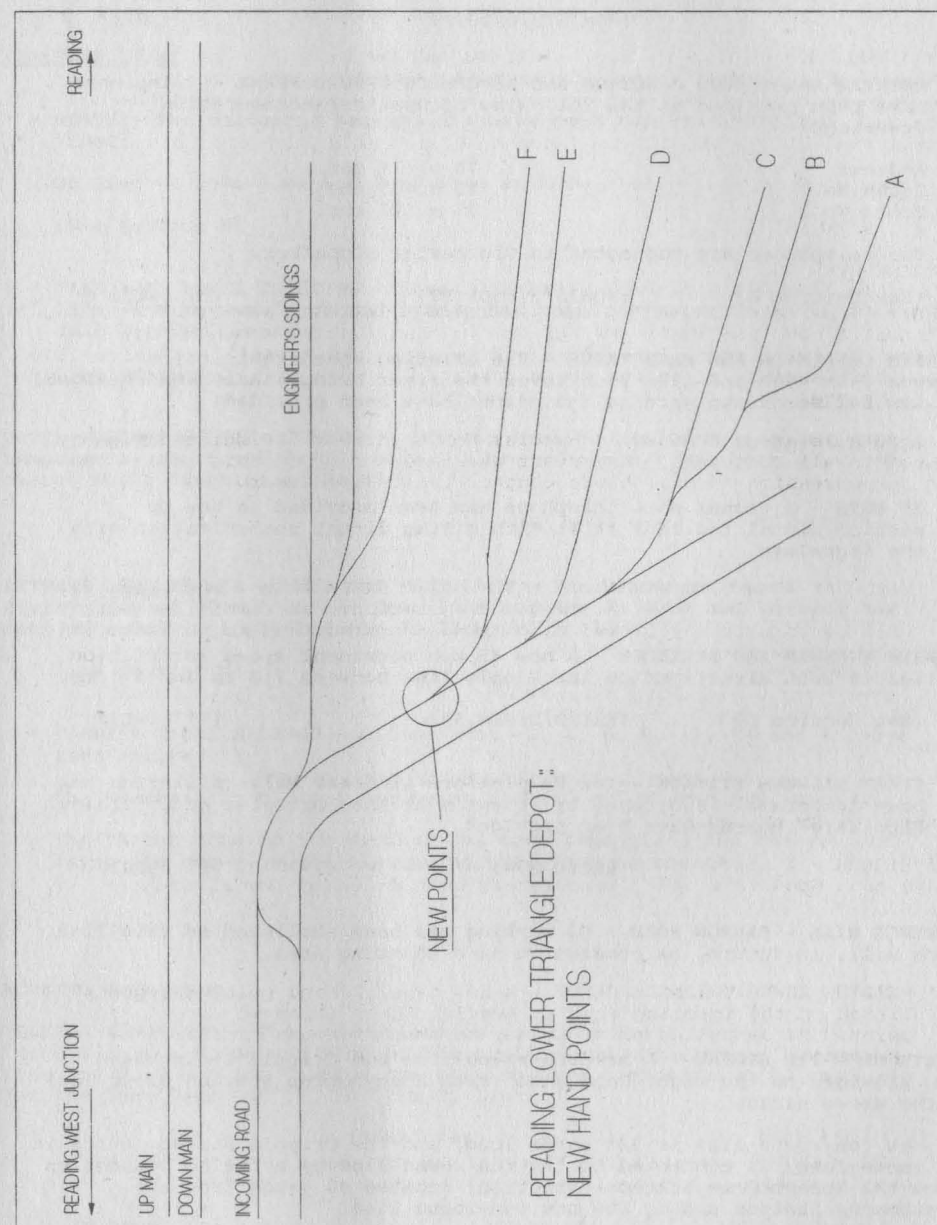
* * READING LOWER TRIANGLE DEPOT - A new type of hand point has been fitted on the incoming road at Reading Lower Triangle Depot. This point MUST be pulled prior to any movement for any direction of travel commencing from the following sidings: A, B, C, D, E, F. See diagram.

(8) (GW1)

* * LAIRA DEPOT - A permanent AWS test ramp has been provided on the
* exit from Lipson Sidings.

(8) (GW4)

K2-8C/2



K2-8C/3

- * * BANBURY NORTH JUNCTION - The calling-on arm situated on the Up Goods
 * Home signal has been removed.

(ROM/S/S/0500/PT)

(8) (XC1)

- * * BETWEEN ABBOTSWOOD JUNCTION AND ASHCHURCH GROUND FRAME - Telephones
 * have been provided at the following occupation/accommodation crossings:-

Andrews	74 m. 71 chs.
Cooks No.1	75 m. 03 chs.
Cooks No.2	75 m. 23 chs.

The telephones are connected to Gloucester signalbox.

(See Section D)

(ROM/S/S/0500/PT)

(8) (XC3)

BETWEEN CHAPLETON AND BARNSTAPLE - The existing speed restriction between 210m 28ch and 210m 31ch (over the river bridge) has been re-signed and new reflectorised warning indicators have been provided.

(See Section D)

(10) (RWE6.2)

- * * ST EARTH - A signal post telephone has been provided on the Up
 * section signal (no. 65) at St Erth giving direct communication with the Signalman.

(8) (RWE8.5)

BETWEEN EVESHAM AND PERSHORE - A new 75 mph permanent speed restriction applies in both directions on the single line between 110 mp and 111 mp.

(See Section D)

(RRC/O/S/GEN.33)

(11) (RC11)

- * * GREAT MALVERN STATION - The Up platform at Great Malvern station has
 * been temporarily shortened by 16 yards at the Worcester end. "Trains Stop Here" boards have been provided.

(RRC/O/S/-)

(8) (RC11)

LAWRENCE HILL - BARROW ROAD - C2 working has been abolished on this line which will, in future, be considered as a shunting area.

(9) (FWE5.8)

HONEYBOURNE TIP SIDING - A new run-round line and Cripple Siding have been provided on the right hand side (from Honeybourne Station direction) of the above siding.

The new run-round line is 324 yards long, and the Cripple Siding, which is 112 yards long, is connected to the run-round line by a facing connection (from the Honeybourne Station direction) located 48 yards from the Honeybourne Station end of the new run-round line.

(9) (FWE6.8)

K2-8C/4

SOUTH WALES

BETWEEN MARGAM MOORS JN AND STORMY - The work shown to take place on Sunday 9 May has been postponed until further notice.

(AMENDED ITEM)

(See Section D)

(10) (GW7)

- * * NEATH - The following catchpoints have been removed and plain
 * lined:-

Up line at 207m 03ch and Down line at 208m 55ch.

(See Section D)

(8) (GW7)

- * * NAAS AOCR LEVEL CROSSING - Naas AOCR level crossing, situated at
 * 132m 36ch between Awre and Lydney has been converted to an Automatic Half Barrier crossing.

(See Section D)

(8) (RSW4.2)

UNTIL FURTHER NOTICE- CORYTON - Coryton station platform line has been temporarily shortened by 22 yards. A new stop block has been provided nearer Heath Junction at 2m 57ch.

(9) (RSW5.2)

BETWEEN PENLLERGAER TUNNEL AND PONT LLIW - The Permanent Speed Restriction of 30 mph on the Down line between 7m 40ch and 7m 70ch has been extended to apply between 7m 25ch and 7m 70ch.

(See Section D)

(9) (FWA1.6)

- * * CARDIFF TIDAL SIDINGS - Sidings Nos. 2, 4, 6, 8, 12, 14 and 16 have
 * been removed.

The Marshalling Sidings are being secured out of use progressively.

The throat area of the sidings has been remodelled and the revised layout is shown on the sketch included in this notice.

(8) (FWA3.11)

WORKING OVER BOOK

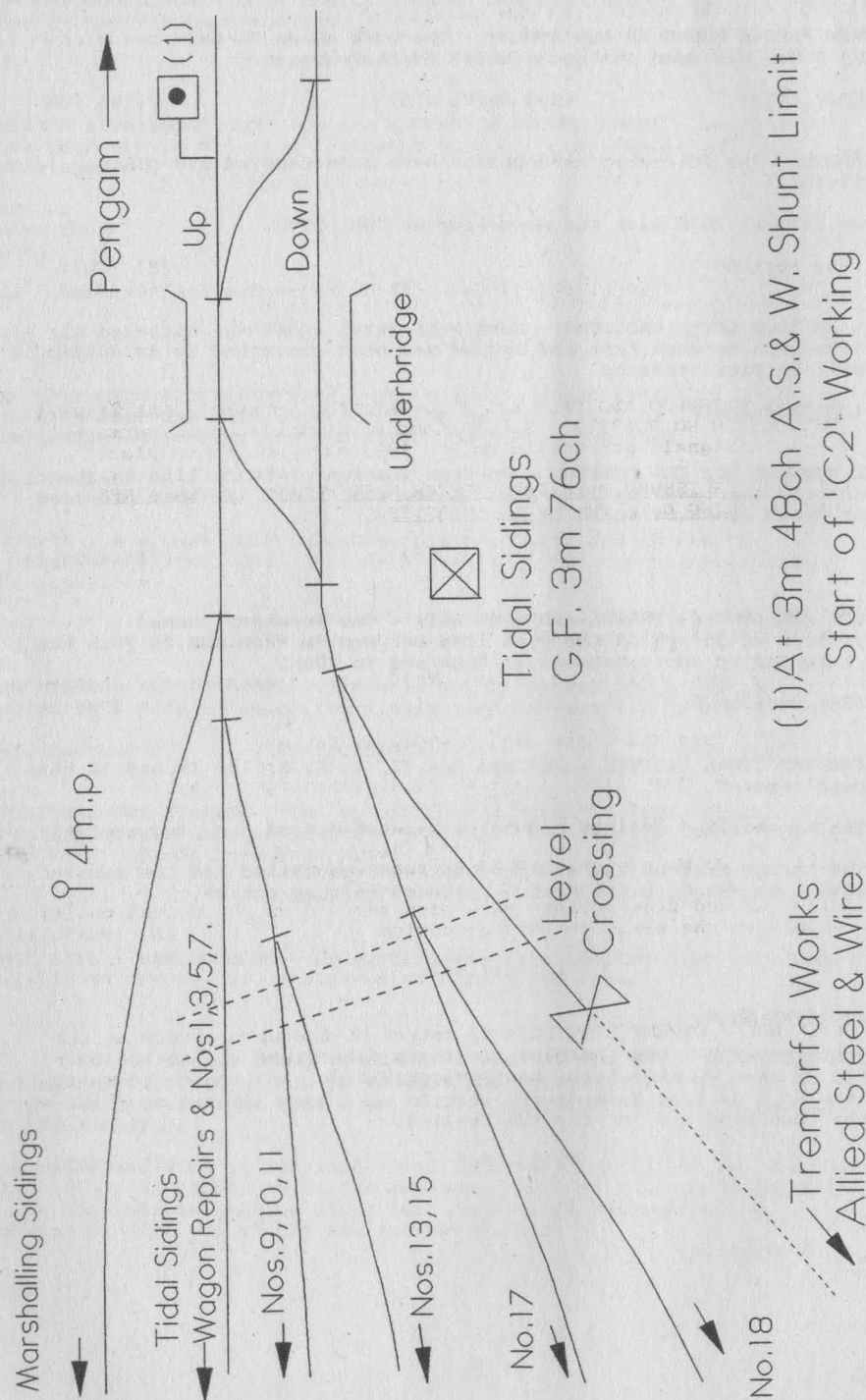
DALSTON KINGSLAND - The indications on position light signal DJ 101 located on the Canonbury side of the station and applying to movements from the No.1 Up line towards the station have been altered to read 'D' for the Down line and 'U' for the Up line.

(9/SA1.14)

(10) (503)

K2-8C/5

CARDIFF TIDAL SIDINGS



(1) At 3m 48ch A.S. & W. Shunt Limit
Start of 'C2' Working

WILLESSEN WEST LONDON JUNCTION - The Middle Siding situated between the Down Fast and Up Goods lines has been taken out of use, pending removal. Position light shunting signal WN.124 at the exit from the siding has been taken away and all signal routes into the siding have been disconnected.

(OD14/89/131)

(9) (507)

BRENT CURVE - The Down and Up Brent Curve lines between Dudding Hill Junction and Brent Curve Junction have been re-opened for traffic.

(ROM/S/S/0500/PT)

(10) (511A)

* * **FELTHAM** - The 4 car stop mark on the Up platform has been moved
* 17 yards towards the country end of the station.

(R(SW)1086/1)

(8) (516)

* * **BETWEEN WATERLOO AND VAUXHALL ALSO WATERLOO INTERNATIONAL (SIGNAL INSTRUCTION NO.5 1993)** - Alterations to signalling and permanent way shown in Signal Instruction No.5 - 1993 have not taken place.

ALL PERSONS ISSUED WITH THIS NOTICE MUST RETAIN IT FOR A NEW COMMISSIONING DATE THAT WILL BE ADVISED

(R(SW)1008/8)

(8) (521)

* * **WOKINGHAM** - All points and controlled signals have been disconnected
* until further notice with the exception of the following:

- (i) Down Main line signal WM 10 between Winnersh Triangle and Earley.
- (ii) Down Main line signal WM 12 at Earley.
- (iii) Up Main line signal WM 33 approaching Wokingham.
- (iv) Up Main line signal WM 37 at Earley.
- (v) Up Main signal WM 38 approaching Earley.

Earley ground frame points have been secured in the normal position throughout the period of disconnection.

(R(SW)1047)

(8) (525)

SMETHWICK ROLFE STREET STATION - 45 metres of the up platform at the Birmingham end has been permanently taken out of use. A notice board worded "Trains to stop here" has been provided.

(NEW ITEM)

(OD14/-)

(11) (538)

TYSELEY STATION - Until further notice Platform 4 at Tyseley station has been shortened by 83 yards at the Leamington end. The Birmingham end of the platform has been restored to use. "Trains Stop Here" boards have been provided.

Platform 3 remains shortened at the Birmingham end until further notice.

(NEW ITEM) (RRC/O/S/HMRI.019) (11) (540)

BETWEEN STOURBRIDGE JN AND ROUND OAK - The line speed between Stourbridge Junction and Stourbridge North Junction will remain at 45 mph and the line speed between Stourbridge North Junction and Round Oak will be 35 mph.

(OP4/RA/W.6051) (9) (546)

BETWEEN FIVE WAYS AND NEW STREET - SIGNAL NS453 - Signal NS453 situated on the Up Gloucester line between Five Ways and New Street has been repositioned 75 yards nearer to Five Ways station. The associated AWS magnet has been repositioned accordingly.

(10) (550)

BETWEEN FIVE WAYS AND UNIVERSITY - SIGNAL NS247 - Signal NS247 on the Down Gloucester line between Five Ways and University has been renewed on a straight post instead of a bracketed post.

(RRC/O/S/91/3) (10) (550)

BETWEEN SELLY OAK AND UNIVERSITY - SIGNAL NS455 - Signal NS455 situated on the Up Gloucester line between Selly Oak and University has been renewed with a straight post instead of a bracketed post.

(10) (550)

BOURNVILLE STATION - The Down platform at Bournville Station has been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop board provided. The Kings Norton end of the Down platform platform has been restored for use.

The Up platform remains shortened at the Birmingham end until further notice.

(NEW ITEM) (RRC/O/S/92/99) (11) (550)

* * KINGS NORTON STATION - 59 metres of the platform on the Up Gloucester at the Redditch end has been permanently taken out of use. The remaining section of this platform is now 151 metres in length. In addition, 50 metres of the platform on the Down Camp Hill at the Redditch end has been permanently taken out of use and "Trains To Stop Here" boards have been provided. The remaining section of this platform is now 150 metres in length.

(ROM/S/S/0500/PT) (8) (550)

KINGS NORTON TO BARNT GREEN - The following signals have been renewed on gantries:-

SY.32 and SY.34 situated on the Down Fast and Down Slow respectively between Northfield and Longbridge.

SY.29 and SY.31 situated on the Up Slow and Up Fast respectively between Longbridge and Northfield.

SY.23 and SY.25 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

SY.13 and SY.15 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

The following signals have been renewed on gantries and the position light aspects associated with both signals have been repositioned directly to the right of the red aspect instead of below the red aspect, and the stencil indicators on both signals have been removed:-

SY.33 and SY.35 situated on the Up Slow and Up Fast respectively between Northfield and Kings Norton.

(ROM/S/S/0500/PT) (10) (550)

* * LONGBRIDGE STATION - The Down and Up platforms at Longbridge Station * have been re-opened to their original lengths.

(ROM/S/S/0500/PT) (8) (550)

MISCELLANEOUS INSTRUCTIONS - continued

* *
*

IN CONNECTION WITH STAGE ONE OF THE RESIGNALLING
BETWEEN BIRMINGHAM NEW STREET (EXCLUSIVE) AND
BLACKWELL (EXCLUSIVE) VIA FIVE WAYS AND INCLUDING
THE REDDITCH BRANCH

2045 FRIDAY 14TH MAY TO 0800 SATURDAY 15TH MAY 1993

During signalling modifications involving disconnection of the signalling equipment on the DOWN Fast and UP Fast lines between Bromsgrove and Kings Norton, trains over the down fast and up fast lines will be worked under temporary block working arrangements in accordance with the Rule Book, Section D and Track Circuit Block Regulation 11, Clause 11.7 as shown below.

Commencement of Temporary Block Section

Temporary Block Working Tickets will be issued at these signals:-

Down Fast
SY.36

Up Main
G.69

After the driver has been authorised to pass the above signal concerned at Danger, he must proceed cautiously, ignoring any aspect which may be displayed at the following signals:-

Signals to be ignored by Drivers

Down Fast/Main

SY.32
SY.28
SY.22
SY.18
SY.14
SY.12

Up Main/Fast

G.71
G.73
UM.54
G.79
SY.R1
SY.1
SY.3
SY.15
SY.19
SY.25
SY.31
SY.35

Each train will be brought to a stand at either signal G.10 (down main) or SY.37 (up fast) and the Driver must not proceed until he has given the printed ticket to the Handsignaller appointed at the signal and has been instructed by the Handsignaller to obey the signal when it is cleared.

End of Temporary Block Section

Temporary Block Working tickets must be surrendered at these signals which will have their number plates illuminated:-

Down Main
G.10

Up Fast
SY.37

MISCELLANEOUS INSTRUCTIONS - continued

PASSENGER TRAINS OVER GOODS LINES

DATE : FROM MONDAY, 17 MAY UNTIL TUESDAY, 1 JUNE

TRAINS : VARIOUS PASSENGER TRAINS

LINES : DOWN GOODS HALESOWEN JUNCTION TO COFTON SIDINGS
AND UP GOODS BARNT GREEN STATION TO HALESOWEN JUNCTION

- 1 These trains are authorised to travel over the section(s) of goods lines shown above.
- 2 Speed not to exceed 20 m.p.h. subject to strict observance of any lower temporary or permanent speed restriction.
- 3 The instructions for Working of Passenger Trains over Goods Lines or Goods Loops must be observed.
- 4 The instructions on page 3.1 of Appendix No.3 to the Rule Book entitled "MOVEMENT OF VEHICLES CONVEYING PASSENGERS OVER POINTS NOT FITTED WITH LOCKING APPARATUS" must be observed. All hand worked points to be clipped, scotched and padlocked, both facing and trailing.
- 5 All sidings/lines connected to the lines on which the train will run which are not equipped with trapping protection must be clear, or any train or vehicles upon them must be at a stand, and, unless a manned locomotive is attached, must be specially examined and secured.
- 6 Propelling is strictly prohibited. All movements must be driven from the leading cab.

(ROM/S/S/521/9305/PT)

(10) (K2/8/93)

BRITISH RAILWAYS

WESTERN REGION

K2

9/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on WESTERN REGION and on
OTHER REGIONS' LINES
AFFECTING
WESTERN REGION TRAINMEN**

SATURDAY, 22 MAY 1993

to

FRIDAY, 28 MAY 1993

(Inclusive)



WARNING



A.C. ELECTRIFIED LINES

NORTH POLE INTERNATIONAL DEPOT

25KV AND 3KV OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE NEW NORTH POLE INTERNATIONAL DEPOT ADJACENT TO THE DOWN SIDE OF GREAT WESTERN MAIN LINE BETWEEN 2 MP AND THE 3 3/4 MP.

FROM 00.01 HOURS ON SUNDAY 23RD MAY 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE DEPOT WILL BE ENERGISED AT 25,000 VOLTS AND 3,000 VOLTS AND THEREAFTER MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be:-

From OLE structure NPW 00/01 at the extreme west end to OLE structure NPE 01/12 at the extreme east end including the Reception Sidings and the Departure Line connections to the West London Lines.

The Working Instructions for AC Electrified Lines (BR29987) will apply.

(K2/8/93)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS LONDON AND WEST OF ENGLAND - BR30069

There will be a complete re-issue of the London & West of England Appendix, with an operative date of 5 June 1993. It contains amendments published in Periodical Operating Notice K2/2D/93 and this notice. Please retain your PON and K2 until receipt of the new book.

If you have not received your copy by 1 June, please inform your Supervisor.

(12)

(K2/9/93)

K2-9IF/1

WARNING

ENERGISATION OF THE CONDUCTOR RAIL

AND ITS CONNECTIONS

BETWEEN

WATERLOO INTERNATIONAL PLATFORMS BUFFER STOPS

and

INTERNATIONAL JUNCTION

ON AND FROM 00 01 ON MONDAY 10 MAY 1993 it must be assumed that the conductor rail and its connections between the buffer stops in the Waterloo International platforms (0mp) and International Junction (0m 39ch) are always ALIVE unless the traction current has been switched off in accordance with Electrified Lines working Instructions 29,31 or 32.

(R(SW)1008/4)

(521) (K2/8/93)

WARNING

ENERGISATION OF THE CONDUCTOR RAIL

AND ITS CONNECTIONS

BETWEEN

NINE ELMS JUNCTION

and

LINDFORD STREET JUNCTION

(WATERLOO CURVE)

ON AND FROM 00 01 ON MONDAY 10 MAY 1993 it must be assumed that the conductor rail and its connections between Nine Elms Junction (2mp) and Lindford Street Junction (2m 50ch) (Waterloo Curve) are always ALIVE unless the traction current has been switched off in accordance with Electrified Lines working Instructions 29, 31 or 32.

(R(SW)1008/4)

(521) (K2/8/93)

K2-9IF/2



WARNING



SPECIAL NOTICE TO STAFF ON THE ENERGISATION AT 25,000 VOLTS OF THE OVERHEAD LINE EQUIPMENT FROM THE EXISTING ELECTRIFIED LINE IN SUFFOLK STREET TUNNEL (NEW STREET) STRUCTURE BK/42/04 TO THE TERMINATION OF THE EQUIPMENT AT REDDITCH STATION STRUCTURE DA/00/01.

THE OVERHEAD LINE EQUIPMENT FROM SUFFOLK STREET TUNNEL HAS BEEN EXTENDED AS FOLLOWS:- ALONG THE UP AND DOWN GLOUCESTER LINES THROUGH FIVE WAYS, UNIVERSITY, SELLY OAK AND BOURNVILLE. THROUGH KINGS NORTON ALONG THE UP SLOW, UP & DOWN CAMP HILL PLATFORM LINES, AND ALONG THE UP AND DOWN SLOW LINES THROUGH NORTHFIELD AND LONGBRIDGE (INCLUDING THE TURN BACK SIDING). ALONG THE UP AND DOWN FAST/MAIN LINES THROUGH LONGBRIDGE TO BARNT GREEN (REDDITCH BRANCH PLATFORMS ONLY), AND THE DOWN GOODS FROM LONGBRIDGE TO A POINT 157 METRES SOUTH OF THE 49 3/4 MILEPOST. ALONG THE SINGLE LINE FROM BARNT GREEN THROUGH ALVECHURCH TO REDDITCH STATION BUFFER STOP.

FROM 00.01 HOURS ON SATURDAY 5TH JUNE 1993, THE OVERHEAD LINE EQUIPMENT BETWEEN THE POINTS SHOWN ABOVE WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME IT MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The working instructions for A.C. Electrified lines (BR29987) will apply, and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at Rugby Electrical Control Room, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

(i) Via Railway E.T.D. 050-6422 Short code 177

or

(ii) Via British Telecom telephone number 0788-576256

In the event of any queries in connection with the electrification of the lines dealt with in this Special Notice (other than something requiring emergency action, when the procedure laid down in the Working Instruction for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer (ICWCML) Quayside Tower, Birmingham.

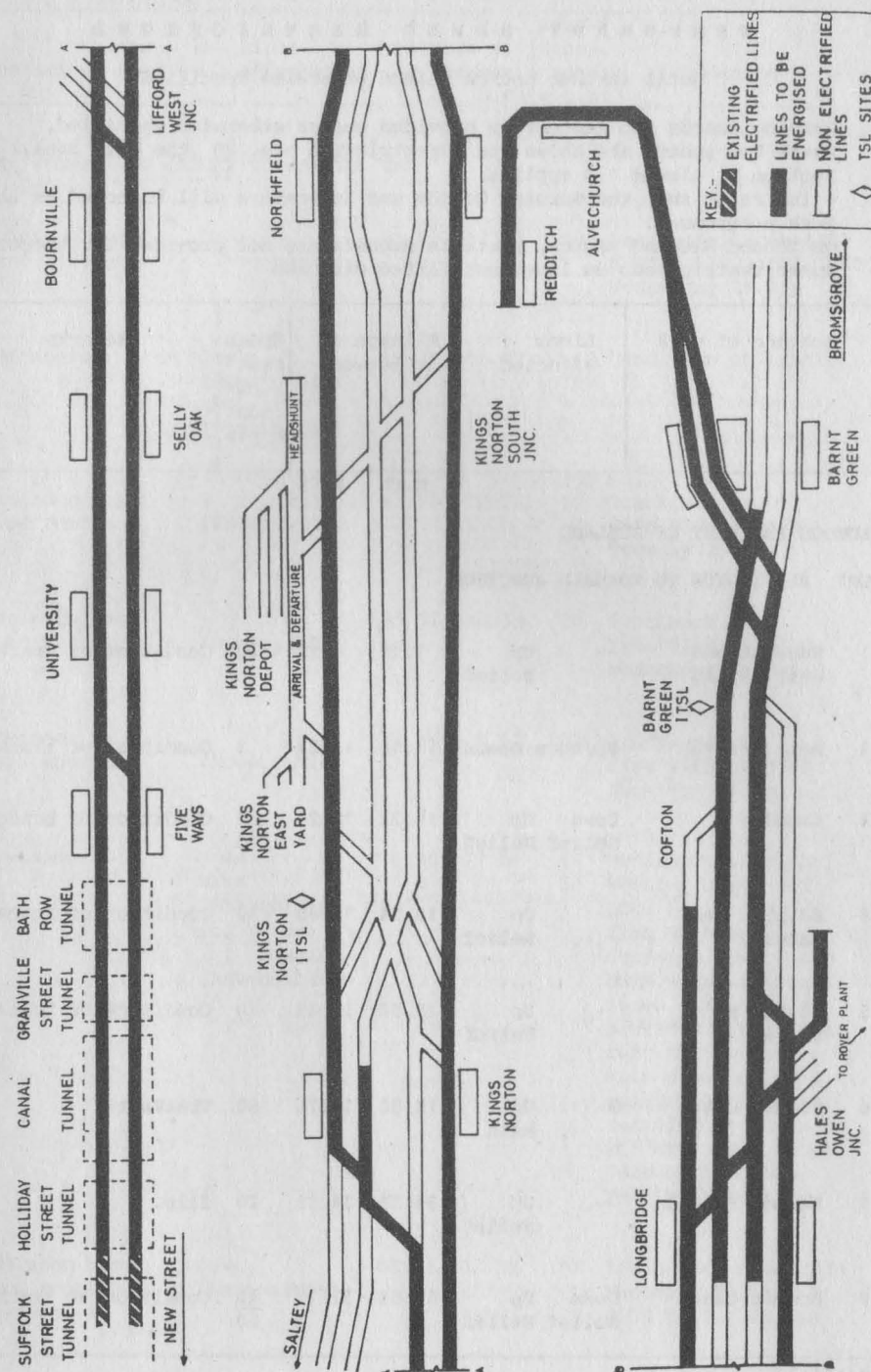
SEE DIAGRAM ON FOLLOWING PAGE

(11)

(550) (K2/7/93)

K2-9IF/3

NEW STREET TO REDDITCH ELECTRIFICATION SATURDAY 5TH JUNE 1993



K2-8IF/4

SECTION B - continued

At or between	Lines Blocked	Remarks
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE contd		
Monday/Tuesday 24/25 May		
266 Sandbach North Jn and Holmes Chapel	Down BLOCKED	2340 Mon to 0450 Tues Trackwork SLW OVER UP LINE
Thursday 27 and Friday 28 May		
267 Crewe Jn and Wem L.C	Down BLOCKED	0001 to 0500 each day Trackwork SLW OVER UP

K2-9B/18

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE NOTICE - Signalling Notices No. 59 and 60 - PADDINGTON AREA - These notices cover stages 1.8, 1.8B and 1.10 of the resignalling. Traincrews and others concerned who have not received their copy should contact their Supervisor.

The new signalling shown in these notices will be introduced progressively between Thursday 3 June and 0600 Wednesday 9 June.

(AMENDED ITEM)

(14) (GW1)

ADVANCE NOTICE - Signalling Notice No. 61 - PADDINGTON AREA - This notice is now being distributed and covers stage 1.13 of the resignalling.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(UFN) (GW1)

SUNDAY 23 MAY - GLOUCESTER NO.2 SPUR LEADING TO SIDINGS 1 TO 3 AND PLATFORM NO.4 - A stop board will be provided on the approach to sidings 1 to 3 and Platform No.4 which will read "STOP - check points are correctly set before proceeding". A stop board will also be provided at the exit from sidings 2 and 3 which will read "STOP - telephone Signalman for authority to proceed".

(12) (XC3)(RSW4.1)

SUNDAY 23 MAY - BARNSTAPLE BRANCH - BETWEEN COWLEY BRIDGE JUNCTION AND NEWTON ST. CYRES - Telephones will be provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Crediton :-

Norton Farm 1 Crossing - 175m 64ch
Norton Farm 2 Crossing - 176m 21ch

(See Section D)

(12) (RWE6.2)

BETWEEN 2230 SATURDAY 22 MAY AND 2200 SUNDAY 23 MAY - BETWEEN SEVERN BEACH AND NARROWWAYS HILL JN - AT ST ANDREWS JUNCTION LC - St Andrews Road signal no. 9 and associated signal post telephone will be repositioned 20 yards nearer to St Andrews Jn signalbox at 15m 75ch + 20 yards to improve sighting.

(12) (RWE13)

K2-9C/1

WEDNESDAY 26 MAY - BETWEEN HENBURY WEST AND HALLEN MARSH - A new temporary ground frame to be known as Hallen Moor Ground Frame will be brought into use at 117m 23ch to control the Hallen Marsh end of the secured out of use connection in the single running line. The presently out of use (future Down) line between this connection and Henbury West will be brought into use as a siding and the siding will be slued away from the single running line as necessary.

The new ground frame will be released by the Token and an Intermediate Token Instrument will be provided. A telephone in connection with Henbury West Signal Box will be provided.

A Stop Board worded "STOP AND OBTAIN TOKEN BEFORE PROCEEDING" will be provided applicable to movements from the siding positioned at 117m 19ch.

(12) (FWE5.1)

SOUTH WALES

FROM TUESDAY 25 MAY TO THURSDAY 24 JUNE - CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS AT BUCKNELL LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the Up direction a new rail STOP board worded "Press plunger, obtain white light and whistle before proceeding" will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the Up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(16) (RSW2)

MONDAY 24 MAY - BETWEEN CLARBESTON ROAD JN AND HAVERFORDWEST - CRUNDALE MILL CROSSING (AT 274m 07ch) - At 0900 hours the Whistle Boards associated with the above crossing will be removed.

(12) (FWA1.15)

WORKING OVER BOOK

MONDAY 17 MAY AND TUESDAY 1 JUNE - BETWEEN BIRMINGHAM NEW STREET (EXCLUSIVE) AND BLACKWELL (EXCLUSIVE) - Signalling & Permanent Way alterations will take place between Birmingham New Street (exclusive) and Blackwell (exclusive) on the above dates. The work will be commissioned in two stages.

Full details are contained in Special Notice number 50E which has been issued to all concerned. Any staff who need a copy of this notice and are not in possession of one should contact their Supervisor.

(RRC/O/S/91/3)

(13) (550)

K2-9C/2

SUNDAY 23 MAY - SELLY OAK STATION - From 00:15 hours the Up platform at Selly Oak station will be shortened by 33 yards at the Kings Norton end.

"Trains Stop Here" boards will be provided.

(RRC/O/S/92/99)

(12) (550)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

FROME - 10 car stop signs have been erected at Frome to ensure the accurate stopping of HST's in the platform. They have been positioned as follows:

Down direction - 115m 46ch + 48 feet, left hand side of line.
Up direction - 115m 35ch + 50 feet, left hand side of line.

(11) (GW5)

OXFORD STATION - Right Away (RA) and Close Doors (CD) indicators have been provided alongside the following signals at Oxford Station:-

OX.92	Up Bay Platform
OX.82	Up Platform (Down Direction)
OX.72	Down Platform
OX.71	Up Platform (Up Direction)

In addition, Right Away (RA) and Close Doors (CD) indicators have also been provided on both the Down platform and Up platform, and refer to moves in the down direction only.

(NEW ITEM)

(ROM/S/S/0500/PT)

(12) (XC1)

BETWEEN CHAPLETON AND BARNSTAPLE - The existing speed restriction between 210m 28ch and 210m 31ch (over the river bridge) has been re-signed and new reflectorised warning indicators have been provided.

(See Section D)

(10) (RWE6.2)

TRURO, PENWITHERS JUNCTION - The Up Falmouth branch home signal no. T5 has been renewed in the same position with staging offset to the right. The red aspect has been reduced in height to 11 feet above rail level and the position light aspect repositioned to the right of the red aspect. The theatre route indicator has been renewed as a fibre optic type and positioned above the position light signal. There has been no alteration to the meaning of the signal aspects.

(NEW ITEM)

(12) (RWE7)

BETWEEN EVESHAM AND PERSHORE - A new 75 mph permanent speed restriction applies in both directions on the single line between 110 mp and 111 mp.

(See Section D) . (RRC/O/S/GEN.33)

(11) (RC11)

K2-9C/3

- * * LAWRENCE HILL - BARROW ROAD - C2 working has been abolished on this line which will, in future, be considered as a shunting area.

(9) (FWE5.8)

- * * HONEYBOURNE TIP SIDING - A new run-round line and Cripple Siding have been provided on the right hand side (from Honeybourne Station direction) of the above siding.

The new run-round line is 324 yards long, and the Cripple Siding, which is 112 yards long, is connected to the run-round line by a facing connection (from the Honeybourne Station direction) located 48 yards from the Honeybourne Station end of the new run-round line.

(9) (FWE6.8)

SOUTH WALES

BETWEEN MARGAM MOORS JN AND STORMY - The work shown to take place on Sunday 9 May has been postponed until further notice.

(See Section D)

(10) (GW7)

BETWEEN WHITLAND AND PEMBROKE DOCK - AT MANORBIER 279M 9CH - The existing Traincrew-Operated level crossing gates and associated rail signs have been recovered and the crossing has been converted to an Automatic Open Crossing (Locally Monitored) type.

Steady amber and flashing red road lights have been provided on both sides of the road at each side of the railway. An audible warning, for pedestrians, has been provided at each nearside light post. The road lights and audible warning will be initiated automatically by the approaching train in the Down direction and from a lineside plunger in a control cabinet at the crossing for Up trains.

An advance rail warning sign (St Georges Cross) has been provided on each approach to the crossing. A St Andrews Cross/10 mph crossing speed sign has been provided in the Down direction and a rail stop sign worded 'STOP, PRESS PLUNGER AND OBTAIN WHITE LIGHT BEFORE PROCEEDING', has been provided in the Up direction. All signs are retro reflective.

Rail Driver's flashing red/white light units, together with Driver's emergency plunger and local control unit have also been provided.

The positioning of rail signs is as follows:-

	Distance (in yards) on approach side of crossing	
	Up	Down
St Georges Cross	893	935
St Andrews Cross/10 mph crossing speed	-	117
Stop	27	-
Driver's flashing red/white light	5	5

(12) (RSW1.2)

K2-9C/4

BETWEEN MAINDEE NORTH JUNCTION AND CWMBRAN - The catchpoint situated in the Up line at 40m 12ch has been removed.

(NEW ITEM) (See Section D)

(12) (RSW3)

- * * UNTIL FURTHER NOTICE- CORYTON - Coryton station platform line has been temporarily shortened by 22 yards. A new stop block has been provided nearer Heath Junction at 2m 57ch.

(9) (RSW5.2)

RADYR YARD AREA - The following lines have been secured out of use:-

Numbers 1 and 2 up reception lines between Radyr Quarry Junction and Radyr Junction.
Single line between Radyr Quarry Junction and Llandaff Loop Junction - The Llandaff Loop.

Points giving access to these routes will also be secured out of use pending recovery.

Number 1 Long Siding (former Up relief line) at Radyr Junction will be shortened and a new stop block provided at 5m 50ch.

(NEW ITEM)

(12) (RSW5.3/FWA2.5/FWA2.6)

BETWEEN LLANGYFELACH TUNNEL AND PENLLERGAER TUNNEL - The Temporary Speed Restriction of 20 mph on the Up line between 5m 54ch and 5m 52ch has become permanent.

(See Section D)

(11) (FWA1.6)

- * * BETWEEN PENLLERGAER TUNNEL AND PONT LLIW - The Permanent Speed Restriction of 30 mph on the Down line between 7m 40ch and 7m 70ch has been extended to apply between 7m 25ch and 7m 70ch.

(See Section D)

(9) (FWA1.6)

BETWEEN HAVERFORDWEST AND MILFORD HAVEN - The Permanent Speed Restriction of 20 mph on the single line between 280m 64ch and 281m 22ch has been removed and a new Permanent Speed Restriction of 30 mph has been imposed between 281m 00ch and 281m 25ch.

(See Section D)

(11) (FWA1.15)

WORKING OVER BOOK

DALSTON KINGSLAND - The indications on position light signal DJ 101 located on the Canonbury side of the station and applying to movements from the No.1 Up line towards the station have been altered to read 'D' for the Down line and 'U' for the Up line.

(9/SA1.14)

(10) (503)

K2-9C/5

MARYLAND - A new permanent speed restriction has been imposed in the vicinity of Maryland station, as follows:-

30 between 4m 17ch and 4m 70ch on the Up and Down Electric lines,
40

and 40 mph between 4m 20ch and 4m 70ch on the Up and Down Main lines.

(NEW ITEM) (See Section D) (11/SA1.6) (12) (503)

* * WILLESDEN WEST LONDON JUNCTION - The Middle Siding situated between the Down Fast and Up Goods lines has been taken out of use, pending removal. Position light shunting signal WN.124 at the exit from the siding has been taken away and all signal routes into the siding have been disconnected.

(OD14/89/131) (9) (507)

BRENT CURVE - The Down and Up Brent Curve lines between Dudding Hill Junction and Brent Curve Junction have been re-opened for traffic.

(ROM/S/S/0500/PT) (10) (511A)

BIRMINGHAM NEW STREET STATION - The waiting room refurbishment works affecting the south end of platforms 4 and 5 have now been completed and the platforms have been restored to their full length.

(NEW ITEM) (OD14/-) (10/11) (12) (538/550)

SMETHWICK ROLFE STREET STATION - 45 metres of the up platform at the Birmingham end has been permanently taken out of use. A notice board worded "Trains to stop here" has been provided.

(OD14/-) (11) (538)

TYSELEY STATION - Until further notice Platform 4 at Tyseley station has been shortened by 83 yards at the Leamington end. The Birmingham end of the platform has been restored to use. "Trains Stop Here" boards have been provided.

Platform 3 remains shortened at the Birmingham end until further notice.

(RRC/O/S/HMRI.019) (11) (540)

* * BETWEEN STOURBRIDGE JN AND ROUND OAK - The line speed between Stourbridge Junction and Stourbridge North Junction will remain at 45 mph and the line speed between Stourbridge North Junction and Round Oak will be 35 mph.

(OP4/RA/W.6051) (9) (546)

BETWEEN FIVE WAYS AND NEW STREET - SIGNAL NS453 - Signal NS453 situated on the Up Gloucester line between Five Ways and New Street has been repositioned 75 yards nearer to Five Ways station. The associated AWS magnet has been repositioned accordingly.

(10) (550)

BETWEEN FIVE WAYS AND UNIVERSITY - SIGNAL NS247 - Signal NS247 on the Down Gloucester line between Five Ways and University has been renewed on a straight post instead of a bracketed post.

(RRC/O/S/91/3) (10) (550)

BETWEEN SELLY OAK AND UNIVERSITY - SIGNAL NS455 - Signal NS455 situated on the Up Gloucester line between Selly Oak and University has been renewed with a straight post instead of a bracketed post.

(10) (550)

BOURNVILLE STATION - The Down platform at Bournville Station has been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop board provided. The Kings Norton end of the Down platform platform has been restored for use.

The Up platform remains shortened at the Birmingham end until further notice.

(RRC/O/S/92/99) (11) (550)

KINGS NORTON TO BARNT GREEN - The following signals have been renewed on gantries:-

SY.32 and SY.34 situated on the Down Fast and Down Slow respectively between Northfield and Longbridge.

SY.29 and SY.31 situated on the Up Slow and Up Fast respectively between Longbridge and Northfield.

SY.23 and SY.25 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

SY.13 and SY.15 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

The following signals have been renewed on gantries and the position light aspects associated with both signals have been repositioned directly to the right of the red aspect instead of below the red aspect, and the stencil indicators on both signals have been removed:-

SY.33 and SY.35 situated on the Up Slow and Up Fast respectively between Northfield and Kings Norton.

(ROM/S/S/0500/PT) (10) (550)

SECTION 4 - LOCAL INSTRUCTIONS

INDEX TO LOCAL INSTRUCTIONS

Page 4.5

Amend:- Worcester Passenger Sidings 4.111, 4.115to read:- Worcester Carriage Servicing Depot..... 4.111, 4.115

(K2/5/93)

Page 4.6

GW1 PADDINGTON TO FOXHALL JUNCTION

WORKING OF CLASS 165 TRAINS
BETWEEN PADDINGTON AND OXFORD VIA MAIN AND RELIEF LINESAmend first paragraph to read:-

When a Class 165 train is required to run in passenger service between Paddington and Oxford via the Main and Relief lines, and a Guard is provided, the following instructions are for the operation of the doors:-

(K2/5/93)

Page 4.7

GW1 PADDINGTON TO FOXHALL JUNCTION

PADDINGTON

Add:-

Reduction of noise/smoke emission of HST's. On arrival at Paddington, HST's must be brought to a stand with driving cab opposite the permanent yellow lines provided on each platform.

Where necessary, the train must be coupled to the shore supply and both engines must be shut down until ten minutes before departure time.

If the shore supply is not used, the engine at the country end must be left running, the engine stop block end must be shut down and re-started ten minutes before departure time.

On departure from Paddington station, Notch 2 not to be exceeded until the whole train is clear of station platform.

(K2/3-4/93)

K2-9D/13

Page 4.66

GW6.2 STOKE GIFFORD JN and PATCHWAY JN to BRISTOL EAST JN

LAWRENCE HILL

Barrow Road Refuse Transfer Station.

Amend paragraph commencing "When the propelling movement...." to read:-

When the propelling movement has come to a stand the Trainman must close the ground frame, slacken the coupling between the locomotive and the adjacent vehicle and hand the Driver a radio. The radios must be tested by means of a successful test transmission between the Trainman (outside the cab) and the Driver (inside the cab). The Trainman must then walk to the rear of the train and, provided the line is clear, instruct the Driver to propel at walking pace. Messages must be preceded by "RTS Trainman to RTS Driver" or vice versa, as appropriate, and acknowledged by repetition and, if contact is lost, the Driver must STOP immediately.

(K2/6/93)

Pages 4.74 and 4.78

GLOUCESTER

Add new item:-

Facing Handpoints in No.2 Spur. All movements approaching the facing handpoints leading to Sidings 2 and 3 must stop at the Stop board and the Driver must ensure the points are correctly set for the direction of travel before proceeding.

(K2/9/93)

Page 4.97

RWE8.2 LISKEARD TO LOOE

BETWEEN LISKEARD AND MOORSWATER

Moorswater.

Delete item and substitute:-

The Shunter must use the telephone provided at Coombe Jn No 2 Ground Frame to contact the ECC Person in Charge for permission to enter the sidings. No movement may be made by a BR locomotive in Moorswater sidings without prior verbal agreement and a clear understanding must be reached between the BR Shunter and the ECC Person in Charge.

(K2/5/93)

Page 4.100

RWE8.3 PAR TO NEWQUAY

BETWEEN GOONBARROW JN AND MOLINNIS LEVEL CROSSING

Delete heading and instruction.

ST DENNIS GROUND FRAME

Delete heading and instruction.

(K2/5/93)

K2-9D/14

SECTION 4 - LOCAL INSTRUCTIONS

Pages 4.7 and 4.8 GW6 PILNING TO CARDIFF CENTRAL

SEVERN TUNNEL

Delete item "Working of Diesel Multiple Unit Trains" and substitute:-

Working of Single Power Car "Heritage" Units. Single power car "Heritage" multiple unit trains are forbidden from carrying passengers through the Severn Tunnel.

(K2/8/93)

Page 4.22 GW7 CARDIFF CENTRAL TO SWANSEA HIGH STREET

BRITON FERRY

Amend sixth paragraph to read:-

The Shunter must obtain the Certificate of Closure from the box located on the outside wall of the weighbridge.

(K2/6/93)

Page 4.31 RSW2 CRAVEN ARMS TO LLANDEILO JUNCTION

LLANDRINDOD WELLS AND LLANDOVERY
LEVEL CROSSINGS

Refer South Wales Sectional Appendix page 4.31, Periodical Operating Notice K2/2D/93 page 69 and subsequent telex alteration (to depots concerned only). A further alteration is now necessary therefore the complete instruction is re-issued as follows:-

Delete first 4 lines in South Wales Sectional Appendix page 4.31 and substitute the following:-

Lineside equipment is provided to enable the Driver to initiate the lowering of the barriers from his cab as follows:-

Llandrindod Wells. - Both directions
Llandovery - Down direction only

A control wire is provided at driving cab height on the nearside of the line adjacent to the Stop Board. The train must be brought to a halt at the control wire.

The Driver must pull the control wire to initiate the lowering sequence of the barriers. Releasing the wire and pulling it a second time will stop the lowering sequence of the barriers. Pulling the control wire a third time will continue the lowering sequence. When the lowering sequence is complete the Driver's white light will flash.

K2-9D/23

When the barriers have been lowered but the train cannot proceed over the crossing e.g. due to engine failure, the Driver must pull the control wire again and press the "raise" button in the control unit. To lower the barriers for subsequent movements over the crossing the normal operation applies.

A cupboard is also provided at the approaches to the level crossing which contains a manual control unit with two push buttons:- "Raise" and "Lower". This facility must be used at Llandovery LC in the Up direction and at both locations when the control wire is not available.

Then as shown i.e. On arrival of a train at the "Stop" board,

(K2/5/93)

Page 4.36

RSW3 CRAVEN ARMS TO NEWPORT MAINDEE WEST/EAST JUNCTIONSCRAVEN ARMSCripple Siding

Delete last sentence of first paragraph i.e. "The padlock key"

(K2/6/93)

INSTRUCTIONS AFFECTING WESTERN REGION
STAFF WHEN WORKING OVER OTHER REGIONS - BR30045

SECTION 1 - TABLE A

Page (vi)

LIST OF LINES

Re-instate:-

Balham to Windmill Bridge Junction via Crystal Palace 1.25

(Amends item of 4/92)

(K2/9/93)

* * Page 1.63 - DROITWICH SPA TO ROUND OAK

* Between Kingswinford Jn South and End of Line

In Running Lines column Add:-

OT(S) next to Down and Up lines

(Amends Part 1 of the PON)

(K2/7/93)

K2-9D/24

MISCELLANEOUS INSTRUCTIONS

PREVENTION OF UNAUTHORISED ACCESS
TO HST POWER CARS

From 15 May 1993, a programme of immobilisation of HST Power Car gangway door locks to prevent unauthorised access from passenger accommodation will commence.

These modifications will prevent the lock being operated from the passenger accommodation side only. Should emergency access be required into the Power Car, then the emergency hammer, located in an adjacent passenger vehicle, must be utilised to break the gangway door window, giving access to the Power Car inside door handle, which will remain operable.

Train crew egress from the Power Car via the passenger accommodation remains unaltered.

Modified lock barrels will be coloured red for identification purposes.

No notices will be provided.

(K2/8/93)

* * MAJOR SIGNAL DISCONNECTIONS IN CONNECTION
WITH THE RECONSTRUCTION OF LANGLEY BRIDGE

BETWEEN 21.30 SATURDAY 22 MAY AND 14.30 SUNDAY 23 MAY 1993

Cable work will take place involving disconnection of the signalling equipment on the DOWN MAIN LINE between IVER and DOLPHIN JUNCTION, also on the UP RELIEF LINE between DOLPHIN JUNCTION and LANGLEY

In connection with the above work, trains will be worked over the lines shown in accordance with the Rule Book, Section D and Track Circuit Block Regulation 11, Clause 11.7 as shown below.

Commencement of Temporary Block Section

Temporary Block Working Tickets will be issued at these signals:-

Down Main

DM 14B (IVER)

Up Relief

S 127 (Dolphin Junction)

After the Driver has been authorised to pass the above signal concerned at Danger, he must proceed in accordance with the instructions given by the Handsignalman which will be entered on the Driver's Temporary Block Working Ticket.

Each train must be brought to a stand at either signal S 14 (DOWN MAIN at DOLPHIN JUNCTION) or S 131 (UP RELIEF AT LANGLEY), and the Driver must not proceed until he has surrendered the printed ticket to the Handsignalman appointed at the signal.

(K2/9/93)

K2-9D/30

MISCELLANEOUS INSTRUCTIONS - continued

READING STATION PLATFORMS 4, 5 AND 8STARTING OF TRAINS

At Reading Station as from 00:01 on Monday 19 April, 1993 a white disc held above the head will be used to give the following handsignals:-

Trains with slam doors:- Person in Charge of platform to Guard to indicate when station work is complete and the doors are properly closed.

Trains with power operated doors:- Person in Charge of platform to Guard (Driver of a D.O. train) to indicate when station work is complete and the doors are ready to be closed.

The provisions of the Rule Book, Section B, Clauses 7.6.1. and 7.7.1. and Section H, Clauses 5.2.1. and 5.4.1. are modified accordingly. (At night, if the use of a handlamp is necessary, a white light held steadily above the head will continue to be used).

(K2/3-4/93)

DRIVER ONLY OPERATIONTHAMES LINE DOO(P) - NEXT STAGE

MONDAY 17TH MAY 1993 READING-BEDWYN AND READING-HENLEY

Driver Only Operation will be introduced on the above routes from Monday 17th May 1993. Train Crew diagrams will reflect those services which will be run under DOO(P) conditions, however in general all services running on these routes and booked to be formed with class 165/166 units will run DOO. At Reading and Newbury the despatch of trains will be the responsibility of the station staff and must be carried out in accordance with the Rule Book, Section B, clause 7.7. At all other stations on the routes the despatch of trains will be the responsibility of the Driver who must be advised if the train is required to be detained beyond departure time for any reason.

(K2/8/93)

K2-9D/31

MISCELLANEOUS INSTRUCTIONS - continued

PASSENGER TRAINS OVER GOODS LINES

DATE : FROM MONDAY, 17 MAY UNTIL TUESDAY, 1 JUNE

TRAINS : VARIOUS PASSENGER TRAINS

LINES : DOWN GOODS HALESOWEN JUNCTION TO COFTON SIDINGS
AND UP GOODS BARNT GREEN STATION TO HALESOWEN JUNCTION

- 1 These trains are authorised to travel over the section(s) of goods lines shown above.
- 2 Speed not to exceed 20 m.p.h. subject to strict observance of any lower temporary or permanent speed restriction.
- 3 The instructions for Working of Passenger Trains over Goods Lines or Goods Loops must be observed.
- 4 The instructions on page 3.1 of Appendix No.3 to the Rule Book entitled "MOVEMENT OF VEHICLES CONVEYING PASSENGERS OVER POINTS NOT FITTED WITH LOCKING APPARATUS" must be observed. All hand worked points to be clipped, scotched and padlocked, both facing and trailing.
- 5 All sidings/lines connected to the lines on which the train will run which are not equipped with trapping protection must be clear, or any train or vehicles upon them must be at a stand, and, unless a manned locomotive is attached, must be specially examined and secured.
- 6 Propelling is strictly prohibited. All movements must be driven from the leading cab.

(ROM/S/S/521/9305/PT)

(10) (K2/8/93)

K2-9D/34

MISCELLANEOUS INSTRUCTIONS - continued

MOVEMENT OF CLASS 15X (SPRINTERS), 442 WESSEX, 165/0 & 165/1 UNITS WITH DOOR(S) FAILED OPEN WHEN WORKING OVER THE SOUTH WESTERN DIVISION

Until further notice, the following instructions must be applied if it is required to move a Class 15X (Sprinters), 442 Wessex, 165/0 or 165/1 unit on which it is impossible to close a door(s).

1. If the unit is at a station, it must first be taken out of service,
2. The unit may only be moved if it is blocking a running line and it is impossible to divert other rail traffic around it,
3. The unit may only be moved as far as is necessary
 - (i) to permit passengers to be detrained at the next station, and then
 - (ii) to permit the movement of other rail traffic,
4. The speed of the movement must not exceed:
 - 5 m.p.h. through a tunnel or under a bridge,
 - 20 m.p.h. where there is no tunnel or over-bridge,
5. Trains must be stopped on any line adjacent to the side of the train on which the door(s) has failed,
6. A competent person (e.g. Guard, member of Fleet Manager's staff or Mobile Operations Manager) must travel on the train in such a position that, without endangering his safety, he is able to:
 - (i) observe any problems which may occur, and
 - (ii) communicate with the Driver.

(RP/2028/17) (K2/3-4/93)

CLASS 158 & 159 UNITS - ROUTE AVAILABILITY
(SOUTH WESTERN DIVISION)

Add under the list of cleared routes:-

Yeovil Pen Mill to Yeovil Jn

(Amends Page 91 of the PON)

(K2/7/93)

K2-9D/35

BRITISH RAILWAYS

WESTERN REGION

K2

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

10-11/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on WESTERN REGION and on
OTHER REGIONS' LINES
AFFECTING
WESTERN REGION TRAINMEN**

SATURDAY, 29 MAY 1993

to

FRIDAY, 11 JUNE 1993

(Inclusive)



WARNING



A.C. ELECTRIFIED LINES

NORTH POLE INTERNATIONAL DEPOT

25KV AND 3KV OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE NEW NORTH POLE INTERNATIONAL DEPOT ADJACENT TO THE DOWN SIDE OF GREAT WESTERN MAIN LINE BETWEEN 2 MP AND THE 3 3/4 MP.

FROM 00.01 HOURS ON SUNDAY 23RD MAY 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE DEPOT WILL BE ENERGISED AT 25,000 VOLTS AND 3,000 VOLTS AND THEREAFTER MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be:-

From OLE structure NPW 00/01 at the extreme west end to OLE structure NPE 01/12 at the extreme east end including the Reception Sidings and the Departure Line connections to the West London Lines.

The Working Instructions for AC Electrified Lines (BR29987) will apply.

(K2/8/93)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS LONDON AND WEST OF ENGLAND - BR30069

There will be a complete re-issue of the London & West of England Appendix, with an operative date of 5 June 1993. It contains amendments published in Periodical Operating Notice K2/2D/93 and this notice. Please retain your PON and K2 until receipt of the new book.

If you have not received your copy by 1 June, please inform your Supervisor.

(11)

(K2/9/93)

K21011IF/1

WARNING

ENERGISATION OF THE CONDUCTOR RAIL

AND ITS CONNECTIONS

BETWEEN

WATERLOO INTERNATIONAL PLATFORMS BUFFER STOPS

and

INTERNATIONAL JUNCTION

ON AND FROM 00 01 ON MONDAY 10 MAY 1993 it must be assumed that the conductor rail and its connections between the buffer stops in the Waterloo International platforms (0mp) and International Junction (0m 39ch) are always ALIVE unless the traction current has been switched off in accordance with Electrified Lines working Instructions 29, 31 or 32.

(R(SW)1008/4)

(521) (K2/8/93)

WARNING

ENERGISATION OF THE CONDUCTOR RAIL

AND ITS CONNECTIONS

BETWEEN

NINE ELMS JUNCTION

and

LINDFORD STREET JUNCTION

(WATERLOO CURVE)

ON AND FROM 00 01 ON MONDAY 10 MAY 1993 it must be assumed that the conductor rail and its connections between Nine Elms Junction (2mp) and Lindford Street Junction (2m 50ch) (Waterloo Curve) are always ALIVE unless the traction current has been switched off in accordance with Electrified Lines working Instructions 29, 31 or 32.

(R(SW)1008/4)

(521) (K2/8/93)

K21011IF/2



WARNING



SPECIAL NOTICE TO STAFF ON THE ENERGISATION AT 25,000 VOLTS OF THE OVERHEAD LINE EQUIPMENT FROM THE EXISTING ELECTRIFIED LINE IN SUFFOLK STREET TUNNEL (NEW STREET) STRUCTURE BK/42/04 TO THE TERMINATION OF THE EQUIPMENT AT REDDITCH STATION STRUCTURE DA/00/01.

THE OVERHEAD LINE EQUIPMENT FROM SUFFOLK STREET TUNNEL HAS BEEN EXTENDED AS FOLLOWS:- ALONG THE UP AND DOWN GLOUCESTER LINES THROUGH FIVE WAYS, UNIVERSITY, SELLY OAK AND BOURNVILLE. THROUGH KINGS NORTON ALONG THE UP SLOW, UP & DOWN CAMP HILL PLATFORM LINES, AND ALONG THE UP AND DOWN SLOW LINES THROUGH NORTHFIELD AND LONGBRIDGE (INCLUDING THE TURN BACK SIDING). ALONG THE UP AND DOWN FAST/MAIN LINES THROUGH LONGBRIDGE TO BARNT GREEN (REDDITCH BRANCH PLATFORMS ONLY), AND THE DOWN GOODS FROM LONGBRIDGE TO A POINT 157 METRES SOUTH OF THE 49 3/4 MILEPOST. ALONG THE SINGLE LINE FROM BARNT GREEN THROUGH ALVECHURCH TO REDDITCH STATION BUFFER STOP.

FROM 00.01 HOURS ON SATURDAY 5TH JUNE 1993, THE OVERHEAD LINE EQUIPMENT BETWEEN THE POINTS SHOWN ABOVE WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME IT MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The working instructions for A.C. Electrified lines (BR29987) will apply, and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at Rugby Electrical Control Room, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

(i) Via Railway E.T.D. 050-6422 Short code 177

or

(ii) Via British Telecom telephone number 0788-576256

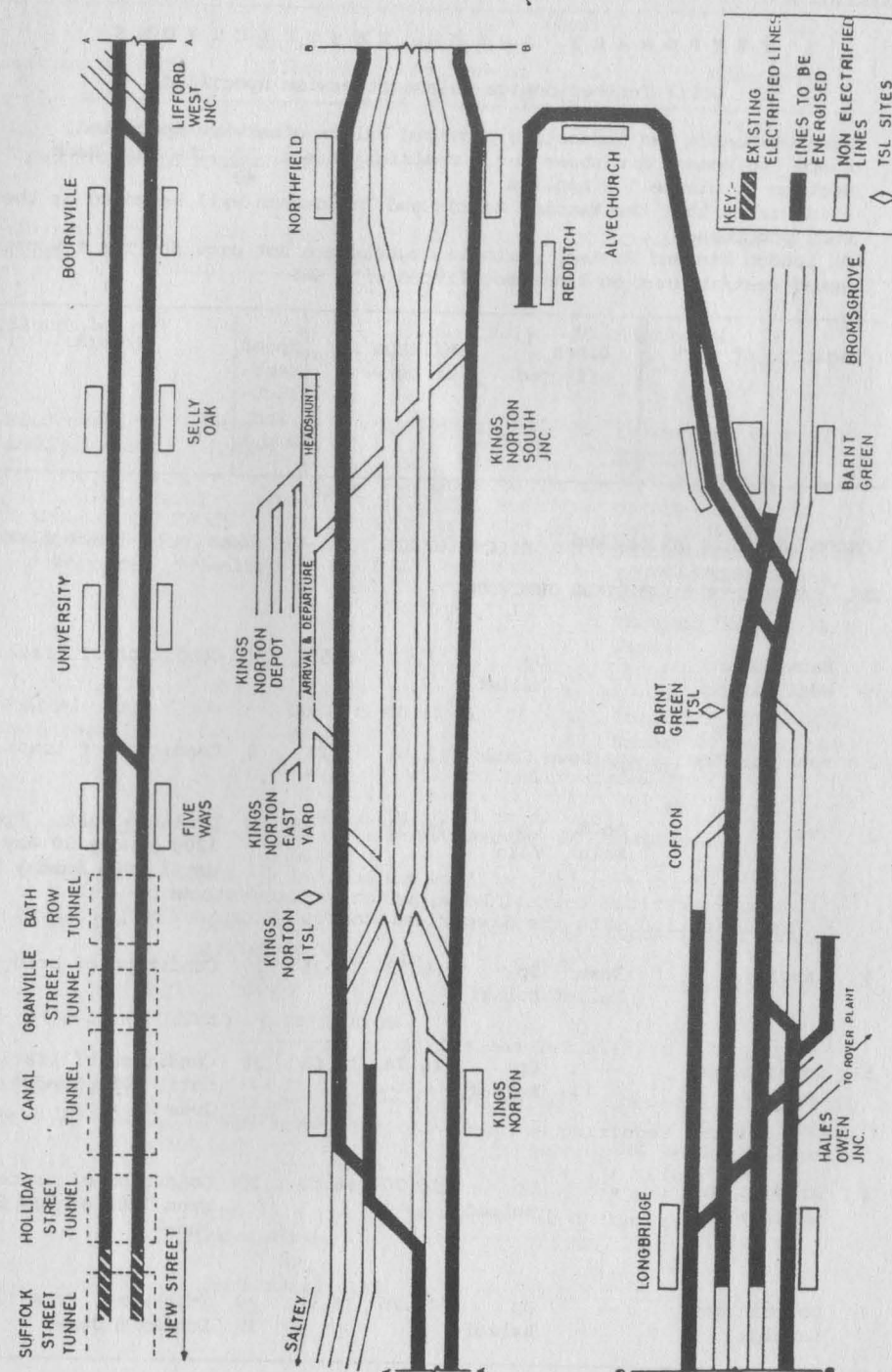
In the event of any queries in connection with the electrification of the lines dealt with in this Special Notice (other than something requiring emergency action, when the procedure laid down in the Working Instruction for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer (ICWML) Quayside Tower, Birmingham.

SEE DIAGRAM ON FOLLOWING PAGE

(11)

(550) (K2/7/93)

NEW STREET TO REDDITCH ELECTRIFICATION SATURDAY 5TH JUNE 1993



SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

LONDON AREA - ALL OTHER REGIONS

501 CAMDEN ROAD JUNCTION TO ACTON WELLS JUNCTION VIA GOSPEL OAK

Sunday/Monday 23/24 May

267	Willesden High Level and Kew East Jn/ Gunnersbury Jn	Down BLOCKED Up BLOCKED	0015 Sun to 0900 0015 Sun to 0300 Mon Trackwork SLW OVER DOWN BETWEEN KENSAL GREEN JN AND SOUTH ACTON FROM 0900
268	Acton Wells Jn and Acton East Willesden High Level and Acton Central	Down and Up BLOCKED Down BLOCKED Up BLOCKED	0001 Sun to 0300 Mon 0001 Sun to 0900 Sun 0001 Sun to 0300 Mon Trackwork AMENDED TRAIN WORKING SLW OVER DOWN BETWEEN KENSAL GREEN JN AND SOUTH ACTON FROM 0900 SUN

Monday/Tuesday 7/8 to Wednesday/Thursday 10/11 June

269	Camden Road West Jn and Gospel Oak	Down and Up BLOCKED	2330 to 0425 each night Trackwork AMENDED TRAIN WORKING
-----	------------------------------------	------------------------	---

507 LATCHMERE JUNCTION TO WILLESDEN VIA KENSINGTON OLYMPIA

Until Further Notice

270	West London Jn and Willesden	Down and Up Low Level Goods/Goods BLOCKED	Continuously Trackwork TRAINS DIVERTED
271	West London Jn and Willesden	Down and Up Low Level Goods, Middle Sidings, Shunt Neck 1 and Reception Sidings 1 & 2 BLOCKED	Continuously Unloading Materials TRAINS DIVERTED

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

507 LATCHMERE JUNCTION TO WILLESDEN VIA KENSINGTON OLYMPIA contd

Saturday 29 to Tuesday 1 June

272	North Pole Jn and West London Jn	Down and Up West London/Down and Up Branch BLOCKED	0001 Sat to 0500 Tues Track and Signalling Work TRAINS DIVERTED
273	West London Jn and Willesden	Down and Up Branch/Down and Up Low Level Goods, Shunt Neck 2 and Middle Sidings BLOCKED	0001 Sat to 0500 Tues Track and Signalling Work TRAINS DIVERTED

521 WATERLOO TO EXMOUTH JUNCTION

Saturday/Sunday 29/30 May

274	Basingstoke and Winchfield	Up Fast BLOCKED	2350 Sat to 1600 Sun Earthwork
-----	----------------------------	--------------------	-----------------------------------

Single Line working will be in operation for up trains over the Down Fast line between WA235 points (London side) Basingstoke and Winchfield Emergency Trailing Crossover. The rule book, section N, Clause 7, "Single Line Working on Track Circuit Block Lines where more than one running line is available" will apply.

Up trains will be required to shunt out of the Up Slow or Up Fast platforms at Basingstoke to a point clear of position light signal YW114, at the London end of the station. A handsignalman will be positioned at YW114. Guards of such trains must position themselves at the rear (in the rear cab in the case of multiple-unit and push pull trains) in readiness for the set back movement along the up fast and up slow lines.

An intermediate Handsignalman will be provided at Hook opposite signal WA259.

Up trains which require to call at Winchfield or Fleet must come to a stand on the Up fast line at Winchfield, in advance of YW211 crossover. Guards of such trains must position themselves at the rear (in the rear cab in the case of multiple-unit and push pull trains) in readiness for the set back movement along the up fast and up slow lines.

Before instructing the handsignalman at YW211 crossover to authorise the set back movement along the Up Fast and Up Slow Lines, the signalman must ensure that the crossover points are secured in the reverse position, that the line on which the train will run is clear, and that no conflicting movements have been authorised.

SECTION B - continued

At or between	Lines Blocked	Remarks
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE contd		
Friday 11 June		
286 Alderley Edge and Chelford	Up BLOCKED	01 15 to 05 00 Trackwork SINGLE LINE WORKING OVER DOWN LINE.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE NOTICE - Signalling Notices No. 59 and 60 - PADDINGTON AREA - These notices cover stages 1.8, 1.8B and 1.10 of the resignalling. Traincrews and others concerned who have not received their copy should contact their Supervisor.

The new signalling shown in these notices will be introduced progressively between Thursday 3 June and 0600 Wednesday 9 June.

(14) (GW1)

ADVANCE NOTICE - Signalling Notice No. 61 - PADDINGTON AREA - This notice is now being distributed and covers stage 1.13 of the resignalling.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(UFN) (GW1)

FROM 1600 SUNDAY 6 JUNE - BETWEEN READING AND DIDCOT - The temporary speed restriction at Scours Lane between 37m 55ch and 37m 71ch on the Up and Down Relief lines will be converted to a permanent speed restriction. The restriction remains at 40
60.

The line speed on the Up and Down Reliefs will be increased, between 37m 71ch and 52m 25ch, to 100mph. The warning indicators for the "70" and the "70" turnout will be repositioned to 51m 40ch and 50m 47ch respectively.

(Note: The re-issued Sectional Appendix shows the new speeds)

(See Section D)

(14) (GW1)

SOUTH WALES

SATURDAY 29 MAY - BETWEEN CARMARTHEN AND WHITLAND - Telephones will be provided at the following Occupation/Accommodation crossings:-

249m 74ch Sarnau Lower Crossing - giving users direct contact with the Signalman at Carmarthen Junction.

252m 45ch Deri Crossing - giving users direct contact with the Signalman at Whitland

(See Section D)

(13) (RSW1.1)

K210-11C/1

FROM TUESDAY 25 MAY TO THURSDAY 24 JUNE - CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS AT BUCKNELL LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the Up direction a new rail STOP board worded "Press plunger, obtain white light and whistle before proceeding" will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the Up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(16) (RSW2)

WORKING OVER BOOK

MONDAY 7 JUNE - BETWEEN HIGH MEADS JN AND TEMPLE MILLS EAST JN - At 10.00 hours a Permanent Speed Restriction of 5 mph will be imposed on the Down line between 0m 48ch and 0m 50ch and on the Up line between 0m 52ch and 0m 50ch.

The 20 mph Speed Restriction on the Down line between 0m 15ch and 0m 41ch will now apply between 0m 15ch and 0m 48ch.

The 15 mph Speed Restriction Warning board located on the Down line at 0m 41ch will be removed.

(See Section D)

(14/SA1.22)

(14) (504)

MONDAY 7 JUNE - TONBRIDGE - New crossovers will be provided between the Down and Up Main Lines at the London end of the station as shown below. The crossovers will be secured out of use until further notice.

The facing crossover connections will be positioned 193 yards London side of Down Main signal PE141 and 32 yards country side of Up Main signal A303.

The trailing crossover connections will be 18 yards country side of Down Main signal PE141 and 38 yards country side of Up Main signal A303.

(OSM/SE/1104)

(14) (526)

MONDAY 17 MAY AND TUESDAY 1 JUNE - BETWEEN BIRMINGHAM NEW STREET (EXCLUSIVE) AND BLACKWELL (EXCLUSIVE) - Signalling & Permanent Way alterations will take place between Birmingham New Street (exclusive) and Blackwell (exclusive) on the above dates. The work will be commissioned in two stages.

Full details are contained in Special Notice number 50E which has been issued to all concerned. Any staff who need a copy of this notice and are not in possession of one should contact their Supervisor.

(RRC/O/S/91/3)

(13) (550)

K210-11C/2

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

* * FROME - 10 car stop signs have been erected at Frome to ensure the accurate stopping of HST's in the platform. They have been positioned as follows:

Down direction - 115m 46ch + 48 feet, left hand side of line.
Up direction - 115m 35ch + 50 feet, left hand side of line.

(11) (GW5)

OXFORD STATION - Right Away (RA) and Close Doors (CD) indicators have been provided alongside the following signals at Oxford Station:-

OX.92	Up Bay Platform
OX.82	Up Platform (Down Direction)
OX.72	Down Platform
OX.71	Up Platform (Up Direction)

In addition, Right Away (RA) and Close Doors (CD) indicators have also been provided on both the Down platform and Up platform, and refer to moves in the down direction only.

(ROM/S/S/0500/PT)

(12) (XC1)

GLOUCESTER NO.2 SPUR LEADING TO SIDINGS 1 TO 3 AND PLATFORM NO.4 - A stop board has been provided on the approach to sidings 1 to 3 and Platform No.4 which reads "STOP - check points are correctly set before proceeding". A stop board has also been provided at the exit from sidings 2 and 3 which reads "STOP - telephone Signalman for authority to proceed".

(12) (XC3) (RSW4.1)

BARNSTAPLE BRANCH - BETWEEN COWLEY BRIDGE JUNCTION AND NEWTON ST. CYRES - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Crediton :-

Norton Farm 1 Crossing - 175m 64ch
Norton Farm 2 Crossing - 176m 21ch

(See Section D)

(12) (RWE6.2)

* * BETWEEN CHAPLETON AND BARNSTAPLE - The existing speed restriction between 210m 28ch and 210m 31ch (over the river bridge) has been re-signed and new reflectorised warning indicators have been provided.

(See Section D)

(10) (RWE6.2)

K210-11C/3

TRURO, PENWITHERS JUNCTION - The Up Falmouth branch home signal no. T5 has been renewed in the same position with staging offset to the right. The red aspect has been reduced in height to 11 feet above rail level and the position light aspect repositioned to the right of the red aspect. The theatre route indicator has been renewed as a fibre optic type and positioned above the position light signal. There has been no alteration to the meaning of the signal aspects.

(12) (RWE7)

- * * BETWEEN EVESHAM AND PERSHORE - A new 75 mph permanent speed
- * restriction applies in both directions on the single line between 110 mp and 111 mp.

(See Section D)

(RRC/O/S/GEN.33)

(11) (RC11)

BETWEEN SEVERN BEACH AND NARROWWAYS HILL JN - AT ST ANDREWS JUNCTION LC - St Andrews Road signal no. 9 and associated signal post telephone have been repositioned 20 yards nearer to St Andrews Jn signalbox at 15m 75ch + 20 yards to improve sighting.

(12) (RWE13)

BETWEEN HENBURY WEST AND HALLEN MARSH - A new temporary ground frame to be known as Hallen Moor Ground Frame has been brought into use at 117m 23ch to control the Hallen Marsh end of the secured out of use connection in the single running line. The presently out of use (future Down) line between this connection and Henbury West has been brought into use as a siding and the siding has been slued away from the single running line as necessary.

The new ground frame will be released by the Token and an Intermediate Token Instrument has been provided. A telephone in connection with Henbury West Signal Box has been provided.

A Stop Board worded "STOP AND OBTAIN TOKEN BEFORE PROCEEDING" has been provided applicable to movements from the siding positioned at 117m 19ch.

(12) (FWE5.1)

SOUTH WALES

BETWEEN CARDIFF AND BRIDGEND - BRYN-Y-GWYNON LEVEL CROSSING - Whistle boards have been provided at the approaches to this level crossing, at 184m 1615 yards on the Down line and at 185m 617 yards on the Up line.

(NEW ITEM)

(13) (GW7)

- * * BETWEEN MARGAM MOORS JN AND STORMY - The work shown to take place on
- * Sunday 9 May has been postponed until further notice.

(See Section D)

(10) (GW7)

K210-11C/4

BETWEEN WHITLAND AND PEMBROKE DOCK - AT MANORBIER 279M 9CH - The existing Traincrew-Operated level crossing gates and associated rail signs have been recovered and the crossing has been converted to an Automatic Open Crossing (Locally Monitored) type.

Steady amber and flashing red road lights have been provided on both sides of the road at each side of the railway. An audible warning, for pedestrians, has been provided at each nearside light post. The road lights and audible warning will be initiated automatically by the approaching train in the Down direction and from a lineside plunger in a control cabinet at the crossing for Up trains.

An advance rail warning sign (St Georges Cross) has been provided on each approach to the crossing. A St Andrews Cross/10 mph crossing speed sign has been provided in the Down direction and a rail stop sign worded 'STOP, PRESS PLUNGER AND OBTAIN WHITE LIGHT BEFORE PROCEEDING', has been provided in the Up direction. All signs are retro reflective.

Rail Driver's flashing red/white light units, together with Driver's emergency plunger and local control unit have also been provided.

The positioning of rail signs is as follows:-

	Distance (in yards) on approach side of crossing	
	Up	Down
St Georges Cross	893	935
St Andrews Cross/10 mph crossing speed	-	117
Stop	27	-
Driver's flashing red/white light	5	5

(12) (RSW1.2)

BETWEEN MAINDEE NORTH JUNCTION AND CWMBRAN - The catchpoint situated in the Up line at 40m 12ch has been removed.

(See Section D)

(12) (RSW3)

RADYR YARD AREA - The following lines have been secured out of use:-

Numbers 1 and 2 up reception lines between Radyr Quarry Junction and Radyr Junction.
Single line between Radyr Quarry Junction and Llandaff Loop Junction - The Llandaff Loop.

Points giving access to these routes will also be secured out of use pending recovery.

Number 1 Long Siding (former Up relief line) at Radyr Junction will be shortened and a new stop block provided at 5m 50ch.

(12) (RSW5.3/FWA2.5/FWA2.6)

K210-11C/5

- * * BETWEEN LLANGYFELACH TUNNEL AND PENLLERGAER TUNNEL - The Temporary
 * Speed Restriction of 20 mph on the Up line between 5m 54ch and 5m 52ch
 has become permanent.

(See Section D)

(11) (FWA1.6)

BETWEEN CLARBESTON ROAD JN AND HAVERFORDWEST - CRUNDALE MILL CROSSING (AT
 274m 07ch) - The Whistle Boards associated with the above crossing have
 been removed.

(12) (FWA1.15)

- * * BETWEEN HAVERFORDWEST AND MILFORD HAVEN - The Permanent Speed
 * Restriction of 20 mph on the single line between 280m 64ch and
 281m 22ch has been removed and a new Permanent Speed Restriction of 30
 mph has been imposed between 281m 00ch and 281m 25ch.

(See Section D)

(11) (FWA1.15)

WORKING OVER BOOK

- * * DALSTON KINGSLAND - The indications on position light signal DJ 101
 * located on the Canonbury side of the station and applying to movements
 from the No.1 Up line towards the station have been altered to read
 'D' for the Down line and 'U' for the Up line.

(9/SA1.14)

(10) (503)

MARYLAND - A new permanent speed restriction has been imposed in the
 vicinity of Maryland station, as follows:-

30 between 4m 17ch and 4m 70ch on the Up and Down Electric lines,
 40

and 40 mph between 4m 20ch and 4m 70ch on the Up and Down Main lines.

(See Section D)

(11/SA1.6)

(12) (503)

- * * BRENT CURVE - The Down and Up Brent Curve lines between Dudding Hill
 * Junction and Brent Curve Junction have been re-opened for traffic.

(ROM/S/S/0500/PT)

(10) (511A)

THREE BRIDGES - A 4-car stop mark has been erected in the Down Horsham
 Line Cess 85 yards Horsham side of position light signal 1200.

A 6 and 8-car stop mark has been erected in the Down Horsham Line Cess 170
 yards Horsham side of position light signal 1200.

Both for use during D.O.O. shunting.

(NEW ITEM)

(13) (514)

K210-11C/6

TONBRIDGE - The 8-car stop mark at the London end of platform 2 (Up
 Platform Loop No.2) has been moved towards the country end of the platform
 by 55 yards and has been positioned on the waiting shelter.

(NEW ITEM)

(OSM/SE/1104)

(13) (526)

BIRMINGHAM NEW STREET STATION - The waiting room refurbishment works
 affecting the south end of platforms 4 and 5 have now been completed and
 the platforms have been restored to their full length.

(OD14/-) (10/11)

(12) (538/550)

SMETHWICK ROLFE STREET STATION - The coping stones have been removed
 from 45 metres of the Up platform at the Birmingham end and this portion
 of the platform taken out of public use. A "Trains stop here" board has
 been erected on the platform at the end of the useable portion of the
 platform.

Drivers requiring to use the telephone at signal NS.338 at the Birmingham
 end of the platform must bring their trains to a stand at the board and
 proceed carefully on foot along the platform to the signal.

(AMENDED ITEM)

(OD14/-)

(13) (538)

- * * TYSELEY STATION - Until further notice Platform 4 at Tyseley station
 * has been shortened by 83 yards at the Leamington end. The Birmingham
 end of the platform has been restored to use. "Trains Stop Here"
 boards have been provided.

Platform 3 remains shortened at the Birmingham end until further
 notice.

(RRC/O/S/HMRI.019)

(11) (540)

- * * BETWEEN FIVE WAYS AND NEW STREET - SIGNAL NS453 - Signal NS453
 * situated on the Up Gloucester line between Five Ways and New Street
 has been repositioned 75 yards nearer to Five Ways station. The
 associated AWS magnet has been repositioned accordingly.

(10) (550)

- * * BETWEEN FIVE WAYS AND UNIVERSITY - SIGNAL NS247 - Signal NS247 on
 * the Down Gloucester line between Five Ways and University has been
 renewed on a straight post instead of a bracketed post.

(RRC/O/S/91/3)

(10) (550)

- * * BETWEEN SELLY OAK AND UNIVERSITY - SIGNAL NS455 - Signal NS455
 * situated on the Up Gloucester line between Selly Oak and University
 has been renewed with a straight post instead of a bracketed post.

(10) (550)

K210-11C/7

SELLY OAK STATION - The Up platform at Selly Oak station has been shortened by 33 yards at the Kings Norton end.

"Trains Stop Here" boards have been provided.

(RRC/O/S/92/99)

(12) (550)

- * * BOURNVILLE STATION - The Down platform at Bournville Station has been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop board provided. The Kings Norton end of the Down platform platform has been restored for use.

The Up platform remains shortened at the Birmingham end until further notice.

(RRC/O/S/92/99)

(11) (550)

- * * KINGS NORTON TO BARNT GREEN - The following signals have been renewed on gantries:-

SY.32 and SY.34 situated on the Down Fast and Down Slow respectively between Northfield and Longbridge.

SY.29 and SY.31 situated on the Up Slow and Up Fast respectively between Longbridge and Northfield.

SY.23 and SY.25 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

SY.13 and SY.15 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

The following signals have been renewed on gantries and the position light aspects associated with both signals have been repositioned directly to the right of the red aspect instead of below the red aspect, and the stencil indicators on both signals have been removed:-

SY.33 and SY.35 situated on the Up Slow and Up Fast respectively between Northfield and Kings Norton.

(ROM/S/S/0500/PT)

(10) (550)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

EXPLANATORY NOTERULE BOOK APPENDIX 3

BCF extinguishers in driving cabs are being replaced progressively by AFFF spray extinguishers. This change is reflected in the amendment to clause (f) of the Rule Book Appendix 3 "Emergency Equipment in Passenger Coaching Stock". Attention is also drawn to the Rule Book, Section B, clause 2.4.6.

EXPLANATORY NOTE TO REVISION OF RULE BOOK APPENDIX 4
- POWER OPERATED DOORS ON MULTIPLE UNITS

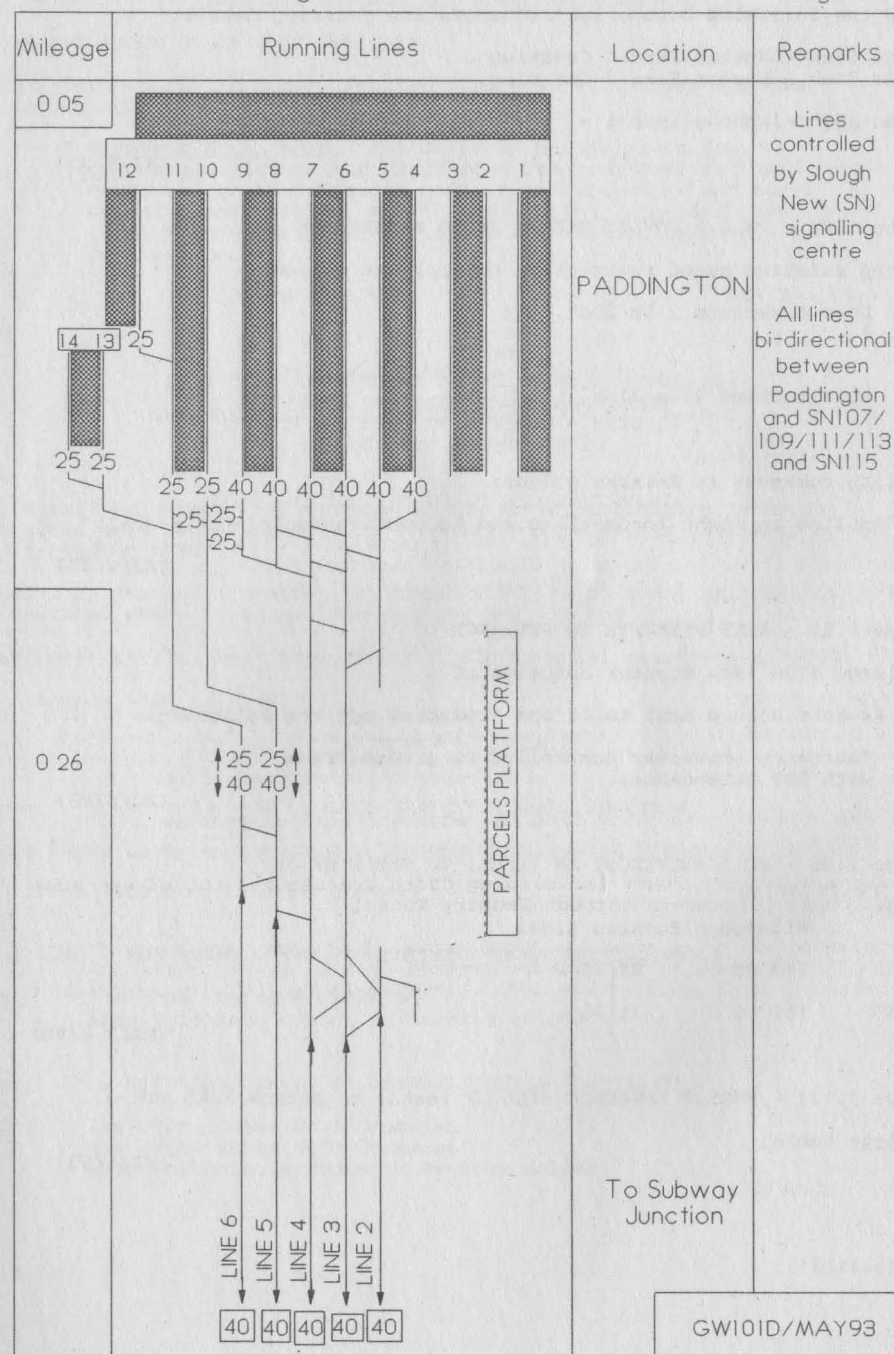
Changes have been made to the above instructions which will come into effect on and from Monday, 17 May. Although the instruction has been completely reissued and some clauses renumbered, only the clauses indicated by a margin line contain amendments.

The principle reasons for these changes are to amplify these instructions in respect of trains on which a Guard is provided but the Driver is required to operate the doors. These are reflected in the following:-

- the Note preceding clause 1
- clause 2.1.1
- clauses 2.5.1 to 2.5.4

The only other amendment is to clause 8. Reference to mirrors has been added to clause 8.1 and a new clause 8.3 refers to the action required when weather conditions preclude the Driver from viewing the whole train on the monitor screen or mirror.

GW1 Paddington to Foxhall Junction Page 1.1



SECTION 2 - TABLES B-M

Page 2.5 - TABLE B

FW5.8 LAWRENCE HILL to BARROW ROAD - Delete entry.

Page 2.9 - TABLE C.2

Delete entry for Lawrence Hill - Barrow Road.

(K2/6/93)

Page 2.11 - TABLE F

Add:- Bridgwater - British Nuclear Fuels Compound

(K2/5/93)

SECTION 3 - GENERAL INSTRUCTIONS

Page 3.9 INSTRUCTIONS RELATING TO THE RULE BOOK APPENDIX

Add as first item:-

DEFECTIVE HST POWER CAR SLIDING DOORS

The procedure shown in the Rule Book Appendix, Section 1, titled Incidents Involving Exterior Doors on Passenger Stock (Sections 2 & 3), must also be applied to HST Power Car sliding doors.

Should it be necessary to secure any Power Car sliding door out of use, the sliding door on the opposite side of the train must also be secured out of use.

Only one Power Car on which the sliding doors are secured out of use may be formed in a set except when specially authorised by the Duty Operations Manager in Swindon Control. Should the Power Car sliding window also be defective, the set must not be allowed in service.

Access must be maintained from the adjacent trailer vehicle to the Power Car.

Sets on which any Power Car sliding doors are secured out of use must not convey passengers through Ledbury Tunnel.

Details of services on which Power Car sliding doors are secured out of use will be wired out by Swindon Control on the line of route as necessary, staff must advise local parcels and Post Office staff as appropriate.

(K2/5/93)

K210-11D/13

BRITISH RAILWAYS

FORMER WESTERN REGION

K2

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

12/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 12 JUNE 1993

to

FRIDAY, 18 JUNE 1993

(Inclusive)



WARNING



A.C. ELECTRIFIED LINES

STRATFORD FREIGHTLINER TERMINAL

THE OVERHEAD LINE EQUIPMENT HAS BEEN EXTENDED ALONG THE NEW ENGINE HOLDING SIDINGS.

FROM 12:01 HOURS ON MONDAY 21 JUNE 1993 THE OVERHEAD LINE EQUIPMENT WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be :-

At the west end, Structure No. BL0016A and at the east end, Structure No. BT/00/17

The electrical supply will be controlled by staff located at ROMFORD ELECTRICAL CONTROL ROOM, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

- (1) Via Railway E.T.D. (Telephone No. 00-57980)
- (2) Via British Telecom (Telephone No. 0708 43545)

The Working Instructions for AC Electrified Lines (BR 29987) will apply.

(504) (K2/12/93)



WARNING



A.C. ELECTRIFIED LINES

WILLESSEN FREIGHTLINER TERMINAL

25KV OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE WILLESSEN FREIGHTLINER TERMINAL ADJACENT TO THE DOWN SIDE OF THE WEST COAST MAIN LINE BETWEEN 5 M.P AND THE 6 M.P.

The limits of energisation will be:-

South End - From existing overhead line equipment to OLE Structure WF00/14.

North End - From existing overhead line equipment to OLE Structure WF00/18.

FROM 00.01 HOURS ON MONDAY 28 JUNE 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE TERMINAL WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The Working Instructions for A.C. Electrified Lines (BR.29987) will apply and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at WILLESSEN ELECTRICAL CONTROL ROOM, which is manned continuously.

Communication with the Electrical Control Room can be obtained:-

- (1) Via Railway E.T.D. (Telephone No. 00-46161)

or

- (2) Via British Telecom (Telephone No. 081-9652304)

In the event of any queries in connection with the above electrification (other than something requiring emergency action, when the procedure laid down in the Working Instructions for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer.

(507) (K2/12/93)

SECTION B - continued

At or between	Lines Blocked	Remarks
543 SOHO SOUTH JUNCTION TO PERRY BARR NORTH JUNCTION (SOHO LINES)		
Sunday/Monday 13/14 June		
253 Soho East Jn and Perry Barr North Jn	Down and Up BLOCKED	2330 Sun to 0400 Mon Trackwork TRAINS DIVERTED.
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET		
Sunday/Monday 13/14 June		
254 Birmingham New Street and Kings Norton	Down and Up BLOCKED	2100 Sun to 0600 Mon Construction work TRAINS DIVERTED
Tuesday 15 June		
255 Barnt Green and Longbridge	Up Main BLOCKED	0100 to 0600 Trackwork UP TRAINS (NOT CONVEYING PASSENGERS) VIA UP GOODS
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Sunday 13 June		
256 Crewe Jn and Whitchurch	Down BLOCKED Up BLOCKED	0045 to 1700 0045 to 1330 Trackwork SLW OVER UP 1330 TO 1700.
Sunday/Monday 13/14 June		
257 Heaton Norris Jn and Slade Lane Jn	Down and Up Fast BLOCKED Down Slow BLOCKED	0001 Sun to 0500 Mon 0001 Sun to 1600 Sun Track, OHL and signalling work SLW OVER UP FAST/SLOW BETWEEN LONGSIGHT SOUTH AND HEATON NORRIS JN FROM 0001 SUN TO 1600 SUN
Friday 18 June		
258 Chelford and Alderley Edge	Down BLOCKED	0015 to 0500 Trackwork SLW OVER UP

K2-12B/13

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE NOTICE - Signalling Notice No. 62 - PADDINGTON AREA - This notice is now being distributed and covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

The new signalling shown in this notice will be introduced progressively between Monday 21 June and Monday 5 July.

(UFN) (GW1)

SATURDAY 12, SUNDAY 13 AND UNTIL 0600 MONDAY 14 JUNE - Signalling Notice No. 61 - PADDINGTON AREA - The new signalling shown in this notice will be introduced.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(See Section D)

(15) (GW1)

1000 MONDAY 14 JUNE - LADBROKE GROVE - The maximum permissible speed over the connection at 1m.75ch. between Carriage Line 2 and Carriage Line 1 will be amended to 15 mph.

(See Section D)

(15) (GW1)

SUNDAY 13 JUNE - BATH SPA - The banner repeater for Up Reversible signal B206 will be renewed in fibre optic form.

(15) (GW2.1)

SOUTH WALES

SUNDAY 13 JUNE - BETWEEN HERBRANDSTON JUNCTION AND ROBESON - Secured out of use redundant permanent way at 1m.08ch. and 1m.05ch. will be removed and replaced by plain line.

(15) (FWA1.17)

K2-12C/1.

FROM TUESDAY 25 MAY TO THURSDAY 24 JUNE - CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS AT BUCKNELL LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the Up direction a new rail STOP board worded "Press plunger, obtain white light and whistle before proceeding" will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the Up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(16) (RSW2)

WORKING OVER BOOK

Nil items.

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

Signalling Notices No. 59 and 60 - PADDINGTON AREA - These notices cover stages 1.8, 1.8B and 1.10 of the resignalling. Traincrews and others concerned who have not received their copy should contact their Supervisor.

The new signalling shown in these notices has been introduced.

(14) (GW1)

PADDINGTON RESIGNALLING - The 85 permanent speed restriction on the Up
HST
100

Main line at 4m 40ch has been amended to commence at 4m 60ch. A new sign has been provided to show 85 indicating that Turbo units may also

HST/T
100

exceed 85 mph where the maximum permissible speed of the units permits.

The associated warning indicator has been repositioned from 5m 13ch to 5m 33ch and has also been amended to show 85
HST/T
100.

(New Item) (See Section D)

(15) (GW1)

K2-12C/2

SIGNALLING NOTICE No.59 - PADDINGTON RESIGNALLING - Signal SN.72 on line 2 has 4 aspects with the second aspect blanked out. (In due course other signals on the same gantry will be altered - suitable notice will be given.)

(New Item)

(15) (GW1)

BETWEEN READING AND DIDCOT - The temporary speed restriction at Scours Lane between 37m 55ch and 37m 71ch on the Up and Down Relief lines has been converted to a permanent speed restriction. The restriction remains at 40
60.

The line speed on the Up and Down Reliefs has been increased, between 37m 71ch and 52m 25ch, to 100mph. The warning indicators for the "70" and the "70" turnout have been repositioned to 51m 40ch and 50m 47ch respectively.

(Note: The re-issued Sectional Appendix shows the new speeds)

(14) (GW1)

* * OXFORD STATION - Right Away (RA) and Close Doors (CD) indicators
* have been provided alongside the following signals at Oxford Station:-

OX.92	Up Bay Platform
OX.82	Up Platform (Down Direction)
OX.72	Down Platform
OX.71	Up Platform (Up Direction)

In addition, Right Away (RA) and Close Doors (CD) indicators have also been provided on both the Down platform and Up platform, and refer to moves in the down direction only.

(ROM/S/S/0500/PT)

(12) (XC1)

* * GLOUCESTER NO.2 SPUR LEADING TO SIDINGS 1 TO 3 AND PLATFORM NO.4 - A stop board has been provided on the approach to sidings 1 to 3 and Platform No.4 which reads "STOP - check points are correctly set before proceeding". A stop board has also been provided at the exit from sidings 2 and 3 which reads "STOP - telephone Signalman for authority to proceed".

(12) (XC3)(RSW4.1)

* * BARNSTAPLE BRANCH - BETWEEN COWLEY BRIDGE JUNCTION AND NEWTON
* ST. CYRES - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Crediton :-

Norton Farm 1 Crossing	- 175m 64ch
Norton Farm 2 Crossing	- 176m 21ch

(See Periodical Operating Notice)

(12) (RWE6.2)

K2-12C/3

- * * **TRURO, PENWITHERS JUNCTION** - The Up Falmouth branch home signal no. T5 has been renewed in the same position with staging offset to the right. The red aspect has been reduced in height to 11 feet above rail level and the position light aspect repositioned to the right of the red aspect. The theatre route indicator has been renewed as a fibre optic type and positioned above the position light signal. There has been no alteration to the meaning of the signal aspects.

(12) (RWE7)

- * * **BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT ST ANDREWS JUNCTION**
 * LC - St Andrews Road signal no. 9 and associated signal post telephone have been repositioned 20 yards nearer to St Andrews Jn signalbox at 15m 75ch + 20 yards to improve sighting.

(12) (RWE13)

- * * **BETWEEN HENBURY WEST AND HALLEN MARSH** - A new temporary ground frame to be known as Hallen Moor Ground Frame has been brought into use at 117m 23ch to control the Hallen Marsh end of the secured out of use connection in the single running line. The presently out of use (future Down) line between this connection and Henbury West has been brought into use as a siding and the siding has been slued away from the single running line as necessary.

The new ground frame will be released by the Token and an Intermediate Token Instrument has been provided. A telephone in connection with Henbury West Signal Box has been provided.

A Stop Board worded "STOP AND OBTAIN TOKEN BEFORE PROCEEDING" has been provided applicable to movements from the siding positioned at 117m 19ch.

(12) (FWE5.1)

SOUTH WALES

BETWEEN CARDIFF AND BRIDGEND - BRYN-Y-GWYNON LEVEL CROSSING - Whistle boards have been provided at the approaches to this level crossing, at 184m 1615 yards on the Down line and at 185m 617 yards on the Up line.

(13) (GW7)

BETWEEN CARMARTHEN AND WHITLAND - Telephones have been provided at the following Occupation/Accommodation crossings:-

249m 74ch Sarnau Lower Crossing - giving users direct contact with the Signalman at Carmarthen Junction.

252m 45ch Deri Crossing - giving users direct contact with the Signalman at Whitland

(See Periodical Operating Notice)

(13) (RSW1.1)

K2-12C/4

- * * **BETWEEN WHITLAND AND PEMBROKE DOCK - AT MANORBIER 279M 9CH** - The existing Traincrew-Operated level crossing gates and associated rail signs have been recovered and the crossing has been converted to an Automatic Open Crossing (Locally Monitored) type.

Steady amber and flashing red road lights have been provided on both sides of the road at each side of the railway. An audible warning, for pedestrians, has been provided at each nearside light post. The road lights and audible warning will be initiated automatically by the approaching train in the Down direction and from a lineside plunger in a control cabinet at the crossing for Up trains.

An advance rail warning sign (St Georges Cross) has been provided on each approach to the crossing. A St Andrews Cross/10 mph crossing speed sign has been provided in the Down direction and a rail stop sign worded 'STOP, PRESS PLUNGER AND OBTAIN WHITE LIGHT BEFORE PROCEEDING', has been provided in the Up direction. All signs are retro reflective.

Rail Driver's flashing red/white light units, together with Driver's emergency plunger and local control unit have also been provided.

The positioning of rail signs is as follows:-

	Distance (in yards) on approach side of crossing	
	Up	Down
St Georges Cross	893	935
St Andrews Cross/10 mph crossing speed	-	117
Stop	27	-
Driver's flashing red/white light	5	5

(12) (RSW1.2)

CENTRAL WALES LINE - BETWEEN DOLAU AND PENYBONT TY-DDU OCCUPATION/ACCOMMODATION LEVEL CROSSING AT 26M 04CH - A new whistle board has been provided for trains travelling in the up direction 880 yards on the approach side of the crossing.

(NEW ITEM)

(15) (RSW2)

- * * **BETWEEN MAINDEE NORTH JUNCTION AND CWMBRAN** - The catchpoint situated in the Up line at 40m 12ch has been removed.

(See Periodical Operating Notice)

(12) (RSW3)

K2-12C/5

* * RADYR YARD AREA - The following lines have been secured out of use:-

- * Numbers 1 and 2 up reception lines between Radyr Quarry Junction and Radyr Junction.
- Single line between Radyr Quarry Junction and Llandaff Loop Junction - The Llandaff Loop.

Points giving access to these routes will also be secured out of use pending recovery.

Number 1 Long Siding (former Up relief line) at Radyr Junction will be shortened and a new stop block provided at 5m 50ch.

(12) (RSW5.3/FWA2.5/FWA2.6)

* * BETWEEN CLARBESTON ROAD JN AND HAVERFORDWEST - CRUNDALE MILL CROSSING

- * (AT 274m 07ch) - The Whistle Boards associated with the above crossing have been removed.

(12) (FWA1.15)

WORKING OVER BOOK

RIPPLE LANE - The Cripple siding within the old Carriage and Wagon depot has been shortened by 38 yards.

The gates giving access to the new works compound, formerly the old Carriage and Wagon depot have been moved 173 yards towards Dagenham Dock. The gates now span Approach sidings 1 to 3, Tank sidings 1 and 2 and Harry 9 siding.

(NEW ITEM)

(SA7.11)

(15) (502)

* * MARYLAND - A new permanent speed restriction has been imposed in the vicinity of Maryland station, as follows:-

30 between 4m 17ch and 4m 70ch on the Up and Down Electric lines,
40

and 40 mph between 4m 20ch and 4m 70ch on the Up and Down Main lines.

(See Periodical Operating Notice) (11/SA1.6)

(12) (503)

BETWEEN HIGH MEADS JN AND TEMPLE MILLS EAST JN - A Permanent Speed Restriction of 5 mph has been imposed on the Down line between 0m 48ch and 0m 50ch and on the Up line between 0m 52ch and 0m 50ch.

The 20 mph Speed Restriction on the Down line between 0m 15ch and 0m 41ch now applies between 0m 15ch and 0m 48ch.

The 15 mph Speed Restriction Warning board located on the Down line at 0m 41ch has been removed.

(See Section D)

(14/SA1.22)

(14) (504)

THREE BRIDGES - A 4-car stop mark has been erected in the Down Horsham Line Cess 85 yards Horsham side of position light signal 1200.

A 6 and 8-car stop mark has been erected in the Down Horsham Line Cess 170 yards Horsham side of position light signal 1200.

Both for use during D.O.O. shunting.

(13) (514)

GUILDFORD Tamper Roads 1 & 2 - "STOP AWAIT INSTRUCTIONS" boards have been erected at the exit of No.1 & No.2 Tamper Roads.

(NEW ITEM)

R(SW)1037

(15) (525)

TONBRIDGE - The 8-car stop mark at the London end of platform 2 (Up Platform Loop No.2) has been moved towards the country end of the platform by 55 yards and has been positioned on the waiting shelter.

(OSM/SE/1104)

(13) (526)

TONBRIDGE - New crossovers have been provided between the Down and Up Main Lines at the London end of the station as shown below. The crossovers have been secured out of use until further notice.

The facing crossover connections have been positioned 193 yards London side of Down Main signal PE141 and 32 yards country side of Up Main signal A303.

The trailing crossover connections have been 18 yards country side of Down Main signal PE141 and 38 yards country side of Up Main signal A303.

(OSM/SE/1104)

(14) (526)

* * BIRMINGHAM NEW STREET STATION - The waiting room refurbishment works affecting the south end of platforms 4 and 5 have now been completed and the platforms have been restored to their full length.

(OD14/-) (10/11)

(12) (538/550)

SMETHWICK ROLFE STREET STATION - The coping stones have been removed from 45 metres of the Up platform at the Birmingham end and this portion of the platform taken out of public use. A "Trains stop here" board has been erected on the platform at the end of the useable portion of the platform.

Drivers requiring to use the telephone at signal NS.338 at the Birmingham end of the platform must bring their trains to a stand at the board and proceed carefully on foot along the platform to the signal.

(OD14/-)

(13) (538)

TYSELEY STATION - Platform 3 has been shortened by 84 yards at the Leamington end until further notice. The Birmingham end of the platform has been restored for use. "Trains Stop Here" boards have been provided.

Platform 4 remains shortened at the Leamington end.

(New Item)

(RRC/O/S/92/99)

(15) (540)

BETWEEN BIRMINGHAM NEW STREET (EXCLUSIVE) AND BLACKWELL (EXCLUSIVE) - Signalling & Permanent Way alterations have taken place between Birmingham New Street (exclusive) and Blackwell (exclusive).

Full details are contained in Special Notice number 50E which has been issued to all concerned. Any staff who need a copy of this notice and are not in possession of one should contact their Supervisor.

(RRC/O/S/91/3)

(13) (550)

* * SELLY OAK STATION - The Up platform at Selly Oak station has been
* shortened by 33 yards at the Kings Norton end.

"Trains Stop Here" boards have been provided.

(RRC/O/S/92/99)

(12) (550)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
LONDON AND WEST OF ENGLAND - BR30069
(Re-issued June 1993)

SECTION 1 - TABLE A

Page 1.1 - GW1 PADDINGTON TO FOXHALL JUNCTION

This page has been reprinted, it incorporates the changes shown in signalling notice No. 60.

(K2/12/93)

Pages 1.2 and 1.3 - GW1 PADDINGTON TO FOXHALL JUNCTION

These pages have been reprinted, they incorporate the changes shown in signalling notice No. 61 and Section C of this notice.

(K2/12/93)

Page 1.4 - GW1 PADDINGTON TO FOXHALL JUNCTION

Between Acton West and Acton Main Line -

Delete at 4m 40ch on Up Main line:-

85
HST
100

Add at 4m 60ch:-

85
HST/T
100

(K2/12/93)

GW1 Paddington to Foxhall Junction Page 1.1

Mileage	Running Lines	Location	Remarks
0 05		PADDINGTON	Lines controlled by Slough New (SN) signalling centre All lines bi-directional between Paddington and SN107/109/111/113 and SN115
0 26		To Subway Junction	
GW101D/MAY93			

GW1 Paddington to Foxhall Jn (continued) Page 1.2

Mileage	Running Lines	Location	Remarks
0 61		To Paddington Subway Junction	UR and DR from 2m.20ch. controlled by Old Oak Common (OO) signal box Lines 2, 3, 4, 5 and 6 also CL1, CL2 and E&C controlled by Slough New (SN) signalling centre
1 33		Portobello Jn	Lines 2, 3, 4, 5 and 6 bi-directional between Paddington and SN107/109/111/113 SN115
1 73		Ladbrooke Grove	CRL Carriage Reception Line
2 06		To Old Oak Common	
GW102/14.6.93			

GW1 Paddington to Foxhall Jn (continued) Page 1.3

Mileage	Running Lines	Location	Remarks
		To Ladbroke Grove	Lines controlled by Old Oak Common (OO) signal box except for:- UM and DM also CL1, CL2 and E&C controlled by Slough New (SN) signalling centre
2 62			
2 64		Old Oak Common (OO)	
2 74			
2 78			
3 14		# To Greenford (See Page 1.113)	
3 20		Old Oak Common West	UW Up Wycombe DW Down Wycombe D/UGL 44
		To Friars Jn	
			GW103/14.6.93

SECTION 4 - LOCAL INSTRUCTIONS

INDEX TO LOCAL INSTRUCTIONS

Page 4.3		
Add	H	Page(s)
Hallen Moor.....		4.161
		(K2/12/93)

GW1 PADDINGTON TO FOXHALL JUNCTION - continued

Page 4.12 BETWEEN PADDINGTON AND OLD OAK COMMON - continued

Restrictions in the Use of Signal Post Telephones

DELETE from "The signals affected are :-" (including list of signals)

ADD

The signals affected are:-

Gantry No. 3 SN30, SN32, SN34, SN36, SN41, SN43, SN 45, SN47

Gantry No. 4 SN59, SN61, SN63, SN65

Gantry No. 5 SN72, SN74, SN76, SN78

Cantilever at 1m 660yds SN94

Gantry No. 7 SN100

Gantry No. 8 SN104, SN107, SN109, SN111, SN113

(K2/12/93)

Page 4.15 OLD OAK COMMON - continued

Outgoing movements

Amend the signal numbers to read as follows:-

No.8 South Side	- SN6076
No.9 South Side	- SN6078
No.12 South Side	- SN6090
No.1 North Side	- SN6092
No.8 North Side	- SN6100
Field Sidings 9 to 20 and 41 Road	- SN6102
Coronation Sidings and Breakdown Van Road	- SN6104

Page 4.19

Movement of locomotives to and from the Diesel Depot.

In final paragraph amend signal "00549" to read "SN6096" (twice).

(From 0600 Monday 14 June)

(K2/12/93)

K2-12D/3

BRITISH RAILWAYS
K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

K2

13/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING**

FORMER WESTERN REGION TRAIN CREWS

SATURDAY, 19 JUNE 1993

to

FRIDAY, 25 JUNE 1993

(Inclusive)

* *

TELECOMMUNICATIONS POSSESSION OF SWINDON EXCHANGE
0130 TO 0730 SUNDAY 20 JUNE 1993

Due to engineering work to the ETD telephone exchange at Swindon on Sunday 20 June 1993 between 0130 and 0730 all "077" ETD telephones will be out of service, as a result there will also be no direct dial in/out facility between BT and 077 ETD extensions. Special arrangements will be made for Swindon Control as follows:-

1. The direct lines from signal boxes and other key locations to Swindon Control will NOT be affected.
2. The Driver/Shore Radio system is not involved.
3. Five Bristol Exchange lines will be provided for contact with Swindon Control during the period of the possession, alternative numbers are:-

InterCity Line of Route Controller normally 3410/3417 dial 07-42237
 Area Running Controllers normally 3411/3412/3414 dial 07-42244
 Regional Railways Resources normally 3444/3450 dial 07-42240
 InterCity Resources Controller normally 3424 dial 07-42239
 Parcels & Departmental Controller normally 3422 dial 07-42241.

4. The BT telephone lines to the Control will work normally.
5. The Maintenance Shift Engineer can only be contacted via the normal BT line, 0793-533437.
6. Signalling Fault Control, Contact with the Signalling Fault Control will be available only on the following numbers:-
 For reporting Signalling Failures :- FREEPHONE 0800-373003
 For Technicians to contact SFC :- BT number 0793-431056
 DURING THIS POSSESSION CALLERS MAY RECEIVE THE "ENGAGED" TONE. PLEASE RETRY UNTIL SUCCESSFUL. PLEASE ONLY USE THE NUMBER DESIGNATED FOR YOUR PURPOSE.

111/999 SYSTEM

Due to engineering work to the ETD telephone exchange at Swindon the emergency telephone service 111/999 will not be available between 0130 and 0730 on Sunday 20 June 1993. The telephones affected will be all those on the ex Western Region, i.e. those with numbers commencing 07 and all those on the following exchanges; Paddington, Marylebone, Southall, Slough, High Wycombe and Aylesbury.

Any requirement for the attendance of emergency services at an incident should be met by using the nearest BT telephone and dialing 999.

Emergency calls via the NRN system will also be affected.

(K2/13/93)

K2-13IFC/1



WARNING



A.C.ELECTRIFIED LINES

STRATFORD FREIGHTLINER TERMINAL

THE OVERHEAD LINE EQUIPMENT HAS BEEN EXTENDED ALONG THE NEW ENGINE HOLDING SIDINGS.

FROM 12:00 HOURS ON MONDAY 19 JULY 1993 THE OVERHEAD LINE EQUIPMENT WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be :-

At the west end, Structure No. BL0016A and at the east end, Structure No. BT/00/17

The electrical supply will be controlled by staff located at ROMFORD ELECTRICAL CONTROL ROOM, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

- (1) Via Railway E.T.D. (Telephone No. 00-57980)
- (2) Via British Telecom (Telephone No. 0708 43545)

The Working Instructions for AC Electrified Lines (BR 29987) will apply.

(Amends item of K2/12/93)

(504) (K2/13/93)

K2-13IFC/2



WARNING



A.C. ELECTRIFIED LINES WILLESDEN FREIGHTLINER TERMINAL

25KV OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE WILLESDEN FREIGHTLINER TERMINAL ADJACENT TO THE DOWN SIDE OF THE WEST COAST MAIN LINE BETWEEN 5 M.P. AND THE 6 M.P.

The limits of energisation will be:-

South End - From existing overhead line equipment to OLE Structure WF00/14.

North End - From existing overhead line equipment to OLE Structure WF00/18.

FROM 00.01 HOURS ON MONDAY 28 JUNE 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE TERMINAL WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The Working Instructions for A.C. Electrified Lines (BR.29987) will apply and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at WILLESDEN ELECTRICAL CONTROL ROOM, which is manned continuously.

Communication with the Electrical Control Room can be obtained:-

(1) Via Railway E.T.D. (Telephone No. 00-46161)

or

(2) Via British Telecom (Telephone No. 081-9652304)

In the event of any queries in connection with the above electrification (other than something requiring emergency action, when the procedure laid down in the Working Instructions for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer.

(507) (K2/12/93)

SECTION A

TEMPORARY SPEED RESTRICTIONS

Until further notice unless otherwise specified

Warning Boards and indicators provided unless otherwise specified. Where two speeds are shown for a restriction e.g. 20, the Rule Book, Section U, clause 1.2 applies. 40

+ indicates that the Warning Boards and Indicators will be moved as the work progresses.

On London Midland Region, portable magnets are not provided for temporary speed restrictions on lines not fitted with AWS

Location of work	Lines affected	Mileage at or between	Speed restriction m.p.h	Remarks
		M.Ch M.Ch		

LONDON AND WEST OF ENGLAND

GW1 PADDINGTON TO FOXHALL JUNCTION

1	Hanwell and West Ealing	-- Up Relief	7.17 6.52	30	Condition of track.
2	West Drayton	Up/Down Goods	13.16 13.24	5	Condition of track.
3	Iver	Down Main Up Main	14.10 14.70	60	Drainage work. From 0800 Sunday 20, until 1000 Wednesday 23 June
4	Langley	Down Relief Up Relief	16.22 16.24	<u>20</u> 40	Condition of bridge.
4a	Dolphin and Langley	-- Up Relief	16.70 16.64	20	Condition of track.
5	Slough and Dolphin	-- Up Relief	18.00 17.45	20	Condition of track.

K2-13A/1

SECTION B - continued

At or between	Lines Blocked	Remarks
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE contd		
Thursday 24 June		
254 Chelford and Sandbach North Jn.	Up BLOCKED	0045 to 0500 Trackwork SLW OVER DOWN
Friday 25 June		
255 Holmes Chapel and Sandbach North Jn.	Up BLOCKED	0045 to 0500 Trackwork SLW OVER DOWN

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

BETWEEN MONDAY 21 JUNE AND MONDAY 5 JULY - Signalling Notice No. 62 - PADDINGTON AREA - This notice is now being distributed and covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Stage 1.12A will take place between Monday 21 June and Friday 2 July and Stage 1.12B between Saturday 3 July and Monday 5 July.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(18) (GW1)

MONDAY 21 JUNE - ACTON YARD - A notice board worded STOP AWAIT INSTRUCTIONS will be provided to protect Yeoman's Sidings from movements from the Cripple/Redlands Sidings. The board is positioned 50 yards on the Bristol side of the hand points leading to No.1 Cripple Siding.

(16) (GW1)

SATURDAY 19 JUNE - BURNGULLOW - PARKANDILLACK - C2 working will be abolished. The line between the junction with the main line and a notice board at 288m 70ch will be worked as part of Burngullow Yard under the authority of the Person in Charge or the Shunter and the line beyond the notice board at 288m 70ch will be worked in accordance with the One Train Working Regulations; a train staff, coloured RED and lettered CRUGWALLINS SIDING JCT - PARKANDILLACK will be provided and will be kept at Burngullow Yard.

(See Section D)

(16) (FWE4.8)

MONDAY 21 JUNE - BETWEEN HALLEN MARSH AND PORTBURY TERMINAL JUNCTION - The sidings between Hallen Marsh and Portbury Terminal Junction will be extended in the direction of St. Andrews Junction and a new layout will be provided which will form the Bristol Bulk Handling Terminal.

Details are shown in Special Signalling Notice No.5 which is now being distributed and any staff who do not receive a copy should contact their Supervisor.

(OP4/RA/W.8605)

(16) (FWE5.1)

SOUTH WALES

FROM TUESDAY 25 MAY TO THURSDAY 24 JUNE - CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS AT BUCKNELL LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the Up direction a new rail STOP board worded "Press plunger, obtain white light and whistle before proceeding" will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the Up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(See Section D)

(16) (RSW2)

MONDAY 21 JUNE - BETWEEN CRUMLIN BOG L.C. AND SWANSEA EASTERN DEPOT -

The line between Crumlin Bog Level Crossing inclusive and the end of the branch will be taken out of use and buffer stops provided at 47m.15ch. The end of the line will be known as Burrows West.

(See Section D)

(16) (FWA1.7)

WORKING OVER BOOK

SUNDAY, 20 JUNE - BETWEEN ST. ANDREWS JUNCTION AND BIRMINGHAM NEW STREET (UP CAMP HILL LINE)

The four aspect colour light signal number SY.87 situated at 41 miles 421 yards on the Up Main at St. Andrews Junction will be provided with a new position 4 junction route indicator which will be slotted with Birmingham New Street P.S.B for moves towards the Up Camp Hill line in the Down direction.

Routes available from this signal are listed below:-

Signal	Route		Aspect	Indicator
SY.87	1M	Down Camphill	Main	
	2M	Up Camphill (slotted N.S.)	Main	Pos. 4
	3M	Up Main	Main	Pos. 5
	3W	Up Main (Approach release)	Main	Pos. 5

K2-13C/2

A new four aspect colour light signal number NS.130 situated at 0 miles 877 yards on the Up Camp Hill line for moves in the Down direction will be provided, and will have a position 1 junction route indicator, and a signal post telephone linked to Birmingham New Street P.S.B. A BR standard AWS magnet will be provided 130 yards on the approach side of this signal, which will be suppressed for movements in the Up direction.

Routes available from this signal are listed below:-

Signal	Route		Aspect	Indicator
NS.130	1M	Down Derby	Main	Pos. 1
	2M	Down Stour	Main	

(ROM/S/S/0500/PT)

(16) (540/550/554)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

Signalling Notices No. 59 and 60 - PADDINGTON AREA - These notices cover stages 1.8, 1.8B and 1.10 of the resignalling. Traincrews and others concerned who have not received their copy should contact their Supervisor.

The new signalling shown in these notices has been introduced.

(14) (GW1)

PADDINGTON RESIGNALLING - The ⁸⁵ permanent speed restriction on the Up HST 100

Main line at 4m 40ch has been amended to commence at 4m 60ch. A new sign has been provided to show ⁸⁵ indicating that Turbo units may also HST/T 100

exceed 85 mph where the maximum permissible speed of the units permits.

The associated warning indicator has been repositioned from 5m 13ch to 5m 33ch and has also been amended to show ⁸⁵ HST/T 100.

(See Section D)

(15) (GW1)

SIGNALLING NOTICE No.59 - PADDINGTON RESIGNALLING - Signal SN.72 on line 2 has 4-aspects with the second aspect blanked out. (In due course other signals on the same gantry will be altered - suitable notice will be given.)

(15) (GW1)

K2-13C/3

Signalling Notice No. 61 - PADDINGTON AREA - The new signalling shown in this notice has been introduced.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(See Section D)

(15) (GW1)

LADBROKE GROVE - The maximum permissible speed over the connection at 1m.75ch. between Carriage Line 2 and Carriage Line 1 has been amended to 15 mph.

(See Section D)

(15) (GW1)

BETWEEN READING AND DIDCOT - The temporary speed restriction at Scours Lane between 37m 55ch and 37m 71ch on the Up and Down Relief lines has been converted to a permanent speed restriction. The restriction remains at 40
60.

The line speed on the Up and Down Reliefs has been increased, between 37m 71ch and 52m 25ch, to 100mph. The warning indicators for the "70" and the "70" turnout have been repositioned to 51m 40ch and 50m 47ch respectively.

(Note: The re-issued Sectional Appendix shows the new speeds)

(14) (GW1)

BATH SPA - The banner repeater for Up Reversible signal B206 has been renewed in fibre optic form.

(15) (GW2.1)

SOUTH WALES

- * * BETWEEN CARDIFF AND BRIDGEND - BRYN-Y-GWYNON LEVEL CROSSING -
- * Whistle boards have been provided at the approaches to this level crossing, at 184m 1615 yards on the Down line and at 185m 617 yards on the Up line.

(13) (GW7)

- * * BETWEEN CARMARTHEN AND WHITLAND - Telephones have been provided at the following Occupation/Accommodation crossings:-

249m 74ch Sarnau Lower Crossing - giving users direct contact with the Signalman at Carmarthen Junction.

252m 45ch Deri Crossing - giving users direct contact with the Signalman at Whitland

(See Periodical Operating Notice)

(13) (RSW1.1)

CENTRAL WALES LINE - BETWEEN DOLAU AND PENYBONT
TY-DDU OCCUPATION/ACCOMMODATION LEVEL CROSSING AT 26M 04CH - A new whistle board has been provided for trains travelling in the up direction 880 yards on the approach side of the crossing.

(15) (RSW2)

PORT TALBOT : ABBEY WORKS EAST JN. - TONDU : ABERBAIDEN NORTH GROUND
FRAME - The Intermediate Token Instrument at Aberbaiden North Ground Frame and associated shut in facilities have been abolished.

(NEW ITEM)

(16) (FWA1.5)

BETWEEN HERBRANDSTON JUNCTION AND ROBESTON - Secured out of use redundant permanent way at 1m.08ch. and 1m.05ch. has been removed and replaced by plain line.

(15) (FWA1.17)

WORKING OVER BOOK

RIPPLE LANE - The Cripple siding within the old Carriage and Wagon depot has been shortened by 38 yards.

The gates giving access to the new works compound, formerly the old Carriage and Wagon depot have been moved 173 yards towards Dagenham Dock. The gates now span Approach sidings 1 to 3, Tank sidings 1 and 2 and Harry 9 siding.

(SA7.11)

(15) (502)

BETWEEN HIGH MEADS JN AND TEMPLE MILLS EAST JN - A Permanent Speed Restriction of 5 mph has been imposed on the Down line between 0m 48ch and 0m 50ch and on the Up line between 0m 52ch and 0m 50ch.

The 20 mph Speed Restriction on the Down line between 0m 15ch and 0m 41ch now applies between 0m 15ch and 0m 48ch.

The 15 mph Speed Restriction Warning board located on the Down line at 0m 41ch has been removed.

(See Section D)

(14/SA1.22)

(14) (504)

- * * THREE BRIDGES - A 4-car stop mark has been erected in the Down
- * Horsham Line Cess 85 yards Horsham side of position light signal 1200.

A 6 and 8-car stop mark has been erected in the Down Horsham Line Cess 170 yards Horsham side of position light signal 1200.

Both for use during D.O.O. shunting.

(13) (514)

GUILDFORD Tamper Roads 1 & 2 - "STOP AWAIT INSTRUCTIONS" boards have been erected at the exit of No.1 & No.2 Tamper Roads.

R(SW)1037 (15) (525)

- * * TONBRIDGE - The 8-car stop mark at the London end of platform 2 (Up Platform Loop No.2) has been moved towards the country end of the platform by 55 yards and has been positioned on the waiting shelter.

(OSM/SE/1104) (13) (526)

TONBRIDGE - New crossovers have been provided between the Down and Up Main Lines at the London end of the station as shown below. The crossovers have been secured out of use until further notice.

The facing crossover connections have been positioned 193 yards London side of Down Main signal PE141 and 32 yards country side of Up Main signal A303.

The trailing crossover connections have been 18 yards country side of Down Main signal PE141 and 38 yards country side of Up Main signal A303.

(OSM/SE/1104) (14) (526)

- * * SMETHWICK ROLFE STREET STATION - The coping stones have been removed from 45 metres of the Up platform at the Birmingham end and this portion of the platform taken out of public use. A "Trains stop here" board has been erected on the platform at the end of the useable portion of the platform.

Drivers requiring to use the telephone at signal NS.338 at the Birmingham end of the platform must bring their trains to a stand at the board and proceed carefully on foot along the platform to the signal.

(OD14/-) (13) (538)

TYSELEY STATION - Platform 3 has been shortened by 84 yards at the Leamington end until further notice. The Birmingham end of the platform has been restored for use. "Trains Stop Here" boards have been provided.

Platform 4 remains shortened at the Leamington end.

(RRC/O/S/92/99) (15) (540)

SALTLEY DEPOT - The hydraulically worked king points at Saltley Depot on the Arrival/Departure line, leading to the Stabling and Fueling lines have been converted to Hand Point operation, and the control box for the Hydraulic Points, adjacent to the 'Stop and Telephone' board is no longer in use.

(NEW ITEM) (ROM/S/S/0500/PT) (16) (550)

- * * BETWEEN BIRMINGHAM NEW STREET (EXCLUSIVE) AND BLACKWELL (EXCLUSIVE)
- * - Signalling & Permanent Way alterations have taken place between Birmingham New Street (exclusive) and Blackwell (exclusive).

Full details are contained in Special Notice number 50E which has been issued to all concerned. Any staff who need a copy of this notice and are not in possession of one should contact their Supervisor.

(RRC/O/S/91/3) (13) (550)

BOURNVILLE STATION - Platform work at Bournville station has now been completed and both platforms have been restored to their original length.

(NEW ITEM) (RRC/O/S/92/99) (16) (550)

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

FORMER WESTERN REGION 01 JUL 1993

K2

14/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 26 JUNE 1993

to

FRIDAY, 2 JULY 1993

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
 * must be taken of them.

LONDON & WEST OF ENGLAND

BETWEEN MONDAY 21 JUNE AND MONDAY 5 JULY - Signalling Notice No. 62 -
 PADDINGTON AREA - This notice covers stage 1.12 of the resignalling, ie.
 Relief Lines between Old Oak Common and Acton Main Line.

Stage 1.12A will take place between Monday 21 June and Friday 2 July and
 Stage 1.12B between Saturday 3 July and Monday 5 July.

On completion of Stage 1.12A maximum permissible speed over the facing
 connection at Old Oak Common West for Up direction movements to the ACE
 Sidings, from the Wycombe line or from Reception line 1, will be 15 mph.

Traincrews and others concerned who have not received their copy should
 contact their Supervisor.

(AMENDED ITEM) (See Section D)

(18) (GW1)

MONDAY 28 JUNE - BETWEEN 10.00 AND 16.00

In connection with a level crossing safety improvement scheme the
 following permanent speed restrictions will be applied. The new speed
 signs will be brought into use between 10.00 and 16.00 and during this
 time, all concerned should observe the current Sectional Appendix table
 'A' speeds and keep a sharp lookout for staff working on the lineside.

RWE8.2 LISKEARD TO LOOE

Causeland Crossing at 3m 57ch at Causeland - 5 mph down direction from
 3m 61ch to the crossing, 10 mph up direction from 3m 52ch to the crossing.

RWE8.3 PAR TO NEWQUAY

Solomans 1 Crossing at 293m 36ch, Solomans 2 Crossing at 293m 41ch and
 Solomans 3 Crossing at 293m 52ch all between Roche and St Columb Road -
 20 mph down direction from 293m 27ch reverting to 45 mph after Solomans 2
 crossing, 30 mph up direction from 293m 66ch reverting to 50 mph after
 Solomans 1 crossing.

Griggs Crossing at 294m 65ch between Roche and St Columb Road - 10 mph
 down direction from 294m 60ch to the crossing, 10 mph up direction from
 294m 70ch to the crossing.

(See Section D)

(17) (RWE8.2/RWE8.3)

SOUTH WALES

MONDAY 28 JUNE - BETWEEN 10.00 AND 16.00

In connection with a level crossing safety improvement scheme the
 following permanent speed restrictions will be applied. The new speed
 signs will be brought into use between 10.00 and 16.00 and during this
 time, all concerned should observe the current Sectional Appendix table
 'A' speeds and keep a sharp lookout for staff working on the lineside.

RSW1.2 WHITLAND TO PEMBROKE DOCK

Llwyndrysi Crossing at 259m 39ch between Whitland and Narbeth - 40 mph
 down direction from 259m 20ch to the crossing, 40 mph up direction from
 259m 58ch to the crossing.

White House Mill Crossing at 261m 28ch between Whitland and Narbeth -
 40 mph down direction from 261m 09ch to the crossing, 40 mph up direction
 from 261m 47ch to the crossing.

Bier Hill Crossing at 279m 18ch, Sunny Hill 2 Crossing at 279m 34ch and
 Sunny Hill 3 Crossing at 279m 42ch all between Manorbier and Lamphey -
 25 mph down direction from 279m 10ch reducing to 20 mph from 279m 32ch to
 clear of Sunny Hill 3 crossing, 25 mph up direction from 279m 32ch to
 clear of Bier Hill crossing.

RSW2 CRAVEN ARMS TO LLANDEILO JN

Deakins Crossing at 18m 61ch at Llangunllo - 25 mph down direction from
 18m 49ch to the crossing, 20 mph up direction from 18m 72ch to the
 crossing.

Godregarreg Farm 1 Crossing at 23m 29ch between Llangadog and Llandeilo -
 45 mph down direction from 23m 61ch (just clear of Llangadog AOCL LC)
 reverting to 60 mph at 23m 28ch.

(See Section D)

(17) (RSW1.2/RSW2)

FROM MONDAY 28 JUNE TO THURSDAY 29 JULY - CENTRAL WALES LINE - BETWEEN
 CRAVEN ARMS AND LLANDRINDOD WELLS - AT DOLAU LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light will be replaced by a new
 red/white flashing light in the same position on each crossing approach.
 An emergency plunger in a locked box, will be provided on the same post
 for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain
 white light and whistle before proceeding' will be erected 25 yards on the
 approach side of the crossing. The existing level crossing speed sign in
 the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will
 be suspended. The flashing white lights and road traffic signals will be
 extinguished and an Attendant will be provided to safeguard movements.
 All trains must come to a stand before passing over the crossing.

(21) (RSW2)

WORKING OVER BOOK

SATURDAY 26 JUNE - BETWEEN WATERLOO AND VAUXHALL - The 45 mph. permanent speed restriction on the Up Main Fast line between 1m. 18ch. and 0m. 29ch. will be reduced to 40 mph.

(See Section D) (R(SW)1079/2)

(17) (521)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

* * Signalling Notices No. 59 and 60 - PADDINGTON AREA - These notices cover stages 1.8, 1.8B and 1.10 of the resignalling. Traincrews and others concerned who have not received their copy should contact their Supervisor.

The new signalling shown in these notices has been introduced.

(14) (GW1)

PADDINGTON RESIGNALLING - The ⁸⁵ permanent speed restriction on the Up
HST
100

Main line at 4m 40ch has been amended to commence at 4m 60ch. A new sign has been provided to show ⁸⁵ indicating that Turbo units may also
HST/T
100

exceed 85 mph where the maximum permissible speed of the units permits.

The associated warning indicator has been repositioned from 5m 13ch to 5m 33ch and has also been amended to show ⁸⁵
HST/T
100.

(See Section D)

(15) (GW1)

SIGNALLING NOTICE No.59 - PADDINGTON RESIGNALLING - Signal SN.72 on line 2 has 4 aspects with the second aspect blanked out. (In due course other signals on the same gantry will be altered - suitable notice will be given.)

(15) (GW1)

Signalling Notice No. 61 - PADDINGTON AREA - The new signalling shown in this notice has been introduced.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(See Section D)

(15) (GW1)

LADBROKE GROVE - The maximum permissible speed over the connection at 1m.75ch. between Carriage Line 2 and Carriage Line 1 has been amended to 15 mph.

(See Section D)

(15) (GW1)

K2-14C/3

ACTON YARD - A notice board worded STOP AWAIT INSTRUCTIONS has been provided to protect Yeoman's Sidings from movements from the Cripple/Redlands Sidings. The board is positioned 50 yards on the Bristol side of the hand points leading to No.1 Cripple Siding.

(16) (GW1)

* * BETWEEN READING AND DIDCOT - The temporary speed restriction at
* Scours Lane between 37m 55ch and 37m 71ch on the Up and Down Relief lines has been converted to a permanent speed restriction. The restriction remains at ⁴⁰
60.

The line speed on the Up and Down Reliefs has been increased, between 37m 71ch and 52m 25ch, to 100mph. The warning indicators for the "70" and the "70" turnout have been repositioned to 51m 40ch and 50m 47ch respectively.

(Note: The re-issued Sectional Appendix shows the new speeds)

(14) (GW1)

BATH SPA - The banner repeater for Up Reversible signal B206 has been renewed in fibre optic form.

(15) (GW2.1)

GREAT MALVERN STATION - Work on the Up platform has been completed and the platform restored to its normal length.

(NEW ITEM)

(RRC/O/S/HMRI.018)

(17) (RC11)

BURNGULLOW - PARKANDILLACK - C2 working has been abolished. The line between the junction with the main line and a notice board at 288m 70ch is now worked as part of Burngullow Yard under the authority of the Person in Charge or the Shunter and the line beyond the notice board at 288m 70ch is worked in accordance with the One Train Working Regulations; a train staff, coloured RED and lettered CRUGWALLINS SIDING JCT - PARKANDILLACK has been provided and is kept at Burngullow Yard.

(See Section D)

(16) (FWE4.8)

BETWEEN HALLEN MARSH AND PORTBURY TERMINAL JUNCTION - The sidings between Hallen Marsh and Portbury Terminal Junction have been extended in the direction of St. Andrews Junction and a new layout has been provided which will form the Bristol Bulk Handling Terminal.

Details are shown in Special Signalling Notice No.5 which is now being distributed and any staff who do not receive a copy should contact their Supervisor.

(OP4/RA/W.8605)

(16) (FWE5.1)

K2-14C/4

SOUTH WALES

Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
RSW1.1 SWANSEA TO FISHGUARD HARBOUR			
260m 51ch	Trewern Mill	Whitland and Clunderwen	Whitland
260m 74ch	Sarnlas	Whitland and Clunderwen	Whitland
265m 60ch	Gelly Oleu	Clunderwen and Clarboston Road	Whitland

RSW1.2 WHITLAND TO PEMBROKE DOCK

266m 65ch	Chapel Hill Farm	Narbeth and Kilgetty	Whitland
270m 27ch	Kilawen Farm	Kilgetty and Saundersfoot	Whitland

RSW2 CRAVEN ARMS TO LLANDEILO JN

1m 77ch	Pencoed Uchaf 1	Llangennech and Bynea	Port Talbot
1m 31ch	Ffos Fach Isaf	Llangennech and Bynea	Port Talbot

(NEW ITEM) (See Section D)

(17) (RSW1.1/RSW1.2/RSW2)

BETWEEN CARMARTHEN AND WHITLAND - A telephone has been provided at the following Occupation/Accommodation crossing:-

252m 45ch Deri Crossing

The telephone gives users direct contact with the Signaller at Carmarthen Junction and not Whitland as shown in previous Weekly Operating Notices.

(NEW ITEM)

(17) (RSW1.1)

PEMBROKE DOCK - A telephone has been provided in a lockable cabinet at the Tenby end of the station platform. The telephone is provided for traincrew use and gives users direct contact with the Signaller at Whitland.

(NEW ITEM) (See Section D)

(17) (RSW1.2)

CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS AT BUCKNELL LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

In the Up direction a new rail STOP board worded "Press plunger, obtain white light and whistle before proceeding" has been erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the Up direction has been recovered.

(See Section D)

(16) (RSW2)

CENTRAL WALES LINE - BETWEEN DOLAU AND PENYBONT
TY-DDU OCCUPATION/ACCOMMODATION LEVEL CROSSING AT 26M 04CH - A new whistle board has been provided for trains travelling in the up direction 880 yards on the approach side of the crossing.

(15) (RSW2)

PORT TALBOT : ABBEY WORKS EAST JN. - TONDU : ABERBAIDEN NORTH GROUND
FRAME - The Intermediate Token Instrument at Aberbaiden North Ground Frame and associated shut in facilities have been abolished.

(16) (FWA1.5)

BETWEEN CRUMLIN BOG L.C. AND SWANSEA EASTERN DEPOT - The line between Crumlin Bog Level Crossing inclusive and the end of the branch has been taken out of use and buffer stops provided at 47m.15ch. The end of the line will be known as Burrows West.

(See Section D)

(16) (FWA1.7)

BETWEEN HERBRANDSTON JUNCTION AND ROBESTON - Secured out of use redundant permanent way at 1m.08ch. and 1m.05ch. has been removed and replaced by plain line.

(15) (FWA1.17)

WORKING OVER BOOK

RIPPLE LANE - The Cripple siding within the old Carriage and Wagon depot has been shortened by 38 yards.

The gates giving access to the new works compound, formerly the old Carriage and Wagon depot have been moved 173 yards towards Dagenham Dock. The gates now span Approach sidings 1 to 3, Tank sidings 1 and 2 and Harry 9 siding.

(SA7.11)

(15) (502)

- * * BETWEEN HIGH MEADS JN AND TEMPLE MILLS EAST JN - A Permanent Speed Restriction of 5 mph has been imposed on the Down line between 0m 48ch and 0m 50ch and on the Up line between 0m 52ch and 0m 50ch.

The 20 mph Speed Restriction on the Down line between 0m 15ch and 0m 41ch now applies between 0m 15ch and 0m 48ch.

The 15 mph Speed Restriction Warning board located on the Down line at 0m 41ch has been removed.

(See Section D) (14/SA1.22) (14) (504)

GUILDFORD Tamper Roads 1 & 2 - "STOP AWAIT INSTRUCTIONS" boards have been erected at the exit of No.1 & No.2 Tamper Roads.

R(SW)1037 (15) (525)

- * * TONBRIDGE - New crossovers have been provided between the Down and Up Main Lines at the London end of the station as shown below. The crossovers have been secured out of use until further notice.

The facing crossover connections have been positioned 193 yards London side of Down Main signal PE141 and 32 yards country side of Up Main signal A303.

The trailing crossover connections have been 18 yards country side of Down Main signal PE141 and 38 yards country side of Up Main signal A303.

(OSM/SE/1104) (14) (526)

BETWEEN MILTON KEYNES CENTRAL AND WOLVERTON - The former 75 mph P.S.R., which applied on the down slow line between 51m 34ch and 51m 72ch, has been removed.

(NEW ITEM) (OD14/GEN/3B) (17) (537)

TYSELEY STATION - Platform 3 has been shortened by 84 yards at the Leamington end until further notice. The Birmingham end of the platform has been restored for use. "Trains Stop Here" boards have been provided.

(RRC/O/S/92/99) (15) (540)

TYSELEY STATION - Work on platform 4 at Tyseley station has been completed and the platform restored to its original length.

(NEW ITEM) (RRC/O/S/33109) (17) (540)

BETWEEN ST. ANDREWS JUNCTION AND BIRMINGHAM NEW STREET (UP CAMP HILL LINE) - The four aspect colour light signal number SY.87 situated at 41 miles 421 yards on the Up Main at St. Andrews Junction has been provided with a new position 4 junction route indicator which has been slotted with Birmingham New Street P.S.B for moves towards the Up Camp Hill line in the Down direction.

K2-14C/7

Routes available from this signal are listed below:-

Signal	Route		Aspect	Indicator
SY.87	1M	Down Camphill	Main	
	2M	Up Camphill (slotted N.S.)	Main	Pos. 4
	3M	Up Main	Main	Pos. 5
	3W	Up Main (Approach release)	Main	Pos. 5

A new four aspect colour light signal number NS.130 situated at 0 miles 877 yards on the Up Camp Hill line for moves in the Down direction has been provided, and has a position 1 junction route indicator, and a signal post telephone linked to Birmingham New Street P.S.B. A BR standard AWS magnet has been provided 130 yards on the approach side of this signal, which will be suppressed for movements in the Up direction.

Routes available from this signal are listed below:-

Signal	Route		Aspect	Indicator
NS.130	1M	Down Derby	Main	Pos. 1
	2M	Down Stour	Main	

(ROM/S/S/0500/PT)

(16) (540/550/554)

ROUND OAK - The Sidings formed from the former Up line has been abolished and a temporary stop block has been provided at 145m 51ch (at clearance with the connection to the Up Sidings).

(NEW ITEM) (OP4/RA/W.6051) (17) (546)

SALTLEY DEPOT - The hydraulically worked king points at Saltley Depot on the Arrival/Departure line, leading to the Stabling and Fueling lines have been converted to Hand Point operation, and the control box for the Hydraulic Points, adjacent to the 'Stop and Telephone' board is no longer in use.

(ROM/S/S/0500/PT)

(16) (550)

SALTLEY LOCOMOTIVE INSPECTION POINT - The power operated king points at the entrance to Saltley Locomotive Inspection Point have been converted to hand operated points.

(NEW ITEM) (OP4/RA/W.6100) (17) (550)

BOURNVILLE STATION - Platform work at Bournville station has now been completed and both platforms have been restored to their original length.

(RRC/O/S/92/99)

(16) (550)

K2-14C/8

FWE4.8 BURNGULLOW TO PARKANDILLACKBETWEEN BURGULLOW AND PARKANDILLACK

Should a train become disabled or divided in the Burngullow - Parkandillack section, the Driver will be instructed by the Shunter as to how the train is to be protected and assistance obtained. The Driver must retain possession of the train staff until the whole train has been removed from the section or any detached portion has been placed clear in an intermediate siding.

BURNGULLOW

Blackpool and Rotary Sidings. Staff must look out for and obey any warning notices issued by the depot operator.

Burngullow Yard. Trains for Burngullow must not exceed a length of 50 SLU's. Trains entering the yard are routed to the Through Sidings Straight Road and must not be brought to a stand until the whole train is clear of the connection from the Main line.

DRINNICK MILL

Drinnick (Nanpean) Level Crossing. Trains must not pass over this crossing until authorised to do so by the Shunter.

Drinnick Mill Sidings. Staff must look out for and obey any warning notices issued by the depot operator.

Trains for the Coal Siding must not exceed seven wagons and must be propelled at dead slow speed; BR locomotives must not pass the notice board adjacent to the coal site.

PARKANDILLACK

Kernick and Treviscoe Sidings. Staff must look out for and obey any warning notices issued by the depot operator.

BR Shunters are responsible for switching on the flashing warning lights before movements are made into these sidings and for switching them off again when all movements have been completed.

Parkandillack No.1/No.2 and Trevalour Sidings. Staff must look out for and obey any warning notices issued by the depot operator.

Loose shunting at these sidings is prohibited and the automatic brake must be operative on all vehicles.

Movements towards New Buell must be brought to a stand at the entrance to the dry.

Pages 4.161, 4.162 and 4.163

FWE5.1 STOKE GIFFORD JN TO PORTBURY TERMINAL JN

Amend heading to read:-

FWE5.1 STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL

(K2/14/93)

Page 4.161

Add:-

HALLEN MOOR

When an empty stone train departing from the unloading siding at Hallen Moor has entered the single line, clear of Hallen Moor Ground Frame, the Driver will receive authority from the Hallen Moor Person in Charge to set back one train length on the single line for the purpose of receiving the token from him.

(K2/12/93)

Page 4.163 Add as last item:-

BETWEEN HALLEN MARSH AND PORTBURY TERMINAL JNDown direction

The Person in Charge at Hallen Marsh will authorise a movement to proceed on to the Down Arrival line.

The Person in Charge at Hallen Marsh will authorise a movement towards the BP Terminal from Hallen Marsh to proceed to the Stop Board on the Up Departure line to await the operation of Holesmouth Ground Frame. When the Ground Frame has been operated, the Shunter in Charge of the movement will authorise the Driver to proceed towards the BP Terminal.

Up Direction

The Person in Charge at Portbury Terminal Junction will authorise a movement to proceed on to the Up Departure line.

The Person in Charge at Hallen Marsh will authorise a movement from the BP Terminal to the Up Departure line.

Wrong Direction movements

In the event of it being necessary to work in the wrong direction over either the Arrival line or Departure line (other than a movement to the BP Terminal) the Person in Charge at Hallen Marsh will authorise the issue of special "wrong line order" forms and Drivers must work to instructions given by the relevant Person in Charge. A pink form will be used for Up direction movements over the Down Arrival line and a blue form for Down direction movements over the Up Departure line.

BETWEEN PORTBURY TERMINAL JN AND BRISTOL BULK HANDLING TERMINAL

The Person in Charge at Portbury Terminal Junction will authorise and accompany all movements within the terminal and authorise movements to pass through either Hopper.

Trains for loading

Trains for loading must when authorised, proceed through the Hopper on to No.1 or No.2 Hopper line for locomotive run-round purposes.

When the train is ready for tare weighing, loading and gross weighing the Driver must on receiving authority from the BR Person in Charge, haul the train through the hopper and proceed under the control of the loading signals at a speed not exceeding $\frac{1}{2}$ mph.

When loading has been completed and the loading signals have been switched out the Driver will be authorised by the BR Person in Charge to draw forward to the relevant Stop Board to await departure.

Limited Clearance

Limited clearance exists on all lines through and adjacent to Hoppers. Locomotive cab doors and windows must be closed when working in this area.

Crippled Wagons

Crippled wagons must be detached and spare wagons attached in accordance with instructions given by the BR Person in Charge who will control the required movements by means of radio Communication in accordance with the undermentioned instructions headed "Use of Radio Communication".

Use of Radio Communication

The undermentioned instructions supplement the Rule Book Section J, clause 3.3.

On the Driver obtaining a radio set from the BR Person in Charge, a satisfactory radio transmission test must be conducted between both individuals and thereafter all instructions during shunting operations must be transmitted by radio.

All instructions must be acknowledged and must be preceded by the words "British Rail Person in Charge to British Rail Driver" and vice versa.

Radio discipline must be maintained at all times.

Should the radio messages cease to be received or acknowledged at any time, the Driver must immediately stop any movement being made until radio communication is restored or in the case of radio communication not being restored, it is agreed that handsignalling be adopted.

The Driver must return the radio set in his possession to the BR Person in Charge when shunting operations have been completed.

BRISTOL BULK HANDLING TERMINAL (Continued...)

Movements when the BR Person in Charge at Portbury Terminal Junction is not on duty

When the Person in Charge at Portbury Terminal Junction is not on duty, all movements between Hallen Marsh Junction, Portbury Terminal Junction and the Bristol Bulk Handling Terminal will be accompanied by the Person in Charge at Hallen Marsh Junction.

(K2/14/93)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS SOUTH WALES - BR30012 (Dated April 1993)

Page (iv)

LIST OF LINES

List of lines in the sequence used throughout the book

Page number
relating to
Table "A"

Amend:-

FWA1.7	Dynevor Jn (excl) to Swansea Eastern Depot	1.71
to read:-		
FWA1.7	Dynevor Jn (excl) to Burrows West	1.71

(K2/13/93)

SECTION 1 - TABLE A

RSW1.1 SWANSEA TO FISHGUARD HARBOUR

Add the following Occupation/Accommodation crossing details which should include a telephone symbol - 'T' in the remarks column :-

Page 1.22

260m 51ch - Trewern Mill Crossing
260m 74ch - Sarnlas Crossing

Page 1.23

265m 60ch - Gelly Oleu Crossing

(K2/14/93)

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER
FORMER WESTERN REGION

1K2/1D

K2

15/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 3 JULY 1993

to

FRIDAY, 9 JULY 1993

(Inclusive)



WARNING



A.C. ELECTRIFIED LINES

STRATFORD FREIGHTLINER TERMINAL

THE OVERHEAD LINE EQUIPMENT HAS BEEN EXTENDED ALONG THE NEW ENGINE HOLDING SIDINGS.

FROM 12:00 HOURS ON MONDAY 19 JULY 1993 THE OVERHEAD LINE EQUIPMENT WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be :-

At the west end, Structure No. BL0016A and at the east end, Structure No. BT/00/17

The electrical supply will be controlled by staff located at ROMFORD ELECTRICAL CONTROL ROOM, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

- (1) Via Railway E.T.D. (Telephone No. 00-57980)
- (2) Via British Telecom (Telephone No. 0708 43545)

The Working Instructions for AC Electrified Lines (BR 29987) will apply.

(Amends item of K2/12/93)

(504) (K2/13/93)



WARNING



A.C. ELECTRIFIED LINES

WILLESSEN FREIGHTLINER TERMINAL

25KV OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE WILLESSEN FREIGHTLINER TERMINAL ADJACENT TO THE DOWN SIDE OF THE WEST COAST MAIN LINE BETWEEN 5 M.P AND THE 6 M.P.

The limits of energisation will be:-

South End - From existing overhead line equipment to OLE Structure WF00/14.

North End - From existing overhead line equipment to OLE Structure WF00/18.

FROM 00.01 HOURS ON MONDAY 28 JUNE 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE TERMINAL WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The Working Instructions for A.C. Electrified Lines (BR.29987) will apply and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at WILLESSEN ELECTRICAL CONTROL ROOM, which is manned continuously.

Communication with the Electrical Control Room can be obtained:-

- (1) Via Railway E.T.D. (Telephone No. 00-46161)

or

- (2) Via British Telecom (Telephone No. 081-9652304)

In the event of any queries in connection with the above electrification (other than something requiring emergency action, when the procedure laid down in the Working Instructions for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer.

(507) (K2/12/93)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE WARNING - Signalling Notice No. 63 - PADDINGTON AREA - This notice is now being distributed and covers the final stage of the resignalling at Paddington Station which is to be introduced on Monday 26 July.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(UFN) (GW1)

BETWEEN MONDAY 21 JUNE AND MONDAY 5 JULY - Signalling Notice No. 62 - PADDINGTON AREA - This notice covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Stage 1.12A has now taken place and Stage 1.12B will take place between Saturday 3 July and Monday 5 July.

The maximum permissible speed over the facing connection at Old Oak Common West for Up direction movements to the ACE Sidings, from the Wycombe line or from Reception line 1, is 15 mph.

Carriage Line 1 at Kensal Green carriage cleaning platform is bi-directional and not as shown on the first diagram of this notice.

(AMENDED ITEM) (See Section D)

(18) (GW1)

SOUTH WALES

FROM MONDAY 28 JUNE TO THURSDAY 29 JULY - CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS - AT DOLAU LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(21) (RSW2)

K2-15C/1

SUNDAY 4 JULY - HERBRANDSTON JUNCTION - The East and West Ground Frames on the Robeston line at 0m.06ch. and 0m.30ch. will be abolished, the connections removed and plain line installed.

(18) (FWA1.17)

WORKING OVER BOOK

MONDAY 5 JULY - MARYLAND - At 1000 hours, the permanent speed restrictions in the vicinity of Maryland station will revert to their former values, as follows:-

30 between 4m. 17ch. and 4m. 70ch. on the Up and Down Electric lines
40

will be increased to 30
50
60M

40 m.p.h. between 4m. 20ch. and 4m. 70ch. on the Up and Down Main lines

will be increased to 60
70

Attention is drawn to the Section D item in this Notice.

(18/SA 1.6)

(18) (503)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

- * * PADDINGTON RESIGNALLING - The 85 permanent speed restriction on
* HST
100

the Up Main line at 4m 40ch has been amended to commence at 4m 60ch. A new sign has been provided to show 85 indicating that Turbo
HST/T
100

units may also exceed 85 mph where the maximum permissible speed of the units permits.

The associated warning indicator has been repositioned from 5m 13ch to 5m 33ch and has also been amended to show 85
HST/T
100.

(See Section D)

(15) (GW1)

- * * SIGNALLING NOTICE No.59 - PADDINGTON RESIGNALLING - Signal SN.72 on
* line 2 has 4 aspects with the second aspect blanked out. (In due course other signals on the same gantry will be altered - suitable notice will be given.)

(15) (GW1)

K2-15C/2

- * * Signalling Notice No. 61 - PADDINGTON AREA - The new signalling shown in this notice has been introduced.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(See Section D)

(15) (GW1)

- * * LADBROKE GROVE - The maximum permissible speed over the connection at 1m.75ch. between Carriage Line 2 and Carriage Line 1 has been amended to 15 mph.

(See Section D)

(15) (GW1)

ACTON YARD - A notice board worded STOP AWAIT INSTRUCTIONS has been provided to protect Yeoman's Sidings from movements from the Cripple/Redlands Sidings. The board is positioned 50 yards on the Bristol side of the hand points leading to No.1 Cripple Siding.

(16) (GW1)

- * * BATH SPA - The banner repeater for Up Reversible signal B206 has been renewed in fibre optic form.

(15) (GW2.1)

RWE8.2 LISKEARD TO LOOE/RWE8.3 PAR TO NEWQUAY

In connection with a level crossing safety improvement scheme the following permanent speed restrictions have been applied.

RWE8.2 LISKEARD TO LOOE

Causeland Crossing at 3m 57ch at Causeland - 5 mph down direction from 3m 61ch to the crossing, 10 mph up direction from 3m 52ch to the crossing.

RWE8.3 PAR TO NEWQUAY

Solomans 1 Crossing at 293m 36ch, Solomans 2 Crossing at 293m 41ch and Solomans 3 Crossing at 293m 52ch all between Roche and St Columb Road - 20 mph down direction from 293m 27ch reverting to 45 mph after Solomans 2 crossing, 30 mph up direction from 293m 66ch reverting to 50 mph after Solomans 1 crossing.

Griggs Crossing at 294m 65ch between Roche and St Columb Road - 10 mph down direction from 294m 60ch to the crossing, 10 mph up direction from 294m 70ch to the crossing.

(See Section D)

(17) (RWE8.2/RWE8.3)

GREAT MALVERN STATION - Work on the Up platform has been completed and the platform restored to its normal length.

(RRC/O/S/HMRI.018)

(17) (RC11)

K2-15C/3

BETWEEN OLD OAK COMMON WEST AND GREENFORD - The line between Old Oak Common West and Park Royal has been singled as shown in Signalling Notice No.62 and the following permanent speed restrictions have been imposed:-

Down direction

40 at 3m 50ch, indicating that Turbo units may also exceed 40 mph.
HST/T
50

15 mph at 4m 72ch, with an associated warning indicator at 4m 27ch.

50 mph at 4m 77ch.

Up direction

40 at 5m 60ch, with an associated warning indicator at 6m 5ch.
HST/T
50

(This amends the diagram in the signalling notice; AWS is not provided at the warning indicator.)

40 mph at 3m 50ch, with an associated warning indicator at 4m 9ch.

(NEW ITEM) (See Section D)

(18) (NTC6.1)

BURNGULLOW - PARKANDILLACK - C2 working has been abolished. The line between the junction with the main line and a notice board at 288m 70ch is now worked as part of Burngullow Yard under the authority of the Person in Charge or the Shunter and the line beyond the notice board at 288m 70ch is worked in accordance with the One Train Working Regulations; a train staff, coloured RED and lettered CRUGWALLINS SIDING JCT - PARKANDILLACK has been provided and is kept at Burngullow Yard.

(See Section D)

(16) (FWE4.8)

BETWEEN HALLEN MARSH AND PORTBURY TERMINAL JUNCTION - The sidings between Hallen Marsh and Portbury Terminal Junction have been extended in the direction of St. Andrews Junction and a new layout has been provided which will form the Bristol Bulk Handling Terminal.

Details are shown in Special Signalling Notice No.5 which is now being distributed and any staff who do not receive a copy should contact their Supervisor.

(OP4/RA/W.8605)

(16) (FWE5.1)

WESTERLEIGH BRANCH - The following alterations have taken place:-

(1) A new level crossing at 122m 20ch has been provided giving access to the Civil Engineers training school at Westerleigh.

(2) A sign lettered "Obtain permission to enter C2 line" has been provided on the Westerleigh side of this crossing for Up trains.

K2-15C/4

(3) The existing "Start/End of C2 line" sign at Westerleigh has been repositioned at 122m 17ch, slightly nearer Yate, and a reflectorised distant board has been provided for Down trains approximately 440 yards in rear of it.

(4) A reflectorised distant board for Up trains has been provided approximately 440 yards in rear of signal B607 at Yate.

(NEW ITEM) (See Section D)

(18) (FWE5.4)

SOUTH WALES

Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
RSW1.1 SWANSEA TO FISHGUARD HARBOUR			
260m 51ch	Trewern Mill	Whitland and Clunderwen	Whitland
260m 74ch	Sarnlas	Whitland and Clunderwen	Whitland
265m 60ch	Gelly Oleu	Clunderwen and Clarboston Road	Whitland

RSW1.2 WHITLAND TO PEMBROKE DOCK

266m 65ch	Chapel Hill Farm	Narbeth and Kilgetty	Whitland
270m 27ch	Kilawen Farm	Kilgetty and Saundersfoot	Whitland

RSW2 CRAVEN ARMS TO LLANDEILO JN

1m 77ch	Pencoed Uchaf 1	Llangennech and Bynea	Port Talbot
1m 31ch	Ffos Fach Isaf	Llangennech and Bynea	Port Talbot

(See Section D)

(17) (RSW1.1/RSW1.2/RSW2)

BETWEEN CARMARTHEN AND WHITLAND - A telephone has been provided at the following Occupation/Accommodation crossing:-

252m 45ch Deri Crossing

The telephone gives users direct contact with the Signaller at Carmarthen Junction and not Whitland as shown in previous Weekly Operating Notices.

(17) (RSW1.1)

PEMBROKE DOCK - A telephone has been provided in a lockable cabinet at the Tenby end of the station platform. The telephone is provided for traincrew use and gives users direct contact with the Signaller at Whitland.

(See Section D)

(17) (RSW1.2)

K2-15C/5

RSW1.2 WHITLAND TO PEMBROKE DOCK/RSW2 CRAVEN ARMS TO LLANDEILO JN

In connection with a level crossing safety improvement scheme the following permanent speed restrictions have been applied.

RSW1.2 WHITLAND TO PEMBROKE DOCK

Llwyndrysi Crossing at 259m 39ch between Whitland and Narbeth - 40 mph down direction from 259m 20ch to the crossing, 40 mph up direction from 259m 58ch to the crossing.

White House Mill Crossing at 261m 28ch between Whitland and Narbeth - 40 mph down direction from 261m 09ch to the crossing, 40 mph up direction from 261m 47ch to the crossing.

Bier Hill Crossing at 279m 18ch, Sunny Hill 2 Crossing at 279m 34ch and Sunny Hill 3 Crossing at 279m 42ch all between Manorbier and Lamphey - 25 mph down direction from 279m 10ch reducing to 20 mph from 279m 32ch to clear of Sunny Hill 3 crossing, 25 mph up direction from 279m 32ch to clear of Bier Hill crossing.

RSW2 CRAVEN ARMS TO LLANDEILO JN

Deakins Crossing at 18m 61ch at Llangunllo - 25 mph down direction from 18m 49ch to the crossing, 20 mph up direction from 18m 72ch to the crossing.

Godregarreg Farm 1 Crossing at 23m 29ch between Llangadog and Llandeilo - 45 mph down direction from 23m 61ch (just clear of Llangadog AOCL LC) reverting to 60 mph at 23m 28ch.

(See Section D)

(17) (RSW1.2/RSW2)

CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS AT BUCKNELL LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

In the Up direction a new rail STOP board worded "Press plunger, obtain white light and whistle before proceeding" has been erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the Up direction has been recovered.

(See Section D)

(16) (RSW2)

* * CENTRAL WALES LINE - BETWEEN DOLAU AND PENYBONT - TY-DDU

* OCCUPATION/ACCOMMODATION LEVEL CROSSING AT 26M 04CH - A new whistle board has been provided for trains travelling in the up direction 880 yards on the approach side of the crossing.

(15) (RSW2)

K2-15C/6

PORT TALBOT : ABBEY WORKS EAST JN. - TONDU : ABERBAIDEN NORTH GROUND
FRAME - The Intermediate Token Instrument at Aberbaiden North Ground
Frame and associated shut in facilities have been abolished.

(16) (FWA1.5)

BETWEEN CRUMLIN BOG L.C. AND SWANSEA EASTERN DEPOT - The line between
Crumlin Bog Level Crossing inclusive and the end of the branch has been
taken out of use and buffer stops provided at 47m.15ch. The end of the
line will be known as Burrows West.

(See Section D)

(16) (FWA1.7)

* * BETWEEN HERBRANDSTON JUNCTION AND ROBESTON - Secured out of use
* redundant permanent way at 1m.08ch. and 1m.05ch. has been removed and
replaced by plain line.

(15) (FWA1.17)

WORKING OVER BOOK

* * RIPPLE LANE - The Cripple siding within the old Carriage and Wagon
* depot has been shortened by 38 yards.

The gates giving access to the new works compound, formerly the old
Carriage and Wagon depot have been moved 173 yards towards Dagenham
Dock. The gates now span Approach sidings 1 to 3, Tank sidings 1 and
2 and Harry 9 siding.

(SA7.11)

(15) (502)

BETWEEN WATERLOO AND VAUXHALL - The 45 mph. permanent speed restriction
on the Up Main Fast line between 1m. 18ch. and 0m. 29ch. has been reduced
to 40 mph.

(See Section D)

(R(SW)1079/2)

(17) (521)

EARLSFIELD - The Down Fast Line Platform at Earlsfield is now out of use
until further notice, whilst reconstruction work is taking place.

(NEW ITEM)

(R(SW)1046)

(18) (521)

* * GUILDFORD Tamper Roads 1 & 2 - "STOP AWAIT INSTRUCTIONS" boards have
* been erected at the exit of No.1 & No.2 Tamper Roads.

R(SW)1037

(15) (525)

BETWEEN MILTON KEYNES CENTRAL AND WOLVERTON - The former 75 mph P.S.R.,
which applied on the down slow line between 51m 34ch and 51m 72ch, has
been removed.

(OD14/GEN/3B)

(17) (537)

K2-15C/7

TYSELEY STATION - Platform 2 at Tyseley station has been temporarily
shortened by 88 yards at the Leamington end. "Trains Stop Here" boards
have been provided.

(NEW ITEM)

(RRC/O/S/HMRI.019)

(18) (540)

* * TYSELEY STATION - Platform 3 has been shortened by 84 yards at the
* Leamington end until further notice. The Birmingham end of the
platform has been restored for use. "Trains Stop Here" boards have
been provided.

(RRC/O/S/92/99)

(15) (540)

TYSELEY STATION - Work on platform 4 at Tyseley station has been
completed and the platform restored to its original length.

(RRC/O/S/33109)

(17) (540)

BETWEEN ST. ANDREWS JUNCTION AND BIRMINGHAM NEW STREET (UP CAMP HILL
LINE) - The four aspect colour light signal number SY.87 situated at 41
miles 421 yards on the Up Main at St. Andrews Junction has been provided
with a new position 4 junction route indicator which has been slotted with
Birmingham New Street P.S.B for moves towards the Up Camp Hill line in the
Down direction.

Routes available from this signal are listed below:-

Signal	Route		Aspect	Indicator
SY.87	1M	Down Camphill	Main	
	2M	Up Camphill (slotted N.S.)	Main	Pos. 4
	3M	Up Main	Main	Pos. 5
	3W	Up Main (Approach release)	Main	Pos. 5

A new four aspect colour light signal number NS.130 situated at 0 miles
877 yards on the Up Camp Hill line for moves in the Down direction has
been provided, and has a position 1 junction route indicator, and a signal
post telephone linked to Birmingham New Street P.S.B. A BR standard AWS
magnet has been provided 130 yards on the approach side of this signal,
which will be suppressed for movements in the Up direction.

Routes available from this signal are listed below:-

Signal	Route		Aspect	Indicator
NS.130	1M	Down Derby	Main	Pos. 1
	2M	Down Stour	Main	

(ROM/S/S/0500/PT)

(16) (540/550/554)

K2-15C/8

ROUND OAK - The Sidings formed from the former Up line has been abolished and a temporary stop block has been provided at 145m 51ch (at clearance with the connection to the Up Sidings).

(OP4/RA/W.6051)

(17) (546)

SALTLEY DEPOT - The hydraulically worked king points at Saltley Depot on the Arrival/Departure line, leading to the Stabling and Fueling lines have been converted to Hand Point operation, and the control box for the Hydraulic Points, adjacent to the 'Stop and Telephone' board is no longer in use.

(ROM/S/S/0500/PT)

(16) (550)

SALTLEY LOCOMOTIVE INSPECTION POINT - The power operated king points at the entrance to Saltley Locomotive Inspection Point have been converted to hand operated points.

(OP4/RA/W.6100)

(17) (550)

BOURNVILLE STATION - Platform work at Bournville station has now been completed and both platforms have been restored to their original length.

(RRC/O/S/92/99)

(16) (550)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
LONDON AND WEST OF ENGLAND - BR30069
(Re-issued June 1993)

Page (vi)

LIST OF LINES

List of lines in the sequence used throughout
the book

Page number
relating to
Table "A"

Amend:-

FWE5.1 Stoke Gifford Jn (excl) to Portbury Terminal Jn 1.138

to read:-

FWE5.1 Stoke Gifford Jn (excl) to Bristol Bulk Handling Terminal 1.138

(K2/14/93)

SECTION 1 - TABLE A

Page (d)

EXPLANATION OF TABLE A TERMS

Add new item:-

HST/T
100

Speed applying to HST and Turbo (Class 165/166) only
(where the maximum speed of the unit permits)

(K2/14/93)

Page 1.1 - GW1 PADDINGTON TO FOXHALL JUNCTION

This page has been reprinted, it incorporates the changes shown in
signalling notice No. 60.

(K2/12/93)

MISCELLANEOUS INSTRUCTIONS - continued

FORMER LONDON MIDLAND REGION

PASSENGER TRAINS OVER GOODS LINES

DATE SATURDAY, 3 AND SUNDAY, 4 JULY

TRAINS : VARIOUS PASSENGER TRAINS

LINES : UP GOODS BARNT GREEN STATION TO HALESOWEN JUNCTION

- 1 These trains are authorised to travel over the section(s) of goods lines shown above.
- 2 Speed not to exceed 20 m.p.h. (INCLUSIVE OF THE POINTWORK ON ENTRY TO THE GOODS LINE) Subject to the strict observance of any lower temporary or permanent speed restriction.
- 3 The instructions for Working of Passenger Trains over Goods Lines or Goods Loops must be observed.
- 4 The instructions on page 3.1 of Appendix No.3 to the Rule Book entitled "MOVEMENT OF VEHICLES CONVEYING PASSENGERS OVER POINTS NOT FITTED WITH LOCKING APPARATUS" must be observed. All hand worked points to be clipped, scotched and padlocked, both facing and trailing.
- 5 All sidings/lines connected to the lines on which the train will run which are not equipped with trapping protection must be clear, or any train or vehicles upon them must be at a stand, and, unless a manned locomotive is attached, must be specially examined and secured.
- 6 Propelling is strictly prohibited. All movements must be driven from the leading cab.

(15) (ROM/S/S/521/9308/PT) (550) (K2/15/93)

FORMER ANGLIA REGION

STRATFORD FREIGHTLINER TERMINAL

Until further notice, construction works will be taking place in the Freightliner Terminal. Parts of the Terminal will be taken out of use and it may be necessary to provide alternative walking routes. These will be clearly marked, and staff should keep a good lookout and use the alternative routes where applicable.

The Overhead Line has been removed from "C" area (Siding No. 11). A notice stating "Electric Trains no entry to 'C' Area" has been erected on Overhead Line Structure BTX00/03.

(504) (K2/12/93)

K2-15D/27

MISCELLANEOUS INSTRUCTIONS - continued

STAFF "HOT LINE" TO RECORD NEAR MISSES

A new emergency "hot line" answerphone has been introduced for all staff working into and within the West Anglia & Great Northern Division to enable them to expediently report all near misses so that follow up action can be initiated without delay.

The "hotline" will have the number 00-42191 allocated to it and should be used between the hours of 08.30 and 16.30 weekdays (bank holidays excepted) when the answerphone can be checked throughout the day by the Divisional Operations Systems Section.

Between 16.30 and 08.30 on weekdays and all day on Saturdays, Sundays and bank holidays the existing number 50000 should continue to be used. This connects direct to the Current Operations Officer at Liverpool Street Control.

(WA&GN/OA1)
(506) (K2/12/93)

FORMER SOUTHERN REGION

WATERLOO TO WEST LONDON JUNCTION
WINDSOR REVERSIBLE

The 900 series signals on the Windsor Reversible, and the signals leading from the Up and Down Sheepcote Lane lines, have now been provided with telephones and are open to all trains.

(This replaces the item shown in Part 2 of the PON)

(R(SW)1008/4) (K2/10-11/93)

EARLSFIELD

The Down Fast Line Platform at Earlsfield is now out of use until further notice, whilst reconstruction work is taking place. If a passenger train is detained at Signal W.177 Drivers of trains formed with power operated doors must give the bell/buzzer code 2-2 (do not open doors) to the Guard and the doors must not be released. Guards of trains formed with slam door stock must ensure that no passengers alight at the platform, making public address announcements as necessary.

(R(SW)1092) (K2/15/93)

Swindon
24 June 1993A.Hancock
Operations Manager
InterCity Great Western

Hobbs the Printers of Southampton

K2-15D/28

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

FORMER WESTERN REGION

K2

16/93

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

on FORMER WESTERN REGION

and on OTHER LINES

AFFECTING

FORMER WESTERN REGION TRAIN CREWS

SATURDAY, 10 JULY 1993

to

FRIDAY, 16 JULY 1993

(Inclusive)



WARNING



WARNING

A.C. ELECTRIFIED LINES CREWE, BASFORD HALL UP SIDINGS

SPECIAL NOTICE TO STAFF ON THE ENERGISATION AT 25,000 VOLTS OF THE OVERHEAD LINE EQUIPMENT AT CREWE, BASFORD HALL UP SIDINGS.

OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE NEW NOS. 5 AND 6 SIDINGS (ADJACENT TO NOS. 1 - 4 UP SIDINGS).

The limits of energisation will be:-

At the South end, overhead line structure No. GX/156/45 on the Sidings 5 & 6 lead.

At the North end, overhead line structure No. GX/157/08 on the Sidings 5 & 6.

FROM 17.00 SUNDAY 25 JULY THE OVERHEAD LINE EQUIPMENT BETWEEN THE POINTS SHOWN ABOVE WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The Working Instructions for A.C. Electrified Lines (BR.29987) will apply and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at CREWE ELECTRICAL CONTROL ROOM, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

(1) Via Railway E.T.D. (Telephone No. 05 - 32841)

OR

(2) Via British Telecom (Telephone No. 0270 - 255582)

In the event of any queries in connection with the above electrification (other than something requiring emergency action, when the procedure laid down in the Working Instructions for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer.

(557) (K2/16/93)

SECTION A

TEMPORARY SPEED RESTRICTIONS

Until further notice unless otherwise specified

Warning Boards and indicators provided unless otherwise specified. Where two speeds are shown for a restriction e.g. 20, the Rule Book, Section U, clause 1.2 applies. 40 + indicates that the Warning Boards and Indicators will be moved as the work progresses. On London Midland Region, portable magnets are not provided for temporary speed restrictions on lines not fitted with AWS

Location of work	Lines affected	Mileage at or between	Speed restriction m.p.h	Remarks
		M.Ch M.Ch		

LONDON AND WEST OF ENGLAND

GW1 PADDINGTON TO FOXHALL JUNCTION

1	Hanwell and West Ealing	-- Up Relief	7.17 6.52	30	Condition of track.
2	West Drayton	Up/Down Goods	13.16 13.24	5	Condition of track.
3	Langley	Down Up Relief Relief	16.22 16.24	20 40	Condition of bridge.
4	Dolphin and Langley	-- Up Relief	16.70 16.64	20	Condition of track.
5	Slough and Dolphin	-- Up Relief	18.00 17.45	20	Condition of track.
6	Ruscombe and Twyford	Down Main	29.51 29.70	40 60	Trackwork. From 1200 Sunday 11, until 1000 Friday 16 July

K2-16A/1

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

Signalling Notice No. 62 - PADDINGTON AREA - This notice covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Stages 1.12A and 1.12B have now taken place.

The maximum permissible speed over the facing connection at Old Oak Common West for Up direction movements to the ACE Sidings, from the Wycombe line or from Reception line 1, is 15 mph.

Carriage Line 1 at Kensal Green carriage cleaning platform is bi-directional and not as shown on the first diagram of this notice.

(See Section D)

(18) (GW1)

* * ACTON YARD - A notice board worded STOP AWAIT INSTRUCTIONS has been provided to protect Yeoman's Sidings from movements from the Cripple/Redlands Sidings. The board is positioned 50 yards on the Bristol side of the hand points leading to No.1 Cripple Siding.

(16) (GW1)

SWINDON LOCOMOTIVE HOLDING SIDINGS - A new Stop Board worded "Stop Await Instructions" has been provided on the Shed Road on the station side of the concrete approach.

(NEW ITEM)

(19) (GW2.1)

RWE8.2 LISKEARD TO LOOE/RWE8.3 PAR TO NEWQUAY

In connection with a level crossing safety improvement scheme the following permanent speed restrictions have been applied.

RWE8.2 LISKEARD TO LOOE

Causeland Crossing at 3m 57ch at Causeland - 5 mph down direction from 3m 61ch to the crossing, 10 mph up direction from 3m 52ch to the crossing.

RWE8.3 PAR TO NEWQUAY

Solomans 1 Crossing at 293m 36ch, Solomans 2 Crossing at 293m 41ch and Solomans 3 Crossing at 293m 52ch all between Roche and St Columb Road - 20 mph down direction from 293m 27ch reverting to 45 mph after Solomans 2 crossing, 30 mph up direction from 293m 66ch reverting to 50 mph after Solomans 1 crossing.

Griggs Crossing at 294m 65ch between Roche and St Columb Road - 10 mph down direction from 294m 60ch to the crossing, 10 mph up direction from 294m 70ch to the crossing.

(See Section D)

(17) (RWE8.2/RWE8.3)

K2-16C/3

GREAT MALVERN STATION - Work on the Up platform has been completed and the platform restored to its normal length.

(RRC/O/S/HMRI.018)

(17) (RC11)

BETWEEN OLD OAK COMMON WEST AND GREENFORD - The line between Old Oak Common West and Park Royal has been singled as shown in Signalling Notice No.62 and the following permanent speed restrictions have been imposed:-

Down direction

40 at 3m 50ch, indicating that Turbo units may also exceed 40 mph.
HST/T
50

15 mph at 4m 72ch, with an associated warning indicator at 4m 27ch.

50 mph at 4m 77ch.

Up direction

40 at 5m 60ch, with an associated warning indicator at 6m 5ch.
HST/T
50

(This amends the diagram in the signalling notice; AWS is not provided at the warning indicator.)

40 mph at 3m 50ch, with an associated warning indicator at 4m 9ch.

(See Section D)

(18) (NTC6.1)

* * BURNGULLOW - PARKANDILLACK - C2 working has been abolished. The line between the junction with the main line and a notice board at 288m 70ch is now worked as part of Burngullow Yard under the authority of the Person in Charge or the Shunter and the line beyond the notice board at 288m 70ch is worked in accordance with the One Train Working Regulations; a train staff, coloured RED and lettered CRUGWALLINS SIDING JCT - PARKANDILLACK has been provided and is kept at Burngullow Yard.

(See Section D)

(16) (FWE4.8)

* * BETWEEN HALLEN MARSH AND PORTBURY TERMINAL JUNCTION - The sidings between Hallen Marsh and Portbury Terminal Junction have been extended in the direction of St. Andrews Junction and a new layout has been provided which will form the Bristol Bulk Handling Terminal.

Details are shown in Special Signalling Notice No.5 which is now being distributed and any staff who do not receive a copy should contact their Supervisor.

(OP4/RA/W.8605)

(16) (FWE5.1)

K2-16C/4

WESTERLEIGH BRANCH - The following alterations have taken place:-

- (1) A new level crossing at 122m 20ch has been provided giving access to the Civil Engineers training school at Westerleigh.
- (2) A sign lettered "Obtain permission to enter C2 line" has been provided on the Westerleigh side of this crossing for Up trains.
- (3) The existing "Start/End of C2 line" sign at Westerleigh has been repositioned at 122m 17ch, slightly nearer Yate, and a reflectorised distant board has been provided for Down trains approximately 440 yards in rear of it.
- (4) A reflectorised distant board for Up trains has been provided approximately 440 yards in rear of signal B607 at Yate.

(See Section D)

(18) (FWE5.4)

SOUTH WALES

CARDIFF CANTON - The points at 170m 70.9ch on No.11 road leading to the Zig-Zag have been secured out of use pending removal. A temporary stop block has been positioned at 170m 68ch on the Zig-Zag siding pending recovery of the redundant portion.

(NEW ITEM)

(19) (GW6.3)

Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
RSW1.1 SWANSEA TO FISHGUARD HARBOUR			
260m 51ch	Trewern Mill	Whitland and Clunderwen	Whitland
260m 74ch	Sarnlas	Whitland and Clunderwen	Whitland
265m 60ch	Gelly Oleu	Clunderwen and Clarbston Road	Whitland

RSW1.2 WHITLAND TO PEMBROKE DOCK

266m 65ch	Chapel Hill Farm	Narbeth and Kilgetty	Whitland
270m 27ch	Kilawen Farm	Kilgetty and Saundersfoot	Whitland

(See Section D)

(17) (RSW1.1/RSW1.2)

BETWEEN CARMARTHEN AND WHITLAND - A telephone has been provided at the following Occupation/Accommodation crossing:-

252m 45ch Deri Crossing

The telephone gives users direct contact with the Signaller at Carmarthen Junction and not Whitland as shown in previous Weekly Operating Notices.

(17) (RSW1.1)

K2-16C/5

PEMBROKE DOCK - A telephone has been provided in a lockable cabinet at the Tenby end of the station platform. The telephone is provided for traincrew use and gives users direct contact with the Signaller at Whitland.

(See Section D)

(17) (RSW1.2)

RSW1.2 WHITLAND TO PEMBROKE DOCK/RSW2 CRAVEN ARMS TO LLANDEILO JN

In connection with a level crossing safety improvement scheme the following permanent speed restrictions have been applied.

RSW1.2 WHITLAND TO PEMBROKE DOCK

Llwyndrysi Crossing at 259m 39ch between Whitland and Narbeth - 40 mph down direction from 259m 20ch to the crossing, 40 mph up direction from 259m 58ch to the crossing.

White House Mill Crossing at 261m 28ch between Whitland and Narbeth - 40 mph down direction from 261m 09ch to the crossing, 40 mph up direction from 261m 47ch to the crossing.

Bier Hill Crossing at 279m 18ch, Sunny Hill 2 Crossing at 279m 34ch and Sunny Hill 3 Crossing at 279m 42ch all between Manorbier and Lamphey - 25 mph down direction from 279m 10ch reducing to 20 mph from 279m 32ch to clear of Sunny Hill 3 crossing, 25 mph up direction from 279m 32ch to clear of Bier Hill crossing.

RSW2 CRAVEN ARMS TO LLANDEILO JN

Deakins Crossing at 18m 61ch at Llangunllo - 25 mph down direction from 18m 49ch to the crossing, 20 mph up direction from 18m 72ch to the crossing.

Godregarreg Farm 1 Crossing at 23m 29ch between Llangadog and Llandeilo - 45 mph down direction from 23m 61ch (just clear of Llangadog AOCL LC) reverting to 60 mph at 23m 28ch.

(See Section D)

(17) (RSW1.2/RSW2)

* * CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS AT BUCKNELL LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

In the Up direction a new rail STOP board worded "Press plunger, obtain white light and whistle before proceeding" has been erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the Up direction has been recovered.

(See Section D)

(16) (RSW2)

K2-16C/6

CENTRAL WALES LINE BETWEEN BUCKNELL AND KNIGHTON - THE HALL FARM 3 CROSSING AT 8M 26CH - Telephones have been provided at the above mentioned Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(NEW ITEM)

(19) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - The provision of telephones at the following Occupation/Accommodation crossings between Llangennech and Bynea has been postponed until further notice:-

Pencoed Uchaf 1 at 1m 77ch and
Ffos Fach Isaf at 1m 31ch.

(NEW ITEM)

(19) (RSW2)

* * PORT TALBOT : ABBEY WORKS EAST JN. - TONDU : ABERBAIDEN NORTH GROUND
* FRAME - The Intermediate Token Instrument at Aberbaiden North Ground Frame and associated shut in facilities have been abolished.

(16) (FWA1.5)

* * BETWEEN CRUMLIN BOG L.C. AND SWANSEA EASTERN DEPOT - The line
* between Crumlin Bog Level Crossing inclusive and the end of the branch has been taken out of use and buffer stops provided at 47m.15ch. The end of the line will be known as Burrows West.

(See Section D)

(16) (FWA1.7)

HERBRANDSTON JUNCTION - The East and West Ground Frames on the Robeston line at 0m.06ch. and 0m.30ch. have been abolished, the connections removed and plain line installed.

(18) (FWA1.17)

WORKING OVER BOOK

MARYLAND - The permanent speed restrictions in the vicinity of Maryland station have reverted to their former values, as follows:-

30 between 4m. 17ch. and 4m. 70ch. on the Up and Down Electric lines
40

has been increased to 30
50
60M

40 m.p.h. between 4m. 20ch. and 4m. 70ch. on the Up and Down Main lines

has been increased to 60
70

Attention is drawn to the Section D item in this Notice.

(18/SA 1.6)

(18) (503)

K2-16C/7

BETWEEN WATERLOO AND VAUXHALL - The 45 mph. permanent speed restriction on the Up Main Fast line between 1m. 18ch. and 0m. 29ch. has been reduced to 40 mph.

(See Section D)

(R(SW)1079/2)

(17) (521)

EARLSFIELD - The Down Fast Line Platform at Earlsfield is now out of use until further notice, whilst reconstruction work is taking place.

(R(SW)1046)

(18) (521)

SALISBURY DEPOT - The 3 and 6 car stopping mark boards in the Depot Headshunt have been repositioned. The 3 car board has been moved 75 yards towards Wilton Junction. The 6 car board has been moved 25 yards towards Wilton Junction.

(NEW ITEM)

(R(SW)1057)

(19) (521/522)

BETWEEN MILTON KEYNES CENTRAL AND WOLVERTON - The former 75 mph P.S.R., which applied on the down slow line between 51m 34ch and 51m 72ch, has been removed.

(OD14/GEN/3B)

(17) (537)

TYSELEY STATION - Work on platform 3 has been completed and the platform restored to its full length.

(NEW ITEM)

(RRC/O/S/HMRI.019)

(19) (540)

TYSELEY STATION - Platform 2 at Tyseley station has been temporarily shortened by 88 yards at the Leamington end. "Trains Stop Here" boards have been provided.

(RRC/O/S/HMRI.019)

(18) (540)

TYSELEY STATION - Work on platform 4 at Tyseley station has been completed and the platform restored to its original length.

(RRC/O/S/33109)

(17) (540)

K2-16C/8

- * * BETWEEN ST. ANDREWS JUNCTION AND BIRMINGHAM NEW STREET (UP CAMP HILL LINE) - The four aspect colour light signal number SY.87 situated at 41 miles 421 yards on the Up Main at St. Andrews Junction has been provided with a new position 4 junction route indicator which has been slotted with Birmingham New Street P.S.B for moves towards the Up Camp Hill line in the Down direction.

Routes available from this signal are listed below:-

Signal	Route		Aspect	Indicator
SY.87	1M	Down Camphill	Main	
	2M	Up Camphill (slotted N.S.)	Main	Pos. 4
	3M	Up Main	Main	Pos. 5
	3W	Up Main (Approach release)	Main	Pos. 5

A new four aspect colour light signal number NS.130 situated at 0 miles 877 yards on the Up Camp Hill line for moves in the Down direction has been provided, and has a position 1 junction route indicator, and a signal post telephone linked to Birmingham New Street P.S.B. A BR standard AWS magnet has been provided 130 yards on the approach side of this signal, which will be suppressed for movements in the Up direction.

Routes available from this signal are listed below:-

Signal	Route		Aspect	Indicator
NS.130	1M	Down Derby	Main	Pos. 1
	2M	Down Stour	Main	

(ROM/S/S/0500/PT)

(16) (540/550/554)

ROUND OAK - The Sidings formed from the former Up line has been abolished and a temporary stop block has been provided at 145m 51ch (at clearance with the connection to the Up Sidings).

(OP4/RA/W.6051)

(17) (546)

- * * SALTLEY DEPOT - The hydraulically worked king points at Saltley Depot on the Arrival/Departure line, leading to the Stabling and Fueling lines have been converted to Hand Point operation, and the control box for the Hydraulic Points, adjacent to the 'Stop and Telephone' board is no longer in use.

(ROM/S/S/0500/PT)

(16) (550)

SALTLEY LOCOMOTIVE INSPECTION POINT - The power operated king points at the entrance to Saltley Locomotive Inspection Point have been converted to hand operated points.

(OP4/RA/W.6100)

(17) (550)

- * * BOURNVILLE STATION - Platform work at Bournville station has now been completed and both platforms have been restored to their original length.

(RRC/O/S/92/99)

(16) (550)

NORTHFIELD STATION - At Northfield Station, the Down Slow platform has been permanently shortened by 20 metres at the Redditch end.

A 'Trains To Stop Here' board has been temporarily provided.

(NEW ITEM)

ROM/S/S/0500/PT)

(19) (550)

CREWE BASFORD HALL - Two new sidings, 630 yards in length and numbered 5 and 6, have been brought into use adjacent to Nos. 1 to 4 sidings with access via a hand point connection from the Neck/Through siding.

A Stop Board worded "Stop and Await Instructions" has been provided at the exit from the new sidings.

(NEW ITEM)

(OP4/RA/W.6707)

(19) (557)

SECTION 2 - TABLES B-M

Page 2.8

TABLE C.2

Delete entries:- Burngullow - Drinnick Mill
Drinnick Mill - Parkandillack

Page 2.9

TABLE DAdd:-

Burngullow to Parkandillack	Burngullow	Shunter
--------------------------------	------------	---------

(K2/13/93)

SECTION 3 - GENERAL INSTRUCTIONS

Page 3.10

SECTION S - Use of Trolleys on lines equipped with Axle CountersAmend second item to read:-

Par and Truro (Down, Up and Single)

Page 3.17

MOVEMENT OF DISABLED TRACTION UNITS OR VEHICLES USING WHEELSKATESAmend fifth item to read:-

Swindon (Loco Yard) and Kemble

(K2/14/93)

SECTION 4 - LOCAL INSTRUCTIONS

INDEX TO LOCAL INSTRUCTIONS

Page 4.3

Add:-

H

Page(s)

Hallen Moor 4.161

(K2/12/93)

Page 4.7

Add:-

S

Page(s)

St James Park 4.86

(K2/15/93)

K2-16D/6

Page 4.11

GW1 PADDINGTON TO FOXHALL JUNCTIONPADDINGTONMarcon Sidings.Delete existing instructions & Substitute:-Marcon Sidings. The sidings in this depot are:-

Goods Reception	- in advance of SN96 signal.
Siding No.1	- adjacent to Goods Reception (stop blocks Bristol end).
Siding No.2	- discharge siding.
Cripple siding	- to the rear of the former goods depot.

Only one train is allowed in the sidings at one time.

On clearance of SN96 signal the Driver of an arriving train must draw his train forward and bring it to a stand at the hand point between the Goods Reception and No.2 siding; before moving forward into No.2 siding an assurance must be received from the Trainman/Shunter that the hand point is set correctly for the movement and that the siding is clear. The train will be unloaded in multiples of up to 6 vehicles, unloading must CEASE before ANY movements take place.

After the train has been unloaded the locomotive must run round via the Goods Reception and, after train preparation is complete, the Signalman must be advised from SN93 signal that the train is ready to depart.

This location is a designated HARD HAT site.

(K2/15/93)

K2-16D/7

FWES.4 YATE SOUTH JN TO WESTERLEIGH

YATE

Trains to or from the Westerleigh branch from or to the Bristol direction must proceed to the STOP board at Yate Middle Jn where the Trainman/Shunter must ensure that the points are set correctly and that no conflicting movements are taking place, the train may then proceed onto the Tytherington branch where the locomotive must run round; the locomotive must not pass the STOP board on the Outgoing line until an assurance has been received from the Signaller that no conflicting movement has been signalled from signal B609. The train may depart via the Incoming line on clearance of signal B504.

WESTERLEIGH

The Supervisor at Westerleigh CE's Training School will be in charge of the yard when he is on duty; a sign is provided adjacent to the entrance to the Training School to indicate whether or not he is on duty and the Trainman/Shunter of an arriving train must check this sign when the train arrives at the STOP board.

If the Supervisor is on duty, he will be responsible for authorising the train to enter the yard.

If the Supervisor is not on duty, the Trainman/Shunter may authorise the train to enter the yard. Before doing so he must establish whether or not any other locomotive or engineer's machine is working in the yard; if so, a clear understanding as to what is to be done must be reached with the Person in Charge of that locomotive or machine.

If it is necessary to occupy the C2 line for shunting purposes, the Signaller's permission must first be obtained.

The Trainman/Shunter must advise the Signaller when an arriving train or a shunting movement is clear of the C2 line.

The Driver of a departing train must not pass the board on the Westerleigh side of the crossing until permission to enter the C2 line has been obtained from the Signaller.

On every occasion when a movement is to be made over the level crossing, the Trainman/Shunter must ensure that the level crossing is not in use and that the barriers are down.

Before positioning vehicles in the Refuse Transfer Station, the Trainman/Shunter must obtain the permission of the RTS Supervisor and the vehicles must not again be moved until the RTS Supervisor has given permission; the RTS Supervisor will issue a certificate of readiness.

The key for the clip on the point leading to the Oil Terminal is kept by the Depot Supervisor and must be obtained and the point reversed before movements are made to the terminal, after movements have ceased the point must be again clipped and padlocked for the engineers siding and the key returned to the Depot Supervisor.

4.164
K2-16D/14

SECTIONAL APPENDICES TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS SOUTH WALES - BR30012 (Dated April 1993)

Page (iv)

LIST OF LINES

List of lines in the sequence used throughout the book

Page number relating to Table "A"

Amend:-

FWA1.7	Dynevor Jn (excl) to Swansea Eastern Depot	1.71
to read:-		
FWA1.7	Dynevor Jn (excl) to Burrows West	1.71
		(K2/13/93)

SECTION 1 - TABLE A

RSW1.1 SWANSEA TO FISHGUARD HARBOUR

Add the following Occupation/Accommodation crossing details which should include a telephone symbol - 'T' in the remarks column :-

Page 1.22

260m 51ch - Trewern Mill Crossing
260m 74ch - Sarnlas Crossing

Page 1.23

265m 60ch - Gelly Oleu Crossing

(K2/14/93)

Pages 1.24 and 1.25 - RSW1.2 WHITLAND TO PEMBROKE DOCK

These pages have been reprinted.

(K2/16/93)

K2-16D/15

MISCELLANEOUS INSTRUCTIONS

* *

* PADDINGTON 'A' TELEPHONE EXCHANGE

In order to upgrade the software at Paddington 'A' BRT Telephone Exchange it will be taken out of service on Sunday 11 July between 00.01 and 06.00 hours.

No calls, including 111/999 emergency calls, will be possible from extensions on the Paddington 'A' Exchange.

Should an emergency situation occur during this period, and difficulty is experienced with the BRT 111/999 emergency system, the nearest British Telecom telephone should be used to contact the BT emergency operator by dialling 999.

(K2/16/93)

BETWEEN DIDCOT AND SWINDON - EXPERIMENTAL MILEAGE INDICATORS

New style mileage indicators - black figures on a yellow reflective background - will be erected on the Down side of the line opposite the existing mile posts from 64 to 74 miles inclusive.

Comments from traincrews and other staff will be welcomed on 077-3699.

(GW2.1) (K2/15/93)

* *

* SIGNAL POST TELEPHONES - DISCONNECTIONS

Due to S & T testing, the SPTs at the following signals will be out of service:-

MONDAY 12 JULY 0900-1600 Chipping Sodbury, Westerleigh Jn & Stoke Gifford Areas

B104	Chipping Sodbury	DB109B	Stoke Gifford
B113	Westerleigh Jn	DB96	Chipping Sodbury
B115	" "	DB99	" "
B119	Chipping Sodbury	UB108	Westerleigh Jn
B802	" "	UB109B	Stoke Gifford
BU3	" "	UB98	Chipping Sodbury

TUESDAY 13 JULY 0900-1600 Pilning, Patchway & Stoke Gifford Areas

B101	Pilning	B312	Stoke Gifford
B105	Pathway	B411	" "
B107	Stoke Gifford	UB110A	" "
B112	" "	UB110B	" "
B118	Pilning	UT6	Patchway
B143	Stoke Gifford	UT7	Pilning

K2-16D/23

MISCELLANEOUS INSTRUCTIONS - continued

* *

* SIGNAL POST TELEPHONES - DISCONNECTIONS - continued

Due to S & T testing, the SPTs at the following signals will be out of service:-

WEDNESDAY 14 JULY 0900-1600 Pilning, Patchway & Stoke Gifford Areas

B109	Stoke Gifford	B401	Pilning
B110	" "	B412	Stoke Gifford
B111	" "	DB110	" "
B114	Patchway	DT6	Patchway
B243	" "	DT7	Pilning
B389	Stoke Gifford	UT8	" "

(K2/16/93)

BETWEEN ST BUDEAUX JN AND SALTASH - ROYAL ALBERT BRIDGECOMMENCING 23.00 SATURDAY 19 JUNE AND UNTIL FURTHER NOTICE FORAPPROXIMATELY SIX MONTHS

The Upside cess will be temporarily taken out of use. During this time scaffolding poles and planks will be stored in the Upside cess in connection with bridge painting work.

All concerned to note that the Downside cess will be available for use at all times.

(RWE7) (K2/13/93)

ROUTE AVAILABILITY OF CLASS 158/159 UNITS

Class 158 units are now cleared to run between Worcester and Hereford without restriction.

(RRC/O/S/92/99)

(This replaces item shown in Part 2 of the PON) (K2/12/93)

ROUTE AVAILABILITY OF CLASS 158/159 UNITS

These units are additionally cleared on the following routes:-

Truro: Downside West end bay
Truro Penwithers Junction to Falmouth and vice versa

(Amends Parts 1 & 2 of the PON)

(K2/10-11/93)

K2-16D/24

MISCELLANEOUS INSTRUCTIONS - continued

TEMPORARY OPERATING INSTRUCTIONS FOR USE OF ROAD RAILER EQUIPMENT

1. Container Transport Limited a joint venture of which RfD is a part-owner, propose to start using the Road-Railer equipment attached to the following RfD Services with effect from 7th June 1993.

4R87	1543	Stratford FLT - Tilbury RCT
4S83	1921	Tilbury RCT - Coatbridge FLT
and 4L81	1945	Coatbridge FLT - Stratford FLT and v/v.
2. RfD at Stratford, Tilbury and Coatbridge Terminals will be responsible for signing for the safety of the train and their operations and engineering staff have to be certified by Road-Railer Bimodal Limited (owners of the equipment) as safe and competent to do so, using the Road-Railer Operating Instructions. BR 29973/CON to be used for the Road-Railer section of the train.
3. This equipment, of American Design, is made up as follows:-
 - A Universal Adaptor (Rear Position)
 - A Middle Adaptor
 - A Universal Adaptor (Front Position)

Any number of middle adaptors can in principle be used depending on traffic volumes, but at the present time it will run as a "3 wagon set".
4. The "wagon" numbers in TOPS are as follows:-

Outer Bogies	CRL 96101/4
Intermediate Bogies	CRL 96102/3
Intermediate Adaptor	CRL 96221/2

The complete train is made up with Road Trailers CRL 96304/5/6.
5. The following should be noted, particularly
 - (a) the operation of the Road-Railer equipment is based on an air operated safety system. If the equipment is not properly coupled the air whistle will sound and the emergency brake will automatically be applied (Air Flow valves are marked in BLUE).
 - (b) The mode valve must be in the "Rail" position prior to departure.
 - (c) The yellow indicators must be in line to ensure that the road wheels are fully raised, and the swivel feet of the trailer locked in position with the yellow safety chain.
 - (d) All indicator flags (painted yellow) are in the closed position.

(GO/93/S/T21.03)

(K2/13/93)

K2-16D/27

MISCELLANEOUS INSTRUCTIONS - continued

FORMER LONDON MIDLAND REGIONPASSENGER TRAINS OVER GOODS LINES

DATE: SATURDAY, 10 AND SUNDAY, 11 JULY

TRAINS: VARIOUS PASSENGER TRAINS

LINES: UP GOODS BARNT GREEN STATION TO HALESOWEN JUNCTION

- 1 These trains are authorised to travel over the section(s) of goods lines shown above.
- 2 Speed not to exceed 20 m.p.h. (INCLUSIVE OF THE POINTWORK ON ENTRY TO THE GOODS LINE) Subject to the strict observance of any lower temporary or permanent speed restriction.
- 3 The instructions for Working of Passenger Trains over Goods Lines or Goods Loops must be observed.
- 4 The instructions on page 3.1 of Appendix No.3 to the Rule Book entitled "MOVEMENT OF VEHICLES CONVEYING PASSENGERS OVER POINTS NOT FITTED WITH LOCKING APPARATUS" must be observed. All hand worked points to be clipped, scotched and padlocked, both facing and trailing.
- 5 All sidings/lines connected to the lines on which the train will run which are not equipped with trapping protection must be clear, or any train or vehicles upon them must be at a stand, and, unless a manned locomotive is attached, must be specially examined and secured.
- 6 Propelling is strictly prohibited. All movements must be driven from the leading cab.

(16)

(ROM/S/S/521/9308/PT)

(K2/16/93)

FORMER ANGLIA REGIONSTRATFORD FREIGHTLINER TERMINAL

Until further notice, construction works will be taking place in the Freightliner Terminal. Parts of the Terminal will be taken out of use and it may be necessary to provide alternative walking routes. These will be clearly marked, and staff should keep a good lookout and use the alternative routes where applicable.

The Overhead Line has been removed from "C" area (Siding No. 11). A notice stating "Electric Trains no entry to 'C' Area" has been erected on Overhead Line Structure BTX00/03.

(504) (K2/12/93)

K2-16D/28

BRITISH RAILWAYS

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

K2

17/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 17 JULY 1993

to

FRIDAY, 23 JULY 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Sunday 18 July		
244 Crewe Bank and Whitchurch	Down	0045 to 1030
	BLOCKED	
	Up	0045 to 1700
	BLOCKED	Track and bridge work SLW OVER DOWN FROM 1030 SUN

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE WARNING - Signalling Notice No. 63 - PADDINGTON AREA - This notice is now being distributed and covers the final stage of the resignalling at Paddington Station which is to be introduced on Monday 26 July.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(UFN) (GW1)

Signalling Notice No. 63 - PADDINGTON AREA - This Notice should be amended as follows:-

1. Signals SN74, SN76, SN78 and SN80 at approximately 1mp should be altered to show a 4 Aspect arrangement with aspects Red-Yellow-Blank-Yellow.
2. Signals SN11, SN13, SN15, SN17 and SN19 should be shown in their final position, mounted on a gantry at 0m 22ch (approximately 40 yards from the current position, towards Reading).
3. Additional miniature fibre optic banner indicators should be shown at the Reading end of platforms 8 and 9 for signals SN15 and SN17. These are numbered SN15R(1) and SN17R(1).

There is no alteration to the meaning of the aspects displayed by any of these signals.

(20) (GW1)

SUNDAY 18 JULY - PADDINGTON - Signals SN74, SN76, SN78 and SN80 at Paddington will be converted from a 3 Aspect Yellow-Red-Yellow arrangement to a 4 Aspect Red-Yellow-Blank-Yellow arrangement. There will be no change to the meaning of any of the aspects after this alteration.

(20) (GW1)

SUNDAY 18 JULY - SWINDON STATION - Up Reversible Signal SN42 will have its position 4 and 5 junction indicators removed.

(20) (GW2.1)

SUNDAY 18 JULY - BATH SPA - The banner repeater for Down Main Signal B6 will be renewed in fibre optic form.

(20) (GW2.1)

TUESDAY 20 JULY - HULLAVINGTON - The Ground Frame points will be disconnected pending recovery and FPL bolted in the locked position, detection of points will still be maintained.

(20) (GW6.1)

SUNDAY 18 JULY - KINGHAM STATION - From 10:00 hours the down platform at Kingham station will be temporarily reduced in length by 88 yards at the Worcester end until further notice.

Two Stop boards will be provided on the down platform as follows:

- 1) A board worded "DMU Stop" will be provided at the boundary between the closed section and open sections of the platform. Drivers of DMU trains booked to call at Kingham station must bring their trains to a stand at this board.
- 2) A board worded "HST + LH Stop" will be provided one power car/locomotive length beyond the boundary between the closed and open sections of the platform. Drivers of HST and Locomotive Hauled trains booked to call at Kingham station must bring their trains to a stand at this board.

(See Section D)

(RRC/O/S/93/012)

(20) (RC11)

MONDAY 19 JULY - BETWEEN CREDITON AND OKEHAMPTON - BUTTISLAND ACCOMMODATION CROSSING AT 188m.03ch. - At 10.00 hours Permanent Speed Restrictions will be imposed as follows in connection with safety improvements at the above crossing:

Direction	Restriction	Between
Down	40 m.p.h.	187m.69ch. and 188m.03ch.
Up	45 m.p.h.	188m.21ch. and 188m.03ch.
(See Section D)		(20) (FWE4.4)

SOUTH WALES

10.00 MONDAY 19 JULY - BETWEEN KNUCKLAS AND LLANGUNLLO - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions will be applied:-

Castle Gardens Crossing at 15m 24ch - 10 mph up direction from 15m 30ch to the crossing.

Heyope 2 Crossing at 17m 53ch - 15 mph up direction from 17m 60ch to the crossing.

(See Section D)

(20) (RSW2)

FROM MONDAY 28 JUNE TO THURSDAY 29 JULY - CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS - AT DOLAU LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(21) (RSW2)

MONDAY 19 JULY - GROVESSEND COLLIERY LOOP JUNCTION - At 10.00 hours a Permanent Speed Restriction of 30 m.p.h. will be imposed on the Up line between 10m.06ch. and 10m.04ch.

(See Section D)

(20) (FWA1.6)

WORKING OVER BOOK

MONDAY 19 JULY - BETWEEN AXMINSTER AND HONITON TUNNEL - The temporary speed restriction at 146m. 13ch. will become a 20 mph permanent speed restriction except that sprinter stock may travel at 80 mph. Reflectorised AWI boards with AWS will be provided at 145m. 01ch. in the Down direction and at 147m. 21ch. in the Up direction. Cancelling indicators will be provided for movements in the opposite direction.

(See Section D)

(R(SW)1046)

(20) (521)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

Signalling Notice No. 62 - PADDINGTON AREA - This notice covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Stages 1.12A and 1.12B have now taken place.

The maximum permissible speed over the facing connection at Old Oak Common West for Up direction movements to the ACE Sidings, from the Wycombe line or from Reception line 1, is 15 mph.

Carriage Line 1 at Kensal Green carriage cleaning platform is bi-directional and not as shown on the first diagram of this notice.

(See Section D)

(18) (GW1)

PADDINGTON - Signals SN11, SN13, SN15, SN17 and SN19 have been moved from their straight post arrangements and mounted on a newly provided Gantry, approx 40 yards away from their current position further towards Reading. There has been no change to the meaning of the signals.

New miniature fibre optic banner indicators have been provided for signals SN15 and SN17 at the Reading end of platforms 8 and 9 respectively.

(19) (GW1)

SWINDON LOCOMOTIVE HOLDING SIDINGS - A new Stop Board worded "Stop Await Instructions" has been provided on the Shed Road on the station side of the concrete approach.

(19) (GW2.1)

LAIRA DEPOT - The position light signal P191, that controls the movement of trains out of Laira depot sidings 7 to 10, has been renewed in the same position as an elevated position light signal, with the red/white light approximately 8 feet above rail level. The signal post telephone has been repositioned on the new signal post.

(19) (GW4)

* * RWE8.2 LISKEARD TO LOOE/RWE8.3 PAR TO NEWQUAY

*

In connection with a level crossing safety improvement scheme the following permanent speed restrictions have been applied.

RWE8.2 LISKEARD TO LOOE

Causeland Crossing at 3m 57ch at Causeland - 5 mph down direction from 3m 61ch to the crossing, 10 mph up direction from 3m 52ch to the crossing.

RWE8.3 PAR TO NEWQUAY

Solomans 1 Crossing at 293m 36ch, Solomans 2 Crossing at 293m 41ch and Solomans 3 Crossing at 293m 52ch all between Roche and St Columb Road - 20 mph down direction from 293m 27ch reverting to 45 mph after Solomans 2 crossing, 30 mph up direction from 293m 66ch reverting to 50 mph after Solomans 1 crossing.

Griggs Crossing at 294m 65ch between Roche and St Columb Road - 10 mph down direction from 294m 60ch to the crossing, 10 mph up direction from 294m 70ch to the crossing.

(See Section D)

(17) (RWE8.2/RWE8.3)

* * GREAT MALVERN STATION - Work on the Up platform has been completed
* and the platform restored to its normal length.

(RRC/O/S/HMRI.018)

(17) (RC11)

BETWEEN OLD OAK COMMON WEST AND GREENFORD - The line between Old Oak Common West and Park Royal has been singled as shown in Signalling Notice No.62 and the following permanent speed restrictions have been imposed:-

Down direction

40 at 3m 50ch, indicating that Turbo units may also exceed 40 mph.
HST/T
50

15 mph at 4m 72ch, with an associated warning indicator at 4m 27ch.

50 mph at 4m 77ch.

Up direction

40 at 5m 60ch, with an associated warning indicator at 6m 5ch.
HST/T
50

(This amends the diagram in the signalling notice; AWS is not provided at the warning indicator.)

40 mph at 3m 50ch, with an associated warning indicator at 4m 9ch.

(See Section D)

(18) (NTC6.1)

WESTERLEIGH - A hinged sign has been provided on the fence near the level crossing to indicate whether or not the Civil Engineer's Supervisor is on duty.

(See Section D)

(19) (FWE5.4)

WESTERLEIGH BRANCH - The following alterations have taken place:-

- (1) A new level crossing at 122m 20ch has been provided giving access to the Civil Engineers training school at Westerleigh.
- (2) A sign lettered "Obtain permission to enter C2 line" has been provided on the Westerleigh side of this crossing for Up trains.
- (3) The existing "Start/End of C2 line" sign at Westerleigh has been repositioned at 122m 17ch, slightly nearer Yate, and a reflectorised distant board has been provided for Down trains approximately 440 yards in rear of it.
- (4) A reflectorised distant board for Up trains has been provided approximately 440 yards in rear of signal B607 at Yate.

(See Section D)

(18) (FWE5.4)

SOUTH WALES

CARDIFF CANTON - The points at 170m 70.9ch on No.11 road leading to the Zig-Zag have been secured out of use pending removal. A temporary stop block has been positioned at 170m 68ch on the Zig-Zag siding pending recovery of the redundant portion.

(19) (GW6.3)

- * * Telephones have been provided at the following Occupation/
* Accommodation crossings giving users direct contact with the Signalman at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
RSW1.1 SWANSEA TO FISHGUARD HARBOUR			
260m 51ch	Trewern Mill	Whitland and Clunderwen	Whitland
260m 74ch	Sarnlas	Whitland and Clunderwen	Whitland
265m 60ch	Gelly Oleu	Clunderwen and Clarboston Road	Whitland

RSW1.2 WHITLAND TO PEMBROKE DOCK

266m 65ch	Chapel Hill Farm	Narbeth and Kilgetty	Whitland
270m 27ch	Kilawen Farm	Kilgetty and Saundersfoot	Whitland

(See Section D)

(17) (RSW1.1/RSW1.2)

- * * BETWEEN CARMARTHEN AND WHITLAND - A telephone has been provided at the following Occupation/Accommodation crossing:-

252m 45ch Deri Crossing

The telephone gives users direct contact with the Signalman at Carmarthen Junction and not Whitland as shown in previous Weekly Operating Notices.

(17) (RSW1.1)

K2-17C/6

- * * PEMBROKE DOCK - A telephone has been provided in a lockable cabinet at the Tenby end of the station platform. The telephone is provided for traincrew use and gives users direct contact with the Signalman at Whitland.

(See Section D)

(17) (RSW1.2)

- * * RSW1.2 WHITLAND TO PEMBROKE DOCK/RSW2 CRAVEN ARMS TO LLANDEILO JN

In connection with a level crossing safety improvement scheme the following permanent speed restrictions have been applied.

RSW1.2 WHITLAND TO PEMBROKE DOCK

Llwyndrysi Crossing at 259m 39ch between Whitland and Narbeth - 40 mph down direction from 259m 20ch to the crossing, 40 mph up direction from 259m 58ch to the crossing.

White House Mill Crossing at 261m 28ch between Whitland and Narbeth - 40 mph down direction from 261m 09ch to the crossing, 40 mph up direction from 261m 47ch to the crossing.

Bier Hill Crossing at 279m 18ch, Sunny Hill 2 Crossing at 279m 34ch and Sunny Hill 3 Crossing at 279m 42ch all between Manorbier and Lamphey - 25 mph down direction from 279m 10ch reducing to 20 mph from 279m 32ch to clear of Sunny Hill 3 crossing, 25 mph up direction from 279m 32ch to clear of Bier Hill crossing.

RSW2 CRAVEN ARMS TO LLANDEILO JN

Deakins Crossing at 18m 61ch at Llangunllo - 25 mph down direction from 18m 49ch to the crossing, 20 mph up direction from 18m 72ch to the crossing.

Godregarreg Farm 1 Crossing at 23m 29ch between Llangadog and Llandeilo - 45 mph down direction from 23m 61ch (just clear of Llangadog AOCL LC) reverting to 60 mph at 23m 28ch.

(See Section D)

(17) (RSW1.2/RSW2)

CENTRAL WALES LINE BETWEEN BUCKNELL AND KNIGHTON - THE HALL FARM 3 CROSSING AT 8M 26CH - Telephones have been provided at the above mentioned Occupation/Accommodation crossing giving users direct contact with the Signalman at Pantyffynnon.

(19) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - The provision of telephones at the following Occupation/Accommodation crossings between Llangennech and Bynea has been postponed until further notice:-

Pencoed Uchaf 1 at 1m 77ch and Ffos Fach Isaf at 1m 31ch.

(19) (RSW2)

K2-17C/7

HERBRANDSTON JUNCTION - The East and West Ground Frames on the Roboston line at 0m.06ch. and 0m.30ch. have been abolished, the connections removed and plain line installed.

(18) (FWA1.17)

WORKING OVER BOOK

MARYLAND - The permanent speed restrictions in the vicinity of Maryland station have reverted to their former values, as follows:-

30 between 4m. 17ch. and 4m. 70ch. on the Up and Down Electric lines
40

has been increased to 30
50
60M

40 m.p.h. between 4m. 20ch. and 4m. 70ch. on the Up and Down Main lines

has been increased to 60
70

Attention is drawn to the Section D item in this Notice.

(18/SA 1.6) (18) (503)

TEMPLE MILLS EAST JUNCTION - The Limit of Shunt indicator on the Up Temple Mills line in rear of S 704 signal has been moved to a position 207 yards Copper Mill Junction side of signal S 704.

(SA 1.20) (19) (506)

WILLESDEN (HARLESDEN) - The trailing connection between the down fast line and up Low Level goods line (No. 356 points) have been temporarily taken out of use.

The trailing connection from the up Low Level goods line to 'G' sidings has been secured out of use pending replacement by plain line and 'G' sidings abolished.

Position light shunting signals WN.62 and WN.59 controlling movements to and from the sidings have been taken away and all other signal routes into the sidings disconnected.

Signals WN.87 and WN.88 at the north end of No.1 and No.2 Reception Sidings respectively no longer have a route to the up Low Level goods line (signal WN.62).

(AMENDED ITEM) (OD14/93/8) (19) (507)

* * BETWEEN WATERLOO AND VAUXHALL - The 45 mph. permanent speed
* restriction on the Up Main Fast line between 1m. 18ch. and 0m. 29ch. has been reduced to 40 mph.

(See Section D) (R(SW)1079/2) (17) (521)

EARLSFIELD - The Down Fast Line Platform at Earlsfield is now out of use until further notice, whilst reconstruction work is taking place.

(R(SW)1046) (18) (521)

SALISBURY DEPOT - The 3 and 6 car stopping mark boards in the Depot Headshunt have been repositioned. The 3 car board has been moved 75 yards towards Wilton Junction. The 6 car board has been moved 25 yards towards Wilton Junction.

(R(SW)1057) (19) (521/522)

* * BETWEEN MILTON KEYNES CENTRAL AND WOLVERTON - The former 75 mph
* P.S.R., which applied on the down slow line between 51m 34ch and 51m 72ch, has been removed.

(OD14/GEN/3B) (17) (537)

TYSELEY STATION - Work on platform 3 has been completed and the platform restored to its full length.

(RRC/O/S/HMRI.019) (19) (540)

TYSELEY STATION - Platform 2 at Tyseley station has been temporarily shortened by 88 yards at the Leamington end. "Trains Stop Here" boards have been provided.

(RRC/O/S/HMRI.019) (18) (540)

* * TYSELEY STATION - Work on platform 4 at Tyseley station has been
* completed and the platform restored to its original length.

(RRC/O/S/33109) (17) (540)

* * ROUND OAK - The Sidings formed from the former Up line has been
* abolished and a temporary stop block has been provided at 145m 51ch (at clearance with the connection to the Up Sidings).

(OP4/RA/W.6051) (17) (546)

- * * SALTLEY LOCOMOTIVE INSPECTION POINT - The power operated king points
 * at the entrance to Saltley Locomotive Inspection Point have been converted to hand operated points.

(OP4/RA/W.6100)

(17) (550)

NORTHFIELD STATION - At Northfield Station, the Down Slow platform has been permanently shortened by 20 metres at the Redditch end.

A 'Trains To Stop Here' board has been temporarily provided.

ROM/S/S/0500/PT)

(19) (550)

CREWE BASFORD HALL - Two new sidings, 630 yards in length and numbered 5 and 6, have been brought into use adjacent to Nos. 1 to 4 sidings with access via a hand point connection from the Neck/Through siding.

A Stop Board worded "Stop and Await Instructions" has been provided at the exit from the new sidings.

(OP4/RA/W.6707)

(19) (557)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
 * must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
 AND BOOKS OF RULES AND REGULATIONS
 LONDON AND WEST OF ENGLAND - BR30069
 (Re-issued June 1993)

Page (vi)

LIST OF LINES

List of lines in the sequence used throughout
 the book

Page number
 relating to
 Table "A"

Amend:-

FWE5.1 Stoke Gifford Jn (excl) to Portbury Terminal Jn 1.138

to read:-

FWE5.1 Stoke Gifford Jn (excl) to Bristol Bulk Handling Terminal 1.138

(K2/14/93)

SECTION 1 - TABLE A

Page (d)

EXPLANATION OF TABLE A TERMSAdd new item:-

HST/T
 100

Speed applying to HST and Turbo (Class 165/166) only
 (where the maximum speed of the unit permits)

(K2/14/93)

Page 1.1 - GW1 PADDINGTON TO FOXHALL JUNCTION

This page has been reprinted, it incorporates the changes shown in signalling notice No. 60.

(K2/12/93)

TEMPORARY OPERATING INSTRUCTIONS FOR USE OF ROAD RAILER EQUIPMENT

1. Container Transport Limited a joint venture of which RfD is a part-owner, propose to start using the Road-Railer equipment attached to the following RfD Services with effect from 7th June 1993.

 4R87 1543 Stratford FLT - Tilbury RCT
 4S83 1921 Tilbury RCT - Coatbridge FLT
 and 4L81 1945 Coatbridge FLT - Stratford FLT and v/v.
2. RfD at Stratford, Tilbury and Coatbridge Terminals will be responsible for signing for the safety of the train and their operations and engineering staff have to be certified by Road-Railer Bimodal Limited (owners of the equipment) as safe and competent to do so, using the Road-Railer Operating Instructions. BR 29973/CON to be used for the Road-Railer section of the train.
3. This equipment, of American Design, is made up as follows:-
 A Universal Adaptor (Rear Position)
 A Middle Adaptor
 A Universal Adaptor (Front Position)

Any number of middle adaptors can in principle be used depending on traffic volumes, but at the present time it will run as a "3 wagon set".

4. The "wagon" numbers in TOPS are as follows:-

Outer Bogies	CRL 96101/4
Intermediate Bogies	CRL 96102/3
Intermediate Adaptor	CRL 96221/2

The complete train is made up with Road Trailers CRL 96304/5/6.

5. The following should be noted, particularly
 - (a) the operation of the Road-Railer equipment is based on an air operated safety system. If the equipment is not properly coupled the air whistle will sound and the emergency brake will automatically be applied (Air Flow valves are marked in BLUE).
 - (b) The mode valve must be in the "Rail" position prior to departure.
 - (c) The yellow indicators must be in line to ensure that the road wheels are fully raised, and the swivel feet of the trailer locked in position with the yellow safety chain.
 - (d) All indicator flags (painted yellow) are in the closed position.

(GO/93/S/T21.03)

(K2/13/93)

FORMER LONDON MIDLAND REGION

* * ENGINEERING WORK ON THE DOWN AND UP THROUGH SIDINGS AT TYSELEY

*

FROM 0001 UNTIL 1600 SUNDAY 18 JULY

During the above period, the down and up through sidings will be taken out of use at the Small Heath end.

Temporary buffer stops will be provided on the down through siding 28 yards before reaching signal SY.172 and in the same location on the up through siding. The remaining section of the Small Heath end of the down through siding will become a reversing neck for movements from Tyseley sidings.

A handsignalman will be provided for movements from signals TS.14, TS.19 and TS.27 requiring to proceed towards the temporary buffer stop on the down through siding to reverse.

(17)

(RRC/O/S/93/045)

(540) (K2/17/93)

* *

*

PASSENGER TRAINS OVER GOODS LINES

DATE: SATURDAY, 17 TO SUNDAY, 18 JULY

TRAINS: VARIOUS PASSENGER TRAINS

LINES: UP GOODS BARNT GREEN STATION TO HALESOWEN JUNCTION

- 1 These trains are authorised to travel over the section(s) of goods lines shown above.
- 2 Speed not to exceed 20 m.p.h. (INCLUSIVE OF THE POINTWORK ON ENTRY TO THE GOODS LINE) Subject to the strict observance of any lower temporary or permanent speed restriction.
- 3 The instructions for Working of Passenger Trains over Goods Lines or Goods Loops must be observed.
- 4 The instructions on page 3.1 of Appendix No.3 to the Rule Book entitled "MOVEMENT OF VEHICLES CONVEYING PASSENGERS OVER POINTS NOT FITTED WITH LOCKING APPARATUS" must be observed. All hand worked points to be clipped, scotched and padlocked, both facing and trailing.
- 5 All sidings/lines connected to the lines on which the train will run which are not equipped with trapping protection must be clear, or any train or vehicles upon them must be at a stand, and, unless a manned locomotive is attached, must be specially examined and secured.
- 6 Propelling is strictly prohibited. All movements must be driven from the leading cab.

(17)

(ROM/S/S/521/9308/PT)

(550) (K2/17/93)

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

FORMER WESTERN REGION

K2

18/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 24 JULY 1993

to

FRIDAY, 30 JULY 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

RSW5.1 RHYMNEY TO BARRY ISLAND

Tuesday 27 to Friday 30 July

243	Heath Jn and Queen Street North	Down and Up BLOCKED	0030 to 0500 Trackwork AMENDED TRAIN WORKING
-----	------------------------------------	------------------------	--

OTHER AREAS - FORMER SOUTHERN REGION

521 WATERLOO TO EXMOUTH JUNCTION

Sunday 25 July

244	Farnborough and Pirbright Jn	Up Local and Up Through BLOCKED	0800 to 1600 Trackwork SLW FOR UP TRAINS OVER DOWN THROUGH BETWEEN FARNBOROUGH GF AND BROOKWOOD. DOWN TRAINS OVER DOWN LOCAL
-----	---------------------------------	---------------------------------------	---

Single line working for Up trains over the Down Fast line will operate between the emergency trailing crossover at Brookwood and the Engineer's trailing crossover at Farnborough.

At Farnborough Up trains will arrive in the Up Slow platform and reverse over points 203 and Engineers trailing crossover to gain the Down Fast line.

Up trains which require to call at Brookwood must come to a stand on the Up Fast line at Brookwood, in advance of WV 259 crossover. The Driver must change ends and drive the train from the leading cab into the Up Slow platform.

FORMER LONDON MIDLAND REGION

556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Sunday 25 July

245	Nantwich and Gresty Lane	Down BLOCKED Up BLOCKED	0045 to 1700 00 45 to 10 30 Trackwork SLW OVER UP FROM 1030
-----	-----------------------------	----------------------------------	--

Monday/Tuesday 26/27 July

246	Craven Arms and Church Stretton	Up BLOCKED	2330 Mon to 0530 Tues Trackwork SLW OVER DOWN
-----	------------------------------------	---------------	---

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE contd

Tuesday/Wednesday 27/28 July

247	Church Stretton and Dorrington	Up BLOCKED	2335 Tues to 0535 Wed Trackwork SLW OVER DOWN
-----	-----------------------------------	---------------	---

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

UNTIL 0600 MONDAY 26 JULY, OR UNTIL COMPLETION - PADDINGTON AREA -
Work will take place to complete the signalling shown in Signalling Notice No. 63, which has now been distributed. This is the final stage of the resignalling at Paddington Station.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

Maximum Permissible Speed over Line 1 will be 40 mph. Maximum Permissible Speed in Sidings 1 and 2 will be 25 mph.

NOTE - Notice No. 63 should be amended as follows:-

1. Signals SN74, SN76, SN78 and SN80 at approximately 1mp should be altered to show a 4 Aspect arrangement with aspects Red-Yellow-Blank-Yellow.
2. Signals SN11, SN13, SN15, SN17 and SN19 should be shown in their final position, mounted on a gantry at 0m 22ch (approximately 40 yards from the current position, towards Reading).
3. Additional miniature fibre optic banner indicators should be shown at the Reading end of platforms 8 and 9 for signals SN15 and SN17.

There is no alteration to the meaning of the aspects displayed by any of these signals.

(See Section D)

(21) (GW1)

MONDAY 26 JULY - KENSAL GREEN - Up Relief line signal SN134 will be provided with a special sign under the signal head consisting of a black cross on a yellow background similar to others in the Paddington area, to indicate to Drivers that they should not leave their trains to communicate with the Signaller until given an assurance that it is safe to do so.

Also, a black diagonal cross with a yellow roundel superimposed will be provided on the cabinet of the signal post telephone.

(See Section D)

(21) (GW1)

SUNDAY 25 JULY - HULLAVINGTON - The Ground Frame and associated points will be recovered and replaced with plain line.

The signal plate on Up Badminton line (Down direction) signal SND4 will be changed from a semi-automatic to automatic.

(See Section D)

(21) (GW6.1)

K2-18C/1

SUNDAY 25 JULY - BETWEEN EXETER, COWLEY BRIDGE JUNCTION AND CREDITON -
The Up North Devon line signal no. E.154R situated at 174m 46ch will be repositioned 6 foot 6 inches nearer the single line. There will be no alteration to the height or meaning of the signal aspects.

(21) (RWE6.2)

SOUTH WALES

FROM MONDAY 28 JUNE TO THURSDAY 29 JULY - CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS - AT DOLAU LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(21) (RSW2)

FROM 1000 MONDAY 26 JULY - RSW2 CRAVEN ARMS TO LLANDEILO JN - GLANYRYNYS FARM O/A CROSSING NEAR LLANGADOG AT 23M 02CH - In connection with a level crossing safety improvement scheme, a 30 mph Up direction permanent speed restriction will be applied from 22m 68ch to the crossing. A triangular reflectorised 30 mph warning indicator will also be provided at 22m 28ch.

(See Section D)

(21) (RSW2)

WORKING OVER BOOK

No items.

K2-18C/2

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

- * * Signalling Notice No. 62 - PADDINGTON AREA - This notice covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Stages 1.12A and 1.12B have now taken place.

The maximum permissible speed over the facing connection at Old Oak Common West for Up direction movements to the ACE Sidings, from the Wycombe line or from Reception line 1, is 15 mph.

Carriage Line 1 at Kensal Green carriage cleaning platform is bi-directional and not as shown on the first diagram of this notice.

(See Section D)

(18) (GW1)

PADDINGTON - Signals SN11, SN13, SN15, SN17 and SN19 have been moved from their straight post arrangements and mounted on a newly provided Gantry, approx 40 yards away from their current position further towards Reading. There has been no change to the meaning of the signals.

New miniature fibre optic banner indicators have been provided for signals SN15 and SN17 at the Reading end of platforms 8 and 9 respectively.

(19) (GW1)

PADDINGTON - Signals SN74, SN76, SN78 and SN80 at Paddington have been converted from a 3 Aspect Yellow-Red-Yellow arrangement to a 4 Aspect Red-Yellow-Blank-Yellow arrangement. There has been no change to the meaning of any of the aspects.

(20) (GW1)

SWINDON STATION - Up Reversible Signal SN42 has had its position 4 and 5 junction indicators removed.

(20) (GW2.1)

SWINDON LOCOMOTIVE HOLDING SIDINGS - A new Stop Board worded "Stop Await Instructions" has been provided on the Shed Road on the station side of the concrete approach.

(19) (GW2.1)

BATH SPA - The banner repeater for Down Main Signal B6 has been renewed in fibre optic form.

(20) (GW2.1)

LAIRA DEPOT - The position light signal P191, that controls the movement of trains out of Laira depot sidings 7 to 10, has been renewed in the same position as an elevated position light signal, with the red/white light approximately 8 feet above rail level. The signal post telephone has been repositioned on the new signal post.

(19) (GW4)

HULLAVINGTON - The Ground Frame points have been disconnected pending recovery and FPL bolted in the locked position, detection of points is still maintained.

(20) (GW6.1)

GLOUCESTER - BETWEEN BARNWOOD JUNCTION AND HORTON ROAD JUNCTION Barnwood Sidings 17 to 21 have been taken out of use. The trailing crossover at Barnwood No. 2 Ground Frame has been clipped and padlocked for movements along the Up Goods Loop only. The connection giving access to a siding leading towards Barnwood No. 2 Ground Frame from Barnwood No. 1 Ground Frame has been clipped and padlocked for movements into the UKF Fertiliser siding only.

(NEW ITEM)

(21) (XC3)

SWINDON TO STANDISH JUNCTION - The following catchpoints have been removed:-

93m 35ch down line between Kemble and Sapperton GF

97m 67ch up line between St Mary's LC and Frampton Crossing

(NEW ITEM) (See Section D)

(21) (RWE10)

KINGHAM STATION - The down platform at Kingham station has been temporarily reduced in length by 88 yards at the Worcester end until further notice.

Two Stop boards have been provided on the down platform as follows:

- 1) A board worded "DMU Stop" has been provided at the boundary between the closed section and open sections of the platform. Drivers of DMU trains booked to call at Kingham station must bring their trains to a stand at this board.
- 2) A board worded "HST + LH Stop" has been provided one power car/locomotive length beyond the boundary between the closed and open sections of the platform. Drivers of HST and Locomotive Hauled trains booked to call at Kingham station must bring their trains to a stand at this board.

(See Section D) (RRC/O/S/93/012)

(20) (RC11)

* * BETWEEN OLD OAK COMMON WEST AND GREENFORD - The line between Old Oak Common West and Park Royal has been singled as shown in Signalling Notice No.62 and the following permanent speed restrictions have been imposed:-

Down direction

40 at 3m 50ch, indicating that Turbo units may also exceed 40 mph.
HST/T
50

15 mph at 4m 72ch, with an associated warning indicator at 4m 27ch.

50 mph at 4m 77ch.

Up direction

40 at 5m 60ch, with an associated warning indicator at 6m 5ch.
HST/T
50

(This amends the diagram in the signalling notice; AWS is not provided at the warning indicator.)

40 mph at 3m 50ch, with an associated warning indicator at 4m 9ch.

(See Section D)

(18) (NTC6.1)

BETWEEN CREDITON AND OKEHAMPTON - BUTTISLAND ACCOMMODATION CROSSING AT 188m.03ch. - A Permanent Speed Restrictions has been imposed as follows in connection with safety improvements at the above crossing:

<u>Direction</u>	<u>Restriction</u>	<u>Between</u>
Down	40 m.p.h.	187m.69ch. and 188m.03ch.
Up	45 m.p.h.	188m.21ch. and 188m.03ch.

(See Section D)

(20) (FWE4.4)

WESTERLEIGH - A hinged sign has been provided on the fence near the level crossing to indicate whether or not the Civil Engineer's Supervisor is on duty.

(See Section D)

(19) (FWE5.4)

* * WESTERLEIGH BRANCH - The following alterations have taken place:-

(1) A new level crossing at 122m 20ch has been provided giving access to the Civil Engineers training school at Westerleigh.

(2) A sign lettered "Obtain permission to enter C2 line" has been provided on the Westerleigh side of this crossing for Up trains.

(3) The existing "Start/End of C2 line" sign at Westerleigh has been repositioned at 122m 17ch, slightly nearer Yate, and a reflectorised distant board has been provided for Down trains approximately 440 yards in rear of it.

(4) A reflectorised distant board for Up trains has been provided approximately 440 yards in rear of signal B607 at Yate.

(See Section D)

(18) (FWE5.4)

SOUTH WALES

CARDIFF CANTON - The points at 170m 70.9ch on No.11 road leading to the Zig-Zag have been secured out of use pending removal. A temporary stop block has been positioned at 170m 68ch on the Zig-Zag siding pending recovery of the redundant portion.

(19) (GW6.3)

CENTRAL WALES LINE BETWEEN BUCKNELL AND KNIGHTON - THE HALL FARM 3 CROSSING AT 8M 26CH - Telephones have been provided at the above mentioned Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(19) (RSW2)

BETWEEN KNUCKLAS AND LLANGUNLLO - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions have been applied:-

Castle Gardens Crossing at 15m 24ch - 10 mph up direction from 15m 30ch to the crossing.

Heyope 2 Crossing at 17m 53ch - 15 mph up direction from 17m 60ch to the crossing.

(See Section D)

(20) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - The provision of telephones at the following Occupation/Accommodation crossings between Llangennech and Bynea has been postponed until further notice:-

Pencoed Uchaf 1 at 1m 77ch and
Ffos Fach Isaf at 1m 31ch.

(19) (RSW2)

GROVESEND COLLIERY LOOP JUNCTION - A Permanent Speed Restriction of 30 m.p.h. has been imposed on the Up line between 10m.06ch. and 10m.04ch.

(See Section D)

(20) (FWA1.6)

* * HERBRANDSTON JUNCTION - The East and West Ground Frames on the Robeston line at 0m.06ch. and 0m.30ch. have been abolished, the connections removed and plain line installed.

(18) (FWA1.17)

WORKING OVER BOOK

* * MARYLAND - The permanent speed restrictions in the vicinity of Maryland station have reverted to their former values, as follows:-

30 between 4m. 17ch. and 4m. 70ch. on the Up and Down Electric lines
40

has been increased to 30
50
60M

40 m.p.h. between 4m. 20ch. and 4m. 70ch. on the Up and Down Main

lines has been increased to 60
70

Attention is drawn to the Section D item in this Notice.

(18/SA 1.6)

(18) (503)

TEMPLE MILLS EAST JUNCTION - The Limit of Shunt indicator on the Up Temple Mills line in rear of S 704 signal has been moved to a position 207 yards Copper Mill Junction side of signal S 704.

(SA 1.20)

(19) (506)

WILLESDEN (HARLESDEN) - The trailing connection between the down fast line and up Low Level goods line (No. 356 points) have been temporarily taken out of use.

The trailing connection from the up Low Level goods line to 'G' sidings has been secured out of use pending replacement by plain line and 'G' sidings abolished.

Position light shunting signals WN.62 and WN.59 controlling movements to and from the sidings have been taken away and all other signal routes into the sidings disconnected.

Signals WN.87 and WN.88 at the north end of No.1 and No.2 Reception Sidings respectively no longer have a route to the up Low Level goods line (signal WN.62).

(OD14/93/8)(19)

(19) (507)

* * EARLSFIELD - The Down Fast Line Platform at Earlsfield is now out of use until further notice, whilst reconstruction work is taking place.

(R(SW)1046)

(18) (521)

SALISBURY DEPOT - The 3 and 6 car stopping mark boards in the Depot Headshunt have been repositioned. The 3 car board has been moved 75 yards towards Wilton Junction. The 6 car board has been moved 25 yards towards Wilton Junction.

(R(SW)1057)

(19) (521/522)

BETWEEN AXMINSTER AND HONITON TUNNEL - The temporary speed restriction at 146m. 13ch. has become a 20 mph permanent speed restriction except that sprinter stock may travel at 80 mph. Reflectorised AWI boards with AWS have been provided at 145m. 01ch. in the Down direction and at 147m. 21ch. in the Up direction. Cancelling indicators have been provided for movements in the opposite direction.

(See Section D)

(R(SW)1046)

(20) (521)

REDHILL - A new facing connection has been provided in the Down Tonbridge Line 254 yards Redhill side of signal T495 and a trailing connection in the Down Tonbridge Sidings 563 yards Redhill side of signal T499. Secured out of use until further notice.

(NEW ITEM)

(21) (526)

TYSELEY STATION - Work on platform 3 has been completed and the platform restored to its full length.

(RRC/O/S/HMRI.019)

(19) (540)

* * TYSELEY STATION - Platform 2 at Tyseley station has been temporarily shortened by 88 yards at the Leamington end. "Trains Stop Here" boards have been provided.

(RRC/O/S/HMRI.019)

(18) (540)

NORTHFIELD STATION - At Northfield Station, the Down Slow platform has been permanently shortened by 20 metres at the Redditch end.

A 'Trains To Stop Here' board has been temporarily provided.

ROM/S/S/0500/PT)

(19) (550)

CREWE BASFORD HALL - Two new sidings, 630 yards in length and numbered 5 and 6, have been brought into use adjacent to Nos. 1 to 4 sidings with access via a hand point connection from the Neck/Through siding.

A Stop Board worded "Stop and Await Instructions" has been provided at the exit from the new sidings.

(OP4/RA/W.6707)

(19) (557)

Page 1.141 - FWE5.4 YATE SOUTH JN TO WESTERLEIGH

This page has been reprinted.

(K2/15/93)

Page 1.149 - FWE6.5 AYLESBURY TO CLAYDON L&NE JN

This page has been reprinted.

(K2/17/93)

K2-18D/5

GW1 Paddington to Foxhall Junction Page 1.1

Mileage	Running Lines	Location	Remarks
0 05		PADDINGTON	Lines controlled by Slough New (SN) signalling centre
0 26		Royal Oak	All lines bi-directional between Paddington and Ladbroke Grove
0 46		To Subway Junction	
GW101/26.7.93			

GWI Paddington to Foxhall Jn (continued)

Page 1.2

Mileage	Running Lines	Location	Remarks
0 61		To Paddington	Lines controlled by Slough New (SN) signalling centre
1 33		Subway Junction	All lines bi-directional between Paddington and Ladbrooke Grove
1 73		Portobello Jn	
2 06		Ladbrooke Grove	CRL Carriage Reception Line CL Carriage Line E&C Engine and Carriage
		To Old Oak Common	

GW102/26.7.93

GWI Paddington to Foxhall Jn (continued)

Page 1.3

Mileage	Running Lines	Location	Remarks
2 62		To Ladbrooke Grove	Lines controlled by Slough New (SN) signalling centre
2 64		Old Oak Common (OO)	
2 74		Old Oak Common Depot	
2 78		Old Oak Common West	DW Down/Up Wycombe RL1 44
3 14		# To Greenford (See Page 1.113)	
3 20		To Friars Jn	

GW103/2.7.93

RWE8.3 Par to Newquay (continued) Page 1.88

Mileage	Running Lines	Location	Remarks
THIS TABLE APPLIES TO CLASS 1xx DMU's ONLY			
287 76	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">50</div> <div style="margin-top: 5px;">A30</div> <div style="margin-top: 5px;">A5</div> </div>	To Goonbarrow Jn Molinnis LC (AOCL)	<div style="border: 1px solid black; border-radius: 50%; padding: 2px; text-align: center;">AWS</div>
288 03		BUGLE	
288 15	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">35</div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">40</div> <div style="margin-top: 2px;">OT</div> </div>		
290 40		ROCHE	
290 68		Holywell Crossing	<div style="border: 1px solid black; border-radius: 50%; padding: 2px; text-align: center;">T</div>
291 40	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">40</div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">50</div> </div>		
292 32	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">A40</div> <div style="margin-top: 5px;">A40</div> </div>	Tregoss Moor LC (AOCL)	
293 27	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">20</div> </div>		
293 35	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">50</div> </div>		
293 36		Solomans 1 Crossing	
293 41		Solomans 2 Crossing	
293 42	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">45</div> </div>		
293 52		Solomans 3 Crossing	
293 66	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">30</div> </div>		
294 00	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">50</div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">15</div> </div>		
294 21		St Dennis GF	
294 30	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">15</div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">25</div> </div>		
294 60	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">10</div> </div>		
294 65		Griggs Crossing	
294 70	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">10</div> </div>		
295 00	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">25</div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">40</div> </div>		
296 09	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">40</div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">50</div> </div>		
296 11		ST COLUMB ROAD	
296 22	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">A10</div> <div style="margin-top: 5px;">A15</div> </div>	Halloon LC (AOCL)	
	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">50</div> </div>	To Quintrel Downs	RWEB32DMU/28.6.93

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

FORMER WESTERN REGION

K2

19/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES**

AFFECTING

FORMER WESTERN REGION TRAIN CREWS

SATURDAY, 31 JULY 1993

to

FRIDAY, 6 AUGUST 1993

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

PADDINGTON AREA - Signalling Notice No. 63, which covers the final stage of the resignalling at Paddington Station, is now effective.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

Maximum Permissible Speed over Line 1 will be 40 mph. Maximum Permissible Speed in Sidings 1 and 2 will be 25 mph.

NOTE - Notice No. 63 should be amended as follows:-

1. Signals SN74, SN76, SN78 and SN80 at approximately 1mp should be altered to show a 4 Aspect arrangement with aspects Red-Yellow-Blank-Yellow.
2. Signals SN11, SN13, SN15, SN17 and SN19 should be shown in their final position, mounted on a gantry at 0m 22ch (approximately 40 yards from the current position, towards Reading).
3. Additional miniature fibre optic banner indicators should be shown at the Reading end of platforms 8 and 9 for signals SN15 and SN17.

There is no alteration to the meaning of the aspects displayed by any of these signals.

(See Section D)

(21) (GW1)

SOUTH WALES

FROM MONDAY 2 AUGUST - ABERGAVENNY - In connection with the construction of a new footbridge the South end of the station, the two engineers sidings situated behind the down platform will be recovered. The down refuge siding will be shortened and a new stop block positioned outside the signal box at 22m 75ch.

(RSW3)

(22)

K2-19C/1

WORKING OVER BOOK

MONDAY 2 AUGUST - MORTIMER - The temporary speed restriction on the Down line at 43m. 10ch. to 43m. 24ch. will become a 30 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet will be provided at 42m. 00ch. on the Down line.

(See Section D)

(R(SW)1046)

(22) (520)

MONDAY 2 AUGUST - MORTIMER - The temporary speed restriction on the Up line at 43m. 24ch. to 43m. 10ch. will become a 40 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet will be provided at 43m. 08ch. on the Up line.

(See Section D)

(R(SW)1046)

(22) (520)

MONDAY 2 AUGUST - BETWEEN DORKING WEST AND GOMSHALL - The temporary speed restriction on the Down line at 30m. 50ch. to 32m. 11ch. will become a 40 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet will be provided at 29m. 76ch. on the Down line.

(See Section D)

(R(SW)1046)

(22) (525)

SUNDAY 1 AUGUST - DORRINGTON - The existing up home lower quadrant semaphore signal no. 3 will be replaced by an upper quadrant semaphore signal on a new steel tubular post. The new signal will be at a reduced height of 16 feet above rail level and repositioned 2 yards nearer Dorrington signal box.

(22) (556)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

- * * PADDINGTON - Signals SN11, SN13, SN15, SN17 and SN19 have been moved
* from their straight post arrangements and mounted on a newly provided Gantry, approx 40 yards away from their current position further towards Reading. There has been no change to the meaning of the signals.

New miniature fibre optic banner indicators have been provided for signals SN15 and SN17 at the Reading end of platforms 8 and 9 respectively.

(19) (GW1)

K2-19C/2

PADDINGTON - Signals SN74, SN76, SN78 and SN80 at Paddington have been converted from a 3 Aspect Yellow-Red-Yellow arrangement to a 4 Aspect Red-Yellow-Blank-Yellow arrangement. There has been no change to the meaning of any of the aspects.

(20) (GW1)

KENSAL GREEN - Up Relief line signal SN134 has been provided with a special sign under the signal head consisting of a black cross on a yellow background similar to others in the Paddington area, to indicate to Drivers that they should not leave their trains to communicate with the Signaller until given an assurance that it is safe to do so.

Also, a black diagonal cross with a yellow roundel superimposed has been provided on the cabinet of the signal post telephone.

(See Section D)

(21) (GW1)

SWINDON STATION - Up Reversible Signal SN42 has had its position 4 and 5 junction indicators removed.

(20) (GW2.1)

* * SWINDON LOCOMOTIVE HOLDING SIDINGS - A new Stop Board worded "Stop
* Await Instructions" has been provided on the Shed Road on the station side of the concrete approach.

(19) (GW2.1)

BATH SPA - The banner repeater for Down Main Signal B6 has been renewed in fibre optic form.

(20) (GW2.1)

* * LAIRA DEPOT - The position light signal P191, that controls the movement of trains out of Laira depot sidings 7 to 10, has been renewed in the same position as an elevated position light signal, with the red/white light approximately 8 feet above rail level. The signal post telephone has been repositioned on the new signal post.

(19) (GW4)

HULLAVINGTON - The Ground Frame and associated points have been recovered and replaced with plain line.

The signal plate on Up Badminton line (Down direction) signal SND4 has been changed from a semi-automatic to automatic.

(See Section D)

(21) (GW6.1)

GLOUCESTER - BETWEEN BARNWOOD JUNCTION AND HORTON ROAD JUNCTION

Barnwood Sidings 17 to 21 have been taken out of use. The trailing crossover at Barnwood No. 2 Ground Frame has been clipped and padlocked for movements along the Up Goods Loop only. The connection giving access to a siding leading towards Barnwood No. 2 Ground Frame from Barnwood No. 1 Ground Frame has been clipped and padlocked for movements into the UKF Fertiliser siding only.

(21) (XC3)

BETWEEN EXETER, COWLEY BRIDGE JUNCTION AND CREDITON - The Up North Devon line signal no. E.154R situated at 174m 46ch has been repositioned 6 foot 6 inches nearer the single line. There has been no alteration to the height or meaning of the signal aspects.

(21) (RWE6.2)

SWINDON TO STANDISH JUNCTION - The following catchpoints have been removed:-

93m 35ch down line between Kemble and Sapperton GF
97m 67ch up line between St Mary's LC and Frampton Crossing

(See Section D)

(21) (RWE10)

KINGHAM STATION - The down platform at Kingham station has been temporarily reduced in length by 88 yards at the Worcester end until further notice.

Two Stop boards have been provided on the down platform as follows:

- 1) A board worded "DMU Stop" has been provided at the boundary between the closed section and open sections of the platform. Drivers of DMU trains booked to call at Kingham station must bring their trains to a stand at this board.
- 2) A board worded "HST + LH Stop" has been provided one power car/locomotive length beyond the boundary between the closed and open sections of the platform. Drivers of HST and Locomotive Hauled trains booked to call at Kingham station must bring their trains to a stand at this board.

(See Section D) (RRC/O/S/93/012)

(20) (RC11)

BETWEEN CREDITON AND OKEHAMPTON - BUTTISLAND ACCOMMODATION CROSSING AT 188m.03ch. - A Permanent Speed Restrictions has been imposed as follows in connection with safety improvements at the above crossing:

Direction	Restriction	Between
Down	40 m.p.h.	187m.69ch. and 188m.03ch.
Up	45 m.p.h.	188m.21ch. and 188m.03ch.

(See Section D)

(20) (FWE4.4)

- * * WESTERLEIGH - A hinged sign has been provided on the fence near the level crossing to indicate whether or not the Civil Engineer's Supervisor is on duty.

(See Section D)

(19) (FWE5.4)

SOUTH WALES

- * * CARDIFF CANTON - The points at 170m 70.9ch on No.11 road leading to the Zig-Zag have been secured out of use pending removal. A temporary stop block has been positioned at 170m 68ch on the Zig-Zag siding pending recovery of the redundant portion.

(19) (GW6.3)

RSW1.1 SWANSEA TO FISHGUARD HARBOUR

Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring signal box
239m 73ch	Bronyn Farm	Ferryside and Carmarthen Jn	Carmarthen Jn
258m 02ch	Iscoed	Carmarthen and Whitland	Whitland
(NEW ITEM) (See Section D)			(22) (RSW1.1)

- * * CENTRAL WALES LINE BETWEEN BUCKNELL AND KNIGHTON - THE HALL FARM 3 CROSSING AT 8M 26CH - Telephones have been provided at the above mentioned Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(19) (RSW2)

BETWEEN KNUCKLAS AND LLANGUNLLO - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions have been applied:-

Castle Gardens Crossing at 15m 24ch - 10 mph up direction from 15m 30ch to the crossing.

Heyope 2 Crossing at 17m 53ch - 15 mph up direction from 17m 60ch to the crossing.

(See Section D)

(20) (RSW2)

CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS - AT DOLAU LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box has been provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' has been erected 25 yards on the approach side of the crossing. The level crossing speed sign in the up direction has been recovered.

(21) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - GLANYRYNYS FARM O/A CROSSING NEAR LLANGADOG AT 23M 02CH - In connection with a level crossing safety improvement scheme, a 30 mph Up direction permanent speed restriction applies from 22m 68ch to the crossing. A triangular reflectorised 30 mph warning indicator has also been provided at 22m 28ch.

(See Section D)

(21) (RSW2)

- * * RSW2 CRAVEN ARMS TO LLANDEILO JN - The provision of telephones at the following Occupation/Accommodation crossings between Llangennech and Bynea has been postponed until further notice:-

Pencoed Uchaf 1 at 1m 77ch and
Ffos Fach Isaf at 1m 31ch.

(19) (RSW2)

GROVESEND COLLIERY LOOP JUNCTION - A Permanent Speed Restriction of 30 m.p.h. has been imposed on the Up line between 10m.06ch. and 10m.04ch.

(See Section D)

(20) (FWA1.6)

WORKING OVER BOOK

- * * TEMPLE MILLS EAST JUNCTION - The Limit of Shunt indicator on the Up Temple Mills line in rear of S 704 signal has been moved to a position 207 yards Copper Mill Junction side of signal S 704.

(SA 1.20)

(19) (506)

- * * WILLESDEN (HARLESDEN) - The trailing connection between the down fast line and up Low Level goods line (No. 356 points) have been temporarily taken out of use.

The trailing connection from the up Low Level goods line to 'G' sidings has been secured out of use pending replacement by plain line and 'G' sidings abolished.

Position light shunting signals WN.62 and WN.59 controlling movements to and from the sidings have been taken away and all other signal routes into the sidings disconnected.

Signals WN.87 and WN.88 at the north end of No.1 and No.2 Reception Sidings respectively no longer have a route to the up Low Level goods line (signal WN.62).

(OD14/93/8)(19)

(19) (507)

- * * SALISBURY DEPOT - The 3 and 6 car stopping mark boards in the Depot * Headshunt have been repositioned. The 3 car board has been moved 75 yards towards Wilton Junction. The 6 car board has been moved 25 yards towards Wilton Junction.

(R(SW)1057)

(19) (521/522)

BETWEEN AXMINSTER AND HONITON TUNNEL - The temporary speed restriction at 146m. 13ch. has become a 20 mph permanent speed restriction except that sprinter stock may travel at 85 mph. Reflectorised AWI boards with AWS have been provided at 145m. 01ch. in the Down direction and at 147m. 21ch. in the Up direction. Cancelling indicators have been provided for movements in the opposite direction.

(Amends item first shown in K2/17/93)

(See Section D)

(R(SW)1046)

(22) (521)

GUILDFORD: TAMPER ROADS 1 & 2 - "Stop: Await Instructions" boards have been erected at the exit of No.1 & No.2 Tamper Roads.

(NEW ITEM)

(R(SW)1037)

(22) (525)

REDHILL - A new facing connection has been provided in the Down Tonbridge Line 254 yards Redhill side of signal T495 and a trailing connection in the Down Tonbridge Sidings 563 yards Redhill side of signal T499. Secured out of use until further notice.

(21) (526)

REDHILL - A new facing crossover will be provided between the Up and Down Tonbridge Line. The toe of the points in the Down Tonbridge Line is 668 yards Redhill side of Signal T501 and the toe of the points in the Up Tonbridge Line is 139 yards Tonbridge side of Signal T504. Secured out of use until further notice.

(NEW ITEM)
K2-19C/7

SC-OP/140

(22) (526)

- * * TYSELEY STATION - Work on platform 3 has been completed and the * platform restored to its full length.

(RRC/O/S/HMRI.019)

(19) (540)

- * * NORTHFIELD STATION - At Northfield Station, the Down Slow platform * has been permanently shortened by 20 metres at the Redditch end.

A 'Trains To Stop Here' board has been temporarily provided.

ROM/S/S/0500/PT)

(19) (550)

SHREWSBURY, CREWE JUNCTION S.B. - The hand point connection from the Coal Concentration Siding to the B.P. Oil Terminal has been secured out of use pending removal.

(NEW ITEM)

(OP4/RA/W.6028)

(22) (556)

- * * CREWE BASFORD HALL - Two new sidings, 630 yards in length and * numbered 5 and 6, have been brought into use adjacent to Nos. 1 to 4 sidings with access via a hand point connection from the Neck/Through siding.

A Stop Board worded "Stop and Await Instructions" has been provided at the exit from the new sidings.

(OP4/RA/W.6707)

(19) (557)

BRITISH RAILWAYS

FORMER WESTERN REGION

K2

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

20/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 7 AUGUST 1993

to

FRIDAY, 13 AUGUST 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

FORMER LONDON MIDLAND REGION

546 DROITWICH SPA TO ROUND OAK

Tuesday 10 to Friday 13 August

245	Blakedown and Stourbridge Jn.	Down and Up BLOCKED	0045 to 0520 Each night Trackwork TRAINS DIVERTED.
-----	----------------------------------	------------------------	--

550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET

Sunday/Monday 8/9 August

246	Tamworth HL and Elford G.F.	Up BLOCKED	2300 Sun to 0500 Mon Trackwork SLW OVER DOWN.
-----	--------------------------------	---------------	---

556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Saturday/Sunday 7/8 August

247	Sutton Bridge Jn and Dorrington	Down BLOCKED Up BLOCKED	2330 Sat to 0900 Sun 2330 Sat to 1755 Sun Trackwork SLW OVER DOWN FROM 0900 SUN
248	Shrewsbury Crewe Jn and Prees	Down BLOCKED Up BLOCKED	0045 to 1030 0045 to 1700 Trackwork SLW OVER DOWN FROM 1030 SUN

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

Nil items

SOUTH WALES

SUNDAY 8 AUGUST - BETWEEN MARGAM MOORS JN AND STORMY - The catchpoint in the Up Main at 198m 27ch will be removed and replaced with plain line.

(See Periodical Operating Notice)

(23-24) (GW7)

FROM MONDAY 2 AUGUST TO THURSDAY 2 SEPTEMBER - CENTRAL WALES LINE - BETWEEN LLANDOVERY AND LLANDEILO - AT LLANGADOG LEVEL CROSSING (AOCL) - The existing rail Drivers flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(26) (RSW2)

FWA1.11 BARRY (EXCL) TO BRIDGEND (BARRY JN.) (EXCL)

From 10.00 hours Monday 9 August the following Permanent Speed Restrictions will be imposed in connection with level crossing safety improvements.

Morfa Farm Crossing at 10m.70ch.

25 m.p.h. Permanent Speed Restriction on the Down line between 10m.58ch. and 10m.70ch.

Old Rectory Crossing at 13m.48ch.

10 m.p.h. Permanent Speed Restriction on the Down line between 13m.43ch. and 13m.48ch. and on the Up line between 13m.53ch. and 13m.48ch.

Farmers Crossing at 13m.72ch.

20 m.p.h. Permanent Speed Restriction on the Down line between 13m.63ch. and 13m.72ch.

Wallas No.1 Crossing at 15m.29ch.

10 m.p.h. Permanent Speed Restriction on the Up line between 15m.34ch. and 15m.29ch.

(See Periodical Operating Notice)

(23-24) (FWA1.11)

WORKING OVER BOOK

SUNDAY 8 AUGUST - WATERLOO - The new five platform Waterloo International Terminal and connections with the Up Windsor and Windsor Reversible lines will be brought into use. The new platforms will be numbered 20 to 24. The route indicator on signal W.220 on the Up Windsor line and signal W.912 on the Windsor Reversible line will display the appropriate platform number when the route is set to the International Terminal.

E.P.S traincrews who will work into the International Terminal must be in possession of Signal Instruction No.5 - 1993 dated Sunday 4 April 1993.

(R(SW)1008/4) (23-24) (521)

TUESDAY 10 AUGUST - KINGSBURY S.F. - A new double sided "OFF" indicator will be provided 600 yards on the Birmingham side of signal 24, adjacent to the Down Main line which will be illuminated when signal 24 is showing a proceed aspect. A new "24 Wagon" board will also be provided adjacent to the Down Main line 500 yards on the Birmingham side of signal 24.

(OP4/RA/W.6125) (23-24) (550)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

PADDINGTON AREA - Signalling Notice No. 63, which covers the final stage of the resignalling at Paddington Station, is now effective.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

Maximum Permissible Speed over Line 1 is 40 mph. Maximum Permissible Speed in Sidings 1 and 2 is 25 mph.

NOTE - Notice No. 63 should be amended as follows:-

1. Signals SN74, SN76, SN78 and SN80 at approximately 1mp should be altered to show a 4 Aspect arrangement with aspects Red-Yellow-Blank-Yellow.
2. Signals SN11, SN13, SN15, SN17 and SN19 should be shown in their final position, mounted on a gantry at 0m 22ch (approximately 40 yards from the current position, towards Reading).
3. Additional miniature fibre optic banner indicators should be shown at the Reading end of platforms 8 and 9 for signals SN15 and SN17.

There is no alteration to the meaning of the aspects displayed by any of these signals.

(See Section D)

(21) (GW1)

- * * PADDINGTON - Signals SN74, SN76, SN78 and SN80 at Paddington have
* been converted from a 3 Aspect Yellow-Red-Yellow arrangement to a 4 Aspect Red-Yellow-Blank-Yellow arrangement. There has been no change to the meaning of any of the aspects.

(20) (GW1)

KENSAL GREEN - Up Relief line signal SN134 has been provided with a special sign under the signal head consisting of a black cross on a yellow background similar to others in the Paddington area, to indicate to Drivers that they should not leave their trains to communicate with the Signaller until given an assurance that it is safe to do so.

Also, a black diagonal cross with a yellow roundel superimposed has been provided on the cabinet of the signal post telephone.

(See Section D)

(21) (GW1)

- * * SWINDON STATION - Up Reversible Signal SN42 has had its position 4 and 5 junction indicators removed.

(20) (GW2.1)

- * * BATH SPA - The banner repeater for Down Main Signal B6 has been renewed in fibre optic form.

(20) (GW2.1)

HULLAVINGTON - The Ground Frame and associated points have been recovered and replaced with plain line.

The signal plate on Up Badminton line (Down direction) signal SND4 has been changed from a semi-automatic to automatic.

(See Section D)

(21) (GW6.1)

GLOUCESTER - BETWEEN BARNWOOD JUNCTION AND HORTON ROAD JUNCTION - Barnwood Sidings 17 to 21 have been taken out of use. The trailing crossover at Barnwood No. 2 Ground Frame has been clipped and padlocked for movements along the Up Goods Loop only. The connection giving access to a siding leading towards Barnwood No. 2 Ground Frame from Barnwood No. 1 Ground Frame has been clipped and padlocked for movements into the UKF Fertiliser siding only.

(21) (XC3)

BETWEEN EXETER, COWLEY BRIDGE JUNCTION AND CREDITON - The Up North Devon line signal no. E.154R situated at 174m 46ch has been repositioned 6 foot 6 inches nearer the single line. There has been no alteration to the height or meaning of the signal aspects.

(21) (RWE6.2)

SWINDON TO STANDISH JUNCTION - The following catchpoints have been removed:-

- 93m 35ch down line between Kemble and Sapperton GF
- 97m 67ch up line between St Mary's LC and Frampton Crossing

(See Section D)

(21) (RWE10)

- * * KINGHAM STATION - The down platform at Kingham station has been temporarily reduced in length by 88 yards at the Worcester end until further notice.

Two Stop boards have been provided on the down platform as follows:

- 1) A board worded "DMU Stop" has been provided at the boundary between the closed section and open sections of the platform. Drivers of DMU trains booked to call at Kingham station must bring their trains to a stand at this board.
- 2) A board worded "HST + LH Stop" has been provided one power car/locomotive length beyond the boundary between the closed and open sections of the platform. Drivers of HST and Locomotive Hauled trains booked to call at Kingham station must bring their trains to a stand at this board.

(See Section D) (RRC/O/S/93/012)

(20) (RC11)

- * * BETWEEN CREDITON AND OKEHAMPTON - BUTTISLAND ACCOMMODATION CROSSING
* AT 188m.03ch. - A Permanent Speed Restrictions has been imposed as follows in connection with safety improvements at the above crossing:

Direction	Restriction	Between
Down	40 m.p.h.	187m.69ch. and 188m.03ch.
Up	45 m.p.h.	188m.21ch. and 188m.03ch.

(See Section D)

(20) (FWE4.4)

SOUTH WALES

RSW1.1 SWANSEA TO FISHGUARD HARBOUR

Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring signal box
239m 73ch	Bronyn Farm	Ferryside and Carmarthen Jn	Carmarthen Jn
258m 02ch	Iscoed	Carmarthen and Whitland	Whitland

(See Section D)

(22) (RSW1.1)

* * BETWEEN KNUCKLAS AND LLANGUNLLO - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions have been applied:-

Castle Gardens Crossing at 15m 24ch - 10 mph up direction from 15m 30ch to the crossing.

Heyope 2 Crossing at 17m 53ch - 15 mph up direction from 17m 60ch to the crossing.

(See Section D)

(20) (RSW2)

CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS - AT DOLAU LEVEL CROSSING (AOCL)

The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box has been provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' has been erected 25 yards on the approach side of the crossing. The level crossing speed sign in the up direction has been recovered.

(21) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - GLANYRYNYS FARM O/A CROSSING NEAR LLANGADOG AT 23M 02CH - In connection with a level crossing safety improvement scheme, a 30 mph Up direction permanent speed restriction applies from 22m 68ch to the crossing. A triangular reflectorised 30 mph warning indicator has also been provided at 22m 28ch.

(See Section D)

(21) (RSW2)

ABERGAVENNY - In connection with the construction of a new footbridge at the South end of the station, the two engineers sidings situated behind the down platform have been recovered. The down refuge siding has been shortened and a new stop block positioned outside the signal box at 22m 75ch.

(22) (RSW3)

BETWEEN LITTLE MILL JUNCTION AND PONTYPOOL - The catchpoint at 31m 07ch on the down line previously shown as being clipped out of use, has now been removed.

(New Item)

(See section D)

(23-24) (RSW3)

* * GROVESEND COLLIERY LOOP JUNCTION - A Permanent Speed Restriction of 30 m.p.h. has been imposed on the Up line between 10m.06ch. and 10m.04ch.

(See Section D)

(20) (FWA1.6)

WORKING OVER BOOK

WILLESSEN - The existing searchlight-type signal (WN.71) situated at the south end of Down Through Siding No.2 has been renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal has been renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal has been provided on a separate post.

The existing searchlight-type signal (WN.72) situated at the south end of Down Through Siding No.1 has been renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal has been renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal has been provided on a separate post.

(New Item)

(OD14/93/8)

(23-24) (507)

WILLESSEN NEW 'E' SIDINGS - Sidings A and B have been shortened by 40 yards and the buffer stops re-positioned accordingly.

(New Item)

(OD14/87/48)

(23-24) (507)

MORTIMER - The temporary speed restriction on the Down line at 43m. 10ch. to 43m. 24ch. has become a 30 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet has been provided at 42m. 00ch. on the Down line.

(See Section D) (R(SW)1046)

(22) (520)

MORTIMER - The temporary speed restriction on the Up line at 43m. 24ch. to 43m. 10ch. has become a 40 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet has been provided at 43m. 08ch. on the Up line.

(See Section D) (R(SW)1046)

(22) (520)

BETWEEN AXMINSTER AND HONITON TUNNEL - The temporary speed restriction at 146m. 13ch. has become a 20 mph permanent speed restriction except that sprinter stock may travel at 85 mph. Reflectorised AWI boards with AWS have been provided at 145m. 01ch. in the Down direction and at 147m. 21ch. in the Up direction. Cancelling indicators have been provided for movements in the opposite direction.

(See Section D) (R(SW)1046)

(22) (521)

BETWEEN DORKING WEST AND GOMSHALL - The temporary speed restriction on the Down line at 30m. 50ch. to 32m. 11ch. has become a 40 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet has been provided at 29m. 76ch. on the Down line.

(See Section D) (R(SW)1046)

(22) (525)

GUILDFORD: TAMPER ROADS 1 & 2 - "Stop: Await Instructions" boards have been erected at the exit of No.1 & No.2 Tamper Roads.

(R(SW)1037)

(22) (525)

REDHILL - A new facing connection has been provided in the Down Tonbridge Line 254 yards Redhill side of signal T495 and a trailing connection in the Down Tonbridge Sidings 563 yards Redhill side of signal T499. Secured out of use until further notice.

(21) (526)

REDHILL - A new facing crossover will be provided between the Up and Down Tonbridge Line. The toe of the points in the Down Tonbridge Line is 668 yards Redhill side of Signal T501 and the toe of the points in the Up Tonbridge Line is 139 yards Tonbridge side of Signal T504. Secured out of use until further notice.

SC-OP/140

(22) (526)

LEAMINGTON SPA - The Down Bay Platform has been shortened by 24 metres. The down side Dock Road has been taken out of use. The down side Centre Dock Road has been slewed to a new position and shortened by 10 metres.

(New Item)

(ROM/S/5/0500/PT)

(23-24) (538)

DORRINGTON - The existing up home lower quadrant semaphore signal no. 3 has been replaced by an upper quadrant semaphore signal on a new steel tubular post. The new signal is at a reduced height of 16 feet above rail level and repositioned 2 yards nearer Dorrington signal box.

(22) (556)

SHREWSBURY, CREWE JUNCTION S.B. - The hand point connection from the Coal Concentration Siding to the B.P. Oil Terminal has been secured out of use pending removal.

(OP4/RA/W.6028)

(22) (556)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
SOUTH WALES - BR30012
(Dated April 1993)

SECTION 1 - TABLE A

Page 1.42 - RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS

Down line at 31m 07ch - Delete catchpoint symbol in running lines column and information in remarks column.

(K2/20/93)

MISCELLANEOUS INSTRUCTIONS

* *
*

SIGNAL POST TELEPHONES - DISCONNECTIONS

Due to S & T testing, the SPTs at the following signals will be out of service; the provisions of Rule Book, Section K, clause 3.3, must be observed:-

MONDAY 9 AUGUST 0900-1600 Chipping Sodbury & Stoke Gifford Areas

B102	Chipping Sodbury	DB107	Westerleigh Jn
B117	" "	DB108	" "
B402	" "	DB109A	Stoke Gifford
B417	" "	DB98	Chipping Sodbury
B804	" "	UB103	" "
BD4	" "	UB109A	Stoke Gifford
DB101	" "	UB99	Chipping Sodbury

TUESDAY 10 AUGUST 0900-1600 Chipping Sodbury & Stoke Gifford Areas

B104	Chipping Sodbury	DB109B	Stoke Gifford
B113	Westerleigh Jn	DB96	Chipping Sodbury
B115	" "	DB99	" "
B119	Chipping Sodbury	UB108	Westerleigh Jn
B802	" "	UB109B	Stoke Gifford
BU3	" "	UB98	Chipping Sodbury

(Continued over)

MISCELLANEOUS INSTRUCTIONS - continued

SIGNAL POST TELEPHONES - DISCONNECTIONS (continued)

WEDNESDAY 11 AUGUST 0900-1600 Stoke Gifford & Pilning Areas

B101	Pilning	B312	Stoke Gifford
B105	Patchway	B411	" "
B107	Stoke Gifford	UB110A	" "
B112	" "	UB110B	" "
B118	Pilning	UT6	Patchway
B143	Stoke Gifford	UT7	" "

(K2/20/93)

* *

BETWEEN LYDNEY AND AWRE
TEMPORARY BLOCK WORKING - SUNDAY 8 AUGUST

Temporary Block Working will be introduced in accordance with T.C.B. Regulation 11.7 between Lydney and Awre Junction on the Up Main line only on Sunday, 8th August, from 10.00 hours until 18.00 hours or until completion, as follows:-

Up Line

Between signals N171 and UM127.

Drivers must obey the instructions of the handsignalman.

(K2/20/93)

FORMER LONDON MIDLAND REGION

BRENT SIDINGS AND ACTON WELLS

Until further notice, trains are authorised to work with a locomotive attached in rear between Brent Sidings and Acton Wells Junction via Willesden West London Junction and the South West lines.

Except in an emergency, the Driver of the rear locomotive must not apply traction power or interfere with the braking of the train and must be prepared for colour-light signals returning to Danger before his locomotive has passed them.

(ROM CREWE)

(K2/20/93)

K2-20D/2

MISCELLANEOUS INSTRUCTIONS - continued

* * ENGINEERING WORK ON THE DOWN AND UP THROUGH SIDINGS AT TYSELEY

*

FROM 0001 UNTIL 1600 SUNDAY 8 AUGUST

During the above period, the down and up through sidings will be taken out of use at the Small Heath end.

Temporary buffer stops will be provided on the down through siding 28 yards before reaching signal SY.172 and in the same location on the up through siding. The remaining section of the Small Heath end of the down through siding will become a reversing neck for movements from Tyseley sidings.

A handsignalman will be provided for movements from signals TS.14, TS.19 and TS.27 requiring to proceed towards the temporary buffer stop on the down through siding to reverse.

(20)

(RRC/O/S/93/045)

(540) (K2/20/93)

Swindon
29 July 1993

A.Hancock
Operations Manager
InterCity Great Western

Hobbs the Printers of Southampton

K2-20D/3

BRITISH RAILWAYS

FORMER WESTERN REGION

K2

21/93

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

on FORMER WESTERN REGION

and on OTHER LINES

AFFECTING

FORMER WESTERN REGION TRAIN CREWS

SATURDAY, 14 AUGUST 1993

to

FRIDAY, 20 AUGUST 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

FORMER LONDON MIDLAND REGION

538 FENNY COMPTON TO GALTON JUNCTION VIA COVENTRY

Tuesday 17 August

238	Birmingham New St and Soho South Jn	Down and Up BLOCKED	0335 to 0500 Tunnel work TRAINS DIVERTED
-----	--	------------------------	--

550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET

Sunday/Monday 15/16 August

239	Tamworth and Elford	Up BLOCKED	2300 Sun to 0600 Mon Trackwork SLW OVER DOWN
-----	------------------------	---------------	--

556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Sunday 15 August

240	Shrewsbury Crewe Jn and Wrenbury	Down BLOCKED Up BLOCKED	0045 to 1030 0045 to 1700 Trackwork SLW OVER DOWN FROM 1030
-----	-------------------------------------	----------------------------------	--

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE NOTICE - BETWEEN FRIDAY 10 SEPTEMBER AND MONDAY 13 SEPTEMBER -
BETWEEN DIDCOT AND SWINDON - Signalling Notice No. 64 is now being
distributed.

Traincrews and others concerned who do not receive their copy by 20 August
should contact their Supervisor.

The following amendments are required to notice No. 64:-

Page 2, paragraph d) (i) Delete final sentence and substitute:-

"When signal SN.89 is displaying a double yellow aspect, signal SN.93 will
be displaying a single yellow aspect. When signal SN.89 is displaying a
single yellow aspect, signal SN.93 will be red."

Paragraph d) (ii) Delete final sentence and substitute:-

"When signal SB.992 is displaying a double yellow aspect, signal SB.986
will be displaying a single yellow aspect. When signal SB.992 is
displaying a single yellow aspect, signal SB.986 will be red."

Page 3, paragraph 3. (i) Amend to read "Reversible signalling will"

Page 4, Signal Routes - Amend Signal SN 693 "DY" to read "M".

(29) (GW2.1)

MONDAY 16 AUGUST - BETWEEN GLOUCESTER YARD JUNCTION AND TUFFLEY -
ROBINSWOOD FOOTPATH CROSSING AT 93 miles 63 chains - At 08.00 hours,
'Whistle' boards will be erected on the approach to this crossing as
follows:-

Up line in Up direction	440 yards
Down Line in Up direction	293 yards
Down Line in Down direction	440 yards
Up Line in Down direction	293 yards

ROM/S/S/0500/PT

(24) (XC3)

FROM 08.00 MONDAY 16 AUGUST - PENZANCE HST DEPOT - The stop boards
applicable to the fuel road, shed road and no. 4 road will be altered to
apply to the fuel road and no. 4 road only. New position light signals
will be provided to control movements on the shed line and into the HST
shed.

(See Section D)

(24) (RWE7)

CORNISH BRANCH LINES - REPLACEMENT OF FIXED DISTANT SIGNALS WITH REFLECTORISED DISTANT BOARDS - New reflectorised distant boards will be provided at the same locations as the old fixed distant arms on the dates and times shown below. The new boards are 900 mm square and their centres are 9 feet above rail level. The new distant boards will be uncovered before the old arms are removed therefore traincrews should note that both types of signals may be displayed for approximately 30 minutes.

TUESDAY 17 AUGUST - BETWEEN 08.00 AND 16.00 - RWE8.2 - LISKEARD TO LOOE
 Coombe Junction down distant at 7m 23ch
 Coombe Junction up distant at 6m 30ch
 Liskeard up branch distant at 8m 38ch

FWE4.7 - LOSTWITHIEL TO CARNE POINT
 Lostwithiel up branch distant at 227m 77ch

WEDNESDAY 18 AUGUST - BETWEEN 08.00 AND 16.00 -
RWE8.4 - PENWITHERS JUNCTION TO FALMOUTH
 Falmouth down distant at 311m 44ch

RWE8.5 - ST ERTH TO ST IVES
 St Erth up branch distant at 321m 75ch
 St Ives down distant at 324m 62ch

(24)

SOUTH WALES

FROM MONDAY 2 AUGUST TO THURSDAY 2 SEPTEMBER - CENTRAL WALES LINE - BETWEEN LLANDOVERY AND LLANDEILO - AT LLANGADOG LEVEL CROSSING (AOCL) -
 The existing rail Drivers flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(26) (RSW2)

WORKING OVER BOOK

COMMENCING MONDAY 16 AUGUST - CHURCH STRETTON SIGNAL BOX - 12M 54CH -
 Church Stretton Signal Box will not be staffed on a regular basis from Monday 16 August. Arrangements can be made for the signal box to be opened for emergency working, engineering work or for S&T testing purposes on the authority of the Operations and Safety Manager at Gloucester Extn: 075 2300.

(24) (556)

K2-21C/2

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

- * * **PADDINGTON AREA** - Signalling Notice No. 63, which covers the final stage of the resignalling at Paddington Station, is now effective.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

Maximum Permissible Speed over Line 1 is 40 mph. Maximum Permissible Speed in Sidings 1 and 2 is 25 mph.

NOTE - Notice No. 63 should be amended as follows:-

1. Signals SN74, SN76, SN78 and SN80 at approximately 1mp should be altered to show a 4 Aspect arrangement with aspects Red-Yellow-Blank-Yellow.
2. Signals SN11, SN13, SN15, SN17 and SN19 should be shown in their final position, mounted on a gantry at 0m 22ch (approximately 40 yards from the current position, towards Reading).
3. Additional miniature fibre optic banner indicators should be shown at the Reading end of platforms 8 and 9 for signals SN15 and SN17.

There is no alteration to the meaning of the aspects displayed by any of these signals.

(See Section D)

(21) (GW1)

- * * **KENSAL GREEN** - Up Relief line signal SN134 has been provided with a special sign under the signal head consisting of a black cross on a yellow background similar to others in the Paddington area, to indicate to Drivers that they should not leave their trains to communicate with the Signalman until given an assurance that it is safe to do so.

Also, a black diagonal cross with a yellow roundel superimposed has been provided on the cabinet of the signal post telephone.

(See Section D)

(21) (GW1)

- * * **HULLAVINGTON** - The Ground Frame and associated points have been recovered and replaced with plain line.

The signal plate on Up Badminton line (Down direction) signal SND4 has been changed from a semi-automatic to automatic.

(See Section D)

(21) (GW6.1)

K2-21C/3

- * * GLOUCESTER - BETWEEN BARNWOOD JUNCTION AND HORTON ROAD JUNCTION -
 * Barnwood Sidings 17 to 21 have been taken out of use. The trailing crossover at Barnwood No. 2 Ground Frame has been clipped and padlocked for movements along the Up Goods Loop only. The connection giving access to a siding leading towards Barnwood No. 2 Ground Frame from Barnwood No. 1 Ground Frame has been clipped and padlocked for movements into the UKF Fertiliser siding only.

(21) (XC3)

- * * BETWEEN EXETER, COWLEY BRIDGE JUNCTION AND CREDITON - The Up North Devon line signal no. E.154R situated at 174m 46ch has been repositioned 6 foot 6 inches nearer the single line. There has been no alteration to the height or meaning of the signal aspects.

(21) (RWE6.2)

- * * SWINDON TO STANDISH JUNCTION - The following catchpoints have been removed:-
 93m 35ch down line between Kemble and Sapperton GF
 97m 67ch up line between St Mary's LC and Frampton Crossing

(See Section D)

(21) (RWE10)

SOUTH WALES

BRYN-Y-GWYNON LEVEL CROSSING (BETWEEN CARDIFF AND BRIDGEND) - This level crossing has been reduced to a footpath only and the crossing box has been closed.

(New Item)

(See Section D)

(24) (GW7)

BETWEEN MARGAM MOORS JN AND STORMY - The catchpoint in the Up Main at 198m 27ch has been removed and replaced with plain line.

(See Periodical Operating Notice)

(23-24) (GW7)

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring signal box
239m 73ch	Bronyn Farm	Ferryside and Carmarthen Jn	Carmarthen Jn
258m 02ch	Iscoed	Carmarthen and Whitland	Whitland

(See Section D)

(22) (RSW1.1)

- * * CENTRAL WALES LINE - BETWEEN CRAVEN ARMS AND LLANDRINDOD WELLS - AT
 * DOLAU LEVEL CROSSING (AOCL) - The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box has been provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' has been erected 25 yards on the approach side of the crossing. The level crossing speed sign in the up direction has been recovered.

(21) (RSW2)

- * * RSW2 CRAVEN ARMS TO LLANDEILO JN - GLANYRYNYS FARM O/A CROSSING NEAR
 * LLANGADOG AT 23M 02CH - In connection with a level crossing safety improvement scheme, a 30 mph Up direction permanent speed restriction applies from 22m 68ch to the crossing. A triangular reflectorised 30 mph warning indicator has also been provided at 22m 28ch.

(See Section D)

(21) (RSW2)

BETWEEN HEREFORD AND TRAM INN - WILLOX BRIDGE 1 CROSSING AT 5M 22CH -
 Telephones have been provided at the above mentioned Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn.

(New Item)

(See Section D)

(24) (RSW3)

ABERGAVENNY - In connection with the construction of a new footbridge at the South end of the station, the two engineers sidings situated behind the down platform have been recovered. The down refuge siding has been shortened and a new stop block positioned outside the signal box at 22m 75ch.

(22) (RSW3)

BETWEEN LITTLE MILL JUNCTION AND PONTYPOOL - The catchpoint at 31m 07ch on the down line previously shown as being clipped out of use, has now been removed.

(See section D)

(23-24) (RSW3)

FWA1.11 BARRY (EXCL) TO BRIDGEND (BARRY JN.) (EXCL) - The following Permanent Speed Restrictions have been imposed in connection with level crossing safety improvements.

Morfa Farm Crossing at 10m.70ch.

25 m.p.h. Permanent Speed Restriction on the Down line between 10m.58ch. and 10m.70ch.

Old Rectory Crossing at 13m.48ch.

10 m.p.h. Permanent Speed Restriction on the Down line between 13m.43ch. and 13m.48ch. and on the Up line between 13m.53ch. and 13m.48ch.

Farmers Crossing at 13m.72ch.

20 m.p.h. Permanent Speed Restriction on the Down line between 13m.63ch. and 13m.72ch.

Wallas No.1 Crossing at 15m.29ch.

10 m.p.h. Permanent Speed Restriction on the Up line between 15m.34ch. and 15m.29ch.

(See Periodical Operating Notice) (23-24) (FWA1.11)

WORKING OVER BOOK

STRATFORD - The unwired trailing crossover between the Down Main and Up Main, located at the country side of Angel Lane bridge between Stratford and Maryland, has been clipped out of use. The associated ground position light signals, S95 and S102, have been abolished.

(New Item) (23/SA 1.5) (24) (503)

BETWEEN ROYDON AND HARLOW TOWN - The level crossings located at 20m 30ch and 25m 20ch will be provided with telephones communicating with Roydon and Harlow Mill signal boxes respectively.

(New Item) (See Section D) (23/SA5.17/18) (24) (506)

WILLES DEN - The existing searchlight-type signal (WN.71) situated at the south end of Down Through Siding No.2 has been renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal has been renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal has been provided on a separate post.

The existing searchlight-type signal (WN.72) situated at the south end of Down Through Siding No.1 has been renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal has been renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal has been provided on a separate post.

(OD14/93/8) (23-24) (507)

K2-21C/6

WILLES DEN NEW 'E' SIDINGS - Sidings A and B have been shortened by 40 yards and the buffer stops re-positioned accordingly.

(OD14/87/48) (23-24) (507)

MORTIMER - The temporary speed restriction on the Down line at 43m. 10ch. to 43m. 24ch. has become a 30 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet has been provided at 42m. 00ch. on the Down line.

(See Section D) (R(SW)1046) (22) (520)

MORTIMER - The temporary speed restriction on the Up line at 43m. 24ch. to 43m. 10ch. has become a 40 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet has been provided at 43m. 08ch. on the Up line.

(See Section D) (R(SW)1046) (22) (520)

WATERLOO - The new five platform Waterloo International Terminal and connections with the Up Windsor and Windsor Reversible lines have been brought into use. The new platforms are numbered 20 to 24. The route indicator on signal W.220 on the Up Windsor line and signal W.912 on the Windsor Reversible line will display the appropriate platform number when the route is set to the International Terminal.

E.P.S traincrews who will work into the International Terminal must be in possession of Signal Instruction No.5 - 1993 dated Sunday 4 April 1993.

(R(SW)1008/4) (23-24) (521)

BETWEEN AXMINSTER AND HONITON TUNNEL - The temporary speed restriction at 146m. 13ch. has become a 20 mph permanent speed restriction except that sprinter stock may travel at 85 mph. Reflectorised AWI boards with AWS have been provided at 145m. 01ch. in the Down direction and at 147m. 21ch. in the Up direction. Cancelling indicators have been provided for movements in the opposite direction.

(See Section D) (R(SW)1046) (22) (521)

BETWEEN DORKING WEST AND GOMSHALL - The temporary speed restriction on the Down line at 30m. 50ch. to 32m. 11ch. has become a 40 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet has been provided at 29m. 76ch. on the Down line.

(See Section D) (R(SW)1046) (22) (525)

K2-21C/7

GUILDFORD: TAMPER ROADS 1 & 2 - "Stop: Await Instructions" boards have been erected at the exit of No.1 & No.2 Tamper Roads.

(R(SW)1037)

(22) (525)

* * REDHILL - A new facing connection has been provided in the Down Tonbridge Line 254 yards Redhill side of signal T495 and a trailing connection in the Down Tonbridge Sidings 563 yards Redhill side of signal T499. Secured out of use until further notice.

(21) (526)

REDHILL - A new facing crossover will be provided between the Up and Down Tonbridge Line.
The toe of the points in the Down Tonbridge Line is 668 yards Redhill side of Signal T501 and the toe of the points in the Up Tonbridge Line is 139 yards Tonbridge side of Signal T504. Secured out of use until further notice.

SC-OP/140

(22) (526)

LEAMINGTON SPA - The Down Bay Platform has been shortened by 24 metres. The down side Dock Road has been taken out of use.
The down side Centre Dock Road has been slewed to a new position and shortened by 10 metres.

(ROM/S/S/0500/PT)

(23-24) (538)

KINGSBURY S.F. - A new double sided "OFF" indicator has been provided 600 yards on the Birmingham side of signal 24, adjacent to the Down Main line which will be illuminated when signal 24 is showing a proceed aspect. A new "24 Wagon" board has also been provided adjacent to the Down Main line 500 yards on the Birmingham side of signal 24.

(OP4/RA/W.6125)

(23-24) (550)

DORRINGTON - The existing up home lower quadrant semaphore signal no. 3 has been replaced by an upper quadrant semaphore signal on a new steel tubular post. The new signal is at a reduced height of 16 feet above rail level and repositioned 2 yards nearer Dorrington signal box.

(22) (556)

SHREWSBURY, CREWE JUNCTION S.B. - The hand point connection from the Coal Concentration Siding to the B.P. Oil Terminal has been secured out of use pending removal.

(OP4/RA/W.6028)

(22) (556)

K2-21C/8

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
LONDON & WEST OF ENGLAND - BR30069
(Dated April 1993)

SECTION 3 - GENERAL INSTRUCTIONS

Page 3.46 - CLASS 253/254 TRAINS: PARTIAL FAILURE OF TRAIN

Delete paragraphs shown on page 3.46 and substitute the following:-

Clause 21 of the Working instructions of Class 253/254 trains applies and assistance must be provided before entering the following sections of line when only one power car is available for traction purposes:-

Exeter St David's to Exeter Central
+Par to Newquay

+ - NOTE: Assistance must be provided on the front from Par. When the train returns from Newquay in the Up direction, the assisting locomotive should not normally apply power, and MUST NOT apply power when approaching AOCL level crossings. A class 253/254 train may leave Newquay with one power car only available for traction purposes.

*Newton Abbot to Plymouth

Then as printed on page 3.47....

(K2/21/93)

K2-21D/1

BRITISH RAILWAYS

FORMER WESTERN REGION

K2-55
RAIL FREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

22/93
1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 21 AUGUST 1993

to

FRIDAY, 27 AUGUST 1993

(Inclusive)

SECTION B - continued

30

K

At or between	Lines Blocked	Remarks
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE contd		
Friday 27 August		
226 Holmes Chapel and Sandbach North Jn.	Up BLOCKED	00 01 to 05 30 Trackwork SLW OVER DOWN

K2-22B/6

SECTION C

31

K

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note must be taken of them.

LONDON & WEST OF ENGLAND

ADVANCE NOTICE - BETWEEN FRIDAY 10 SEPTEMBER AND MONDAY 13 SEPTEMBER - BETWEEN DIDCOT AND SWINDON - Signalling Notice No. 64 has now been distributed.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

The following amendments are required to notice No. 64:-

Page 2, paragraph d) (i) Delete final sentence and substitute:-

"When signal SN.89 is displaying a double yellow aspect, signal SN.93 will be displaying a single yellow aspect. When signal SN.89 is displaying a single yellow aspect, signal SN.93 will be red."

Paragraph d) (ii) Delete final sentence and substitute:-

"When signal SB.992 is displaying a double yellow aspect, signal SB.986 will be displaying a single yellow aspect. When signal SB.992 is displaying a single yellow aspect, signal SB.986 will be red."

Page 3, paragraph 3. (i) Amend to read "Reversible signalling will"

Page 4, Signal Routes - Amend Signal SN 693 "DY" to read "M".

(29) (GW2.1)

AT 10.00 MONDAY 23 AUGUST - RWE8.2 LISKEARD TO LOOE - The following permanent speed restrictions will be withdrawn approaching the occupation/accommodation crossings indicated :-

Bolitho 2 Crossing 7m 77ch - 5 mph down direction from 8m 00ch
Causeland Crossing 3m 57ch - 5 mph down direction from 3m 61ch
10 mph up direction from 3m 52ch

(See Section D)

(25) (RWE8.2)

SUNDAY 22 AUGUST - WARMINSTER - The down platform at Warminster will be lengthened at the Salisbury end by 22 metres. The temporary scaffolding extension will be removed, which will shorten the Westbury end by 16.5 metres.

(25) (RWE9.2)

K2-22C/1

SOUTH WALES

SATURDAY 21 AUGUST - SEVERN TUNNEL AREA - Road style "No Entry" signs will be provided on the western face of Ableton Lane Tunnel (at 10m 55ch) and the bridge at 15m 57ch on the Up and Down cess. These signs will face Severn Tunnel and are for the use of emergency services vehicles only. They have no relevance to train drivers.

(25) (GW6.3)

AT 10.00 THURSDAY 26 AUGUST - RSW1.2 WHITLAND TO PEMBROKE DOCK MASONS 1 CROSSING AT 261M 71CH - In connection with a level crossing safety improvement scheme, a 30 mph up direction permanent speed restriction will be applied from 262m 05ch to the crossing.

(See section D item)

(25) (RSW1.2) --

AT 10.00 THURSDAY 26 AUGUST - RSW2 CRAVEN ARMS JN TO LLANDEILO JN BETWEEN LLANDRINDOD WELLS AND LLANWRTYD WELLS - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions will be applied :-

Greenfields Crossing at 33m 32ch and Howey Crossing at 33m 33ch - 10 mph down direction from 33m 27ch to Howey Crossing and 25 mph up direction from 33m 45ch to Greenfields Crossing.

Aberdulais Farm Crossing at 43m 30ch - 20 mph up direction from 43m 39ch to the crossing.

(See section D item)

(25) (RSW2)

FROM MONDAY 2 AUGUST TO THURSDAY 2 SEPTEMBER - CENTRAL WALES LINE - BETWEEN LLANDOVERY AND LLANDEILO - AT LLANGADOG LEVEL CROSSING (AOCL) - The existing rail Drivers flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(26) (RSW2)

AT 10.00 MONDAY 23 AUGUST - RHYMNEY TO BARRY ISLAND - GRANGETOWN GROUND FRAME AT 0M 69CH - The facing connection leading towards the Penarth Harbour Branch at Grangetown ground frame will be clipped and padlocked in the normal position pending recovery.

(25) (RSW5.1)

K2-22C/2

WORKING OVER BOOK

SUNDAY 22 AUGUST - HARPENDEN JUNCTION - The trailing catch points in the Down Fast line at 24 miles 13 chains will be removed and replaced by plain line.

(See Section D)

(ROM/S/S/0500/PT) (25) (511B)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

BETWEEN GLOUCESTER YARD JUNCTION AND TUFFLEY - ROBINSWOOD FOOTPATH CROSSING AT 93 miles 63 chains - 'Whistle' boards have been erected on the approach to this crossing as follows:-

Up line in Up direction	440 yards
Down Line in Up direction	293 yards
Down Line in Down direction	440 yards
Up Line in Down direction	293 yards

ROM/S/S/0500/PT

(24) (XC3)

PENZANCE HST DEPOT - The stop boards applicable to the fuel road, shed road and no. 4 road have been altered to apply to the fuel road and no. 4 road only. New position light signals have been provided to control movements on the shed line and into the HST shed.

(See Section D)

(24) (RWE7)

CORNISH BRANCH LINES - REPLACEMENT OF FIXED DISTANT SIGNALS WITH REFLECTORISED DISTANT BOARDS - New reflectorised distant boards have been provided at the same locations as the old fixed distant arms. The new boards are 900 mm square and their centres are 9 feet above rail level.

RWE8.2 - LISKEARD TO LOOE

Coombe Junction down distant at 7m 23ch
Coombe Junction up distant at 6m 30ch
Liskeard up branch distant at 8m 38ch

FWE4.7 - LOSTWITHIEL TO CARNE POINT

Lostwithiel up branch distant at 227m 77ch

RWE8.4 - PENWITHERS JUNCTION TO FALMOUTH

Falmouth down distant at 311m 44ch

RWE8.5 - ST ERTH TO ST IVES

St Erth up branch distant at 321m 75ch
St Ives down distant at 324m 62ch

(24)

K2-22C/3

SOUTH WALES

BRYN-Y-GWYNON LEVEL CROSSING (BETWEEN CARDIFF AND BRIDGEND) - This level crossing has been reduced to a footpath only and the crossing box has been closed.

(See Section D)

(24) (GW7)

BETWEEN MARGAM MOORS JN AND STORMY - The catchpoint in the Up Main at 198m 27ch has been removed and replaced with plain line.

(See Periodical Operating Notice)

(23-24) (GW7)

* * RSW1.1 SWANSEA TO FISHGUARD HARBOUR - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring signal box
239m 73ch	Bronyn Farm	Ferryside and Carmarthen Jn	Carmarthen Jn
258m 02ch	Iscoed	Carmarthen and Whitland	Whitland

(See Section D)

(22) (RSW1.1)

BETWEEN HEREFORD AND TRAM INN - WILLOX BRIDGE 1 CROSSING AT 5M 22CH - NOTE: With reference to K2/21 page 37 - the correct mileage for the crossing is 5m 55ch.

Telephones have been provided at the above mentioned Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn.

(See Section D item)

(24) (RSW3)

* * ABERGAVENNY - In connection with the construction of a new footbridge at the South end of the station, the two engineers sidings situated behind the down platform have been recovered. The down refuge siding has been shortened and a new stop block positioned outside the signal box at 22m 75ch.

(22) (RSW3)

BETWEEN LITTLE MILL JUNCTION AND PONTYPOOL - The catchpoint at 31m 07ch on the down line previously shown as being clipped out of use, has now been removed.

(See section D)

(23-24) (RSW3)

K2-22C/4

FWA1.11 BARRY (EXCL) TO BRIDGEND (BARRY JN.) (EXCL) - The following Permanent Speed Restrictions have been imposed in connection with level crossing safety improvements.

Morfa Farm Crossing at 10m.70ch.

25 m.p.h. Permanent Speed Restriction on the Down line between 10m.58ch. and 10m.70ch.

Old Rectory Crossing at 13m.48ch.

10 m.p.h. Permanent Speed Restriction on the Down line between 13m.43ch. and 13m.48ch. and on the Up line between 13m.53ch. and 13m.48ch.

Farmers Crossing at 13m.72ch.

20 m.p.h. Permanent Speed Restriction on the Down line between 13m.63ch. and 13m.72ch.

Wallas No.1 Crossing at 15m.29ch.

10 m.p.h. Permanent Speed Restriction on the Up line between 15m.34ch. and 15m.29ch.

(See Periodical Operating Notice)

(23-24) (FWA1.11)

BETWEEN PENGAM JUNCTION AND TIDAL SIDINGS G.F. - A vehicular level crossing has been provided over the Down and Up lines at 168m.25ch. with telephone communication to Cardiff PSB.

The crossing is for domestic use only and the gates will be kept locked when not in use.

(New Item)

(25) (FWA3.11)

WORKING OVER BOOK

STRATFORD - The unwired trailing crossover between the Down Main and Up Main, located at the country side of Angel Lane bridge between Stratford and Maryland, has been clipped out of use. The associated ground position light signals, S95 and S102, have been abolished.

(23/SA 1.5)

(24) (503)

BETWEEN ROYDON AND HARLOW TOWN - The level crossings located at 20m 30ch and 25m 20ch will be provided with telephones communicating with Roydon and Harlow Mill signal boxes respectively.

(See Section D)

(23/SA5.17/18)

(24) (506)

K2-22C/5

WILLESDEN - The existing searchlight-type signal (WN.71) situated at the south end of Down Through Siding No.2 has been renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal has been renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal has been provided on a separate post.

The existing searchlight-type signal (WN.72) situated at the south end of Down Through Siding No.1 has been renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal has been renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal has been provided on a separate post.

(OD14/93/8) (23-24) (507)

WILLESDEN NEW 'E' SIDINGS - Sidings A and B have been shortened by 40 yards and the buffer stops re-positioned accordingly.

(OD14/87/48) (23-24) (507)

BETWEEN WANDSWORTH AND BALHAM - Advance Warning Boards (AWS) - The advance Warning Boards located on the Down Brighton Fast and Down Brighton Slow Lines between Wandsworth and Balham have been removed.

(New Item) (25) (514)

- * * MORTIMER - The temporary speed restriction on the Down line at 43m. 10ch. to 43m. 24ch. has become a 30 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet has been provided at 42m. 00ch. on the Down line.

(See Section D) (R(SW)1046) (22) (520)

- * * MORTIMER - The temporary speed restriction on the Up line at 43m. 24ch. to 43m. 10ch. has become a 40 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet has been provided at 43m. 08ch. on the Up line.

(See Section D) (R(SW)1046) (22) (520)

WATERLOO - The new five platform Waterloo International Terminal and connections with the Up Windsor and Windsor Reversible lines have been brought into use. The new platforms are numbered 20 to 24. The route indicator on signal W.220 on the Up Windsor line and signal W.912 on the Windsor Reversible line will display the appropriate platform number when the route is set to the International Terminal.

E.P.S traincrews who will work into the International Terminal must be in possession of Signal Instruction No.5 - 1993 dated Sunday 4 April 1993.

(R(SW)1008/4) (23-24) (521)

- * * BETWEEN AXMINSTER AND HONITON TUNNEL - The temporary speed restriction at 146m. 13ch. has become a 20 mph permanent speed restriction except that sprinter stock may travel at 85 mph. Reflectorised AWI boards with AWS have been provided at 145m. 01ch. in the Down direction and at 147m. 21ch. in the Up direction. Cancelling indicators have been provided for movements in the opposite direction.

(See Section D) (R(SW)1046) (22) (521)

- * * BETWEEN DORKING WEST AND GOMSHALL - The temporary speed restriction on the Down line at 30m. 50ch. to 32m. 11ch. has become a 40 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet has been provided at 29m. 76ch. on the Down line.

(See Section D) (R(SW)1046) (22) (525)

- * * GUILDFORD: TAMPER ROADS 1 & 2 - "Stop: Await Instructions" boards have been erected at the exit of No.1 & No.2 Tamper Roads.

(R(SW)1037) (22) (525)

- * * REDHILL - A new facing crossover will be provided between the Up and Down Tonbridge Line.
- * The toe of the points in the Down Tonbridge Line is 668 yards Redhill side of Signal T501 and the toe of the points in the Up Tonbridge Line is 139 yards Tonbridge side of Signal T504. Secured out of use until further notice.

SC-OP/140 (22) (526)

LEAMINGTON SPA - The Down Bay Platform has been shortened by 24 metres. The down side Dock Road has been taken out of use. The down side Centre Dock Road has been slewed to a new position and shortened by 10 metres.

(ROM/S/S/0500/PT) (23-24) (538)

KINGSBURY S.F. - A new double sided "OFF" indicator has been provided 600 yards on the Birmingham side of signal 24, adjacent to the Down Main line which will be illuminated when signal 24 is showing a proceed aspect. A new "24 Wagon" board has also been provided adjacent to the Down Main line 500 yards on the Birmingham side of signal 24.

(OP4/RA/W.6125) (23-24) (550)

CHURCH STRETTON SIGNAL BOX - 12M 54CH - Church Stretton Signal Box is not staffed on a regular basis. Arrangements can be made for the signal box to be opened for emergency working, engineering work or for S&T testing purposes on the authority of the Operations and Safety Manager at Gloucester Extn: 075 2300.

(24) (556)

* * DORRINGTON - The existing up home lower quadrant semaphore signal no. 3 has been replaced by an upper quadrant semaphore signal on a new steel tubular post. The new signal is at a reduced height of 16 feet above rail level and repositioned 2 yards nearer Dorrington signal box.

(22) (556)

* * SHREWSBURY, CREWE JUNCTION S.B. - The hand point connection from the Coal Concentration Siding to the B.P. Oil Terminal has been secured out of use pending removal.

(OP4/RA/W.6028)

(22) (556)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

WORKING MANUAL FOR RAIL STAFF - BR30054/6SECTION H - PART 6PREPARATION AND WORKING OF FREIGHT TRAINSLOCAL INSTRUCTIONS

(Dated May 1993)

H9 Conveyance of Dangerous Goods on Partially Fitted Trains.

With reference to the above, please delete reference to Railfreight Distribution Operations Control, and add:- National Duty Freight Manager at York, telephone 037 5800, or Fax 037 2282, or GPO 0904 525800.

H20 Examination of Freight Vehicles.

(iii) Theale [Foster Yeoman/ARC Sidings]. delete existing instructions, and add the following:-

Authority is hereby given for empty stone vehicles to return from Theale Foster Yeoman and ARC Sidings to Merehead / Whatley Quarries, without R.S.T. examination, provided that they receive such examination at destination or at Westbury before departure.

(vii) Fowey China Clay Workings.

Add the following location to the list, for which vehicles may depart without R.S.T. examination.

Moorswater.

89/TF4215/6/H.

(K2/22/93)

BRITISH RAILWAYS

FORMER WESTERN REGION

K2.53

RAILFREIGHT DISTRIBUTION

GENERAL MERCHANDISE

ROOM 503

RAIL HOUSE

MANCHESTER

23-24/93

1K2710

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

on FORMER WESTERN REGION

and on OTHER LINES

AFFECTING

FORMER WESTERN REGION TRAIN CREWS

SATURDAY, 28 AUGUST 1993

to

FRIDAY, 10 SEPTEMBER 1993

(Inclusive)

(TWO WEEKS)

SECTION B - continued

At or between	Lines Blocked	Remarks
FORMER LONDON MIDLAND REGION		
540 LEAMINGTON SPA TO GRAND JUNCTION VIA TYSELEY		
Thursday 2 September		
260 Leamington Spa and Lapworth	Down BLOCKED	0050 to 0600 Trackwork SLW OVER UP. TRAINS DIVERTED
Friday 3 September		
261 Lapworth and Leamington Spa	Up BLOCKED	0001 to 0430 Trackwork SLW OVER DOWN. TRAINS DIVERTED
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Thursday 2 September		
262 Wrenbury and Wem	Up BLOCKED	0001 to 0600 Trackwork SLW OVER DOWN

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

BETWEEN FRIDAY 10 SEPTEMBER AND MONDAY 13 SEPTEMBER - BETWEEN DIDCOT AND SWINDON - Signalling Notice No. 64 has now been distributed.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

The following amendments are required to notice No. 64:-

Page 2, paragraph d) (i) Delete final sentence and substitute:-

"When signal SN.89 is displaying a double yellow aspect, signal SN.93 will be displaying a single yellow aspect. When signal SN.89 is displaying a single yellow aspect, signal SN.93 will be red."

Paragraph d) (ii) Delete final sentence and substitute:-

"When signal SB.992 is displaying a double yellow aspect, signal SB.986 will be displaying a single yellow aspect. When signal SB.992 is displaying a single yellow aspect, signal SB.986 will be red."

Page 3, paragraph 3. (i) Amend to read "Reversible signalling will"

Page 4, Signal Routes - Amend Signal SN 693 "DY" to read "M".

(29) (GW2.1)

AT 1430 MONDAY 6 SEPTEMBER - LAIRA DEPOT - The stop board applicable to Nos. 5 and 6 Roads will be replaced by new position light signals, similar to 1-4 and 7-9 Roads.

(See Section D)

(27) (FWE4.6)

SOUTH WALES

FROM MONDAY 2 AUGUST TO THURSDAY 2 SEPTEMBER - CENTRAL WALES LINE - BETWEEN LLANDOVERY AND LLANDEILO - AT LLANGADOG LEVEL CROSSING (AOCL) - The existing rail Drivers flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

K2-2324C/1

(26) (RSW2)

FROM SUNDAY 5 SEPTEMBER TO THURSDAY 7 OCTOBER OR UNTIL COMPLETION -
CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON - AT FFAIRFACH
LEVEL CROSSING (AOCL) 17M 16CH - The existing rail Drivers flashing white
light will be replaced by a new red/white flashing light in the same
position on each crossing approach. An emergency plunger in a locked box,
will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will
be suspended. The flashing white lights and road traffic signals will be
extinguished and an Attendant will be provided to safeguard movements.
All trains must come to a stand before passing over the crossing.

The existing 'STOP' sign and plunger in the down direction and the 10 mph
crossing speed sign in the up direction will not be altered.

(31) (RSW2)→

MONDAY 6 SEPTEMBER - BETWEEN JERSEY MARINE SOUTH JN AND BURROWS WEST - At
10.00 hours a Permanent Speed Restriction of 10 m.p.h. will be imposed on
the Down line between 44m.70ch. and 46m.30ch. and on the Up line between
46m.30ch. and 44m.20ch.

(See Section D)

(27) (FWA1.7)

WORKING OVER BOOK

SATURDAY 4 SEPTEMBER - COVENTRY STATION - To facilitate resurfacing
work, platform 4 will be temporarily shortened by 35 yards at the South
end. A temporary stop board, applicable to up trains, will be provided on
this platform.

Drivers of down trains stopping in platform 4 must ensure that their
trains are drawn up to the North end of the station, clear of the area
where work is in progress.

(OD14/-)

(27) (538)

SATURDAY 4 SEPTEMBER - BIRMINGHAM NEW STREET STATION - To facilitate
resurfacing work, platforms 6 and 7 will be temporarily shortened by 45
yards at the South end. Temporary stop boards, applicable to up trains,
will be provided on these platforms.

Drivers of down trains stopping in platforms 6 or 7 must ensure that their
trains are drawn up to the North end of the station, clear of the area
where work is in progress.

(OD14/-)

(27) (538)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

SLOUGH AREA - The Limit of Shunt boards on the Down Relief at Slough
East and the Up Relief and Up Goods at Slough West have been replaced by
two red light GPL types.

(NEW ITEM)

K2-2324C/2

(26) (GW1)

* * BETWEEN GLOUCESTER YARD JUNCTION AND TUFFLEY - ROBINSWOOD FOOTPATH
* CROSSING AT 93 miles 63 chains - 'Whistle' boards have been erected
on the approach to this crossing as follows:-

Up line in Up direction	440 yards
Down Line in Up direction	293 yards
Down Line in Down direction	440 yards
Up Line in Down direction	293 yards

ROM/S/S/0500/PT

(24) (XC3)

RWE6.2 COWLEY BRIDGE JN TO BARNSTAPLE - BETWEEN EGGESFORD AND BARNSTAPLE
- Telephones have been provided at the following Occupation/Accommodation
crossings giving users direct contact with the Signaller at Crediton :-

Mileage	Name of crossing	Situated between
198m 01ch	Newnham Barton Farm	Eggesford and Portsmouth Arms
203m 34ch	Brightley Weir Farm 2	Portsmouth Arms and Umlerleigh
203m 44ch	Brightley Weir Farm 3	" " " "
203m 66ch	Brightley Mill	" " " "
207m 06ch	Chapleton Station	Chapleton and Barnstaple

(NEW ITEM)

(See Section D)

(26) (RWE6.2)

* * PENZANCE HST DEPOT - The stop boards applicable to the fuel road,
shed road and no. 4 road have been altered to apply to the fuel road
and no. 4 road only. New position light signals have been provided to
control movements on the shed line and into the HST shed.

(See Section D)

(24) (RWE7)

RWE8.2 LISKEARD TO LOOE - The following permanent speed restrictions have
been withdrawn approaching the occupation/accommodation crossings
indicated :-

Bolitho 2 Crossing 7m 77ch - 5 mph down direction from 8m 00ch
Causeland Crossing 3m 57ch - 5 mph down direction from 3m 61ch
10 mph up direction from 3m 52ch

(See Section D)

(25) (RWE8.2)

* * CORNISH BRANCH LINES - REPLACEMENT OF FIXED DISTANT SIGNALS WITH
* REFLECTORISED DISTANT BOARDS - New reflectorised distant boards have
been provided at the same locations as the old fixed distant arms.
The new boards are 900 mm square and their centres are 9 feet above
rail level.

RWE8.2 - LISKEARD TO LOOE

Coombe Junction down distant at 7m 23ch

Coombe Junction up distant at 6m 30ch

Liskeard up branch distant at 8m 38ch

FWE4.7 - LOSTWITHIEL TO CARNE POINT

Lostwithiel up branch distant at 227m 77ch

K2-2324C/3

RWE8.4 - PENWITHERS JUNCTION TO FALMOUTH
Falmouth down distant at 311m 44ch

RWE8.5 - ST ERTH TO ST IVES
St Erth up branch distant at 321m 75ch
St Ives down distant at 324m 62ch

(24)

WARMINSTER - The down platform at Warminster has been lengthened at the Salisbury end by 22 metres. The temporary scaffolding extension has been removed, which has shortened the Westbury end by 16.5 metres.

(25) (RWE9.2)

SOUTH GREENFORD - Until further notice the platform at South Greenford station has been taken out of use and trains stop in the Down direction only.

(NEW ITEM)

(26) (NTC6.2)

SOUTH WALES

SEVERN TUNNEL AREA - Road style "No Entry" signs have been provided on the western face of Ableton Lane Tunnel (at 10m 55ch) and the bridge at 15m 57ch on the Up and Down cess. These signs face Severn Tunnel and are for the use of emergency services vehicles only. They have no relevance to train drivers.

(25) (GW6.3)

* * BRYN-Y-GWYNON LEVEL CROSSING (BETWEEN CARDIFF AND BRIDGEND) - This level crossing has been reduced to a footpath only and the crossing box has been closed.

(See Section D)

(24) (GW7)

* * BETWEEN MARGAM MOORS JN AND STORMY - The catchpoint in the Up Main at 198m 27ch has been removed and replaced with plain line.

(See Periodical Operating Notice)

(23-24) (GW7)

RSW1.2 WHITLAND TO PEMROKE DOCK - MASONS 1 CROSSING AT 261M 71CH - In connection with a level crossing safety improvement scheme, a 30 mph up direction permanent speed restriction has been applied from 262m 05ch to the crossing.

(See Section D)

(25) (RSW1.2)

K2-2324C/4

RSW2 CRAVEN ARMS JN TO LLANDEILO JN - BETWEEN LLANDRINDOD WELLS AND LLANWRTYD WELLS - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions have been applied :-

Greenfields Crossing at 33m 32ch and Howey Crossing at 33m 33ch - 10 mph down direction from 33m 27ch to Howey Crossing and 25 mph up direction from 33m 45ch to Greenfields Crossing.

Aberdulais Farm Crossing at 43m 30ch - 20 mph up direction from 43m 39ch to the crossing.

(See Section D)

(25) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN PANTYFFYNNON AND LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Port Talbot :-

Mileage	Name of crossing	Situated between
4m 20ch	Bryn-y-Mawr Farm	Hendy Jn and Morlais Jn
1m 77ch	Pencoed Uchaf *	Llangennech and Bynea
1m 31ch	Ffos Fach Isaf *	Llangennech and Bynea

* - The telephones at these crossings have now been commissioned.

(NEW ITEM) (See Section D)

(26) (RSW2)

* * BETWEEN HEREFORD AND TRAM INN - WILLOX BRIDGE 1 CROSSING AT 5M 22CH
* - NOTE: With reference to K2/21 page 37 - the correct mileage for the crossing is 5m 55ch.
Telephones have been provided at the above mentioned Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn.

(See Section D)

(24) (RSW3)

* * BETWEEN LITTLE MILL JUNCTION AND PONTYPOOL - The catchpoint at 31m 07ch on the down line previously shown as being clipped out of use, has now been removed.

(See Section D)

(23-24) (RSW3)

RHYMNEY TO BARRY ISLAND - GRANGETOWN GROUND FRAME AT 0M 69CH - The facing connection leading towards the Penarth Harbour Branch at Grangetown ground frame has been clipped and padlocked in the normal position pending recovery.

(25) (RSW5.1)

K2-2324C/5

- * * FWA1.1 BARRY (EXCL) TO BRIDGEND (BARRY JN.) (EXCL) - The following
 * Permanent Speed Restrictions have been imposed in connection with level crossing safety improvements.

Morfa Farm Crossing at 10m.70ch.

25 m.p.h. Permanent Speed Restriction on the Down line between 10m.58ch. and 10m.70ch.

Old Rectory Crossing at 13m.48ch.

10 m.p.h. Permanent Speed Restriction on the Down line between 13m.43ch. and 13m.48ch. and on the Up line between 13m.53ch. and 13m.48ch.

Farmers Crossing at 13m.72ch.

20 m.p.h. Permanent Speed Restriction on the Down line between 13m.63ch. and 13m.72ch.

Wallas No.1 Crossing at 15m.29ch.

10 m.p.h. Permanent Speed Restriction on the Up line between 15m.34ch. and 15m.29ch.

(See Periodical Operating Notice)

(23-24) (FWA1.1)

AMMANFORD - The remaining part of the redundant crossover (facing connection for movements towards Pantyffynnon) has been replaced by plain line.

(NEW ITEM)

(26) (FWA1.11)

BETWEEN PENGAM JUNCTION AND TIDAL SIDINGS G.F. - A vehicular level crossing has been provided over the Down and Up lines at 168m.25ch. with telephone communication to Cardiff PSB.

The crossing is for domestic use only and the gates will be kept locked when not in use.

(25) (FWA3.11)

WORKING OVER BOOK

- * * STRATFORD - The unwired trailing crossover between the Down Main and Up Main, located at the country side of Angel Lane bridge between Stratford and Maryland, has been clipped out of use. The associated ground position light signals, S95 and S102, have been abolished.

(23/SA 1.5) (24) (503)

- * * BETWEEN ROYDON AND HARLOW TOWN - The level crossings located at
 * 20m 30ch and 25m 20ch will be provided with telephones communicating with Roydon and Harlow Mill signal boxes respectively.

(See Section D)

(23/SA5.17/18) (24) (506)

K2-2324C/6

- * * WILLESDEN - The existing searchlight-type signal (WN.71) situated at the south end of Down Through Siding No.2 has been renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal has been renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal has been provided on a separate post.

The existing searchlight-type signal (WN.72) situated at the south end of Down Through Siding No.1 has been renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal has been renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal has been provided on a separate post.

(OD14/93/8) (23-24) (507)

- * * WILLESDEN NEW 'E' SIDINGS - Sidings A and B have been shortened by
 * 40 yards and the buffer stops re-positioned accordingly.

(OD14/87/48) (23-24) (507)

HARPENDEN JUNCTION - The trailing catch points in the Down Fast line at 24 miles 13 chains have been removed and replaced by plain line.

(See Section D)

(ROM/S/S/0500/PT) (25) (511B)

BETWEEN WANDSWORTH AND BALHAM - Advance Warning Boards (AWS) - The advance Warning Boards located on the Down Brighton Fast and Down Brighton Slow Lines between Wandsworth and Balham have been removed.

(25) (514)

- * * WATERLOO - The new five platform Waterloo International Terminal and connections with the Up Windsor and Windsor Reversible lines have been brought into use. The new platforms are numbered 20 to 24. The route indicator on signal W.220 on the Up Windsor line and signal W.912 on the Windsor Reversible line will display the appropriate platform number when the route is set to the International Terminal.

E.P.S traincrews who will work into the International Terminal must be in possession of Signal Instruction No.5 - 1993 dated Sunday 4 April 1993.

(R(SW)1008/4)

(23-24) (521)

SALISBURY EAST YARD - Nos. 3 & 4 Sidings (Foster Yeoman & Cripple Rd) have been taken out of use until further notice. The points leading to these sidings have been clipped and padlocked for movements along the Arrival/Departure Road.

(NEW ITEM) (AMFS/P/1370/1)

(26) (521/522)

K2-2324C/7

- * * LEAMINGTON SPA - The Down Bay Platform has been shortened by 24 metres.
 * The down side Dock Road has been taken out of use.
 The down side Centre Dock Road has been slewed to a new position and shortened by 10 metres.

(ROM/S/S/0500/PT)

(23-24) (538)

- * * KINGSBURY S.F. - A new double sided "OFF" indicator has been
 * provided 600 yards on the Birmingham side of signal 24, adjacent to the Down Main line which will be illuminated when signal 24 is showing a proceed aspect. A new "24 Wagon" board has also been provided adjacent to the Down Main line 500 yards on the Birmingham side of signal 24.

(OP4/RA/W.6125)

(23-24) (550)

- * * CHURCH STRETTON SIGNAL BOX - 12M 54CH - Church Stretton Signal Box
 * is not staffed on a regular basis. Arrangements can be made for the signal box to be opened for emergency working, engineering work or for S&T testing purposes on the authority of the Operations and Safety Manager at Gloucester Extn: 075 2300.

(24) (556)

K2-2324C/8

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
 * must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

ALTERATIONS AND ADDITIONS NO.5 TO THE RULE BOOK
(BR87109/49)

On the introductory page detailing the re-issues and superseded section/pages:-

Delete all reference to Pages M.9 & M.10. These pages have not been re-issued.

Amend Section T entry in both 're-issued' and 'superseded' columns to read:-

Pages T.3 to T.8 and T.11 to T.14 only.

Page U.3, Clause No. 1.1.8 to read 1.1.5.

(K2/23-24/93)

WORKING MANUAL FOR RAIL STAFF - BR30054/6
SECTION H - PART 6
PREPARATION AND WORKING OF FREIGHT TRAINS
LOCAL INSTRUCTIONS
 (Dated May 1993)

H9 Conveyance of Dangerous Goods on Partially Fitted Trains.

With reference to the above, please delete reference to Railfreight Distribution Operations Control, and add:- National Duty Freight Manager at York, telephone 037 5800, or Fax 037 2282, or GPO 0904 525800.

H20 Examination of Freight Vehicles.

(iii) Theale [Foster Yeoman/ARC Sidings]. delete existing instructions, and add the following:-

Authority is hereby given for empty stone vehicles to return from Theale Foster Yeoman and ARC Sidings to Merehead / Whatley Quarries, without R.S.T. examination, provided that they receive such examination at destination or at Westbury before departure.

(vii) Fowey China Clay Workings.

Add the following location to the list, for which vehicles may depart without R.S.T. examination.

Moorswater.

89/TF4215/6/H.

(K2/22/93)

K2-2324D/1

BRITISH RAILWAYS

FORMER WESTERN REGION

K2

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

25/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 11 SEPTEMBER 1993

to

FRIDAY, 17 SEPTEMBER 1993

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

SATURDAY 11 SEPTEMBER - FOXHALL JUNCTION (DIDCOT) AND WANTAGE ROAD -
Reversible signalling will be withdrawn.

At Foxhall Junction, the route to the Up Main line from signals R.80,
R.180 and R.280 will be taken out of use. Other routes will be unchanged.

At Steventon, signals R.705, R.709 and R.786 will be fixed at Danger.

Alterations at Wantage Road are contained in Signalling Notice No.64.

For the duration of the construction of the Up Loop between Challow and
Wantage Road, an authorised walking route will be provided along the Down
side cess. Foot crossings from the Up to the Down side will be provided
at 60m 10ch at Wantage Road and 64m 02ch at Challow.

(See Section D)

(28) (GW1/GW2.1)

MONDAY 13 SEPTEMBER - BETWEEN STEVENTON AND CHALLOW - Telephones will be
provided for crossing users at Grove Bridleway crossing at 61m 37ch.

Down Direction

The maximum permissible speed over the Down Relief Line will be 60 m.p.h.,
until 63m 74ch where it will change to 40 m.p.h.

A new 60 m.p.h. warning indicator with left hand arrow will be provided on
the Down Main Line at 59m 23ch, applicable to trains proceeding to the
Down Relief Line at Wantage Road.

A 40 m.p.h. warning indicator will be provided on the Down Relief Line at
63m 34ch in connection with the reduction in speed at 63m 74ch on that
line.

Up Direction

The speed into and over the Up Goods Loop at Steventon will be raised to
50 m.p.h. The speed at the exit of the loop will remain at 25 m.p.h.

(See Section D)

(28) (GW2.1)

BETWEEN FRIDAY 10 SEPTEMBER AND MONDAY 13 SEPTEMBER - BETWEEN DIDCOT AND
SWINDON - Signalling Notice No. 64 has now been distributed.

Traincrews and others concerned who have not received their copy should
contact their Supervisor.

The following amendments are required to notice No. 64:-

Page 2, paragraph d) (i) Delete final sentence and substitute:-

"When signal SN.89 is displaying a double yellow aspect, signal SN.93 will
be displaying a single yellow aspect. When signal SN.89 is displaying a
single yellow aspect, signal SN.93 will be red."

Paragraph d) (ii) Delete final sentence and substitute:-

"When signal SB.992 is displaying a double yellow aspect, signal SB.986
will be displaying a single yellow aspect. When signal SB.992 is
displaying a single yellow aspect, signal SB.986 will be red."

Page 3, paragraph 3. (i) Amend to read "Reversible signalling will"

Page 4, Signal Routes - Amend Signal SN 693 "DY" to read "M".

(29) (GW2.1)

SATURDAY 11 SEPTEMBER - CATTEWATER HARBOUR BRANCH - The Cattewater
Harbour branch will be converted to One Train Working; a train staff,
coloured blue, will be provided which will be kept at Tavistock Jn Yard.
The start/end of the section at Friary will be moved nearer to Turnchapel
Branch Jn and new notice boards will be provided.

(See Section D)

(28) (FWE4.6)

SOUTH WALES

1000 TO 1200 MONDAY 13 SEPTEMBER - RSW2 CRAVEN ARMS TO LLANDEILO JN -
BETWEEN KNUCKLAS AND LLANGAMMARCH WELLS - The following permanent speed
restrictions will be withdrawn approaching the occupation/accommodation
crossings indicated :-

15m 24ch Castle Gardens Crossing	- 10 mph up direction from 15m 30ch
33m 32ch Greenfields Crossing	- 10 mph down direction from 33m 27ch
33m 33ch Howey Crossing	- 25 mph up direction from 33m 45ch
39m 36ch Cilmeri Crossing	- 15 mph down direction from 39m 29ch
	- 20 mph up direction from 39m 45ch
43m 30ch Aberdulais Farm Crossing	- 20 mph up direction from 43m 39ch

(See Section D)

(28) (RSW2)

FROM SUNDAY 5 SEPTEMBER TO THURSDAY 7 OCTOBER OR UNTIL COMPLETION -
CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON - AT FFAIRFACH
LEVEL CROSSING (AOCL) 17M 16CH - The existing rail Drivers flashing white
light will be replaced by a new red/white flashing light in the same
position on each crossing approach. An emergency plunger in a locked box,
will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will
be suspended. The flashing white lights and road traffic signals will be
extinguished and an Attendant will be provided to safeguard movements.
All trains must come to a stand before passing over the crossing.

The existing 'STOP' sign and plunger in the down direction and the 10 mph
crossing speed sign in the up direction will not be altered.

(31) (RSW2)

BETWEEN 1000 AND 1200 MONDAY 13 SEPTEMBER - RADYR YARD AREA - The
following points giving access to Radyr Yard will be clipped and padlocked
out of use pending recovery :-

At Radyr Junction - 4m 38ch
At Radyr Quarry Junction - 3m 66ch

NOTE: All routes giving access to Radyr Yard will be secured out of use
from this date.

(28) (FWA2.6)

WORKING OVER BOOK

SUNDAY 12 SEPTEMBER - WILLESDEN-BRENT SIDINGS - Signal WN.43 on No.2
down goods departure line will be renewed 24 yards further North.

A multilamp route indicator will be provided above the main aspect and
this will exhibit a letter "G" together with either a main aspect or the
position light aspect for movements to the down goods line.

The stencil indicator adjacent to the position light signal will not be
brought into use until further notice.

Signal WN.44 on down through siding No.1 etc. will be renewed in the same
position. The stencil indicator adjacent to the position light signal
will not be brought into use until further notice.

(OD14/89/131)

(28) (507)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

SLOUGH AREA - The Limit of Shunt boards on the Down Relief at Slough
East and the Up Relief and Up Goods at Slough West have been replaced by
two red light GPL types.

(26) (GW1)

K2-25C/3

RWE6.2 COWLEY BRIDGE JN TO BARNSTAPLE - BETWEEN EGGESFORD AND BARNSTAPLE
- Telephones have been provided at the following Occupation/Accommodation
crossings giving users direct contact with the Signaller at Crediton :-

Mileage	Name of crossing	Situated between
198m 01ch	Newnham Barton Farm	Eggesford and Portsmouth Arms
203m 34ch	Brightley Weir Farm 2	Portsmouth Arms and Umlerleigh
203m 44ch	Brightley Weir Farm 3	" " " "
203m 66ch	Brightley Mill	" " " "
207m 06ch	Chapleton Station	Chapleton and Barnstaple

(See Section D)

(26) (RWE6.2)

* * RWE8.2 LISKEARD TO LOOE - The following permanent speed restrictions
* have been withdrawn approaching the occupation/accommodation crossings
indicated :-

Bolitho 2 Crossing 7m 77ch - 5 mph down direction from 8m 00ch
Causeland Crossing 3m 57ch - 5 mph down direction from 3m 61ch
10 mph up direction from 3m 52ch

(See Section D)

(25) (RWE8.2)

* * WARMINSTER - The down platform at Warminster has been lengthened at
* the Salisbury end by 22 metres. The temporary scaffolding extension
has been removed, which has shortened the Westbury end by 16.5 metres.

(25) (RWE9.2)

SOUTH GREENFORD - Until further notice the Up platform at South
Greenford station has been taken out of use and trains stop in the Down
direction only.

(26) (NTC6.2)

LAIRA DEPOT - The stop board applicable to Nos. 5 and 6 Roads has been
replaced by new position light signals, similar to 1-4 and 7-9 Roads.

(See Section D)

(27) (FWE4.6)

SOUTH WALES

* * SEVERN TUNNEL AREA - Road style "No Entry" signs have been provided
* on the western face of Ableton Lane Tunnel (at 10m 55ch) and the
bridge at 15m 57ch on the Up and Down cess. These signs face Severn
Tunnel and are for the use of emergency services vehicles only. They
have no relevance to train drivers.

(25) (GW6.3)

K2-25C/4

- * * RSW1.2 WHITLAND TO PEMBROKE DOCK - MASONS 1 CROSSING AT 261M 71CH -
 * In connection with a level crossing safety improvement scheme, a 30 mph up direction permanent speed restriction has been applied from 262m 05ch to the crossing.

(See Section D)

(25) (RSW1.2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Mileage	Name of crossing	Situated at or between
1m 56ch	Broome Farm 2	Craven Arms and Broome
6m 79ch	Coxhall Farm 1	Hopton Heath and Bucknell
11m 46ch	Stud Farm 2	Bucknell and Knighton
15m 24ch	Castle Gardens	Knucklas and Llangunllo
33m 32ch*	Greenfields	Llandrindod Wells and Builth Road
33m 33ch*	Howey	Llandrindod Wells and Builth Road
39m 36ch	Cilmeri	Cilmeri
43m 30ch	Aberdulais Farm	Garth and Llangammarch
46m 60ch	Cefn Gast Farm 2	Llangammarch and Llanwrtyd Wells
48m 62ch	Cwm Henog Farm 2	Llanwrtyd Wells and Sugar Loaf

- * - Greenfields and Howey are adjacent crossings and share telephones

(NEW ITEM) (See Section D)

(28) (RSW2)

- * * RSW2 CRAVEN ARMS JN TO LLANDEILO JN - BETWEEN LLANDRINDOD WELLS AND LLANWRTYD WELLS - In connection with a level crossing safety improvement scheme (see above), the following permanent speed restrictions have been REMOVED :-

Greenfields Crossing at 33m 32ch and Howey Crossing at 33m 33ch - 10 mph down direction from 33m 27ch to Howey Crossing and 25 mph up direction from 33m 45ch to Greenfields Crossing.

Aberdulais Farm Crossing at 43m 30ch - 20 mph up direction from 43m 39ch to the crossing.

(AMENDED ITEM) (See Section D)

(25) (RSW2)

CENTRAL WALES LINE - BETWEEN LLANDOVERY AND LLANDEILO - AT LLANGADOG LEVEL CROSSING (AOCL) - The existing rail Drivers flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' has been erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction has been recovered.

(26) (RSW2)

K2-25C/5

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN PANTYFFYNNON AND LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Port Talbot :-

Mileage	Name of crossing	Situated between
4m 20ch	Bryn-y-Mawr Farm	Hendy Jn and Morlais Jn
1m 77ch	Pencoed Uchaf *	Llangennech and Bynea
1m 31ch	Ffos Fach Isaf *	Llangennech and Bynea

- * - The telephones at these crossings have now been commissioned.

(See Section D)

(26) (RSW2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at Bromfield :-

Mileage	Name of crossing	Situated between
24m 07ch	Wootton Farm	Onibury and Bromfield

(NEW ITEM) (See Section D)

(28) (RSW3)

- * * RHYMNEY TO BARRY ISLAND - GRANGETOWN GROUND FRAME AT 0M 69CH - The
 * facing connection leading towards the Penarth Harbour Branch at Grangetown ground frame has been clipped and padlocked in the normal position pending recovery.

(25) (RSW5.1)

BETWEEN JERSEY MARINE SOUTH JN AND BURROWS WEST - A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Down line between 44m.70ch. and 46m.30ch. and on the Up line between 46m.30ch. and 44m.20ch.

(See Section D)

(27) (FWA1.7)

AMMANFORD - The remaining part of the redundant crossover (facing connection for movements towards Pantyffynnon) has been replaced by plain line.

(26) (FWA1.11)

- * * BETWEEN PENGAM JUNCTION AND TIDAL SIDINGS G.F. - A vehicular level
 * crossing has been provided over the Down and Up lines at 168m.25ch. with telephone communication to Cardiff PSB.

The crossing is for domestic use only and the gates will be kept locked when not in use.

(25) (FWA3.11)

K2-25C/6

WORKING OVER BOOK

- * * HARPENDEN JUNCTION - The trailing catch points in the Down Fast line
 * at 24 miles 13 chains have been removed and replaced by plain line.

(See Section D)

(ROM/S/S/0500/PT) (25) (511B)

- * * BETWEEN WANDSWORTH AND BALHAM - Advance Warning Boards (AWS) - The
 * advance Warning Boards located on the Down Brighton Fast and Down
 Brighton Slow Lines between Wandsworth and Balham have been removed.

(25) (514)

SALISBURY DEPOT - 3, 6 and 9 car stopping marks have been provided adjacent to the CET siding. These indicate where 159 units should be stopped to enable the toilet tanks to be emptied on the middle or rear units.

(NEW ITEM)

(R(SW)1057)

(28) (521/522)

SALISBURY EAST YARD - Nos. 3 & 4 Sidings (Foster Yeoman & Cripple Rd) have been taken out of use until further notice. The points leading to these sidings have been clipped and padlocked for movements along the Arrival/Departure Road.

(AMFS/P/1370/1)

(26) (521/522)

COVENTRY STATION - To facilitate resurfacing work, platform 4 has been temporarily shortened by 35 yards at the South end. A temporary stop board, applicable to up trains, has been provided on this platform.

Drivers of down trains stopping in platform 4 must ensure that their trains are drawn up to the North end of the station, clear of the area where work is in progress.

(OD14/-)

(27) (538)

BIRMINGHAM NEW STREET STATION - To facilitate resurfacing work, platforms 6 and 7 have been temporarily shortened by 45 yards at the South end. Temporary stop boards, applicable to up trains, have been provided on these platforms.

Drivers of down trains stopping in platforms 6 or 7 must ensure that their trains are drawn up to the North end of the station, clear of the area where work is in progress.

(OD14/-)

(27) (538)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
 * must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

ALTERATIONS AND ADDITIONS NO.5 TO THE RULE BOOK
(BR87109/49)

On the introductory page detailing the re-issues and superseded section/pages:-

Delete all reference to Pages M.9 & M.10. These pages have not been re-issued.

Amend Section T entry in both 're-issued' and 'superseded' columns to read:-

Pages T.3 to T.8 and T.11 to T.14 only.

Page U.3, Clause No. 1.1.8 to read 1.1.5.

(K2/23-24/93)

WORKING MANUAL FOR RAIL STAFF - BR30054/6

SECTION H - PART 6

PREPARATION AND WORKING OF FREIGHT TRAINS

LOCAL INSTRUCTIONS

(Dated May 1993)

H9 Conveyance of Dangerous Goods on Partially Fitted Trains.

With reference to the above, please delete reference to Railfreight Distribution Operations Control, and add:- National Duty Freight Manager at York, telephone 037 5800, or Fax 037 2282, or GPO 0904 525800.

H20 Examination of Freight Vehicles.

(iii) Theale [Foster Yeoman/ARC Sidings]. delete existing instructions, and add the following:-

Authority is hereby given for empty stone vehicles to return from Theale Foster Yeoman and ARC Sidings to Merehead / Whatley Quarries, without R.S.T. examination, provided that they receive such examination at destination or at Westbury before departure.

(vii) Fowey China Clay Workings.

Add the following location to the list, for which vehicles may depart without R.S.T. examination.

Moorswater.

89/TF4215/6/H.

(K2/22/93)

Page 4.101

RWE7 PLYMOUTH TO PENZANCEPENZANCE - continuedShed and Fuelling Lines.

Delete both paragraphs and substitute the following:-

HST Depot line Rail movements must not enter the depot building unless the position light signal outside the depot has been cleared. Additionally, no rail movement is allowed into, from or within the depot building until the Status Indicator Lamps show green.

Fuel line and no. 4 line Movements must not pass the "STOP" boards applicable to these lines without the permission of the Person in Charge of the yard.

(K2/21/93)

Page 4.103

RWE8.1 ST BUDEAUX JUNCTION TO GUNNISLAKE

Add as new first paragraph:-

Special arrangements must be made at St Budeaux Victoria Road to enable passenger or ECS trains consisting of more than 4 vehicles to operate between St Budeaux Junction and Gunnislake.

(K2/25/93)

Page 4.154

FWE4.6 MOUNT GOULD JUNCTION TO CATTEWATERBETWEEN LAIRA JUNCTION AND MOUNT GOULD JUNCTION - continuedLaira Maintenance DepotIncoming Movements

Amend first paragraph to read:- "No movement must enter Nos. 1-6 Roads, or 7-9 Roads from either end, until"

Delete second paragraph.

Outgoing Movements

Amend first paragraph to read:- "No movement must leave Nos. 1-9 Roads until"

Delete second paragraph.

(K2/23-24/93)

Page 4.155

MOUNT GOULD JUNCTION

Carriage Washing Machine - Amend first paragraph to read:-

After the arrival of a locomotive hauled train on the flushing apron the locomotive must be detached by the Shunter and disposed of via Plymouth Friary; the Shunter must accompany the locomotive.

Pages 4.156 and 4.157

PLYMOUTH FRIARY

and

CATTEWATER HARBOUR

Delete these two items and substitute with the following:-

(K2/25/93)

K2-25D/8

FWE4.6 MOUNT GOULD JUNCTION TO CATTEWATER - continuedPLYMOUTH FRIARY

Before authorising a movement to pass any STOP board to enter Friary yard, the Shunter must establish whether or not any other locomotive is working in the yard; if so, a clear understanding as to what is to be done must be reached with the Person in Charge of that locomotive.

PLYMOUTH FRIARY TO CATTEWATER HARBOUR

The train staff for this line is kept at Tavistock Jn yard and must be collected by the Shunter and handed to the Driver before the train leaves Tavistock Jn.

Authority for the train to pass over level crossings and to pass STOP boards on the branch will be given by the Shunter who must, before giving such authority, ensure that road traffic is at a stand and that gates (where provided) are closed at a crossing or that gates are open, work has ceased and equipment is clear of the line at a siding.

Should a train become disabled or divided on the branch and assistance is required, the Shunter must protect the train in accordance with the Rules at the Friary end and then continue to Friary and contact the Signaller at Plymouth to arrange for the necessary assistance. The Shunter must accompany the assisting locomotive from Friary. The Driver must retain possession of the train staff until the whole train has been removed from the section or any detached portion has been placed clear in a siding.

Marshalling of brake vans. Where necessary to facilitate working, trains worked by a Class 08 locomotive may have the brake van marshalled anywhere in the train.

Propelling. Wagons being propelled into any siding must be loose coupled with the couplings in the fully extended position.

Bogie vehicles. A bogie vehicle requiring to pass beyond Cattedown Tunnel must be coupled to the locomotive but not to any other vehicle; it must not be propelled.

Conoco Depot. The Shunter must obtain permission from a representative of Conoco before authorising the Driver to pass the STOP board towards the depot. Perimeter gates, which will be closed across the railway without prior advice in the event of an emergency in the depot, are provided 140 yards on the east side of Conoco level crossing.

Esso Bitumen Plant Depot. Working Manual Pink Pages, instructions D3.1(b) & D3.2: reference to the STOP board means the DEPOT GATES.

Inward wagons are placed as required by the BR locomotive; outwards wagons are collected at the depot gates. A locomotive is used at this depot.

4.156
K2-25D/9

INSTRUCTIONS AFFECTING WESTERN REGION
STAFF WHEN WORKING OVER OTHER REGIONS - BR30045 - continued

SECTION 3 - GENERAL INSTRUCTIONS

Page 3.13

Clause 5.4

Delete clause and Substitute:-

5.4 BCF extinguishers painted yellow or with a yellow band are suitable for use on fires on, or in the immediate vicinity of, electrified lines, cables or train equipment which may be alive. Any employee inhaling or coming into contact with the vapour from BCF extinguishers must immediately be placed in fresh air and, if BCF enters the eyes, they must be flushed with clean water.

AFFF spray extinguishers painted beige, must not be directed at live electrical equipment, including overhead line equipment, conductor rails or electric train heating equipment UNTIL THE ELECTRICITY HAS BEEN SWITCHED OFF.

EXCEPTION

AFFF spray extinguishers may be directed at on train electrical equipment operating on the battery supply (Up to 110 volts) BUT ONLY after the train supply has been switched off.

(Amends Part 2 of the PON) (RNW/GEN/RR/1G/16/KB) (K2/25/93)

K2-25D/19

MISCELLANEOUS INSTRUCTIONS

* *
*

TEMPORARY BLOCK WORKING

BETWEEN LYDNEY AND WYE VALLEY JUNCTION

FROM 0800 SUNDAY 12 SEPTEMBER UNTIL 1600 THURSDAY 16 SEPTEMBER

During the above period Temporary Block Working is authorised in accordance with TCB 11.7 between Lydney and Wye Valley Junction as follows:-

Down Line

Between signal N184 and N186

Up Line

Between signal N163 and N165.

Drivers must obey the instructions of the Handsignalsman.

(25)

(RSW4.2) (K2/25/93)

MODIFICATION TO LOCOMOTIVE 47704

Locomotive 47704 is fitted with a small display unit on the cab nearside pillar. This unit is for use only when the locomotive is propelling. Currently the display unit is NOT operational.

(28)

(K2/25/93)

MULTIPLE UNIT TRAINS EQUIPPED WITH AUTOMATIC COUPLERS

To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, T&RS staff will fix a yellow and black 'Non-Multi' sign, to the offside windscreen of the cab concerned so that the sign will be directly opposite the Driver of another train.

During normal working, no attempt should be made to couple an automatic coupler so identified.

In the event of a train equipped with automatic couplers becoming disabled and requiring assistance, the Trainman of the disabled train must, when requesting assistance, specifically advise the Signaller whether or not a 'Non-Multi' sign is displayed in either of the end cabs of the train. Similarly, the Driver of the assisting train, before proceeding towards the disabled train, must specifically advise the Signaller whether or not a 'Non-Multi' sign is displayed in the cab at the end which would be coupled to the disabled train.

K2-25D/20

BRITISH RAILWAYS

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

K2

26/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 18 SEPTEMBER 1993

to

FRIDAY, 24 SEPTEMBER 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

RSW3 CRAVEN ARMS TO MAINDEE EAST/WEST JNS (EXCL)

Saturday/Sunday 18/19 September

236	Tram Inn and Pontrilas	Down	2320 Sat to 1800 sun
		BLOCKED	Trackwork
		Up	2320 Sat to 0900 Sun
		BLOCKED	Trackwork
		SLW OVER UP FROM 0900 SUN	
		ALSO APPLIES ROUTE RSW4.2	

FWA1.1 BARRY (EXCL) TO BRIDGEND BARRY JN (EXCL)

Saturday 18 to Monday 20 September

237	Barry and Aberthaw	Down and Up	1430 Sat to 0400 Mon
		BLOCKED	Trackwork
			AMENDED TRAIN WORKING

FORMER LONDON MIDLAND REGION

556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Monday/Tuesday 20/21 September

238	Holmes Chapel and Chelford	Down	2340 Mon to 0450 Tues.
		BLOCKED	Trackwork
			SLW OVER UP

Tuesday 21 and Wednesday 22 September

239	Crewe Jn and Wem	Down	0001 to 0500 Each day
		BLOCKED	Trackwork
			SLW OVER UP.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

0800 MONDAY 20 SEPTEMBER - DAWLISH STATION - New length of train marker signs will be brought into use at Dawlish as follows:-

Up platform - the existing 3 car sign will be recovered. Two new boards will be provided nearer the Exeter end of the platform. One will apply to 2 car trains and the other to 3/4 car trains and Drivers must bring their train to a stand with the driving cab opposite the appropriate board.

Down platform - a new 'DMU stop' sign will provided 11 yards from the Newton Abbot end of the platform.

(29) (GW4)

SOUTH WALES

SUNDAY 19 SEPTEMBER - PENCOED - The existing Down Main banner repeater for signal PT.66 will be renewed as a fibre optic type.

(29) (GW7)

FROM SUNDAY 5 SEPTEMBER TO THURSDAY 7 OCTOBER OR UNTIL COMPLETION - CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON - AT FFAIRFACH LEVEL CROSSING (AOCL) 17M 16CH - The existing rail Drivers flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

The existing 'STOP' sign and plunger in the down direction and the 10 mph crossing speed sign in the up direction will not be altered.

(31) (RSW2)

WORKING OVER BOOK

Friday 24 September - Putney - The Up Slow platform will be taken out of use for reconstruction.
(See section D) (R(SW)1092) (29) (516)

Friday 24 September - Barnes - The Down Slow platform will be taken out of use for reconstruction.
(See section D) (R(SW)1092) (29) (516)

Monday 20 September - Godstone Tip - Godstone Tip Sidings will be shortened to 80 feet behind ground signal No.4.
(29) (526)

Monday 20 September - Godstone - The Landfill sidings will be shortened to a length of 26 yards, and a buffer stop with associated WHITE LIGHT will be provided.
(29) (526)

Sunday 19 September - University - The Up platform at University station will be restored to a new length of 185 yards.

(RRC/O/S/92/99) (29) (550)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

* * SLOUGH AREA - The Limit of Shunt boards on the Down Relief at Slough
* East and the Up Relief and Up Goods at Slough West have been replaced by two red light GPL types.

(26) (GW1)

FOXHALL JUNCTION (DIDCOT) AND WANTAGE ROAD - Reversible signalling has been withdrawn.

At Foxhall Junction, the route to the Up Main line from signals R.80, R.180 and R.280 has been taken out of use. Other routes are unchanged.

At Steventon, signals R.705, R.709 and R.786 have been fixed at Danger.

Alterations at Wantage Road are contained in Signalling Notice No.64.

For the duration of the construction of the Up Loop between Challow and Wantage Road, an authorised walking route has been provided along the Down side cess. Foot crossings from the Up to the Down side have been provided at 60m 10ch at Wantage Road and 64m 02ch at Challow.

(See Section D)

(28) (GW1/GW2.1)

BETWEEN STEVENTON AND CHALLOW - Telephones have been provided for crossing users at Grove Bridleway crossing at 61m 37ch.

Down Direction

The maximum permissible speed over the Down Relief Line is 60 m.p.h., until 63m 74ch where it changes to 40 m.p.h.

A new 60 m.p.h. warning indicator with left hand arrow has been provided on the Down Main Line at 59m 23ch, applicable to trains proceeding to the Down Relief Line at Wantage Road.

A 40 m.p.h. warning indicator has been provided on the Down Relief Line at 63m 34ch in connection with the reduction in speed at 63m 74ch on that line.

Up Direction

The speed into and over the Up Goods Loop at Steventon has been raised to 50 m.p.h. The speed at the exit of the loop remains at 25 m.p.h.

(See Section D)

(28) (GW2.1)

BETWEEN DIDCOT AND SWINDON - Signalling Notice No. 64 has been distributed. Traincrews and others concerned who have not received their copy should contact their Supervisor.

The following amendments are required to notice No. 64:-

Page 2, paragraph d) (i) Delete final sentence and substitute:-

"When signal SN.89 is displaying a double yellow aspect, signal SN.93 will be displaying a single yellow aspect. When signal SN.89 is displaying a single yellow aspect, signal SN.93 will be red."

Paragraph d) (ii) Delete final sentence and substitute:-

"When signal SB.992 is displaying a double yellow aspect, signal SB.986 will be displaying a single yellow aspect. When signal SB.992 is displaying a single yellow aspect, signal SB.986 will be red."

Page 3, paragraph 3. (i) Amend to read "Reversible signalling will"

Page 4, Signal Routes - Amend Signal SN 693 "DY" to read "M".

(28) (GW2.1)

- * * RWE6.2 COWLEY BRIDGE JN TO BARNSTAPLE - BETWEEN EGGESFORD AND
 * BARNSTAPLE - Telephones have been provided at the following
 Occupation/Accommodation crossings giving users direct contact with
 the Signaller at Crediton :-

Mileage	Name of crossing	Situated between
198m 01ch	Newnham Barton Farm	Eggesford and Portsmouth Arms
203m 34ch	Brightley Weir Farm 2	Portsmouth Arms and Umlerleigh
203m 44ch	Brightley Weir Farm 3	" " " "
203m 66ch	Brightley Mill	" " " "
207m 06ch	Chapleton Station	Chapleton and Barnstaple

(See Section D)

(26) (RWE6.2)

KINGHAM STATION - Work on the down platform at Kingham station has been completed and the platform restored to its normal length.

(NEW ITEM)

(RRC/O/S/93/012) (29) (RC11)

- * * SOUTH GREENFORD - Until further notice the Up platform at South
 * Greenford station has been taken out of use and trains stop in the
 Down direction only.

(26) (NTC6.2)

LAIRA DEPOT - The stop board applicable to Nos. 5 and 6 Roads has been replaced by new position light signals, similar to 1-4 and 7-9 Roads.

(See Section D)

(27) (FWE4.6)

CATTEWATER HARBOUR BRANCH - The Cattewater Harbour branch has been converted to One Train Working; a train staff, coloured blue, has been provided which is kept at Tavistock Jn Yard. The start/end of the section at Friary has been moved nearer to Turnchapel Branch Jn and new notice boards have been provided.

(See Section D)

(28) (FWE4.6)

SOUTH WALES

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Mileage	Name of crossing	Situated at or between
1m 56ch	Broome Farm 2	Craven Arms and Broome
6m 79ch	Coxhall Farm 1	Hopton Heath and Bucknell
11m 46ch	Stud Farm 2	Bucknell and Knighton
15m 24ch	Castle Gardens	Knucklas and Llangunllo
33m 32ch*	Greenfields	Llandrindod Wells and Builth Road
33m 33ch*	Howey	Llandrindod Wells and Builth Road
39m 36ch	Cilmeri	Cilmeri
43m 30ch	Aberdulais Farm	Garth and Llangammarch
46m 60ch	Cefn Gast Farm 2	Llangammarch and Llanwrtyd Wells
48m 62ch	Cwm Henog Farm 2	Llanwrtyd Wells and Sugar Loaf

* - Greenfields and Howey are adjacent crossings and share telephones

(See Section D)

(28) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN KNUCKLAS AND LLANGAMMARCH
 WELLS - The following permanent speed restrictions have been withdrawn
 approaching the occupation/accommodation crossings indicated :-

15m 24ch	Castle Gardens Crossing	- 10 mph up direction from 15m 30ch
33m 32ch	Greenfields Crossing	- 10 mph down direction from 33m 27ch
33m 33ch	Howey Crossing	- 25 mph up direction from 33m 45ch
39m 36ch	Cilmeri Crossing	- 15 mph down direction from 39m 29ch
		- 20 mph up direction from 39m 45ch
43m 30ch	Aberdulais Farm Crossing	- 20 mph up direction from 43m 39ch

(See Section D)

(28) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at the box indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
49m 15ch	Tyn-y-Maes Farm	Llanwrtyd Wells and Sugar Loaf	Pantyffynnon

(NEW ITEM) (See Section D)

(29) (RSW2)

- * * CENTRAL WALES LINE - BETWEEN LLANDOVERY AND LLANDEILO - AT LLANGADOG
 * LEVEL CROSSING (AOCL) - The existing rail Drivers flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' has been erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction has been recovered.

(26) (RSW2)

- * * RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN PANTYFFYNNON AND LLANDEILO
 * JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Port Talbot :-

Mileage	Name of crossing	Situated between
4m 20ch	Bryn-y-Mawr Farm	Hendy Jn and Morlais Jn
1m 77ch	Pencoed Uchaf *	Llangennech and Bynea
1m 31ch	Ffos Fach Isaf *	Llangennech and Bynea

- * - The telephones at these crossings have now been commissioned.

(See Section D)

(26) (RSW2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Bromfield :-

Mileage	Name of crossing	Situated between
24m 07ch	Wootton Farm	Onibury and Bromfield

(See Section D)

(28) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the box indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
33m 35ch	Church House Farm	Woofferton and Leominster	Leominster
33m 72ch	Inchmoor	Woofferton and Leominster	Leominster

(NEW ITEM)

(See Section D)

(29) (RSW3)

K2-26C/6

AWRE TO SEVERN TUNNEL JN - AT WOOLASTON LEVEL CROSSING - 136M 14CH - Telephones have been provided at this level crossing.

(NEW ITEM)

(See Section D)

(29) (RSW4.2)

BETWEEN JERSEY MARINE SOUTH JN AND BURROWS WEST - A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Down line between 44m.70ch. and 46m.30ch. and on the Up line between 46m.30ch. and 44m.20ch.

(See Section D)

(27) (FWA1.7)

- * * AMMANFORD - The remaining part of the redundant crossover (facing * connection for movements towards Pantyffynnon) has been replaced by plain line.

(26) (FWA1.11)

RADYR YARD AREA - The following points giving access to Radyr Yard have been clipped and padlocked out of use pending recovery :-

At Radyr Junction - 4m 38ch
 At Radyr Quarry Junction - 3m 66ch

NOTE: All routes giving access to Radyr Yard have now been secured out of use.

(28) (FWA2.6)

WORKING OVER BOOK

Willesden - Brent Sidings - Signal WN.43 on No.2 down goods departure line has been renewed 24 yards further North. The position light aspect has been bracketed out to the left and the stencil indicator 'G' provided above it. A multi-lamp route indicator has been provided above the main aspects but will not be brought into use until a later stage.

Signal WN.44 on down through siding No.1 etc., has been renewed in the same position. The position light aspect has been bracketed out to the right and a 2-way stencil indicator provided above it. This signal reads as follows:-

Aspect	Stencil indication	Route to
Main	S	Down slow
Main	G	Down goods
Position light	G	Down goods

A multi-lamp route indicator has been provided above the main aspects in place of the stencil indicator but will not be brought into use until a later stage.

(AMENDED ITEM) (OD14/89/131)

(28) (507)

K2-26C/7

SALISBURY DEPOT - 3, 6 and 9 car stopping marks have been provided adjacent to the CET siding. These indicate where 159 units should be stopped to enable the toilet tanks to be emptied on the middle or rear units.

(R(SW)1057) (28) (521/522)

Salisbury - Two position light signals have been provided adjacent to the Up line at the Wilton end of the station for test purposes. The aspects are blanked off and they have no relevance to traincrews.

(NEW ITEM) (R(SW)1272) (29) (521/522)

* * SALISBURY EAST YARD - Nos. 3 & 4 Sidings (Foster Yeoman & Cripple Rd) have been taken out of use until further notice. The points leading to these sidings have been clipped and padlocked for movements along the Arrival/Departure Road.

(AMFS/P/1370/1) (26) (521/522)

LEAMINGTON SPA - The two sidings known locally as 'Rubbish Road' and 'Canteen Road' on the down side at Leamington Spa Station have been clipped out of use pending removal.

(NEW ITEM) ROM/S/S/0500/PT (29) (538)

COVENTRY STATION - To facilitate resurfacing work, platform 4 has been temporarily shortened by 35 yards at the South end. A temporary stop board, applicable to up trains, has been provided on this platform.

Drivers of down trains stopping in platform 4 must ensure that their trains are drawn up to the North end of the station, clear of the area where work is in progress.

(OD14/-) (27) (538)

Birmingham New Street Station - The re-surfacing work at the south end of platforms 6 and 7 has been completed and the affected part of the platforms brought back into use.

These platforms have now been temporarily shortened by 30 yards at the north end to facilitate similar work and temporary stop boards, applicable to down trains, provided.

Drivers of up trains stopping in platform 6 or 7 must ensure that their trains are drawn up to the south end of the platform concerned, clear of the area where work is in progress.

(New Item) (OD14/-) (29) (538)

Hamstead Station - The down platform has been temporarily shortened by 60 yards at the Walsall end. A "Trains Stop Here" board has been provided.

(New Item) (RRC/O/S/92/99) (29) (541)

Bescot Stadium Station - The up platform has been temporarily shortened by 49 yards at the Birmingham end. A "Trains Stop Here" board has been provided.

(New Item) (RRC/O/S/92/99) (29) (541)

Langley Green Station - The down platform has been temporarily shortened by 18 yards at the Birmingham end.

The up platform has been temporarily shortened by 13 yards at the Birmingham end.

(New Item) (RRC/O/S/93/067) (29) (549)

University - The Up Platform at University Station has been shortened by 54 yards at the Birmingham end.

A temporary stop board has been provided.

(New Item) (RRC/O/S/92/99) (26) (550)

MISCELLANEOUS INSTRUCTIONS - continued

* * ENGINEERING OPERATIONS IN THE WEMBLEY AREA, SUNDAY, 19 SEPTEMBER

*
During engineering operations involving disconnection of the signalling equipment in the Wembley area between 00.01 and 14.00 on Sunday 19 September, Temporary Block Working in accordance with Rule Book Section "D" will be introduced on the down and up fast lines as follows:-

Down fast line

Each train will be brought to a stand at signal WN.209, where the Driver will be handed a temporary block working ticket.

After the Driver has been authorised to pass signal WN.209, he may ignore signals WN.210, WN.207, WN.8 and WJ.151.

Upon arrival at signal WJ.153, the Driver must bring his train to a stand, hand the temporary block working ticket to the Person on duty at the signal but not proceed until authorised to do so either verbally or by the clearing of the signal.

Up fast line

Each train will be brought to a stand at signal WN.201, where the Driver will be handed a temporary block working ticket.

After the Driver has been authorised to pass signal WN.201, he may ignore signals WN.7, WN.11, WN.R19 and WN.19.

Upon arrival at signal WN.208, the Driver must bring his train to a stand, hand the temporary block working ticket to the Person on duty at the signal but not proceed until verbally authorised to do so.

(OD14/88/55 (19.9.93) (26)

(K2/26/93)

FORMER ANGLIA REGION

* * 020 ORN RADIO BAND III SYSTEM

*
From 00.01 hrs, Saturday 18 September until 16.00 hrs Sunday 19 September, the 020 ORN Radio Band III System from Norton Folgate will be COMPLETELY OUT OF SERVICE.

Sites affected are:-

CROMER	LOWESTOFT	MENDLESHAM	STONELODGE
MISTLEYHEATH	LIVERPOOL STREET	LAINDON	DANBURY
BURNHAM ON CROUCH	RYE HILL	STANSTEAD	SIBLEY
WANDLEBURY	DONINGTON	BEXWELL	THETFORD
STOKE HOLY CROSS.			

DOO radio systems will not be affected by this work

(K2/26/93)

K2-26D/26

MISCELLANEOUS INSTRUCTIONS - continued

FORMER SOUTHERN REGION

BARNES

From Friday 24 September the Down Slow Line Platform at Barnes will be out of use until further notice, whilst reconstruction work is taking place. If a passenger train is detained at Signal WEO 34 Drivers of trains formed with power operated doors must give the bell/buzzer code 2-2 (do not open doors) to the Guard and the doors must not be released. Guards of trains formed with slam door stock must ensure that no passengers alight at the platform, making public address announcements as necessary.

(R(SW)1092)

PUTNEY

From Friday 24 September the Up Slow Line Platform at Putney will be out of use until further notice, whilst reconstruction work is taking place. If a passenger train is detained at Signal W 336 Drivers of trains formed with power operated doors must give the bell/buzzer code 2-2 (do not open doors) to the Guard and the doors must not be released. Guards of trains formed with slam door stock must ensure that no passengers alight at the platform, making public address announcements as necessary.

(R(SW)1092)

LEAF FALL SEASON : AUTUMN 1993.

In the event of experiencing sudden deterioration of rail conditions, drivers are requested to advise the signalman, or Divisional Control, as soon as possible, in order that this information may be passed on to other drivers working on the route.

In the area covered by the Cab Secure Radio system, the radio provides an ideal method of passing such information to the signalman. The signalman can then use the General Call facility to advise other drivers.

In all areas, the information should be passed on to Divisional Control so that a telex message can be distributed for train crew late notice boards.

Leaf fall "Hotline".

From Monday 4th October until Friday 26th November, an answerphone service will be provided at Divisional HQ, Friars Bridge Court, for anyone wishing to comment on leaf fall matters in general on the South West Division.

The number is 00 76141.

Please note that this should not be used for items needing urgent attention.

- (SW/22/BRW).

(K2/26/93)

Swindon
9 September 1993

A.Hancock
Operations Manager
InterCity Great Western

Hobbs the Printers of Southampton

K2-26D/27

BRITISH RAILWAYS

FORMER WESTERN REGION

K2

27/93

K2:53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

containing

1K2/1D

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 25 SEPTEMBER 1993

to

FRIDAY, 1 OCTOBER 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

525 REDHILL TO EARLEY

Saturday/Sunday 25/26 September

251 Wokingham and Earley	Down and Up BLOCKED	1915 Sat to 1600 Sun Trackwork AMENDED TRAIN WORKING
-----------------------------	------------------------	--

At Wokingham Down trains will terminate and start back from the Down platform line to the direction of Bracknell or Crowthorne.

FORMER LONDON MIDLAND REGION

541 STECHFORD TO BESCOT JUNCTION VIA ASTON

Tuesday 28 and Wednesday 29 September

252 Aston North Jn and Newton Jn	Down and Up BLOCKED	0200 to 0530 each day Trackwork TRAINS DIVERTED
-------------------------------------	------------------------	---

543 SOHO SOUTH JUNCTION TO PERRY BARR NORTH JUNCTION (SOHO LINES)

Sunday/Monday 26/27 September

253 Soho East Jn and Perry Barr West Jn	Down and Up BLOCKED	2300 Sun to 0350 Mon Trackwork TRAINS DIVERTED
--	------------------------	--

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

1600 SUNDAY 26 SEPTEMBER - READING PLATFORMS 4A AND 4B - Alteration to signals on Platforms 4A and 4B at Reading, see following diagram.

Signals R381 and R383 will be moved from the "Tee" bracket at the end of platform 4A/4B 11 feet towards London. R381 will be mounted on a straight post to the right hand side of the track controlling movements from platform 4B. R383 will be positioned on the left hand side of the track on the ground between platform 4A and the Down Main.

It should be noted that the signal R383 aspect arrangements will be reversed so the red aspect is now at the top.

Banner repeater signals will be installed 76 yards to the rear of the new signals mounted next to the existing Customer Information Screens.

The SPT and PRS board will be mounted on a new post in the centre of the platform, 3 feet to the rear of the original position.

(30) (GW1)

SOUTH WALES

FROM SUNDAY 5 SEPTEMBER TO THURSDAY 7 OCTOBER OR UNTIL COMPLETION - CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON - AT FFAIRFACH LEVEL CROSSING (AOCL) 17M 16CH - The existing rail Drivers flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

The existing 'STOP' sign and plunger in the down direction and the 10 mph crossing speed sign in the up direction will not be altered.

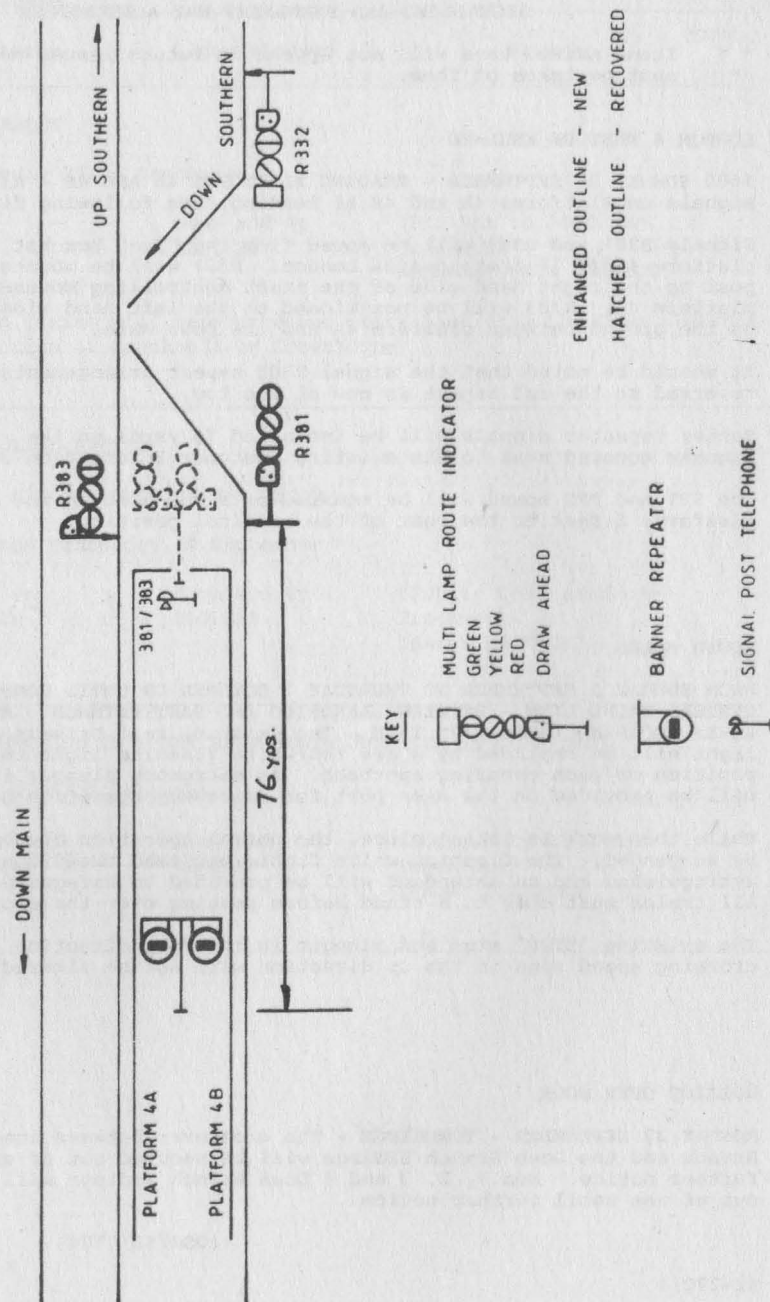
(31) (RSW2)

WORKING OVER BOOK

MONDAY 27 SEPTEMBER - TONBRIDGE - The crossover between the Down Redhill Branch and the Down Branch Sidings will be secured out of use until further notice. Nos.1, 2, 3 and 4 Down Branch Sidings will also be taken out of use until further notice.

(OSM/SE/1104) (30) (526)

READING STATION



K2-27C/2

41

K

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

FOXHALL JUNCTION (DIDCOT) AND WANTAGE ROAD - Reversible signalling has been withdrawn.

At Foxhall Junction, the route to the Up Main line from signals R.80, R.180 and R.280 has been taken out of use. Other routes are unchanged.

At Steventon, signals R.705, R.709 and R.786 have been fixed at Danger.

Alterations at Wantage Road are contained in Signalling Notice No.64.

For the duration of the construction of the Up Loop between Challow and Wantage Road, an authorised walking route has been provided along the Down side cess. Foot crossings from the Up to the Down side have been provided at 60m 10ch at Wantage Road and 64m 02ch at Challow.

(See Section D)

(28) (GW1/GW2.1)

BETWEEN STEVENTON AND CHALLOW - Telephones have been provided for crossing users at Grove Bridleway crossing at 61m 37ch.

Down Direction

The maximum permissible speed over the Down Relief Line is 60 m.p.h., until 63m 74ch where it changes to 40 m.p.h.

A new 60 m.p.h. warning indicator with left hand arrow has been provided on the Down Main Line at 59m 23ch, applicable to trains proceeding to the Down Relief Line at Wantage Road.

A 40 m.p.h. warning indicator has been provided on the Down Relief Line at 63m 34ch in connection with the reduction in speed at 63m 74ch on that line.

Up Direction

The speed into and over the Up Goods Loop at Steventon has been raised to 50 m.p.h. The speed at the exit of the loop remains at 25 m.p.h.

(See Section D)

(28) (GW2.1)

K2-27C/3

BETWEEN DIDCOT AND SWINDON - Signalling Notice No. 64 has been distributed. Traincrews and others concerned who have not received their copy should contact their Supervisor.

The following amendments are required to notice No. 64:-

Page 2, paragraph d) (i) Delete final sentence and substitute:-

"When signal SN.89 is displaying a double yellow aspect, signal SN.93 will be displaying a single yellow aspect. When signal SN.89 is displaying a single yellow aspect, signal SN.93 will be red."

Paragraph d) (ii) Delete final sentence and substitute:-

"When signal SB.992 is displaying a double yellow aspect, signal SB.986 will be displaying a single yellow aspect. When signal SB.992 is displaying a single yellow aspect, signal SB.986 will be red."

Page 3, paragraph 3. (i) Amend to read "Reversible signalling will"

Page 4, Signal Routes - Amend Signal SN 693 "DY" to read "M".

(28) (GW2.1)

DAWLISH STATION - New length of train marker signs have been brought into use at Dawlish as follows:-

Up platform - the existing 3 car sign has been recovered. Two new boards have been provided nearer the Exeter end of the platform. One applies to 2 car trains and the other to 3/4 car trains and Drivers must bring their train to a stand with the driving cab opposite the appropriate board.

Down platform - a new 'DMU stop' sign has been provided 11 yards from the Newton Abbot end of the platform.

(29) (GW4)

KINGHAM STATION - Work on the down platform at Kingham station has been completed and the platform restored to its normal length.

(RRC/O/S/93/012)

(29) (RC11)

* * LAIRA DEPOT - The stop board applicable to Nos. 5 and 6 Roads has been replaced by new position light signals, similar to 1-4 and 7-9 Roads.

(See Section D)

(27) (FWE4.6)

CATTEWATER HARBOUR BRANCH - The Cattewater Harbour branch has been converted to One Train Working; a train staff, coloured blue, has been provided which is kept at Tavistock Jn Yard. The start/end of the section at Friary has been moved nearer to Turnchapel Branch Jn and new notice boards have been provided.

(See Section D)

(28) (FWE4.6)

K2-27C/4

SOUTH WALES

PENCOED - The existing Down Main banner repeater for signal PT.66 has been renewed as a fibre optic type.

(29) (GW7)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Mileage	Name of crossing	Situated at or between
1m 56ch	Broome Farm 2	Craven Arms and Broome
6m 79ch	Coxhall Farm 1	Hopton Heath and Bucknell
11m 46ch	Stud Farm 2	Bucknell and Knighton
15m 24ch	Castle Gardens	Knucklas and Llangunllo
33m 32ch*	Greenfields	Llandrindod Wells and Builth Road
33m 33ch*	Howey	Llandrindod Wells and Builth Road
39m 36ch	Cilmeri	Cilmeri
43m 30ch	Aberdulais Farm	Garth and Llangammarch
46m 60ch	Cefn Gast Farm 2	Llangammarch and Llanwrtyd Wells
48m 62ch	Cwm Henog Farm 2	Llanwrtyd Wells and Sugar Loaf

* - Greenfields and Howey are adjacent crossings and share telephones

(See Section D)

(28) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN KNUCKLAS AND LLANGAMMARCH WELLS - The following permanent speed restrictions have been withdrawn approaching the occupation/accommodation crossings indicated :-

15m 24ch	Castle Gardens Crossing	- 10 mph up direction from 15m 30ch
33m 32ch	Greenfields Crossing	- 10 mph down direction from 33m 27ch
33m 33ch	Howey Crossing	- 25 mph up direction from 33m 45ch
39m 36ch	Cilmeri Crossing	- 15 mph down direction from 39m 29ch
43m 30ch	Aberdulais Farm Crossing	- 20 mph up direction from 39m 45ch
		- 20 mph up direction from 43m 39ch

(See Section D)

(28) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at the box indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
49m 15ch	Tyn-y-Maes Farm	Llanwrtyd Wells and Sugar Loaf	Pantyffynnon

(See Section D)

(29) (RSW2)

K2-27C/5

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signalman at Bromfield :-

Mileage	Name of crossing	Situated between	
24m 07ch	Wootton Farm	Onibury and Bromfield	
(See Section D)			(28) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring signal box
31m 13ch	Froggetts	Bromfield and Woofferton	Bromfield
34m 36ch	Park Lodge 2	Woofferton and Leominster	Leominster
34m 57ch	Cross Brook Farm	Woofferton and Leominster	Leominster
(NEW ITEM) (See Section D)			(30) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at the box indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
33m 35ch	Church House Farm	Woofferton and Leominster	Leominster
33m 72ch	Inchmoor	Woofferton and Leominster	Leominster
(See Section D)			(29) (RSW3)

AWRE TO SEVERN TUNNEL JN - AT WOOLASTON LEVEL CROSSING - 136M 14CH - Telephones have been provided at this level crossing.

(See Section D) (29) (RSW4.2)

* * BETWEEN JERSEY MARINE SOUTH JN AND BURROWS WEST - A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Down line between 44m.70ch. and 46m.30ch. and on the Up line between 46m.30ch. and 44m.20ch.

(See Section D) (27) (FWA1.7)

RADYR YARD AREA - The following points giving access to Radyr Yard have been clipped and padlocked out of use pending recovery :-

At Radyr Junction - 4m 38ch
At Radyr Quarry Junction - 3m 66ch

NOTE: All routes giving access to Radyr Yard have now been secured out of use.

(28) (FWA2.6)

WORKING OVER BOOK

Willesden - Brent Sidings - Signal WN.43 on No.2 down goods departure line has been renewed 24 yards further North. The position light aspect has been bracketed out to the left and the stencil indicator 'G' provided above it. A multi-lamp route indicator has been provided above the main aspects but will not be brought into use until a later stage.

Signal WN.44 on down through siding No.1 etc., has been renewed in the same position. The position light aspect has been bracketed out to the right and a 2-way stencil indicator provided above it. This signal reads as follows:-

Aspect	Stencil indication	Route to
Main	S	Down slow
Main	G	Down goods
Position light	G	Down goods

A multi-lamp route indicator has been provided above the main aspects in place of the stencil indicator but will not be brought into use until a later stage.

(OD14/89/131) (28) (507)

PUTNEY - The Up Slow platform has been taken out of use for reconstruction.

(See section D) (R(SW)1092) (29) (516)

BARNES - The Down Slow platform has been taken out of use for reconstruction.

(See section D) (R(SW)1092) (29) (516)

WATERLOO - Platform 17 has been lengthened by 25 yards at the buffer stop end. The repositioned buffer stops are in line with those on the adjacent platform 16.

(NEW ITEM) (R(SW)1054) (30) (521)

SALISBURY DEPOT - 3, 6 and 9 car stopping marks have been provided adjacent to the CET siding. These indicate where 159 units should be stopped to enable the toilet tanks to be emptied on the middle or rear units.

(R(SW)1057) (28) (521/522)

Salisbury - Two position light signals have been provided adjacent to the Up line at the Wilton end of the station for test purposes. The aspects are blanked off and they have no relevance to traincrews.

(R(SW)1272) (29) (521/522)

GODSTONE TIP - Godstone Tip Sidings has been shortened to 80 feet behind ground signal No.4.

(29) (526)

GODSTONE - The Landfill sidings has been shortened to a length of 26 yards, and a buffer stop with associated WHITE LIGHT has been provided.

(29) (526)

LEAMINGTON SPA - The two sidings known locally as 'Rubbish Road' and 'Canteen Road' on the down side at Leamington Spa Station have been clipped out of use pending removal.

ROM/S/S/0500/PT (29) (538)

* * COVENTRY STATION - To facilitate resurfacing work, platform 4 has been temporarily shortened by 35 yards at the South end. A temporary stop board, applicable to up trains, has been provided on this platform.

Drivers of down trains stopping in platform 4 must ensure that their trains are drawn up to the North end of the station, clear of the area where work is in progress.

(OD14/-) (27) (538)

BERKSWELL GF - The facing crossover worked from Berkswell emergency ground frame has been temporarily taken out of use.

(NEW ITEM) (OD14/-) (30) (538)

Birmingham New Street Station - The re-surfacing work at the south end of platforms 6 and 7 has been completed and the affected part of the platforms brought back into use.

These platforms have now been temporarily shortened by 30 yards at the north end to facilitate similar work and temporary stop boards, applicable to down trains, provided.

Drivers of up trains stopping in platform 6 or 7 must ensure that their trains are drawn up to the south end of the platform concerned, clear of the area where work is in progress.

(OD14/-) (29) (538)

Hamstead Station - The down platform has been temporarily shortened by 60 yards at the Walsall end. A "Trains Stop Here" board has been provided.

(RRC/O/S/92/99) (29) (541)

Bescot Stadium Station - The up platform has been temporarily shortened by 49 yards at the Birmingham end. A "Trains Stop Here" board has been provided.

(RRC/O/S/92/99) (29) (541)

Langley Green Station - The down platform has been temporarily shortened by 18 yards at the Birmingham end.

The up platform has been temporarily shortened by 13 yards at the Birmingham end.

(RRC/O/S/93/067) (29) (549)

UNIVERSITY - The Up platform at University station has been restored to a new length of 185 yards.

(RRC/O/S/92/99) (29) (550)

* * RULE BOOK, SECTION K - USE OF SIGNAL POST TELEPHONES

*

AN IMPORTANT REMINDER TO DRIVERS AND OTHER STAFF

Drivers and other staff are reminded to take great care for their personal safety when using Signal Post Telephones.

You must be vigilant against trains approaching at line speed on adjacent lines, especially on multiple bi-directional territory.

The safest place to stand will usually be closest to the line ahead of the stationary train. Handsignalmen and others must first come to a clear understanding with the driver before taking up this position.

Drivers should be especially vigilant when leaving the safety of their cab and passing down the side of their train to get to and from the S.P.T.

Drivers are specially reminded of the restrictions placed on the use of many of the S.P.T.s in the Paddington area. The list of signals affected, together with associated instructions appear in the Sectional Appendix (page 4.12), as amended by the current Periodical Operating Notice.

REMEMBER

DON'T EXPOSE YOURSELF TO DANGER

BE ESPECIALLY VIGILANT WHEN ON THE TRACK

(27)

K2-27IBC/1

BRITISH RAILWAYS

FORMER WESTERN REGION

K2

RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

28/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 2 OCTOBER 1993

to

FRIDAY, 8 OCTOBER 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

OTHER AREAS - FORMER SOUTHERN REGION

521 WATERLOO TO EXMOUTH JUNCTION

Sunday/Monday 3/4 October

234	Worting Jn and Tunnel Jn	Down and Up BLOCKED	0010 Sun to 0410 Mon Track renewal. TRAINS DIVERTED VIA SOUTHAMPTON
-----	-----------------------------	------------------------	--

FORMER LONDON MIDLAND REGION

556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Monday/Tuesday 4/5 October

235	Sandbach North Jn and Holmes Chapel	Down BLOCKED	2340 Mon to 0450 Tues Trackwork SLW OVER UP
-----	--	-----------------	---

K2-28B/8

K2-28B/8

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

0500 MONDAY 4 OCTOBER - BETWEEN PADDINGTON AND OLD OAK COMMON WEST -
Maximum permissible speeds will be changed as follows:-

Down Direction

On lines 1, 2, 3, 4 and 5 the maximum permissible speed will be increased to 70mph at 1m 38ch. This speed will apply also over connections between lines 1, 2, 3, 4 and 5 and the Down Main and Relief lines.

On the Down Main line 100mph will apply from the 2 m.p. (continuing to 4m 40ch).

On the Down Relief line 70 mph will apply only to 2m 60ch, from where the existing 40/60 will remain.

Up Direction

The 40mph permanent speed restriction now applying on the Up Main line from 2m 60ch towards Paddington, and on the Up Relief line from 2m 74ch towards Paddington, will be removed as far as the signal gantry at 0m 46ch.

On the Up Main line 85/HST/T100 will be extended and will apply over line 2 to 0m 46ch.

On the Up Relief line 70mph will apply from 2m 60ch.

70 mph will also apply over lines 1, 3, 4, 5 and 6 as far as 0m 46ch, and over most connections between lines 1, 2, 3, 4, 5 and 6 in the Ladbroke Grove and Portobello areas (see Section D for full details).

50mph will apply over connections in the Subway Junction and Royal Oak area.

From 0m 46ch 40mph will continue, also the 25mph restriction at the approaches to platforms 10-14.

Engine & Carriage line

Maximum permissible speed over the connection to/from the Engine & Carriage line and as far as 2m 20ch will be 50mph. The existing 15mph will continue to apply from that point.

Warning indicators will be introduced as follows:-

Down Relief line

A 40/60 indicator, with AWS, at 2m 18ch for the restriction commencing at 2m 60ch.

K2-28C/1

Up Main line

A 70mph indicator, with left hand arrow, at 2m 65ch for the connection at the commencement of line 3.

A 40mph indicator, with AWS, at 2m 15ch for the restriction commencing at 0m 46ch.

Up Relief line

A 40mph indicator, with AWS, at approximately 2m 2ch for the restriction commencing at 0m 46ch.

(See Periodical Operating Notice)

(31) (GW1)

10.00 MONDAY 4 OCTOBER - RWE8.2 LISKEARD TO LOOE - BOLITHO 1 CROSSING AT 8M 17CH - The 5 mph permanent speed restriction approaching this crossing in each direction will be raised to 10 mph. The new speed restrictions will apply from the same mileages.

(See Section D)

(31) (RWE8.2)

MONDAY 4 OCTOBER - BETWEEN SLOUGH AND WINDSOR & ETON CENTRAL - Driver Only Operation of trains in accordance with the instructions contained in the "Driver Only Operation (Passenger) General Instructions for Class 165/166 Units" previously issued to Drivers and Signalmen will be brought into use.

Trains from Slough will be despatched in accordance with the Rule Book, Section H, clause 5.4.

Trains from Windsor will be despatched by the Driver using the platform equipment provided in accordance with the above Instructions. Should it be necessary for the train to be held for any reason the Driver must be informed of the circumstances after the appropriate permission has been obtained.

(See Periodical Operating Notice)

(31) (NTC6.3)

SOUTH WALES

THURSDAY 7 OCTOBER OR UNTIL COMPLETION - CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON - AT FFAIRFACH LEVEL CROSSING (AOCL) 17M 16CH - The existing rail Drivers flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

The existing 'STOP' sign and plunger in the down direction and the 10 mph crossing speed sign in the up direction will not be altered.

(31) (RSW2)

SATURDAY 2 OCTOBER - BURROWS SIDINGS to BURROWS WEST - This line will become, and will be worked as, part of Burrows yard.

(See Periodical Operating Notice)

(31) (FWA1.7)

SATURDAY 2 OCTOBER - ABERPERGWM COLLIERY JN to NEATH & BRECON JN - The line between a temporary STOP board located approximately 50 yards on the N&B Jn side of the junction points at Aberpergwm Colliery Jn and Neath & Brecon Jn will be brought back into use. The line beyond this temporary STOP board is still being reconstructed by contractors working for Ryan Mining and Drivers must not proceed beyond it except on the instructions of the BR Civil Engineer.

A Distant board for Up trains will be provided at 33m 340yds, Drivers should note that this has been positioned for a permanent STOP board to be installed later and that it is at less than braking distance from the temporary STOP board.

The train staff will be kept at Neath & Brecon Jn signalbox and the whole line, including the run round loop and headshunt which will be provided later at Ryans siding, must be considered as part of the section, vehicles must not be left at any point on this branch.

(See Periodical Operating Notice)

(31) (FWA1.7A)

WORKING OVER BOOK

SUNDAY 3 OCTOBER - HIGHBURY AND ISLINGTON - The fencing on the side of the existing platform adjoining the reversible No.1 Line will be removed to provide a new platform on this line.

(31/SA1.13)

(31) (503)

SUNDAY 3 OCTOBER - BETWEEN BOW JN. AND MARYLAND - At 16 00 hours, new permanent speed restrictions will be imposed as shown below. They will apply for the duration of the Stratford remodelling works.

Down and Up Main : 40 m.p.h. between 2m 60ch and 4m 25ch.

Down and Up Electric : (40 m.p.h. between 2m 60ch and 3m 63ch.

(The existing 30 m.p.h. restriction between
3m 63ch and 4m 17ch will remain and will be
extended to 4m 25ch.

(31/SA 1.3 -1.6) (31) (503)

SUNDAY 3 OCTOBER - MITRE BRIDGE - The trailing connection from the up West London line to the Stabling Siding will be secured out of use pending removal and the Stabling Siding abolished. Signal WN.149, controlling movements from the Stabling Siding will be taken away.

(OD14/93/8)

(31) (507)

MONDAY 4 OCTOBER - WATERLOO - Platforms 17 and 18 will be lengthened by 85 yards at the buffer stop end. The extended platforms will accommodate 12 cars. Each platform will have an additional banner repeater 50 yards on the buffer stops side of the existing banner repeater. The off indicators will be repositioned about 3 car lengths from the buffer stops. The TRTS plungers will be repositioned about 2 car lengths from the buffer stops.

(R(SW)1054) (31) (521)

MONDAY 4 OCTOBER - DEEPDENE - The up platform will be extended by 10 yards at the Redhill end. A 3 car stop mark will be provided at the top of the new ramp. A 2 car stop mark will be provided 25 yards on the Guildford side of the 3 car stop mark.

(31) (525)

SUNDAY 3 OCTOBER - LANGLEY GREEN STATION - From 08 30, engineering work on the down and up platforms will be completed and the platforms restored to their normal length.

(RRC/O/S/93/067) (31) (549)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

READING PLATFORMS 4A AND 4B - Alteration to signals on Platforms 4A and 4B at Reading, see following diagram.

Signals R381 and R383 have been moved from the "Tee" bracket at the end of platform 4A/4B 11 feet towards London. R381 has been mounted on a straight post to the right hand side of the track controlling movements from platform 4B. R383 has been positioned on the left hand side of the track on the ground between platform 4A and the Down Main.

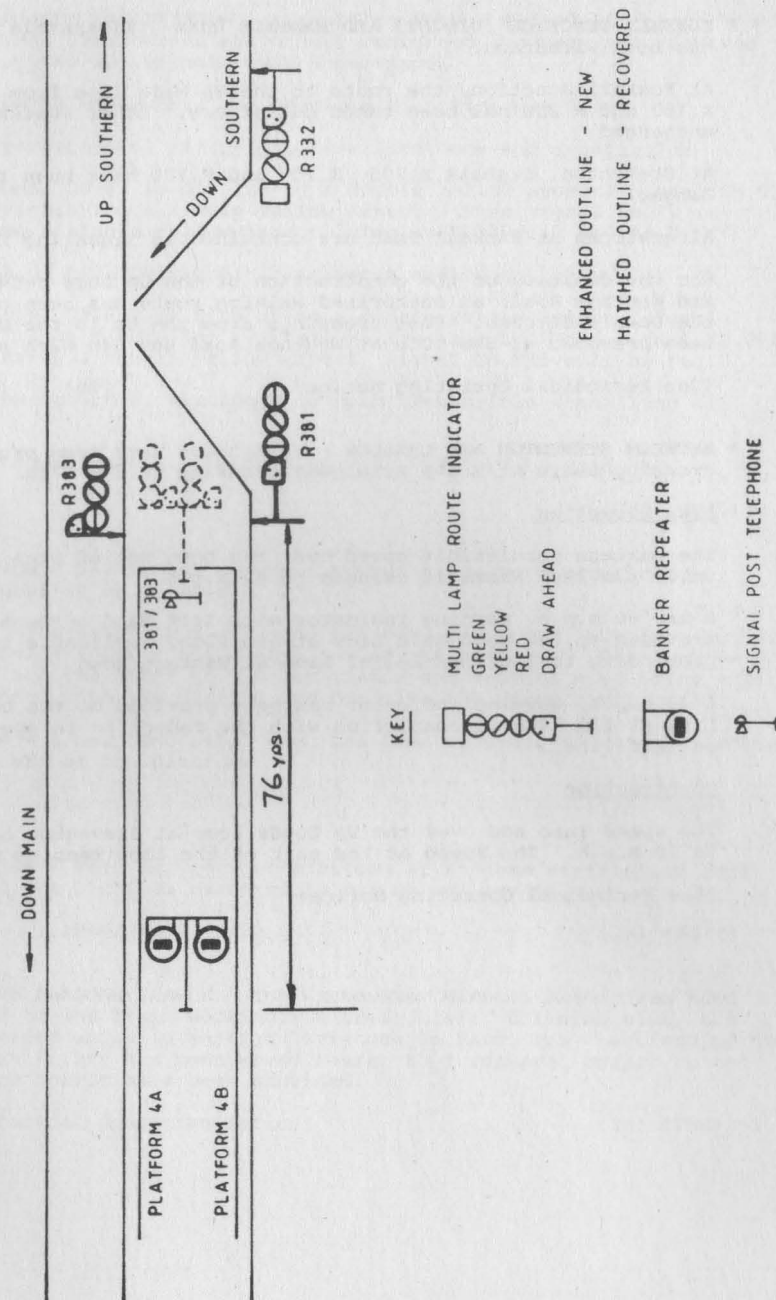
It should be noted that the signal R383 aspect arrangements have been reversed so the red aspect is now at the top.

Banner repeater signals have been installed 76 yards to the rear of the new signals mounted next to the existing Customer Information Screens.

The SPT and PRS board have been mounted on a new post in the centre of the platform, 3 feet to the rear of the original position.

(30) (GW1)

READING STATION



- * * FOXHALL JUNCTION (DIDCOT) AND WANTAGE ROAD - Reversible signalling
 * has been withdrawn.

At Foxhall Junction, the route to the Up Main line from signals R.80, R.180 and R.280 has been taken out of use. Other routes are unchanged.

At Steventon, signals R.705, R.709 and R.786 have been fixed at Danger.

Alterations at Wantage Road are contained in Signalling Notice No.64.

For the duration of the construction of the Up Loop between Challow and Wantage Road, an authorised walking route has been provided along the Down side cess. Foot crossings from the Up to the Down side have been provided at 60m 10ch at Wantage Road and 64m 02ch at Challow.

(See Periodical Operating Notice) (28) (GW1/GW2.1)

- * * BETWEEN STEVENTON AND CHALLOW - Telephones have been provided for
 * crossing users at Grove Bridleway crossing at 61m 37ch.

Down Direction

The maximum permissible speed over the Down Relief Line is 60 m.p.h., until 63m 74ch where it changes to 40 m.p.h.

A new 60 m.p.h. warning indicator with left hand arrow has been provided on the Down Main Line at 59m 23ch, applicable to trains proceeding to the Down Relief Line at Wantage Road.

A 40 m.p.h. warning indicator has been provided on the Down Relief Line at 63m 34ch in connection with the reduction in speed at 63m 74ch on that line.

Up Direction

The speed into and over the Up Goods Loop at Steventon has been raised to 50 m.p.h. The speed at the exit of the loop remains at 25 m.p.h.

(See Periodical Operating Notice) (28) (GW2.1)

- * * BETWEEN DIDCOT AND SWINDON - Signalling Notice No. 64 has been
 * distributed. Traincrews and others concerned who have not received their copy should contact their Supervisor.

The following amendments are required to notice No. 64:-

Page 2, paragraph d) (i) Delete final sentence and substitute:-

"When signal SN.89 is displaying a double yellow aspect, signal SN.93 will be displaying a single yellow aspect. When signal SN.89 is displaying a single yellow aspect, signal SN.93 will be red."

Paragraph d) (ii) Delete final sentence and substitute:-

"When signal SB.992 is displaying a double yellow aspect, signal SB.986 will be displaying a single yellow aspect. When signal SB.992 is displaying a single yellow aspect, signal SB.986 will be red."

Page 3, paragraph 3. (i) Amend to read "Reversible signalling will"

Page 4, Signal Routes - Amend Signal SN 693 "DY" to read "M".

(28) (GW2.1)

DAWLISH STATION - New length of train marker signs have been brought into use at Dawlish as follows:-

Up platform - the existing 3 car sign has been recovered. Two new boards have been provided nearer the Exeter end of the platform. One applies to 2 car trains and the other to 3/4 car trains and Drivers must bring their train to a stand with the driving cab opposite the appropriate board.

Down platform - a new 'DMU stop' sign has been provided 11 yards from the Newton Abbot end of the platform.

(29) (GW4)

KINGHAM STATION - Work on the down platform at Kingham station has been completed and the platform restored to its normal length.

(RRC/O/S/93/012)

(29) (RC11)

- * * CATTEWATER HARBOUR BRANCH - The Cattewater Harbour branch has been
 * converted to One Train Working; a train staff, coloured blue, has been provided which is kept at Tavistock Jn Yard. The start/end of the section at Friary has been moved nearer to Turnchapel Branch Jn and new notice boards have been provided.

(See Periodical Operating Notice)

(28) (FWE4.6)

SOUTH WALES

PENCOED - The existing Down Main banner repeater for signal PT.66 has been renewed as a fibre optic type.

(29) (GW7)

- * * RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Mileage	Name of crossing	Situated at or between
1m 56ch	Broome Farm 2	Craven Arms and Broome
6m 79ch	Coxhall Farm 1	Hopton Heath and Bucknell
11m 46ch	Stud Farm 2	Bucknell and Knighton
15m 24ch	Castle Gardens	Knucklas and Llangunllo
33m 32ch*	Greenfields	Llandrindod Wells and Builth Road
33m 33ch*	Howey	Llandrindod Wells and Builth Road
39m 36ch	Cilmeri	Cilmeri
43m 30ch	Aberdulais Farm	Garth and Llangammarch
46m 60ch	Cefn Gast Farm 2	Llangammarch and Llanwrtyd Wells
48m 62ch	Cwm Henog Farm 2	Llanwrtyd Wells and Sugar Loaf

* - Greenfields and Howey are adjacent crossings and share telephones

(See Periodical Operating Notice)

(28) (RSW2)

- * * RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN KNUCKLAS AND LLANGAMMARCH
* WELLS - The following permanent speed restrictions have been withdrawn approaching the occupation/accommodation crossings indicated:-

15m 24ch	Castle Gardens Crossing	- 10 mph up direction from 15m 30ch
33m 32ch	Greenfields Crossing	- 10 mph down direction from 33m 27ch
33m 33ch	Howey Crossing	- 25 mph up direction from 33m 45ch
39m 36ch	Cilmeri Crossing	- 15 mph down direction from 39m 29ch
		- 20 mph up direction from 39m 45ch
43m 30ch	Aberdulais Farm Crossing	- 20 mph up direction from 43m 39ch

(See Periodical Operating Notice)

(28) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at the box indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
49m 15ch	Tyn-y-Maes Farm	Llanwrtyd Wells and Sugar Loaf	Pantyffynnon

(See Periodical Operating Notice)

(29) (RSW2)

- * * RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at Bromfield :-

Mileage	Name of crossing	Situated between
24m 07ch	Wootton Farm	Onibury and Bromfield

(See Periodical Operating Notice)

(28) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring signal box
31m 13ch	Froggetts	Bromfield and Woofferton	Bromfield
34m 36ch	Park Lodge 2	Woofferton and Leominster	Leominster
34m 57ch	Cross Brook Farm	Woofferton and Leominster	Leominster

(See Periodical Operating Notice)

(30) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the box indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
33m 35ch	Church House Farm	Woofferton and Leominster	Leominster
33m 72ch	Inchmoor	Woofferton and Leominster	Leominster

(See Periodical Operating Notice)

(29) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn :-

Mileage	Name of crossing	Situated between
7m 30ch	West's Bridge Farm	Tram Inn and Pontrilas

(NEW ITEM) (See Section D)

(31) (RSW3)

AWRE TO SEVERN TUNNEL JN - AT WOOLASTON LEVEL CROSSING - 136M 14CH - Telephones have been provided at this level crossing.

(See Periodical Operating Notice)

(29) (RSW4.2)

BETWEEN BARRY AND ABERTHAW - The secured out of use catch points in the Down line at 1m.01ch. and in the Up line at 2m.70ch. and 3m.74ch. have been removed and plain line installed.

(NEW ITEM) (See Periodical Operating Notice) (31) (FWA1.1)

- * * RADER YARD AREA - The following points giving access to Rader Yard
* have been clipped and padlocked out of use pending recovery :-

At Rader Junction - 4m 38ch
At Rader Quarry Junction - 3m 66ch

NOTE: All routes giving access to Rader Yard have now been secured out of use.

(28) (FWA2.6)

WORKING OVER BOOK

BETWEEN BOW (MIDLAND) YARD AND CARPENTERS ROAD SOUTH JN. - The signalling on the Down and Up Cambridge lines between Bow (Midland) Yard and the former Carpenters Road South Jn. has been temporarily taken out of use. The relevant signals have been removed or disconnected until further notice, as appropriate. The routes to and from Thornton Fields Carriage Sidings will be maintained.

A new facing lead has been installed at 3m 40ch in the Carpenters Road Curve Single line to connect with the Up and Down Cambridge lines.

Until signalling facilities are provided, the following arrangements will apply to movements to and from Bow (Midland) Yard:-

Working by Pilotman will apply over the Carpenters Road Curve Single line.

Movements to and from Bow Yard will be handsignalled:-

between signal B6 and signal B172 in the Down direction, and
between signal B173 and Bow Yard in the Up direction.

(NEW ITEM) (28/SA 1.4, 1.21) (31) (505A)

SHENFIELD - The 12-car stop board located at the London end of Platform 5, applicable to Up direction movements, has been moved approximately 4 yards towards the country end of the platform and affixed to signal L516.

The Driver of a 12-car train must stop adjacent to signal L516 and observe the RA/CD repeater indicator located on the London side of signal L516. The Driver must then not move his train until he receives an RA indication or verbal authority to pass the signal at Danger in accordance with Section D of the Rule Book.

(NEW ITEM) (28/SA 2.6) (31) (505B)

CHELMSFORD - New signal post telephones have been brought into use working to Chelmsford signal box.

The signals affected are:-

Down line C30, C33, C34/35, C36, C39 (Down Goods Loop to Down Main),
D24, D25, D26, D27, D28

Up line C4, C5, C32, C100, U31, U32, U34, U35, U36, U37,
U37B, U38

(NEW ITEM) (29/SA 2.8) (31) (505B)

- * * Willesden - Brent Sidings - Signal WN.43 on No.2 down goods
* departure line has been renewed 24 yards further North. The position light aspect has been bracketed out to the left and the stencil indicator 'G' provided above it. A multi-lamp route indicator has been provided above the main aspects but will not be brought into use until a later stage.

Signal WN.44 on down through siding No.1 etc., has been renewed in the same position. The position light aspect has been bracketed out to the right and a 2-way stencil indicator provided above it. This signal reads as follows:-

Aspect	Stencil indication	Route to
Main	S	Down slow
Main	G	Down goods
Position light	G	Down goods

A multi-lamp route indicator has been provided above the main aspects in place of the stencil indicator but will not be brought into use until a later stage.

(OD14/89/131) (28) (507)

PUTNEY - The Up Slow platform has been taken out of use for reconstruction.

(See Periodical Operating Notice) (R(SW)1092) (29) (516)

BARNES - The Down Slow platform has been taken out of use for reconstruction.

(See Periodical Operating Notice) (R(SW)1092) (29) (516)

WATERLOO - Platform 17 has been lengthened by 25 yards at the buffer stop end. The repositioned buffer stops are in line with those on the adjacent platform 16.

(R(SW)1054) (30) (521)

EARLSFIELD - The Down Fast platform has been restored to use.

(NEW ITEM)

(R(SW)1092)

(31) (521)

Salisbury - Two position light signals have been provided adjacent to the Up line at the Wilton end of the station for test purposes. The aspects are blanked off and they have no relevance to traincrews.

(R(SW)1272)

(29) (521/522)

LEAMINGTON SPA - The two sidings known locally as 'Rubbish Road' and 'Canteen Road' on the down side at Leamington Spa Station have been clipped out of use pending removal.

ROM/S/S/0500/PT (29) (538)

BERKSWELL GF - The facing crossover worked from Berkswell emergency ground frame has been temporarily taken out of use.

(OD14/-)

(30) (538)

Birmingham New Street Station - The re-surfacing work at the south end of platforms 6 and 7 has been completed and the affected part of the platforms brought back into use.

These platforms have now been temporarily shortened by 30 yards at the north end to facilitate similar work and temporary stop boards, applicable to down trains, provided.

Drivers of up trains stopping in platform 6 or 7 must ensure that their trains are drawn up to the south end of the platform concerned, clear of the area where work is in progress.

(OD14/-)

(29) (538)

HAMSTEAD STATION - The down platform has been temporarily shortened by 60 yards at the Birmingham end. The Walsall end of the platform has been restored to use.

The "Trains Stop Here" board has been repositioned accordingly.

(NEW ITEM)

(RRC/O/S/92/99) (31) (541)

Bescot Stadium Station - The up platform has been temporarily shortened by 49 yards at the Birmingham end. A "Trains Stop Here" board has been provided.

(RRC/O/S/92/99) (29) (541)

UNIVERSITY - The Up platform at University station has been restored to a new length of 185 yards.

(RRC/O/S/92/99) (29) (550)

K2-28C/12

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

ALTERATIONS TO OPERATING PUBLICATIONS FROM 2 OCTOBER 1993

Regulations for single lines worked by the No Signalman Token with remote crossing loops (NSTR) System

A new booklet of NSTR Regulations will be issued shortly. Meanwhile, the current NSTR Regulations should be altered as follows:-

Page 6 - Clause 9.1.1., amend first sentence to read:-

'When it is required in accordance with Regulations 4 and 5 to ascertain whether a line is clear, the Signalman may allow a train to enter the section for this purpose subject to the following conditions:- '.....then as printed.

Page 7 - Clause 9.1.3., amend to read:-

'If, however, a rail over road bridge has been struck.....' then as printed.

Page 11 - clause (c), amend last sentence to read:-

'When the train concerned arrives at the next token station the Driver must be instructed to write the word "Cancelled" across the card and, at a remote station, advise the Signalman that he has done so. The Signalman must advise the Driver to hand in the card to the Signalman at the next signal box.

(K2/28/93)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS LONDON & WEST OF ENGLAND - BR30069 (Dated April 1993)

SECTION 1 - TABLE A

Page 1.86 - RWE8.2 LISKEARD TO LOOE

Amend the existing permanent speed restrictions approaching Bolitho 1 Crossing to read :-

8m 20ch 10 mph down direction
8m 15ch 10 mph up direction

(Applies from 10.00 Monday 4 October)

(K2/28/93)

K2-28D/1

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

FORMER WESTERN REGION
20 OCT 1993

K2

29/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 9 OCTOBER 1993

to

FRIDAY, 15 OCTOBER 1993

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

SUNDAY 10 OCTOBER - STAPLETON ROAD - The banner repeater for Signal B235 at Stapleton Road will be renewed in fibre optic form. There will be no change to signal height, form or position.

(32) (GW6.2)

SOUTH WALES

FROM SUNDAY 10 OCTOBER TO THURSDAY 11 NOVEMBER OR UNTIL COMPLETION - CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON AT LLANDYBIE LEVEL CROSSING (AOCL) 13M 08CH - The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

The existing down direction advance warning board at 13½mp will be recovered. A new advanced warning board will be provided 735 yards from the crossing. The associated AWS inductor and cancelling indicator will be repositioned accordingly. The existing 'STOP' sign and plunger in the up direction and the 15 mph crossing speed sign in the down direction will not be altered.

(36) (RSW2)

WORKING OVER BOOK

SUNDAY 10 OCTOBER - CHELMSFORD - The connection from the Down Goods Loop to the Down Main line at the country end of the Down Goods Loop will be taken out of use until further notice, for renewal.

Signal C39 and position light signal C37 will be maintained at Danger until further notice.

Temporary buffer stops will be erected approximately 21 yards on the London side of signal C39.

The London end of the Down Goods Loop will be available for terminating and starting back trains up to 12 cars in length.

(30/SA2.8 - 2.9) (32) (505B)

K2-29C/1

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

BETWEEN PADDINGTON AND OLD OAK COMMON WEST - Maximum permissible speeds have been changed as follows:-

Down Direction

On lines 1, 2, 3, 4 and 5 the maximum permissible speed has been increased to 70mph at 1m 38ch. This speed applies also over connections between lines 1, 2, 3, 4 and 5 and the Down Main and Relief lines.

On the Down Main line 100mph applies from the 2 m.p. (continuing to 4m 40ch).

On the Down Relief line 70 mph applies only to 2m 60ch, from where the existing 40/60 remains.

Up Direction

The 40mph permanent speed restriction now applying on the Up Main line from 2m 60ch towards Paddington, and on the Up Relief line from 2m 74ch towards Paddington, has been removed as far as the signal gantry at 0m 46ch.

On the Up Main line 85/HST/T100 has been extended and applies over line 2 to 0m 46ch.

On the Up Relief line 70mph applies from 2m 60ch.

70 mph also applies over lines 1, 3, 4, 5 and 6 as far as 0m 46ch, and over most connections between lines 1, 2, 3, 4, 5 and 6 in the Ladbroke Grove and Portobello areas (see Section D for full details).

50mph applies over connections in the Subway Junction and Royal Oak area.

From 0m 46ch 40mph continues, also the 25mph restriction at the approaches to platforms 10-14.

Engine & Carriage line

Maximum permissible speed over the connection to/from the Engine & Carriage line and as far as 2m 20ch is 50mph. The existing 15mph continues to apply from that point.

Warning indicators have been introduced as follows:-

Down Relief line

A 40/60 indicator, with AWS, at 2m 18ch for the restriction commencing at 2m 60ch.

Up Main line

A 70mph indicator, with left hand arrow, at 2m 65ch for the connection at the commencement of line 3.

A 40mph indicator, with AWS, at 2m 15ch for the restriction commencing at 0m 46ch.

Up Relief line

A 40mph indicator, with AWS, at approximately 2m 2ch for the restriction commencing at 0m 46ch.

(See Periodical Operating Notice)
K2-29C/2

(31) (GW1)

READING PLATFORMS 4A AND 4B - Alteration to signals on Platforms 4A and 4B at Reading, see following diagram.

Signals R381 and R383 have been moved from the "Tee" bracket at the end of platform 4A/4B 11 feet towards London. R381 has been mounted on a straight post to the right hand side of the track controlling movements from platform 4B. R383 has been positioned on the left hand side of the track on the ground between platform 4A and the Down Main.

It should be noted that the signal R383 aspect arrangements have been reversed so the red aspect is now at the top.

Banner repeater signals have been installed 76 yards to the rear of the new signals mounted next to the existing Customer Information Screens.

The SPT and PRS board have been mounted on a new post in the centre of the platform, 3 feet to the rear of the original position.

(30) (GW1)

* * DAWLISH STATION - New length of train marker signs have been brought into use at Dawlish as follows:-

Up platform - the existing 3 car sign has been recovered. Two new boards have been provided nearer the Exeter end of the platform. One applies to 2 car trains and the other to 3/4 car trains and Drivers must bring their train to a stand with the driving cab opposite the appropriate board.

Down platform - a new 'DMU stop' sign has been provided 11 yards from the Newton Abbot end of the platform.

(29) (GW4)

RSW8.4 PENWITHERS JUNCTION TO FALMOUTH - Falmouth no. 1 ground frame at 312m 22ch and Falmouth no. 2 ground frame at 312m 37ch have been temporarily secured out of use.

(NEW ITEM)

(32) (RSW8.4)

RWE8.2 LISKEARD TO LOOE - BOLITHO 1 CROSSING AT 8M 17CH - The 5 mph permanent speed restriction approaching this crossing in each direction has been raised to 10 mph. The new speed restrictions apply from the same mileages.

(See Section D)

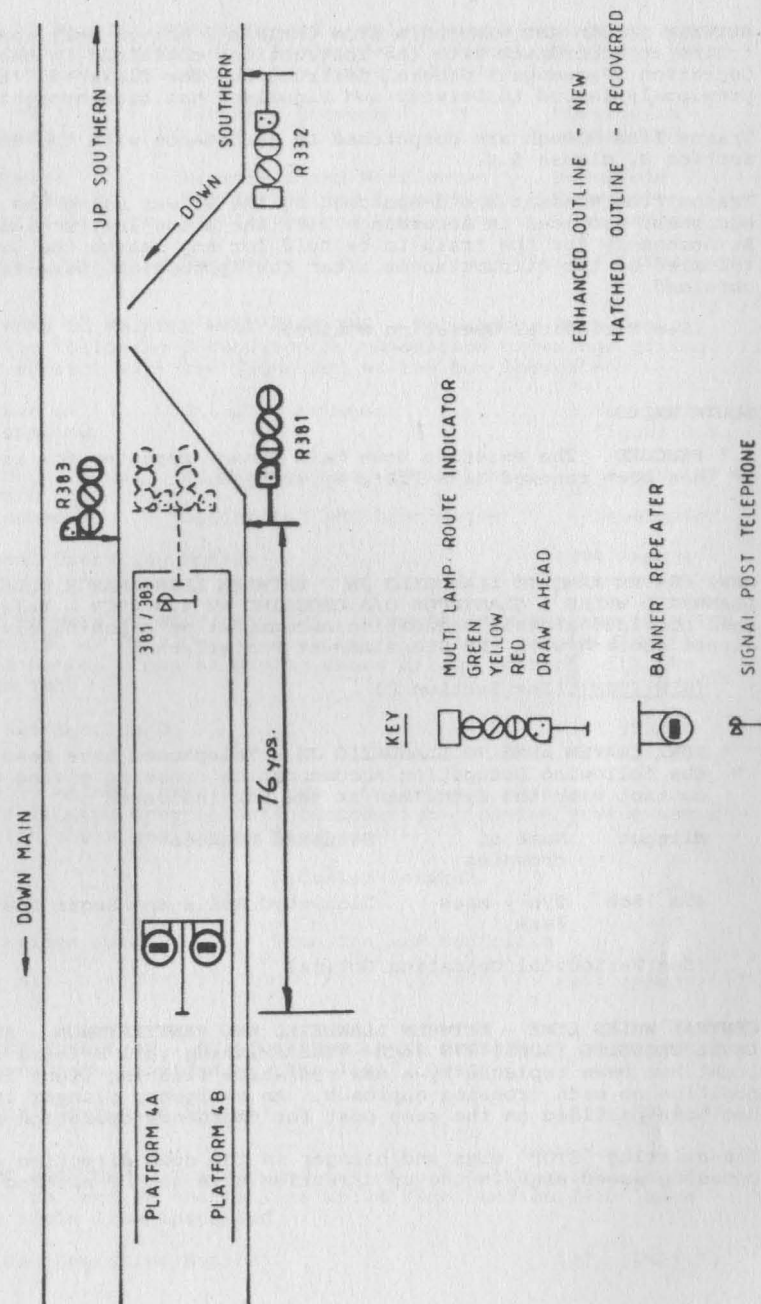
(31) (RWE8.2)

* * KINGHAM STATION - Work on the down platform at Kingham station has been completed and the platform restored to its normal length.

(RRC/O/S/93/012)

(29) (RC11)

READING STATION



BETWEEN SLOUGH AND WINDSOR & ETON CENTRAL - Driver Only Operation of trains in accordance with the instructions contained in the "Driver Only Operation (Passenger) General Instructions for Class 165/166 Units" previously issued to Drivers and Signalmen has been brought into use.

Trains from Slough are despatched in accordance with the Rule Book, Section H, clause 5.4.

Trains from Windsor are despatched by the Driver using the platform equipment provided in accordance with the above Instructions. Should it be necessary for the train to be held for any reason the Driver must be informed of the circumstances after the appropriate permission has been obtained.

(See Periodical Operating Notice)

(31) (NTC6.3)

SOUTH WALES

- * * PENCOED - The existing Down Main banner repeater for signal PT.66
* has been renewed as a fibre optic type.

(29) (GW7)

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN LLANGAMARCH WELLS AND LLANWRTYD WELLS - GLANIRFON O/A CROSSING AT 47M 09CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(NEW ITEM) (See Section D)

(32) (RSW2)

- * * RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at
* the following Occupation/Accommodation crossing giving users direct contact with the Signaller at the box indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
49m 15ch	Tyn-y-Maes Farm	Llanwrtyd Wells and Sugar Loaf	Pantyffynnon

(See Periodical Operating Notice)

(29) (RSW2)

CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON - AT FFAIRFACH LEVEL CROSSING (AOCL) 17M 16CH - The existing rail Drivers flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

The existing 'STOP' sign and plunger in the down direction and the 10 mph crossing speed sign in the up direction have not be altered.

(31) (RSW2)

K2-29C/5

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring signal box
31m 13ch	Froggetts	Bromfield and Woofferton	Bromfield
34m 36ch	Park Lodge 2	Woofferton and Leominster	Leominster
34m 57ch	Cross Brook Farm	Woofferton and Leominster	Leominster

(See Periodical Operating Notice)

(30) (RSW3)

- * * RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been
* provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the box indicated :-

Mileage	Name of crossing	Situated between	Monitoring Signal box
33m 35ch	Church House Farm	Woofferton and Leominster	Leominster
33m 72ch	Inchmoor	Woofferton and Leominster	Leominster

(See Periodical Operating Notice)

(29) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN HEREFORD AND TRAM INN - ASHLEY O/A CROSSING AT 2M 33CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn.

(NEW ITEM) (See Section D)

(32) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn :-

Mileage	Name of crossing	Situated between
7m 30ch	West's Bridge Farm	Tram Inn and Pontrilas

(See Section D)

(31) (RSW3)

- * * AWRE TO SEVERN TUNNEL JN - AT WOOLASTON LEVEL CROSSING - 136M 14CH -
* Telephones have been provided at this level crossing.

(See Periodical Operating Notice)

(29) (RSW4.2)

BETWEEN BARRY AND ABERTHAW - The secured out of use catch points in the Down line at 1m.01ch. and in the Up line at 2m.70ch. and 3m.74ch. have been removed and plain line installed.

(See Periodical Operating Notice)

(31) (FWA1.1)

K2-29C/6

BURROWS SIDINGS to BURROWS WEST - This line has become, and is worked as, part of Burrows yard.

(See Periodical Operating Notice)

(31) (FWA1.7)

ABERPERGWM COLLIERY JN to NEATH & BRECON JN - The line between a STOP board located at 33m 340yds (approximately 25 yards on the N&B side of the junction points at Aberpergwm Colliery Jn) and Neath & Brecon Jn has been brought back into use. The line beyond this STOP board is still being reconstructed by contractors working for Ryan Mining and Drivers must not proceed beyond it except on the instructions of the BR Civil Engineer.

A Distant board for Up trains has been provided at 33m 814yds.

The train staff is kept at Neath & Brecon Jn signalbox and the whole line, including the run-round loop and headshunt which will be provided later at Ryans siding, must be considered as part of the section, vehicles must not be left at any point on this branch.

(AMENDED ITEM) (See Section D)

(31) (FWA1.7A)

WORKING OVER BOOK

HIGHBURY AND ISLINGTON - The fencing on the side of the existing platform adjoining the reversible No.1 Line has been removed to provide a new platform on this line.

(31/SA1.13)

(31) (503)

BETWEEN BOW JN. AND MARYLAND - New permanent speed restrictions have been imposed as shown below. They apply for the duration of the Stratford remodelling works.

Down and Up Main : 40 m.p.h. between 2m 60ch and 4m 25ch.

Down and Up Electric : (40 m.p.h. between 2m 60ch and 3m 63ch.

(The existing 30 m.p.h. restriction between
3m 63ch and 4m 17ch remains and has been
extended to 4m 25ch.

(See Section D)

(31/SA 1.3 -1.6)

(31) (503)

BETWEEN BOW (MIDLAND) YARD AND CARPENTERS ROAD SOUTH JN. - The signalling on the Down and Up Cambridge lines between Bow (Midland) Yard and the former Carpenters Road South Jn. has been temporarily taken out of use. The relevant signals have been removed or disconnected until further notice, as appropriate. The routes to and from Thornton Fields Carriage Sidings will be maintained.

A new facing lead has been installed at 3m 40ch in the Carpenters Road Curve Single line to connect with the Up and Down Cambridge lines.

Until signalling facilities are provided, the following arrangements will apply to movements to and from Bow (Midland) Yard:-

Working by Pilotman will apply over the Carpenters Road Curve Single line.

Movements to and from Bow Yard will be handsignalled:-

between signal B6 and signal B172 in the Down direction, and
between signal B173 and Bow Yard in the Up direction.

(28/SA 1.4, 1.21) (31) (505A)

SHENFIELD - The 12-car stop board located at the London end of Platform 5, applicable to Up direction movements, has been moved approximately 4 yards towards the country end of the platform and affixed to signal L516.

The Driver of a 12-car train must stop adjacent to signal L516 and observe the RA/CD repeater indicator located on the London side of signal L516. The Driver must then not move his train until he receives an RA indication or verbal authority to pass the signal at Danger in accordance with Section D of the Rule Book.

(28/SA 2.6) (31) (505B)

CHELMSFORD - New signal post telephones have been brought into use working to Chelmsford signal box.

The signals affected are:-

Down line C30, C33, C34/35, C36, C39 (Down Goods Loop to Down Main),
D24, D25, D26, D27, D28

Up line C4, C5, C32, C100, U31, U32, U34, U35, U36, U37,
U37B, U38

(29/SA 2.8) (31) (505B)

MITRE BRIDGE - The trailing connection from the up West London line to the Stabling Siding has been secured out of use pending removal and the Stabling Siding abolished. Signal WN.149, controlling movements from the Stabling Siding has been taken away.

(OD14/93/8) (31) (507)

- * * PUTNEY - The Up Slow platform has been taken out of use for reconstruction.

(See Periodical Operating Notice) (R(SW)1092) (29) (516)

- * * BARNES - The Down Slow platform has been taken out of use for reconstruction.

(See Periodical Operating Notice) (R(SW)1092) (29) (516)

WATERLOO - Platforms 18 and 19 have been lengthened by 85 yards at the buffer stop end. The extended platforms accommodate 12 cars. Each platform has an additional banner repeater 50 yards on the buffer stops side of the existing banner repeater. The off indicators have been repositioned about 3 car lengths from the buffer stops. The TRTS plungers have been repositioned about 2 car lengths from the buffer stops.

(Amended item) (R(SW)1054) (31) (521)

WATERLOO - Platform 17 has been lengthened by 25 yards at the buffer stop end. The repositioned buffer stops are in line with those on the adjacent platform 16.

(R(SW)1054) (30) (521)

EARLSFIELD - The Down Fast platform has been restored to use.

(R(SW)1092) (31) (521)

- * * Salisbury - Two position light signals have been provided adjacent to the Up line at the Wilton end of the station for test purposes. The aspects are blanked off and they have no relevance to traincrews.

(R(SW)1272) (29) (521/522)

DEEPDENE - The up platform has been extended by 10 yards at the Redhill end. A 3 car stop mark has been provided at the top of the new ramp. A 2 car stop mark has been provided 25 yards on the Guildford side of the 3 car stop mark.

(31) (525)

- * * LEAMINGTON SPA - The two sidings known locally as 'Rubbish Road' and 'Canteen Road' on the down side at Leamington Spa Station have been clipped out of use pending removal.

ROM/S/S/0500/PT (29) (538)

BERKSWELL GF - The facing crossover worked from Berkswell emergency ground frame has been temporarily taken out of use.

(OD14/-) (30) (538)

- * * Birmingham New Street Station - The re-surfacing work at the south end of platforms 6 and 7 has been completed and the affected part of the platforms brought back into use.

These platforms have now been temporarily shortened by 30 yards at the north end to facilitate similar work and temporary stop boards, applicable to down trains, provided.

Drivers of up trains stopping in platform 6 or 7 must ensure that their trains are drawn up to the south end of the platform concerned, clear of the area where work is in progress.

(OD14/-) (29) (538)

- * * Bescot Stadium Station - The up platform has been temporarily shortened by 49 yards at the Birmingham end. A "Trains Stop Here" board has been provided.

(RRC/O/S/92/99) (29) (541)

- * * UNIVERSITY - The Up platform at University station has been restored to a new length of 185 yards.

(RRC/O/S/92/99) (29) (550)

HARTFORD STATION - The up platform has been temporarily shortened by approximately 20 yards at the north end to enable repairs to be carried out.

Drivers of up loco-hauled trains stopping at Hartford must ensure that their trains are drawn as far as possible towards the south end of the platform and Senior Conductors must ensure that any passengers alighting at Hartford, do so from vehicles which have stopped clear of the area where repair work is in progress.

(NEW ITEM)

(OD14/-) (32) (559)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

ALTERATIONS TO OPERATING PUBLICATIONS FROM 2 OCTOBER 1993

Regulations for single lines worked by the No Signalman Token with remote crossing loops (NSTR) System

A new booklet of NSTR Regulations will be issued shortly. Meanwhile, the current NSTR Regulations should be altered as follows:-

Page 6 - Clause 9.1.1., amend first sentence to read:-

'When it is required in accordance with Regulations 4 and 5 to ascertain whether a line is clear, the Signalman may allow a train to enter the section for this purpose subject to the following conditions:- '.....then as printed.

Page 7 - Clause 9.1.3., amend to read:-

'If, however, a rail over road bridge has been struck.....' then as printed.

Page 11 - clause (c), amend last sentence to read:-

'When the train concerned arrives at the next token station the Driver must be instructed to write the word "Cancelled" across the card and, at a remote station, advise the Signalman that he has done so. The Signalman must advise the Driver to hand in the card to the Signalman at the next signal box.

(K2/28/93)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
LONDON & WEST OF ENGLAND - BR30069
(Dated April 1993)

SECTION 1 - TABLE A

Page 1.86 - RWE8.2 LISKEARD TO LOOE

Amend the existing permanent speed restrictions approaching Bolitho 1 Crossing to read :-

8m 20ch 10 mph down direction
8m 15ch 10 mph up direction

(K2/28/93)

K2-29D/1

SECTION 2 - TABLES B - M

Page 2.1 TABLE B - SPECIAL WORKING ARRANGEMENTS

Delete the following "F" authorities:-

Paddington Station and Royal Oak

Old Oak Common and Old Oak Common Substation GF

Didcot East and Milton Sidings

Didcot Station and Foxhall Junction

(K2/29/93)

Page 2.9

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
-----------------	------------------------	--

Amend Maidenhead to Marlow items as follows:-

Maidenhead to Bourne End/Marlow	Maidenhead/Bourne End	See Local Instructions.
---------------------------------	-----------------------	-------------------------

(K2/29/93)

SECTION 3 - GENERAL INSTRUCTIONS

Pages 3.32 and 3.33

ROUTE AVAILABILITY - SPRINTERS, PACERS, TURBOS AND HST'S
(Class 143, 150-166 and 253/254 trains)

ROUTE	UNIT	CLASS	NUMBER	VEHICLE	TYPE
	143	153	156	158	165/0 HST
		155		159	165/1 Mk3
					166 Mk3a

Amend clearances as follows:-

RC12	Droitwich Spa to Hartlebury	N	Y	Y	Y	Y	Y
NTC6.2	W.Ealing/Hanwell to Greenford	N	Y	Y	N	Y	Y
FWE4.6	Plymouth, Laira Jn/Lipson Jn to Mount Gould Jn	N	Y	Y	R19	R6	Y

Delete note R15 (Greenford LUL platform now cleared)

Add new note R19 - Cleared around the Laira triangle but only as far as the class 158 stop board provided beyond Mount Gould Jn on the Flushing apron.

A maximum of 3 X 158/9 car lengths can be accommodated via this route.

(K2/29/93)

K2-29D/2

SECTION 4 - LOCAL INSTRUCTIONS

Page 4.80 XC3 BARNT GREEN TO WESTERLEIGH JUNCTION
and Page 4.83 RSW4.1 GLOUCESTER TO AWRE

GLOUCESTER

Delete new paragraph headed - 'Facing Handpoints in no. 2 Spur' and substitute the following:-

Gloucester Carriage Sidings. These consist of sidings 1, 2 and 3 numbered from the No. 2 Spur line leading to platform 4. The Gloucester Station Shunter is responsible for the provisions of the Rule Book Section J, Clauses 4.1 and 4.2 at this location. He must liaise with the Gloucester Panel Signaller with regard to the provisions of the Rule Book Section J, Clause 6, in connection with movements to and from the sidings.

Inward movement. The Shunter must meet all trains at the stop board and instruct the Driver which siding to proceed towards.

Outward Movement. The Shunter must advise the Signaller the details of the movement and obtain his permission before a movement leaves the sidings.

Carriage Cleaning. The provisions of the Rule Book Section B, Part 3, Clauses 10.1 to 10.3, and 10.10 apply at this location. The Person in Charge of the carriage cleaning team will act as the designated person.

Maintenance Work. When work other than shunting or carriage cleaning is to be undertaken, the Person in Charge of maintenance work must comply with the Rule Book Section B, Part 3, Clause 10.4. Additionally, before work commences he must reach a clear understanding with both the Shunter and the Person in Charge of the carriage cleaning team as to the protection arrangements.

(From Monday 11 October) (K2/29/93)

Page 4.136 NTC6.4 MAIDENHEAD TO MARLOW

Add as new first item:-

Handling of Token. Drivers of trains travelling towards Bourne End are responsible for extracting the Token from the instrument prior to departure from Maidenhead and Drivers of incoming services are responsible for replacing the Token in the instrument on arrival at Maidenhead except in the case of through Up services towards Paddington when the Driver should hand the Token to the Person in Charge at Maidenhead for him/her to replace it in the instrument.

At Bourne End Drivers are responsible for replacing and extracting the Token when the train is terminating at Bourne End on arrival from Maidenhead and prior to departure towards Maidenhead. On through services to/from Marlow the Token must be dealt with by the Conductor.

(K2/29/93)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
SOUTH WALES - BR30012
(Dated April 1993)

SECTION 1 - TABLE A

Page 1.29 - RSW2 CRAVEN ARMS TO LLANDEILO JN

Add the following Occupation/Accommodation crossing detail which should include a telephone symbol - 'T' in the remarks column :-

47m 09ch - Glanirfon Crossing (K2/29/93)

Page 1.40 - RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS

Add the following Occupation/Accommodation crossing detail which should include a telephone symbol - 'T' in the remarks column :-

2m 33ch - Ashley Crossing (K2/29/93)

Page 1.40 - RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS

Add the following Occupation/Accommodation crossing details which should include a telephone symbol - 'T' in the remarks column :-

7m 30ch - West's Bridge Farm Crossing (K2/28/93)

Page 1.72 - ABERPERGWM COLLIERY JN TO BURROWS SIDINGS

This page has been further reprinted. (K2/29/93)

BRITISH RAILWAYS

FORMER WESTERN REGION

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

30/93
K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 16 OCTOBER 1993

to

FRIDAY, 22 OCTOBER 1993

(Inclusive)

* * NRN/ORN RADIO - PLYMOUTH AREA (098)

There will be a Telecoms Engineering Occupation affecting Plymouth area NRN/ORN radio on WEDNESDAY 20 OCTOBER 1993 between 0730 hours and 1030 hours.

During this period no calls including emergency calls will be possible. This includes train-shore radios and hand portables.

(30)

(K2/30/93)

NEW WORKING OVER BOOK ROUTES

The following new / amended routes are used in this notice:-

505A Bow Yard to Carpenters Road N Jn
505B Forest Gate Jn to Marks Tey Yard

511B Cricklewood Curve Jn to Bedford N Jn
511C Forders Siding to Bedford Station Jn

513 Stewarts Lane to Latchmere Jn
513A Longhedge Jn to Grove Park
513B Brixton Jn to Streatham Common
513C Tulse Hill to West Norwood Jn

556A Shrewsbury Crewe Jn to Dee Marsh Jn
558 Gresty Lane to Crewe Coal Yard
559 Crewe North Jn to Warrington Dallam
560 Acton Grange Jn to Warrington South Jn

(31)

(K2/28/93)



WARNING



SOHO DEPOT, BIRMINGHAM - ELECTRIFICATION OF SIDINGS 7, 8, 9 AND 10

THE OVERHEAD LINE EQUIPMENT WILL BE EXTENDED FROM THE EXISTING STOUR LINES STRUCTURE NO.BB02/22 TO THE NEW STRUCTURE BB02/07A ON CARRIAGE SIDINGS 7, 8 AND 9 AND TO THE NEW STRUCTURE BB02/07B ON CARRIAGE SIDING 10.

FROM 01.25 HOURS ON TUESDAY 9TH NOVEMBER 1993, THE OVERHEAD LINE EQUIPMENT BETWEEN THE POINTS SHOWN ABOVE WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME, MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The Working Instructions for A.C. Electrified lines (BR 29987) will apply, and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at Rugby Electrical Control Room, which is manned continuously. Communication with the Rugby Electrical Control Room can be obtained as follows:-

i) Via Railway E.T.D. 050-6422 Short code 177

or

ii) Via British Telecom telephone number 0788-576256

(RRC/O/S/93/073)

(538)

(K2/30/93)

SECTION B - continued

At or between	Lines Blocked	Remarks
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET		
Wednesday 20 to Friday 22 October		
242 Tamworth H.L. and Elford G.F.	Up BLOCKED	00 30 to 06 20 Each night Trackwork SLW OVER DOWN
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Thursday 21 and Friday 22 October		
243 Wem and Shrewsbury Crewe Jn.	Up BLOCKED	0001 to 0500 Each night Trackwork SLW OVER DOWN.

K2-30B/9

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

MONDAY 18 OCTOBER - PADDINGTON STATION - CD indicators will be introduced on all platforms.

(See Section D)

(33) (GW1)

SOUTH WALES

FROM SUNDAY 10 OCTOBER TO THURSDAY 11 NOVEMBER OR UNTIL COMPLETION - CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON AT LLANDYBIE LEVEL CROSSING (AOCL) 13M 08CH - The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

The existing down direction advance warning board at 13 $\frac{1}{2}$ mp will be recovered. A new advance warning board will be provided 735 yards from the crossing. The associated AWS inductor and cancelling indicator will be repositioned accordingly. The existing 'STOP' sign and plunger in the up direction and the 15 mph crossing speed sign in the down direction will not be altered.

(36) (RSW2)

WORKING OVER BOOK

SUNDAY 17 OCTOBER - STENSON JUNCTION - The 90 mph permanent speed restriction on the down main line will be reduced to a $\frac{40}{60}$ permanent speed restriction between 4 miles 40 chains and 4 miles 60 chains. An Advance Warning Indicator Board will be placed at 3 miles 48 chains.

(See Section D) (ROM/S/S/0500/PT)

(33) (550)

MONDAY 18 OCTOBER - BETWEEN ACTON GRANGE JN. AND WARRINGTON SOUTH JN. (HELSEBY LINES) - The 5 mph permanent speed restriction which applies on the down Helsby line from 16m. 30ch. to 16m.40ch. (over Bridge No.77) will be removed.

(OD14/89/71)

(33) (560)

K2-30C/1

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

BETWEEN PADDINGTON AND OLD OAK COMMON WEST - Maximum permissible speeds have been changed as follows:-

Down Direction

On lines 1, 2, 3, 4 and 5 the maximum permissible speed has been increased to 70mph at 1m 38ch. This speed applies also over connections between lines 1, 2, 3, 4 and 5 and the Down Main and Relief lines.

On the Down Main line 100mph applies from the 2 m.p. (continuing to 4m 40ch).

On the Down Relief line 70 mph applies only to 2m 60ch, from where the existing 40/60 remains.

Up Direction

The 40mph permanent speed restriction now applying on the Up Main line from 2m 60ch towards Paddington, and on the Up Relief line from 2m 74ch towards Paddington, has been removed as far as the signal gantry at 0m 46ch.

On the Up Main line 85/HST/T100 has been extended and applies over line 2 to 0m 46ch.

On the Up Relief line 70mph applies from 2m 60ch.

70 mph also applies over lines 1, 3, 4, 5 and 6 as far as 0m 46ch, and over most connections between lines 1, 2, 3, 4, 5 and 6 in the Ladbroke Grove and Portobello areas (see Section D for full details).

50mph applies over connections in the Subway Junction and Royal Oak area.

From 0m 46ch 40mph continues, also the 25mph restriction at the approaches to platforms 10-14.

Engine & Carriage line

Maximum permissible speed over the connection to/from the Engine & Carriage line and as far as 2m 20ch is 50mph. The existing 15mph continues to apply from that point.

Warning indicators have been introduced as follows:-

Down Relief line

A 40/60 indicator, with AWS, at 2m 18ch for the restriction commencing at 2m 60ch.

Up Main line

A 70mph indicator, with left hand arrow, at 2m 65ch for the connection at the commencement of line 3.

A 40mph indicator, with AWS, at 2m 15ch for the restriction commencing at 0m 46ch.

Up Relief line

A 40mph indicator, with AWS, at approximately 2m 2ch for the restriction commencing at 0m 46ch.

(See Periodical Operating Notice)
K2-30C/2

(31) (GW1)

- * * READING PLATFORMS 4A AND 4B - Alteration to signals on Platforms 4A and 4B at Reading, see following diagram.

Signals R381 and R383 have been moved from the "Tee" bracket at the end of platform 4A/4B 11 feet towards London. R381 has been mounted on a straight post to the right hand side of the track controlling movements from platform 4B. R383 has been positioned on the left hand side of the track on the ground between platform 4A and the Down Main.

It should be noted that the signal R383 aspect arrangements have been reversed so the red aspect is now at the top.

Banner repeater signals have been installed 76 yards to the rear of the new signals mounted next to the existing Customer Information Screens.

The SPT and PRS board have been mounted on a new post in the centre of the platform, 3 feet to the rear of the original position.

(30) (GW1)

- * * STAPLETON ROAD - The work to be carried out on the banner repeater for Signal B235 at Stapleton Road has been cancelled.

(AMENDED ITEM)

(30) (GW6.2)

RWE8.2 LISKEARD TO LOOE - BOLITHO 1 CROSSING AT 8M 17CH - The 5 mph permanent speed restriction approaching this crossing in each direction has been raised to 10 mph. The new speed restrictions apply from the same mileages.

(See Section D)

(31) (RWE8.2)

RWE8.4 PENWITHERS JUNCTION TO FALMOUTH - Falmouth no. 1 ground frame at 312m 22ch and Falmouth no. 2 ground frame at 312m 37ch have been temporarily secured out of use.

(32) (RWE8.4)

BETWEEN SLOUGH AND WINDSOR & ETON CENTRAL - Driver Only Operation of trains in accordance with the instructions contained in the "Driver Only Operation (Passenger) General Instructions for Class 165/166 Units" previously issued to Drivers and Signalmen has been brought into use.

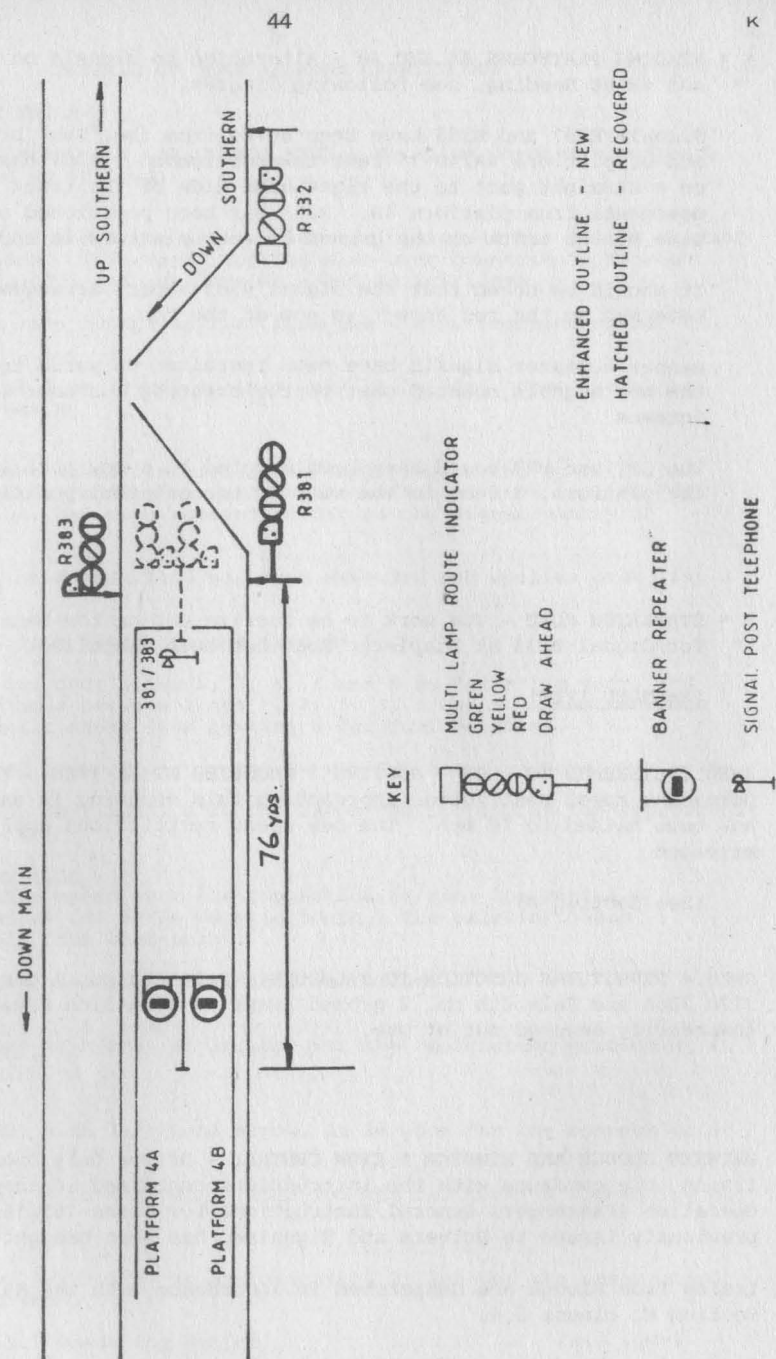
Trains from Slough are despatched in accordance with the Rule Book, Section H, clause 5.4.

Trains from Windsor are despatched by the Driver using the platform equipment provided in accordance with the above Instructions. Should it be necessary for the train to be held for any reason the Driver must be informed of the circumstances after the appropriate permission has been obtained.

(See Periodical Operating Notice)

(31) (NTC6.3)

READING STATION



K2-28C/5

SOUTH WALES

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN LLANGAMARCH WELLS AND LLANWRTYD WELLS - GLANIRFON O/A CROSSING AT 47M 09CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(See Section D)

(32) (RSW2)

CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON - AT FFAIRFACH LEVEL CROSSING (AOCL) 17M 16CH - The existing rail Drivers flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

The existing 'STOP' sign and plunger in the down direction and the 10 mph crossing speed sign in the up direction have not be altered.

(31) (RSW2)

* * RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at the boxes indicated :-

Mileage	Name of crossing	Situated between	Monitoring signal box
31m 13ch	Froggetts	Bromfield and Woofferton	Bromfield
34m 36ch	Park Lodge 2	Woofferton and Leominster	Leominster
34m 57ch	Cross Brook Farm	Woofferton and Leominster	Leominster

(See Periodical Operating Notice)

(30) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN WOUFFERTON AND LEOMINSTER - LOWER BURTON FARM O/A CROSSING AT 36M 75CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Leominster.

(NEW ITEM) (See Section D)

(33) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN HEREFORD AND TRAM INN - ASHLEY O/A CROSSING AT 2M 33CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn.

(See Section D)

(32) (RSW3)

K2-30C/5

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn :-

Mileage	Name of crossing	Situated between
7m 30ch	West's Bridge Farm	Tram Inn and Pontrilas
(See Section D)		(31) (RSW3)

BETWEEN BARRY AND ABERTHAW - The secured out of use catch points in the Down line at 1m.01ch. and in the Up line at 2m.70ch. and 3m.74ch. have been removed and plain line installed.

(See Periodical Operating Notice) (31) (FWA1.1)

BURROWS SIDINGS to BURROWS WEST - This line has become, and is worked as, part of Burrows yard.

(See Periodical Operating Notice) (31) (FWA1.7)

ABERPERGWM COLLIERY JN to NEATH & BRECON JN - The line between a STOP board located at 33m 340yds (approximately 25 yards on the N&B side of the junction points at Aberpergwm Colliery Jn) and Neath & Brecon Jn has been brought back into use. The line beyond this STOP board is still being reconstructed by contractors working for Ryan Mining and Drivers must not proceed beyond it except on the instructions of the BR Civil Engineer.

A Distant board for Up trains has been provided at 33m 814yds.

The train staff is kept at Neath & Brecon Jn signalbox and the whole line, including the run-round loop and headshunt which will be provided later at Ryans siding, must be considered as part of the section, vehicles must not be left at any point on this branch.

(See Section D) (31) (FWA1.7A)

WORKING OVER BOOK

HIGHBURY AND ISLINGTON - The fencing on the side of the existing platform adjoining the reversible No.1 Line has been removed to provide a new platform on this line.

(31/SA1.13) (31) (503)

BETWEEN BOW JN. AND MARYLAND - New permanent speed restrictions have been imposed as shown below. They apply for the duration of the Stratford remodelling works.

Down and Up Main	:	40 m.p.h. between 2m 60ch and 4m 25ch.
Down and Up Electric	:	(40 m.p.h. between 2m 60ch and 3m 63ch.
		(The existing 30 m.p.h. restriction between
		(3m 63ch and 4m 17ch remains and has been
		(extended to 4m 25ch.

(See Section D) (31/SA 1.3 -1.6) (31) (503)

BETWEEN BOW (MIDLAND) YARD AND CARPENTERS ROAD SOUTH JN. - The signalling on the Down and Up Cambridge lines between Bow (Midland) Yard and the former Carpenters Road South Jn. has been temporarily taken out of use. The relevant signals have been removed or disconnected until further notice, as appropriate. The routes to and from Thornton Fields Carriage Sidings will be maintained.

A new facing lead has been installed at 3m 40ch in the Carpenters Road Curve Single line to connect with the Up and Down Cambridge lines.

Until signalling facilities are provided, the following arrangements will apply to movements to and from Bow (Midland) Yard:-

Working by Pilotman will apply over the Carpenters Road Curve Single line.

Movements to and from Bow Yard will be handsignalled:-

between signal B6 and signal B172 in the Down direction, and
between signal B173 and Bow Yard in the Up direction.

(28/SA 1.4, 1.21) (31) (505A)

SHENFIELD - The 12-car stop board located at the London end of Platform 5, applicable to Up direction movements, has been moved approximately 4 yards towards the country end of the platform and affixed to signal L516.

The Driver of a 12-car train must stop adjacent to signal L516 and observe the RA/CD repeater indicator located on the London side of signal L516. The Driver must then not move his train until he receives an RA indication or verbal authority to pass the signal at Danger in accordance with Section D of the Rule Book.

(28/SA 2.6) (31) (505B)

CHELMSFORD - The connection from the Down Goods Loop to the Down Main line at the country end of the Down Goods Loop has been taken out of use until further notice, for renewal.

Signal C39 and position light signal C37 will be maintained at Danger until further notice.

Temporary buffer stops have been erected approximately 21 yards on the London side of signal C39.

The London end of the Down Goods Loop is available for terminating and starting back trains up to 12 cars in length.

(30/SA2.8 - 2.9) (32) (505B)

CHELMSFORD - New signal post telephones have been brought into use working to Chelmsford signal box.

The signals affected are:-

Down line C30, C33, C34/35, C36, C39 (Down Goods Loop to Down Main),
D24, D25, D26, D27, D28

Up line C4, C5, C32, C100, U31, U32, U34, U35, U36, U37,
U37B, U38

(29/SA 2.8) (31) (505B)

MITRE BRIDGE - The trailing connection from the up West London line to the Stabling Siding has been secured out of use pending removal and the Stabling Siding abolished. Signal WN.149, controlling movements from the Stabling Siding has been taken away.

(OD14/93/8) (31) (507)

BETWEEN MILL HILL BROADWAY AND SILKSTREAM JN. - The 75 m.p.h. permanent speed restriction on the Slow lines has been raised to 90 m.p.h. on both Up Slow and Down Slow and Down Slow lines between 9 miles 15 chains and 9 miles 45 chains.

(NEW ITEM) (See Section D) (ROM/S/S/0500/PT) (33) (511B)

EASTLEIGH - Speed indicator signs have been provided on the approach to both carriage washing machines on the Depot Entrance line from South Junction. The indicators show the actual speed of the train.

(NEW ITEM) (R(SW)1199) (33) (520/523)

WATERLOO - Platforms 18 and 19 have been lengthened by 85 yards at the buffer stop end. The extended platforms accommodate 12 cars. Each platform has an additional banner repeater 50 yards on the buffer stops side of the existing banner repeater. The off indicators have been repositioned about 3 car lengths from the buffer stops. The TRTS plungers have been repositioned about 2 car lengths from the buffer stops.

(R(SW)1054) (31) (521)

K2-30C/8

* * WATERLOO - Platform 17 has been lengthened by 25 yards at the buffer stop end. The repositioned buffer stops are in line with those on the adjacent platform 16.

(R(SW)1054) (30) (521)

EARLSFIELD - The Down Fast platform has been restored to use.

(R(SW)1092) (31) (521)

DEEPDENE - The up platform has been extended by 10 yards at the Redhill end. A 3 car stop mark has been provided at the top of the new ramp. A 2 car stop mark has been provided 25 yards on the Guildford side of the 3 car stop mark.

(31) (525)

* * BERKSWELL GF - The facing crossover worked from Berkswell emergency ground frame has been temporarily taken out of use.

(OD14/-) (30) (538)

HAMSTEAD STATION - The down platform has been temporarily shortened by 60 yards at the Birmingham end. The Walsall end of the platform has been restored to use.

The "Trains Stop Here" board has been repositioned accordingly.

(NEW ITEM) (RRC/O/S/92/99) (33) (541)

HARTFORD STATION - The up platform has been temporarily shortened by approximately 20 yards at the north end to enable repairs to be carried out.

Drivers of up loco-hauled trains stopping at Hartford must ensure that their trains are drawn as far as possible towards the south end of the platform and Senior Conductors must ensure that any passengers alighting at Hartford, do so from vehicles which have stopped clear of the area where repair work is in progress.

(OD14/-) (32) (559)

K2-30C/9

BRITISH RAILWAYS

FORMER WESTERN REGION

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

31/93
1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 23 OCTOBER 1993

to

FRIDAY, 29 OCTOBER 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET		
Wednesday 27 October		
239 Stenson Jn. and L. & N.W. Jn	Up Main BLOCKED	0050 to 0615 Trackwork SLW OVER DOWN MAIN UNTIL 0545
Thursday 28 and Friday 29 October		
240 Derby London Rd Jn and Stenson Jn	Down Main BLOCKED	0050 to 0540 Daily Trackwork SLW OVER UP MAIN
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Sunday 24 October		
241 Nantwich and Gresty Lane	Down BLOCKED Up BLOCKED	0045 to 1700 0045 to 1330 Unloading materials SLW OVER UP FROM 1330
Monday/Tuesday 25/26 October		
242 Holmes Chapel and Chelford	Down BLOCKED	2340 Mon to 0450 Tues Trackwork SLW OVER UP
Monday/Tuesday 25/26 to Thursday/Friday 28/29 October		
243 Dorrington and Sutton Bridge Jn	Up BLOCKED	2345 Mon to 0530 Tues Trackwork SLW OVER DOWN
Tuesday/Wednesday 26/27 October		
244 Church Stretton and Craven Arms	Down BLOCKED	2315 Tues to 0515 Wed Trackwork SLW OVER UP

K2-31B/9

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

WEDNESDAY 27 OCTOBER - EXETER ST DAVIDS - The existing LOS on the Up Main will be renewed in the same location as a GPL displaying two horizontal red lights, plated "LOS UM".

(34) (GW4)

SATURDAY 23 OCTOBER UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

BETWEEN 1100 AND 1400 THURSDAY 28 OCTOBER - RSW1.1 SWANSEA TO FISHGUARD HARBOUR - TYNEWYDD 2 O/A CROSSING NEAR WHITLAND AT 258M 49CH - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions will be applied:-

50 mph down line from 258m 26ch to the crossing
60 mph up line from 258m 77ch to the crossing

A new 50 mph triangular reflectorised warning indicator and associated AWS inductor will also be brought into use on the down line at 257m 61ch and 257m 52ch respectively.

(See Section D)

(34) (RSW1.1)

FROM SUNDAY 10 OCTOBER TO THURSDAY 11 NOVEMBER OR UNTIL COMPLETION - CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON AT LLANDYBIE LEVEL CROSSING (AOCL) 13M 08CH - The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

The existing down direction advance warning board at 13 $\frac{1}{2}$ mp will be recovered. A new advance warning board will be provided 735 yards from the crossing. The associated AWS inductor and cancelling indicator will be repositioned accordingly. The existing 'STOP' sign and plunger in the up direction and the 15 mph crossing speed sign in the down direction will not be altered.

(36) (RSW2)

K2-31C/1

MONDAY 25 OCTOBER - BETWEEN BARRS COURT YARD AND BULMERS SIDING - The method of working on the line between Barrs Court Yard and Bulmers siding will be altered from C2 to One Train Working where a train staff is provided; the train staff is kept in Hereford Duty Freight Manager's office.

(See Section D)

(34) (FWA3.6)

WORKING OVER BOOK

SUNDAY 24 OCTOBER - CHELMSFORD - The temporary buffer stops provided on the London side of signal C39, on the Down Goods Loop, will be removed.

Signal C39 will be removed and renewed at a position approximately 9 yards nearer London. It will be maintained at Danger until further notice.

The connection from the Down Goods Loop to the Down Main line at the country end of the Down Goods Loop has been taken out of use until further notice, for renewal. Position light signal C37 will be maintained at danger.

The London end of the Down Goods Loop will be available for terminating and starting back trains up to 12 cars in length.

(34/SA 2.8 - 2.9)

(34) (505B)

SUNDAY 24 OCTOBER - MITRE BRIDGE JUNCTION - Signal WN.141, situated on the up West London line approaching Mitre Bridge level crossing, will be re-positioned approximately 9 yards in rear of its present position.

(OD14/93/8)

(34) (507)

MONDAY 25 OCTOBER - CASTLE BROMWICH JN - On and from 1400 on 25 October, the 30 m.p.h. permanent speed restriction on the down and up goods line and down and up slow line will be reduced to a 15 m.p.h. permanent speed restriction between 36 miles 08 chains and 36 miles 11 chains. This 15 m.p.h. permanent speed restriction also applies between the junction points and 0 miles 48 chains on the single line between Castle Bromwich Jn and Park Lane Jn.

(See Section D)

(ROM/S/S/0500/PT)

(34) (550)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

PADDINGTON STATION - CD indicators have been introduced on all platforms.

(See Section D)

(33) (GW1)

* * BETWEEN PADDINGTON AND OLD OAK COMMON WEST - Maximum permissible speeds have been changed as follows:-

Down Direction

On lines 1, 2, 3, 4 and 5 the maximum permissible speed has been increased to 70mph at 1m 38ch. This speed applies also over connections between lines 1, 2, 3, 4 and 5 and the Down Main and Relief lines.

On the Down Main line 100mph applies from the 2 m.p. (continuing to 4m 40ch).

On the Down Relief line 70 mph applies only to 2m 60ch, from where the existing 40/60 remains.

Up Direction

The 40mph permanent speed restriction now applying on the Up Main line from 2m 60ch towards Paddington, and on the Up Relief line from 2m 74ch towards Paddington, has been removed as far as the signal gantry at 0m 46ch.

On the Up Main line 85/HST/T100 has been extended and applies over line 2 to 0m 46ch.

On the Up Relief line 70mph applies from 2m 60ch.

70 mph also applies over lines 1, 3, 4, 5 and 6 as far as 0m 46ch, and over most connections between lines 1, 2, 3, 4, 5 and 6 in the Ladbroke Grove and Portobello areas (see Section D for full details).

50mph applies over connections in the Subway Junction and Royal Oak area.

From 0m 46ch 40mph continues, also the 25mph restriction at the approaches to platforms 10-14.

Engine & Carriage line

Maximum permissible speed over the connection to/from the Engine & Carriage line and as far as 2m 20ch is 50mph. The existing 15mph continues to apply from that point.

Warning indicators have been introduced as follows:-

Down Relief line

A 40/60 indicator, with AWS, at 2m 18ch for the restriction commencing at 2m 60ch.

Up Main line

A 70mph indicator, with left hand arrow, at 2m 65ch for the connection at the commencement of line 3.

A 40mph indicator, with AWS, at 2m 15ch for the restriction commencing at 0m 46ch.

Up Relief line

A 40mph indicator, with AWS, at approximately 2m 2ch for the restriction commencing at 0m 46ch.

(See Periodical Operating Notice)

(31) (GW1)

- * * RWE8.2 LISKEARD TO LOOE - BOLITHO 1 CROSSING AT 8M 17CH - The 5 mph permanent speed restriction approaching this crossing in each direction has been raised to 10 mph. The new speed restrictions apply from the same mileages.

(See Section D)

(31) (RWE8.2)

RWE8.4 PENWITHERS JUNCTION TO FALMOUTH - Falmouth no. 1 ground frame at 312m 22ch and Falmouth no. 2 ground frame at 312m 37ch have been temporarily secured out of use.

(32) (RWE8.4)

- * * BETWEEN SLOUGH AND WINDSOR & ETON CENTRAL - Driver Only Operation of trains in accordance with the instructions contained in the "Driver Only Operation (Passenger) General Instructions for Class 165/166 Units" previously issued to Drivers and Signalmen has been brought into use.

Trains from Slough are despatched in accordance with the Rule Book, Section H, clause 5.4.

Trains from Windsor are despatched by the Driver using the platform equipment provided in accordance with the above Instructions. Should it be necessary for the train to be held for any reason the Driver must be informed of the circumstances after the appropriate permission has been obtained.

(See Periodical Operating Notice)

(31) (NTC6.3)

BETWEEN MARYLEBONE AND NEASDEN - The following permanent speed restrictions now apply for Class 37 locomotives. The Down line at Willesden Green Overbridge (202m 21ch) is 5 mph for Class 37 locomotives and the Up line is to be the normal line speed of 50 mph.

(NEW ITEM) (See Section D)

(34) (NTC7.1)

SOUTH WALES

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN BUCKNELL AND KNIGHTON LOWER STANNAGE FARM O/A CROSSING AT 9M 60CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(NEW ITEM) (See Section D)

(34) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN LLANGAMARCH WELLS AND LLANWRTYD WELLS - GLANIRFON O/A CROSSING AT 47M 09CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(See Section D)

(32) (RSW2)

- * * CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON - AT FFAIRFACH LEVEL CROSSING (AOCL) 17M 16CH - The existing rail Drivers flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

The existing 'STOP' sign and plunger in the down direction and the 10 mph crossing speed sign in the up direction have not been altered.

(31) (RSW2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN WOUFFERTON AND LEOMINSTER - LOWER BURTON FARM O/A CROSSING AT 36M 75CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Leominster.

(See Section D)

(33) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN HEREFORD AND TRAM INN - ASHLEY O/A CROSSING AT 2M 33CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn.

(See Section D)

(32) (RSW3)

- * * RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn :-

Mileage	Name of crossing	Situated between
7m 30ch	West's Bridge Farm	Tram Inn and Pontrilas

(See Section D) (31) (RSW3)

- * * BETWEEN BARRY AND ABERTHAW - The secured out of use catch points in the Down line at 1m.01ch. and in the Up line at 2m.70ch. and 3m.74ch. have been removed and plain line installed.

(See Periodical Operating Notice)

(31) (FWA1.1)

- * * BURROWS SIDINGS to BURROWS WEST - This line has become, and is worked as, part of Burrows yard.

(See Periodical Operating Notice)

(31) (FWA1.7)

- * * **ABERPERGWM COLLIERY JN to NEATH & BRECON JN** - The line between a STOP board located at 33m 340yds (approximately 25 yards on the N&B side of the junction points at Aberpergwm Colliery Jn) and Neath & Brecon Jn has been brought back into use. The line beyond this STOP board is still being reconstructed by contractors working for Ryan Mining and Drivers must not proceed beyond it except on the instructions of the BR Civil Engineer.

A Distant board for Up trains has been provided at 33m 814yds.

The train staff is kept at Neath & Brecon Jn signalbox and the whole line, including the run-round loop and headshunt which will be provided later at Ryans siding, must be considered as part of the section, vehicles must not be left at any point on this branch.

(See Section D)

(31) (FWA1.7A).

HEREFORD - A new footpath level crossing has been brought into use immediately outside the gates of Bulmers factory.

(NEW ITEM)

(34) (FWA3.6)

WORKING OVER BOOK

- * * **HIGHBURY AND ISLINGTON** - The fencing on the side of the existing platform adjoining the reversible No.1 Line has been removed to provide a new platform on this line.

(31/SA1.13)

(31) (503)

- * * **BETWEEN BOW JN. AND MARYLAND** - New permanent speed restrictions have been imposed as shown below. They apply for the duration of the Stratford remodelling works.

Down and Up Main : 40 m.p.h. between 2m 60ch and 4m 25ch.

Down and Up Electric : (40 m.p.h. between 2m 60ch and 3m 63ch.

(The existing 30 m.p.h. restriction between
(3m 63ch and 4m 17ch remains and has been
(extended to 4m 25ch.

(See Section D)

(31/SA 1.3 -1.6)

(31) (503)

BOW JUNCTION - A new facing lead (towards the Up Cambridge line) has been installed in the Down Main line at 2m 78ch. It has been secured out of use until further notice

(NEW ITEM)

(33/SA 1.3)

(34) (503)

K2-31C/6

- * * **BETWEEN BOW (MIDLAND) YARD AND CARPENTERS ROAD SOUTH JN.** - The signalling on the Down and Up Cambridge lines between Bow (Midland) Yard and the former Carpenters Road South Jn. has been temporarily taken out of use. The relevant signals have been removed or disconnected until further notice, as appropriate. The routes to and from Thornton Fields Carriage Sidings will be maintained.

A new facing lead has been installed at 3m 40ch in the Carpenters Road Curve Single line to connect with the Up and Down Cambridge lines.

Until signalling facilities are provided, the following arrangements will apply to movements to and from Bow (Midland) Yard:-

Working by Pilotman will apply over the Carpenters Road Curve Single line.

Movements to and from Bow Yard will be handsignalled:-

between signal B6 and signal B172 in the Down direction, and between signal B173 and Bow Yard in the Up direction.

(28/SA 1.4, 1.21)

(31) (505A)

- * * **SHENFIELD** - The 12-car stop board located at the London end of Platform 5, applicable to Up direction movements, has been moved approximately 4 yards towards the country end of the platform and affixed to signal L516.

The Driver of a 12-car train must stop adjacent to signal L516 and observe the RA/CD repeater indicator located on the London side of signal L516.

The Driver must then not move his train until he receives an RA indication or verbal authority to pass the signal at Danger in accordance with Section D of the Rule Book.

(28/SA 2.6)

(31) (505B)

BETWEEN CHELMSFORD AND INGATESTONE - A new lineside hot axle box detector has been installed on the Up line in rear of signal U26B.

The instruction headed "Vehicles activating lineside hot axle box detectors" in Rule Book Appendix 1 (pages 1.12 - 1.14) will apply.

(NEW ITEM)

(36/SA 2.8)

(34) (505B)

CHELMSFORD - The connection from the Down Goods Loop to the Down Main line at the country end of the Down Goods Loop has been taken out of use until further notice, for renewal.

Signal C39 and position light signal C37 will be maintained at Danger until further notice.

Temporary buffer stops have been erected approximately 21 yards on the London side of signal C39.

The London end of the Down Goods Loop is available for terminating and starting back trains up to 12 cars in length.

(30/SA2.8 - 2.9)

(32) (505B)

K2-31C/7

- * * CHELMSFORD - New signal post telephones have been brought into use
 * working to Chelmsford signal box.

The signals affected are:-

Down line C30, C33, C34/35, C36, C39 (Down Goods Loop to Down Main), D24, D25, D26, D27, D28

Up line C4, C5, C32, C100, U31, U32, U34, U35, U36, U37, U37B, U38

(29/SA 2.8)

(31) (505B)

- * * MITRE BRIDGE - The trailing connection from the up West London line to the Stabling Siding has been secured out of use pending removal and the Stabling Siding abolished. Signal WN.149, controlling movements from the Stabling Siding has been taken away.

(OD14/93/8)

(31) (507)

BETWEEN MILL HILL BROADWAY AND SILKSTREAM JN. - The 75 m.p.h. permanent speed restriction on the Slow lines has been raised to 90 m.p.h. on both Up Slow and Down Slow and Down Slow lines between 9 miles 15 chains and 9 miles 45 chains.

(See Section D)

(ROM/S/S/0500/PT)

(33) (511B)

EASTLEIGH - Speed indicator signs have been provided on the approach to both carriage washing machines on the Depot Entrance line from South Junction. The indicators show the actual speed of the train.

(R(SW)1199)

(33) (520/523)

WATERLOO - Platforms 18 and 19 have been lengthened by 85 yards at the buffer stop end. The extended platform 18 accommodates 12 cars but due to width restrictions at the country end platform 19 can only accommodate 8 cars. Each platform has an additional banner repeater 50 yards on the buffer stops side of the existing banner repeater. The off indicators have been repositioned about 3 car lengths from the buffer stops. The TRTS plungers have been repositioned about 2 car lengths from the buffer stops.

(AMENDED ITEM)

(R(SW)1054)

(34) (521)

- * * EARLSFIELD - The Down Fast platform has been restored to use.

*

(R(SW)1092)

(31) (521)

- * * DEEPDENE - The up platform has been extended by 10 yards at the Redhill end. A 3 car stop mark has been provided at the top of the new ramp. A 2 car stop mark has been provided 25 yards on the Guildford side of the 3 car stop mark.

(31) (525)

HAMSTEAD STATION - The down platform has been temporarily shortened by 60 yards at the Birmingham end. The Walsall end of the platform has been restored to use.

The "Trains Stop Here" board has been repositioned accordingly.

(RRC/O/S/92/99)

(33) (541)

STENSON JUNCTION - The 90 mph permanent speed restriction on the down main line has been reduced to a $\frac{40}{60}$ permanent speed restriction between

4 miles 40 chains and 4 miles 60 chains. An Advance Warning Indicator Board has been placed at 3 miles 48 chains.

(See Section D) (ROM/S/S/0500/PT)

(33) (550)

HARTFORD STATION - The up platform has been temporarily shortened by approximately 20 yards at the north end to enable repairs to be carried out.

Drivers of up loco-hauled trains stopping at Hartford must ensure that their trains are drawn as far as possible towards the south end of the platform and Senior Conductors must ensure that any passengers alighting at Hartford, do so from vehicles which have stopped clear of the area where repair work is in progress.

(OD14/-)

(32) (559)

BETWEEN ACTON GRANGE JN. AND WARRINGTON SOUTH JN. (HELSEY LINES) - The 5 mph permanent speed restriction which applies on the down Helsby line from 16m. 30ch. to 16m.40ch. (over Bridge No.77) has been removed.

(OD14/89/71)

(33) (560)

SECTION 2 - TABLES B-M

Page 2.4

TABLE BAdd new entry:-FWA3.6 HEREFORD BARRS COURT TO MEB SIDING

Barrs Court to MEB siding	Single	F	BV Down direction only 36 SLU max. See local instructions.
------------------------------	--------	---	--

Page 2.5

TABLE C2Delete entry:-

Hereford, Brecon Curve	Barton Curve	Single	No	Brecon Curve Trainman
---------------------------	-----------------	--------	----	-----------------------------

Page 2.7

TABLE DAdd new entry:-

Hereford Yard to MEB siding	Hereford Yard	See local instructions
--------------------------------	------------------	------------------------

(K2/31/93)

SECTION 4 - LOCAL INSTRUCTIONS

Page 4.83

FWA2.4 HIRWAUN TO ABERCYNONABERDAREBetween Aberdare Ground Frame and Aberdare Old StationIn second line delete the words "and Telephone".In fourth and fifth lines delete the words "old station building" and substitute "Shunters cabin".Old Station Yard SidingsDelete sub-heading and item.

(K2/30/93)

Pages 4.93 and 4.94

FWA3.6 BRECON CURVE JUNCTION
TO BARTON CURVEDelete existing instructions and substitute the following page.
(Note - Page 4.94 not used).

(K2/31/93)

K2-31D/14

FWA3.6 HEREFORD YARD TO MEB SIDING

Trains propelled from Hereford to Bulmers/MEB sidings, as authorised in Table B, must have a brakevan, equipped with Guard's brake valve and klaxon, as the leading vehicle; the Shunter must ride in this van and operate the klaxon as necessary. The brakevan must NOT have a stove. Propelled movements must not exceed 5mph.

Radio contact must be maintained between the Shunter and the Driver, if contact is lost the Driver must STOP immediately. Messages must be preceded by the callsigns "Brecon Curve Shunter to Brecon Curve Driver" or vice versa, as appropriate, and must be acknowledged by repetition. Before the propelling movement commences a successful radio test must be made between brakevan and locomotive. Only the authorised radios may be used on this line (Working Manual Pink Pages D 3.1 (b)).

The train staff for the Hereford Yard - Bulmers gate section is kept in the Duty Freight Manager's office and must be collected together with the key to Bulmers gate/train staff cupboard; the train staff must be conveyed on the locomotive and the key in the brakevan.

The Shunter must advise the Person in Charge at MEB sidings when a train is ready to leave Hereford Yard.

On arrival at the STOP board outside Bulmers gate the Shunter must:-

- Unlock and open the gate,
- unlock the cupboard and obtain the train staff for Bulmers siding (trains must NOT proceed further without this train staff),
- ensure that the foot crossing is clear and inform the Driver, by radio, that the Bulmers train staff (which may be carried in the brakevan) has been obtained and that the train may proceed.

The gate must be closed and locked after the train has passed through.

On arrival at the STOP board outside the MEB gate, the Shunter must obtain authority from the MEB representative before instructing the Driver, by radio, that the train may proceed.

On returning the Shunter must, at the STOP board inside Bulmers gate:-

- Unlock and open the gate,
- unlock the cupboard and replace the train staff for Bulmers siding, relock the cupboard,
- ensure that the foot crossing is clear and inform the Driver that the train may proceed.

The gate must be closed and locked after the train has passed through.

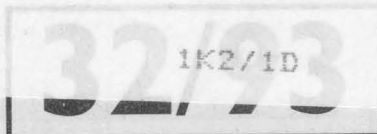
Should a train become disabled or divided on the single line, the Driver must retain possession of the train staff until the whole of the train has been removed from the single line. The Shunter must arrange for the necessary assistance and personally accompany the assisting engine; in these circumstances, the Driver of an assisting engine may enter the single line without the train staff.

4.93

K2-31D/15

BRITISH RAILWAYS

K2.53 FORMER WESTERN REGION
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER



WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 30 OCTOBER 1993

to

FRIDAY, 5 NOVEMBER 1993

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
 * must be taken of them.

LONDON & WEST OF ENGLAND

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

BETWEEN 1100 AND 1400 TUESDAY 2 NOVEMBER - RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN COCKETT TUNNEL AND COCKETT WEST - The following permanent speed restriction will be applied approaching signal PT 276 at Cockett West :-

25 mph down line from 217m 12ch to 217m 31ch

A new 25 mph triangular reflectorised warning indicator and associated AWS inductor will also be brought into use on the down line at 216mp and 215m 71ch respectively.

(See Section D)

(35) (RSW1.1)

FROM SUNDAY 10 OCTOBER TO THURSDAY 11 NOVEMBER OR UNTIL COMPLETION - CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON AT LLANDYBIE LEVEL CROSSING (AOCL) 13M 08CH - The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

The existing down direction advance warning board at 13 $\frac{1}{2}$ mp will be recovered. A new advance warning board will be provided 735 yards from the crossing. The associated AWS inductor and cancelling indicator will be repositioned accordingly. The existing 'STOP' sign and plunger in the up direction and the 15 mph crossing speed sign in the down direction will not be altered.

(36) (RSW2)

K2-32C/1

FROM 0730 MONDAY 1 NOVEMBER UNTIL 0830 MONDAY 29 NOVEMBER - RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - The down siding will be shortened for this period whilst demolition of the station buildings is being undertaken. A temporary stop block will be positioned at 32m 08ch.

(35) (RSW3)

WORKING OVER BOOK

SATURDAY 30 OCTOBER - BRENT JUNCTION AREA - The Up Low Level Goods line between signal WN34 and signal WN51 will become Permissive for freight.

Signal WN42 on the Down Low Level Goods line will be recovered and a new signal WN41 provided approximately 250 yards further south.

(35) (507)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

PADDINGTON STATION - CD indicators have been introduced on all platforms.

(See Section D)

(33) (GW1)

EXETER ST DAVIDS - The existing LOS on the Up Main has been renewed in the same location as a GPL displaying two horizontal red lights, plated "LOS UM".

(34) (GW4)

- * * RWE8.4 PENWITHERS JUNCTION TO FALMOUTH - Falmouth no. 1 ground frame
 * at 312m 22ch and Falmouth no. 2 ground frame at 312m 37ch have been temporarily secured out of use.

(32) (RWE8.4)

BETWEEN MARYLEBONE AND NEASDEN - The following permanent speed restrictions now apply for Class 37 locomotives. The Down line at Willesden Green Overbridge (202m 21ch) is 5 mph for Class 37 locomotives and the Up line is to be the normal line speed of 50 mph.

(See Section D)

(34) (NTC7.1)

K2-32C/2

SOUTH WALES

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - TYNEWYDD 2 O/A CROSSING NEAR WHITLAND AT 258M 49CH - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions have been applied:-

50 mph down line from 258m 26ch to the crossing
60 mph up line from 258m 77ch to the crossing

A new 50 mph triangular reflectorised warning indicator and associated AWS inductor have also been brought into use on the down line at 257m 61ch and 257m 52ch respectively.

(See Section D) (34) (RSW1.1)

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN BUCKNELL AND KNIGHTON LOWER STANNAGE FARM O/A CROSSING AT 9M 60CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(See Section D) (34) (RSW2)

RSW2 CRAVEN ARMS JN TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Mileage	Name of crossing	Situated between	Monitoring Signal box
19m 44ch	Lower Bailey 2	Llangunllo and Llanbister Road	Pantyffynnon
22m 01ch	Cwm-y-Geist Farm	Llanbister Road and Dolau	Pantyffynnon

(NEW ITEM) (See Section D) (35) (RSW2)

* * RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN LLANGAMARCH WELLS AND LLANWRTYD WELLS - GLANIRFON O/A CROSSING AT 47M 09CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(See Section D) (32) (RSW2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at Leominster:-

Mileage	Name of crossing	Situated between	Monitoring Signal box
36m 12ch	Blackpole Farm	Woofferton and Leominster	Leominster

(NEW ITEM) (See Section D) (35) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN WOUFFERTON AND LEOMINSTER - LOWER BURTON FARM O/A CROSSING AT 36M 75CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Leominster.

(See Section D) (33) (RSW3)

* * RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN HEREFORD AND TRAM
* INN - ASHLEY O/A CROSSING AT 2M 33CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Tram Inn.

(See Section D) (32) (RSW3)

BETWEEN BARRS COURT YARD AND BULMERS SIDING - The method of working on the line between Barrs Court Yard and Bulmers siding has been altered from C2 to One Train Working where a train staff is provided; the train staff is kept in Hereford Duty Freight Manager's office.

(See Section D) (34) (FWA3.6)

HEREFORD - A new footpath level crossing has been brought into use immediately outside the gates of Bulmers factory.

(34) (FWA3.6)

WORKING OVER BOOK

BOW JUNCTION - A new facing lead (towards the Up Cambridge line) has been installed in the Down Main line at 2m 78ch. It has been secured out of use until further notice

(33/SA 1.3) (34) (503)

BETWEEN CHELMSFORD AND INGATESTONE - A new lineside hot axle box detector has been installed on the Up line in rear of signal U26B.

The instruction headed "Vehicles activating lineside hot axle box detectors" in Rule Book Appendix 1 (pages 1.12 - 1.14) will apply.

(36/SA 2.8) (34) (505B)

CHELMSFORD - The temporary buffer stops provided on the London side of signal C39, on the Down Goods Loop, have been removed.

Signal C39 has been removed and renewed at a position approximately 9 yards nearer London. It will be maintained at Danger until further notice.

The connection from the Down Goods Loop to the Down Main line at the country end of the Down Goods Loop has been taken out of use until further notice, for renewal. Position light signal C37 will be maintained at danger.

The London end of the Down Goods Loop will be available for terminating and starting back trains up to 12 cars in length.

(34/SA 2.8 - 2.9) (34) (505B)

MITRE BRIDGE JUNCTION - Signal WN.141, situated on the up West London line approaching Mitre Bridge level crossing, has been re-positioned approximately 9 yards in rear of its present position.

(OD14/93/8) (34) (507)

BETWEEN MILL HILL BROADWAY AND SILKSTREAM JN. - The 75 m.p.h. permanent speed restriction on the Slow lines has been raised to 90 m.p.h. on both Up Slow and Down Slow and Down Slow lines between 9 miles 15 chains and 9 miles 45 chains.

(See Section D) (ROM/S/S/0500/PT) (33) (511B)

EASTLEIGH - Speed indicator signs have been provided on the approach to both carriage washing machines on the Depot Entrance line from South Junction. The indicators show the actual speed of the train.

(R(SW)1199) (33) (520/523)

WATERLOO - Platforms 18 and 19 have been lengthened by 85 yards at the buffer stop end. The extended platform 18 accommodates 12 cars but due to width restrictions at the country end platform 19 can only accommodate 8 cars. Each platform has an additional banner repeater 50 yards on the buffer stops side of the existing banner repeater. The off indicators have been repositioned about 3 car lengths from the buffer stops. The TRTS plungers have been repositioned about 2 car lengths from the buffer stops.

(R(SW)1054) (34) (521)

HAMSTEAD STATION - The down platform has been temporarily shortened by 60 yards at the Birmingham end. The Walsall end of the platform has been restored to use.

The "Trains Stop Here" board has been repositioned accordingly.

(RRC/O/S/92/99) (33) (541)

STENSON JUNCTION - The 90 mph permanent speed restriction on the down main line has been reduced to a ⁶⁰40 permanent speed restriction between 4 miles 40 chains and 4 miles 60 chains. An Advance Warning Indicator Board has been placed at 3 miles 48 chains.

(See Section D) (ROM/S/S/0500/PT) (33) (550)

CASTLE BROMWICH JN - The 30 m.p.h. permanent speed restriction on the down and up goods line and down and up slow line has been reduced to a 15 m.p.h. permanent speed restriction between 36 miles 08 chains and 36 miles 11 chains. This 15 m.p.h. permanent speed restriction also applies between the junction points and 0 miles 48 chains on the single line between Castle Bromwich Jn and Park Lane Jn.

(See Section D) (ROM/S/S/0500/PT) (34) (550)

* * HARTFORD STATION - The up platform has been temporarily shortened by approximately 20 yards at the north end to enable repairs to be carried out.

Drivers of up loco-hauled trains stopping at Hartford must ensure that their trains are drawn as far as possible towards the south end of the platform and Senior Conductors must ensure that any passengers alighting at Hartford, do so from vehicles which have stopped clear of the area where repair work is in progress.

(OD14/-) (32) (559)

BETWEEN ACTON GRANGE JN. AND WARRINGTON SOUTH JN. (HELSEY LINES) - The 5 mph permanent speed restriction which applies on the down Helsby line from 16m. 30ch. to 16m.40ch. (over Bridge No.77) has been removed.

(OD14/89/71) (33) (560)

PRIVATE AND CONFIDENTIAL
K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

BR 31400

1K2/1D

FORMER WESTERN REGION

K2

33/93

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

on FORMER WESTERN REGION

and on OTHER LINES

AFFECTING

FORMER WESTERN REGION TRAIN CREWS

SATURDAY, 6 NOVEMBER 1993

to

FRIDAY, 12 NOVEMBER 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

540 LEAMINGTON SPA TO GRAND JUNCTION VIA TYSELEY

Sunday 7 November

234 Leamington Spa and Tyseley South Jn.	Down and Up BLOCKED	0001 to 0900
Bentley Heath L.C. and Warwick	Up BLOCKED	0900 to 1400
		Track and signalling work SLW OVER DOWN BETWEEN WARWICK AND BENTLEY HEATH FROM 0900

550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET

Sunday/Monday 7/8 November

235 Kingsbury S.F. and Water Orton	Down/Down Fast BLOCKED	2330 Sun to 0500 Mon Trackwork SLW OVER UP/UP FAST.
------------------------------------	---------------------------	---

Wednesday 10 November

236 Wichnor Jn. and Leicester Jn.	Up BLOCKED	0100 to 0700 Trackwork SLW OVER DOWN
-----------------------------------	---------------	--

Thursday 11 and Friday 12 November

237 Branston Jn. and Elford G.F.	Down BLOCKED	0100 to 0610 Each night Trackwork SLW OVER UP.
----------------------------------	-----------------	--

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

MONDAY 8 NOVEMBER - STANDISH JUNCTION - The 100 mph permanent speed restriction on the Up Charfield and Down Charfield lines will be reduced to a 60 mph permanent speed restriction between 99 miles 65 chains and 100 miles 0 chains. Advanced Warning Indicator Boards will be placed at 98 miles 62 chains on the Down and 100 miles 73 chains on the Up.

(See Section D) (ROM/S/S/0500/PT) (36) (XC3)

SATURDAY 6 NOVEMBER - TAVISTOCK JN TO MARSH MILLS - This line will be converted from C2 to One Train Working. A train staff, coloured red and lettered TAVISTOCK JUNCTION - MARSH MILLS is provided and will be kept at Tavistock Junction Yard.

(See Section D) (36) (FWE4.9)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

10.00 MONDAY 8 NOVEMBER - RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH - MASONS 1 CROSSING AT 261M 71CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Whitland.

The 30 mph permanent speed restriction in the up direction from 262m 05ch to the crossing will be withdrawn at 10.00 Monday 8 November.

(36) (RSW1.2)

FROM SUNDAY 10 OCTOBER TO THURSDAY 11 NOVEMBER OR UNTIL COMPLETION - CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON AT LLANDYBIE LEVEL CROSSING (AOCL) 13M 08CH - The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

The existing down direction advance warning board at 13 $\frac{1}{2}$ mp will be recovered. A new advance warning board will be provided 735 yards from the crossing. The associated AWS inductor and cancelling indicator will be repositioned accordingly. The existing 'STOP' sign and plunger in the up direction and the 15 mph crossing speed sign in the down direction will not be altered.

(36) (RSW2)

FROM 0730 MONDAY 1 NOVEMBER UNTIL 0830 MONDAY 29 NOVEMBER - RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - The down siding will be shortened for this period whilst demolition of the station buildings is being undertaken. A temporary stop block will be positioned at 32m 08ch.

(35) (RSW3)

MONDAY 8 NOVEMBER - BETWEEN ABERBEEG JN. AND LIME KILN SIDINGS S.B. - At 10.00 hours Permanent Speed Restrictions of 5 m.p.h. will be imposed between the above locations as follows:-

Down Line

Between 14m.00ch. and 13m.40ch.
Between 9m.57ch. and 9m.20ch.
Between 8m.55ch. and 8m.30ch.

Up Line

Between 11m.52ch. and 12m.28ch.

(See Section D)

(36) (FWA3.8)

WORKING OVER BOOK

MONDAY 8 NOVEMBER - BETWEEN CRICKLEWOOD AND SILKSTREAM JUNCTION - On and from 1400 on 8 November, the 30 mph permanent speed restriction on the Hendon lines will be reduced to 10 mph on both Up Hendon and Down Hendon lines between

5 miles 40 chains and 6 miles 5 chains
7 miles 6 chains and 7 miles 60 chains

(ROM/S/S/0500/PT)

(36) (511B)

MONDAY 8 NOVEMBER - NORTH CAMP - The Stop mark on the Up platform will be moved 99 yards to the top of the ramp at the Guildford end.

(R(SW)1046)

(36) (525)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

* * PADDINGTON STATION - CD indicators have been introduced on all platforms.

(See Section D)

(33) (GW1)

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(NEW ITEM)

(UFN) (GW2.1)

K2-33C/2

* * EXETER ST DAVIDS - The work to be carried out on the LOS on the Up Main has been postponed until further notice.

(AMENDED ITEM)

(33) (GW4)

BETWEEN MARYLEBONE AND NEASDEN - The following permanent speed restrictions now apply for Class 37 locomotives. The Down line at Willesden Green Overbridge (202m 21ch) is 5 mph for Class 37 locomotives and the Up line is to be the normal line speed of 50 mph.

(See Section D)

(34) (NTC7.1)

SOUTH WALES

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN COCKETT TUNNEL AND COCKETT WEST - The following permanent speed restriction has been applied approaching signal PT 276 at Cockett West :-

25 mph down line from 217m 12ch to 217m 31ch

A new 25 mph triangular reflectorised warning indicator and associated AWS inductor have been brought into use on the down line at 216mp and 215m 71ch respectively.

(See Section D)

(35) (RSW1.1)

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - TYNEWYDD 2 O/A CROSSING NEAR WHITLAND AT 258M 49CH - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions have been applied:-

50 mph down line from 258m 26ch to the crossing
60 mph up line from 258m 77ch to the crossing

A new 50 mph triangular reflectorised warning indicator and associated AWS inductor have also been brought into use on the down line at 257m 61ch and 257m 52ch respectively.

(See Section D)

(34) (RSW1.1)

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN BUCKNELL AND KNIGHTON LOWER STANNAGE FARM O/A CROSSING AT 9M 60CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(See Section D)

(34) (RSW2)

RSW2 CRAVEN ARMS JN TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Mileage	Name of crossing	Situated between	Monitoring Signal box
19m 44ch	Lower Bailey 2	Llangunllo and Llanbister Road	Pantyffynnon
22m 01ch	Cwm-y-Geist Farm	Llanbister Road and Dolau	Pantyffynnon

(See Section D)

(35) (RSW2)

K2-33C/3

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at Leominster:-

Mileage	Name of crossing	Situated between	Monitoring Signal box
36m 12ch	Blackpole Farm	Woofferton and Leominster	Leominster
(See Section D)			(35) (RSW3)

* * RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN WOUFFERTON AND LEOMINSTER - LOWER BURTON FARM O/A CROSSING AT 36M 75CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Leominster.

(See Section D)

(33) (RSW3)

BETWEEN BARRS COURT YARD AND BULMERS SIDING - The method of working on the line between Barrs Court Yard and Bulmers siding has been altered from C2 to One Train Working where a train staff is provided; the train staff is kept in Hereford Duty Freight Manager's office.

(See Section D)

(34) (FWA3.6)

HEREFORD - A new footpath level crossing has been brought into use immediately outside the gates of Bulmers factory.

(34) (FWA3.6)

WORKING OVER BOOK

BOW JUNCTION - A new facing lead (towards the Up Cambridge line) has been installed in the Down Main line at 2m 78ch. It has been secured out of use until further notice.

(33/SA 1.3) (34) (503)

BETWEEN CHELMSFORD AND INGATESTONE - A new lineside hot axle box detector has been installed on the Up line in rear of signal U26B.

The instruction headed "Vehicles activating lineside hot axle box detectors" in Rule Book Appendix 1 (pages 1.12 - 1.14) will apply.

(36/SA 2.8) (34) (505B)

CHELMSFORD - The temporary buffer stops provided on the London side of signal C39, on the Down Goods Loop, have been removed.

Signal C39 has been removed and renewed at a position approximately 9 yards nearer London. It will be maintained at Danger until further notice.

The connection from the Down Goods Loop to the Down Main line at the country end of the Down Goods Loop has been taken out of use until further notice, for renewal. Position light signal C37 will be maintained at danger.

The London end of the Down Goods Loop will be available for terminating and starting back trains up to 12 cars in length.

(34/SA 2.8 - 2.9) (34) (505B)

MITRE BRIDGE JUNCTION - Signal WN.141, situated on the up West London line approaching Mitre Bridge level crossing, has been re-positioned approximately 9 yards in rear of its present position.

(OD14/93/8) (34) (507)

BRENT JUNCTION AREA - The Up Low Level Goods line between signal WN34 and signal WN51 has become Permissive for freight.

Signal WN42 on the Down Low Level Goods line has been recovered and a new signal WN41 provided approximately 250 yards further south.

(35) (507)

* * BETWEEN MILL HILL BROADWAY AND SILKSTREAM JN. - The 75 m.p.h. permanent speed restriction on the Slow lines has been raised to 90 m.p.h. on both Up Slow and Down Slow and Down Slow lines between 9 miles 15 chains and 9 miles 45 chains.

(See Section D) (ROM/S/S/0500/PT) (33) (511B)

* * EASTLEIGH - Speed indicator signs have been provided on the approach to both carriage washing machines on the Depot Entrance line from South Junction. The indicators show the actual speed of the train.

(R(SW)1199) (33) (520/523)

WATERLOO - Platforms 18 and 19 have been lengthened by 85 yards at the buffer stop end. The extended platform 18 accommodates 12 cars but due to width restrictions at the country end platform 19 can only accommodate 8 cars. Each platform has an additional banner repeater 50 yards on the buffer stops side of the existing banner repeater. The off indicators have been repositioned about 3 car lengths from the buffer stops. The TRTS plungers have been repositioned about 2 car lengths from the buffer stops.

(R(SW)1054) (34) (521)

- * * HAMSTEAD STATION - The down platform has been temporarily shortened by 60 yards at the Birmingham end. The Walsall end of the platform has been restored to use.

The "Trains Stop Here" board has been repositioned accordingly.

(RRC/O/S/92/99) (33) (541)

- * * STENSON JUNCTION - The 90 mph permanent speed restriction on the down main line has been reduced to a 40 permanent speed restriction between 60 4 miles 40 chains and 4 miles 60 chains. An Advance Warning Indicator Board has been placed at 3 miles 48 chains.

(See Section D) (ROM/S/S/0500/PT) (33) (550)

CASTLE BROMWICH JN - The 30 m.p.h. permanent speed restriction on the down and up goods line and down and up slow line has been reduced to a 15 m.p.h. permanent speed restriction between 36 miles 08 chains and 36 miles 11 chains. This 15 m.p.h. permanent speed restriction also applies between the junction points and 0 miles 48 chains on the single line between Castle Bromwich Jn and Park Lane Jn.

(See Section D) (ROM/S/S/0500/PT) (34) (550)

- * * BETWEEN ACTON GRANGE JN. AND WARRINGTON SOUTH JN. (HELSEBY LINES) -
* The 5 mph permanent speed restriction which applies on the down Helsby line from 16m. 30ch. to 16m.40ch. (over Bridge No.77) has been removed.

(OD14/89/71) (33) (560)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

DRIVERS MANUALS (BR33056/- SERIES) &
WORKING INSTRUCTIONS (BR33070/-) SERIES

CLASS 15X SERIES DOOR BRAKE INTERLOCK

A modification will shortly take place to enable Drivers to retain full control of the brake when stationary, with doors released or open as follows:-

Provided the direction selector switch is placed to Neutral before a Door release is given or a local door is opened, operation of the brake will remain under the Driver's control.

If the direction selector switch is retained at Forward or Reverse, or is subsequently moved from Neutral to Forward or Reverse after a door release is given or a local door is open, the brakes will automatically apply.

A label showing "Door Brake Interlock Modification Complete" will be affixed to the Driver's Desk when the modification is completed.

(RRHQ1RSMOD)

(K2/33/93)

ALTERATIONS TO OPERATING PUBLICATIONS FROM 2 OCTOBER 1993

Regulations for single lines worked by the No Signalman Token with remote crossing loops (NSTR) System

A new booklet of NSTR Regulations has been issued. Staff who normally receive this publication and have not received their copy should advise their Supervisor.

(K2/31/93)

BRITISH RAILWAYS

FORMER WESTERN REGION

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

34/93
1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 13 NOVEMBER 1993

to

FRIDAY, 19 NOVEMBER 1993

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
 * must be taken of them.

LONDON & WEST OF ENGLAND

WEDNESDAY 17 NOVEMBER - OLD OAK COMMON - The SPT for signal SN141 will be repositioned to the right hand side of Carriage Line 2. A sign showing a hatched telephone symbol with right hand arrow will be positioned between Carriage Lines 1 and 2.

(37) (GW1)

MONDAY 15 NOVEMBER - ECKINGTON - On and from 1400 on 15 November, the 100 mph permanent speed restriction on the up main and down main lines will be reduced to a 80 mph permanent speed restriction between 74 miles 46 chains and 74 miles 53 chains.

(See Section D)

(ROM/S/S/0500/PT)

(37) (XC3)

AT 10.00 MONDAY 15 NOVEMBER - NEAR LAPFORD NORTH GF - The existing 'Limit of Lapford token' board facing Drivers of trains approaching from the Crediton direction will be replaced by a smaller board with the same wording measuring 600mm X 800mm. The new board will be positioned 10 yards nearer Lapford North GF at 190m 3½ch.

(37) (RWE6.2)

AT 10.00 MONDAY 15 NOVEMBER - LISKEARD BRANCH JUNCTION AT 8M 52CH - The existing stop board facing Drivers of trains approaching from Coombe Junction, will be replaced with a modern style board at the same location. The new sign reads 'Locomotives and trains proceeding towards main line - STOP - await instructions'.

(37) (RWE8.2)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

FROM 08.00 SUNDAY 14 NOVEMBER UNTIL 10.00 THURSDAY 16 DECEMBER OR UNTIL COMPLETION - TIRYDAIL LEVEL CROSSING (AOCL) BETWEEN AMMANFORD AND LLANDYBIE AT 11M 24CH - The existing AOCL level crossing will be converted to an Automatic (Half) Barrier Crossing Locally Monitored (ABCL). The existing amber/flashing red road lights, audible warning for pedestrians, and trespass guards will be retained and new half barriers, closing the nearside of the road only, will be provided.

While this work is taking place the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and a temporary crossing Attendant will be provided to safeguard movements over the crossing. All trains must come to a stand before the crossing and Drivers must obey the Attendant's instructions.

New rail Driver's flashing red/white lights will be provided on posts 5 yards from the crossing in each direction. A Driver's emergency plunger housed in a locked box and crossing illumination lights will also be provided on these posts. Telephones for public use will be provided on the offside at each road approach to the crossing giving users direct contact with the Signalman at Pantyffynnon.

In the down direction, the road lights and barriers will be initiated automatically by the approach of trains. In the up direction, a plunger will be provided in a locked cabinet on Ammanford station platform at 11m 23ch to initiate the crossing controls. Retained on the same post will be the staff emergency telephone in a locked cabinet. All locked cabinets can be opened by a BR no. 1 key.

The advance rail warning signs will be retained in each direction but the up direction sign will be repositioned further away from the crossing at 10m 73ch. The associated AWS inductor will be repositioned accordingly. The rail stop sign in the up direction worded 'STOP press plunger and obtain white light before proceeding' will be retained in the same position. All signs will be retro-reflective.

The existing down direction St. Andrew's Cross/15 mph speed restriction sign will be amended to a differential speed restriction of 10 mph and repositioned at 11m 30ch.

(41) (RSW2)

FROM 0730 MONDAY 1 NOVEMBER UNTIL 0830 MONDAY 29 NOVEMBER - RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - The down siding will be shortened for this period whilst demolition of the station buildings is being undertaken. A temporary stop block will be positioned at 32m 08ch.

(35) (RSW3)

WORKING OVER BOOK

MONDAY 15 NOVEMBER - BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN.

Signalling will be brought into use on the Down and Up Cambridge lines between Bow (Midland) Yard and Carpenters Road West Jn., also on the Carpenters Road Curve Single line, as shown in the accompanying diagram.

Track Circuit Block Regulations will apply over Carpenters Road Curve Single line between Bow Jn. and Stratford signal boxes in both directions, to full passenger line status.

The line will not be available to electric trains.

The speed restrictions applicable to the Carpenters Road Curve Single line will be as follows:-

<u>Up Direction</u>	15 m.p.h.	from Carpenters Road North Jn. to the site of the former Carpenters Road South Jn.
	25 m.p.h.	from the site of the former Carpenters Road South Jn. to B9/B11 signal on the Up Cambridge line at Bow.
	40 m.p.h.	from the start of the Up Cambridge line (B9/B11 signal) to B13 signal
<u>Down Direction</u>	25 m.p.h.	from the start of Carpenters Road Curve Single line at Bow Jn. end (B172 signal) to the site of the former Carpenters Road South Jn.
	15 m.p.h.	from the site of the former Carpenters Road South Jn. to Carpenters Road North Jn.

New AWS equipment will be provided 75 yds on the approach side of the new/repositioned B9/B11 and B172 signals. The existing AWS equipment associated with B173 signal will now be suppressed for Down direction movements (cancel board removed). The existing AWS equipment associated with S157 signal will remain unsuppressed for Up direction movements; the cancel board will be retained.

(37/SA 1.4, 1.21) (37) (505A)

MONDAY 15 NOVEMBER - BETWEEN MILL HILL BROADWAY AND RADLETT - On and from 1400 on 15 November, the 75 mph permanent speed restriction on the Up Slow line between 12 miles 51 chains and 11 miles 38 chains will be shortened to between 12 miles 5 chains and 11 miles 38 chains.

(See Section D) (ROM/S/S/0500/PT) (37) (511B)

MONDAY 15 NOVEMBER - BETWEEN ST ALBANS AND HARPENDEN - On and from 1100 on 15 November, the 75 mph permanent speed restriction on the Down Slow line will be raised to 90 mph between 22 miles 38 chains and 23 miles.

(See Section D) (ROM/S/S/0500/PT) (37) (511B)

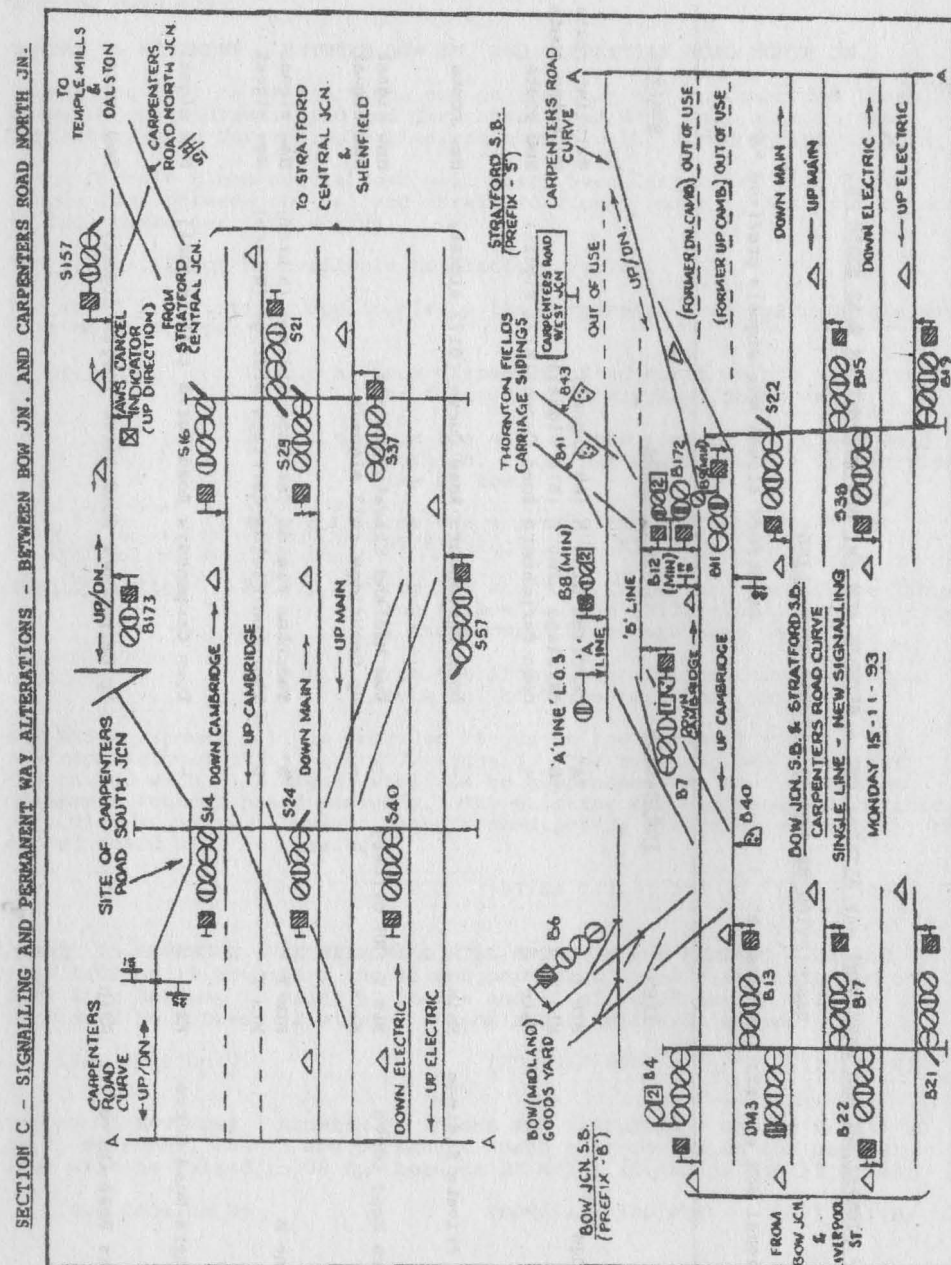
K2-34C/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN.

DESCRIPTION OF NEW OR ALTERED SIGNALLING

Bow Junction Signal box signals prefixed "B" Stratford Signal box signals prefixed "S"

Signal	Line	Type	Indication	Destination	Remarks
B4	Down Cambridge	Min Y Min Y Main	"A" "B" -	Carriage Line A (B8 signal) Carriage Line B (B12 signal) Down Carpenters Road Curve (B172 signal)	Existing route Existing route New route
B6	Bow Midland Private Sidings	Main	-	Down Carpenters Road Curve (B172 signal)	New route
B9/B11	Up Carpenters Road Curve	Min Y (RH offset) Main	- -	Bow Midland Private Sidings Up Cambridge (B13 signal)	New signal New signal
B12	Carriage Line B	Min Y Min Y	"S" "D"	Thornton Fields Carriage Sidings (A Line) Thornton Fields Carriage Sidings (B Line)	New signal New signal
B172	Down Carpenters Road Curve	Main	-	Down Carpenters Road Curve (S157 signal)	New signal
B173	Up Carpenters Road Curve	Main	-	Up Carpenters Road Curve (B9/11 signal)	New route



DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(UFN) (GW2.1)

STANDISH JUNCTION - The 100 mph permanent speed restriction on the Up Charfield and Down Charfield lines has been reduced to a 60 mph permanent speed restriction between 99 miles 65 chains and 100 miles 0 chains. Advanced Warning Indicator Boards have been placed at 98 miles 62 chains on the Down and 100 miles 73 chains on the Up.

(See Section D)

(ROM/S/S/0500/PT)

(36) (XC3)

STONEHOUSE GROUND FRAME - BLACKWELL TO WESTERLEIGH JUNCTION - The trailing connection from the down line to the sidings controlled by Stonehouse Ground Frame at 101 miles 47 chains has been removed and replaced with plain line. All associated signalling equipment has been disconnected.

(NEW ITEM)

(ROM/S/S/0500/PT)

(37) (XC3)

RWE8.3 PAR TO NEWQUAY - BETWEEN QUINTREL DOWNS AND NEWQUAY - CHAPEL FARM 3 O/A CROSSING AT 300M 50CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Goonbarrow Junction.

(NEW ITEM) (See Section D)

(37) (RWE8.3)

* * BETWEEN MARYLEBONE AND NEASDEN - The following permanent speed restrictions now apply for Class 37 locomotives. The Down line at Willesden Green Overbridge (202m 21ch) is 5 mph for Class 37 locomotives and the Up line is to be the normal line speed of 50 mph.

(See Section D)

(34) (NTC7.1)

TAVISTOCK JN TO MARSH MILLS - This line has been converted from C2 to One Train Working. A train staff, coloured red and lettered TAVISTOCK JUNCTION - MARSH MILLS has been provided and will be kept at Tavistock Junction Yard.

(See Section D)

(36) (FWE4.9)

SOUTH WALES

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN COCKETT TUNNEL AND COCKETT WEST - The following permanent speed restriction has been applied approaching signal PT 276 at Cockett West :-

25 mph down line from 217m 12ch to 217m 31ch

A new 25 mph triangular reflectorised warning indicator and associated AWS inductor have been brought into use on the down line at 216mp and 215m 71ch respectively.

(See Section D)

(35) (RSW1.1)

* * RSW1.1 SWANSEA TO FISHGUARD HARBOUR - TYNEWYDD 2 O/A CROSSING NEAR WHITLAND AT 258M 49CH - In connection with a level crossing safety improvement scheme, the following permanent speed restrictions have been applied:-

50 mph down line from 258m 26ch to the crossing
60 mph up line from 258m 77ch to the crossing

A new 50 mph triangular reflectorised warning indicator and associated AWS inductor have also been brought into use on the down line at 257m 61ch and 257m 52ch respectively.

(See Section D)

(34) (RSW1.1)

RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH - MASONS 1 CROSSING AT 261M 71CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Whitland.

The 30 mph permanent speed restriction in the up direction from 262m 05ch to the crossing has been withdrawn.

(See Section D)

(36) (RSW1.2)

RSW1.2 WHITLAND TO PEMBROKE DOCK - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Whitland:-

Mileage	Name of Crossing	Situated between
265m 37ch	Upper Chapel Hill Farm	Narberth and Kilgetty
279m 48ch	Sunny Hill Farm 5	Manorbier and Lamphey

(NEW ITEM) (See Section D)

(37) (RSW1.2)

* * RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN BUCKNELL AND KNIGHTON
* LOWER STANNAGE FARM O/A CROSSING AT 9M 60CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Pantyffynnon.

(See Section D)

(34) (RSW2)

K2-34C/6

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Pantyffynnon:-

Mileage	Name of Crossing	Situated between
6m 61ch	Manor Farm 3	Hopton Heath and Bucknell
7m 32ch	Coxhall Farm 2	Hopton Heath and Bucknell
26m 40ch	Rhydilyn 2	Dolau and Penybont
30m 51ch	Upper Cellws	Penybont and Llandrindod Wells
28m 25ch	Llwyn Jack Farm	Llandovery and Llanwrda

(NEW ITEM) (See Section D)

(37) (RSW2)

RSW2 CRAVEN ARMS JN TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Pantyffynnon:-

Mileage	Name of crossing	Situated between	Monitoring Signal box
19m 44ch	Lower Bailey 2	Llangunllo and Llanbister Road	Pantyffynnon
22m 01ch	Cwm-y-Geist Farm	Llanbister Road and Dolau	Pantyffynnon

(See Section D)

(35) (RSW2)

CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON AT LLANDYBIE LEVEL CROSSING (AOCL) 13M 08CH - The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

The existing down direction advance warning board at 13½mp has been recovered. A new advance warning board has been provided 735 yards from the crossing. The associated AWS inductor and cancelling indicator have been repositioned accordingly. The existing 'STOP' sign and plunger in the up direction and the 15 mph crossing speed sign in the down direction have not been altered.

(36) (RSW2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signalman at Leominster:-

Mileage	Name of crossing	Situated between	Monitoring Signal box
36m 12ch	Blackpole Farm	Woofferton and Leominster	Leominster

(See Section D)

(35) (RSW3)

K2-34C/7

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN CWMBRAN AND MAINDEE NORTH JN - WOODINGS O/A CROSSING AT 38M 12CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Little Mill Junction.

(NEW ITEM) (See Section D)

(37) (RSW3)

- * * BETWEEN BARRS COURT YARD AND BULMERS SIDING - The method of working on the line between Barrs Court Yard and Bulmers siding has been altered from C2 to One Train Working where a train staff is provided; the train staff is kept in Hereford Duty Freight Manager's office.

(See Section D)

(34) (FWA3.6)

- * * HEREFORD - A new footpath level crossing has been brought into use immediately outside the gates of Bulmers factory.

(34) (FWA3.6)

BETWEEN ABERBEEG JN. AND LIME KILN SIDINGS S.B. - Permanent Speed Restrictions of 5 m.p.h. have been imposed between the above locations as follows:-

Down Line

Between 14m.00ch. and 13m.40ch.
Between 9m.57ch. and 9m.20ch.
Between 8m.55ch. and 8m.30ch.

Up Line

Between 11m.52ch. and 12m.28ch.

(See Section D)

(36) (FWA3.8)

WORKING OVER BOOK

CARPENTERS ROAD LEVEL CROSSING - A new road bridge has been opened, and the level crossing has been closed.

(NEW ITEM) (See Section D)

(35/SA 1.21)

(37) (503)

- * * BOW JUNCTION - A new facing lead (towards the Up Cambridge line) has been installed in the Down Main line at 2m 78ch. It has been secured out of use until further notice

(33/SA 1.3)

(34) (503)

- * * BETWEEN CHELMSFORD AND INGATESTONE - A new lineside hot axle box detector has been installed on the Up line in rear of signal U26B.

The instruction headed "Vehicles activating lineside hot axle box detectors" in Rule Book Appendix 1 (pages 1.12 - 1.14) will apply.

(36/SA 2.8)

(34) (505B)

- * * CHELMSFORD - The temporary buffer stops provided on the London side of signal C39, on the Down Goods Loop, have been removed.

Signal C39 has been removed and renewed at a position approximately 9 yards nearer London. It will be maintained at Danger until further notice.

The connection from the Down Goods Loop to the Down Main line at the country end of the Down Goods Loop has been taken out of use until further notice, for renewal. Position light signal C37 will be maintained at danger.

The London end of the Down Goods Loop will be available for terminating and starting back trains up to 12 cars in length.

(34/SA 2.8 - 2.9)

(34) (505B)

- * * MITRE BRIDGE JUNCTION - Signal WN.141, situated on the up West London line approaching Mitre Bridge level crossing, has been re-positioned approximately 9 yards in rear of its present position.

(OD14/93/8)

(34) (507)

BRENT JUNCTION AREA - The Up Low Level Goods line between signal WN34 and signal WN51 has become Permissive for freight.

Signal WN42 on the Down Low Level Goods line has been recovered and a new signal WN41 provided approximately 250 yards further south.

(See Section D)

(35) (507)

BETWEEN CRICKLEWOOD AND SILKSTREAM JUNCTION - The 30 mph permanent speed restriction on the Hendon lines has been reduced to 10 mph on both Up Hendon and Down Hendon lines between

5 miles 40 chains and 6 miles 5 chains
7 miles 6 chains and 7 miles 60 chains

(See Section D)

(ROM/S/S/0500/PT)

(36) (511B)

- * * WATERLOO - Platforms 18 and 19 have been lengthened by 85 yards at the buffer stop end. The extended platform 18 accommodates 12 cars but due to width restrictions at the country end platform 19 can only accommodate 8 cars. Each platform has an additional banner repeater 50 yards on the buffer stops side of the existing banner repeater. The off indicators have been repositioned about 3 car lengths from the buffer stops. The TRTS plungers have been repositioned about 2 car lengths from the buffer stops.

(R(SW)1054) (34) (521)

NORTH CAMP - The Stop mark on the Up platform has been moved 99 yards to the top of the ramp at the Guildford end.

(R(SW)1046) (36) (525)

BIRMINGHAM NEW STREET STATION - The re-surfacing work at the north end of platforms 6 and 7 has now been completed and the platforms restored to their full length. The temporary stop boards provided on these platforms have been taken away.

(NEW ITEM) (OD14/-) (37) (538/550)

- * * CASTLE BROMWICH JN - The 30 m.p.h. permanent speed restriction on the down and up goods line and down and up slow line has been reduced to a 15 m.p.h. permanent speed restriction between 36 miles 08 chains and 36 miles 11 chains. This 15 m.p.h. permanent speed restriction also applies between the junction points and 0 miles 48 chains on the single line between Castle Bromwich Jn and Park Lane Jn.

(See Section D) (ROM/S/S/0500/PT) (34) (550)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

DRIVERS MANUALS (BR33056/- SERIES) &
WORKING INSTRUCTIONS (BR33070/-) SERIES

CLASS 15X SERIES DOOR BRAKE INTERLOCK

A modification will shortly take place to enable Drivers to retain full control of the brake when stationary, with doors released or open as follows:-

Provided the direction selector switch is placed to Neutral before a Door release is given or a local door is opened, operation of the brake will remain under the Driver's control.

If the direction selector switch is retained at Forward or Reverse, or is subsequently moved from Neutral to Forward or Reverse after a door release is given or a local door is open, the brakes will automatically apply.

A label showing "Door Brake Interlock Modification Complete" will be affixed to the Driver's Desk when the modification is completed.

(RRHQ1RSMOD)

(K2/33/93)

ALTERATIONS TO OPERATING PUBLICATIONS FROM 2 OCTOBER 1993

Regulations for single lines worked by the No Signalman Token with remote crossing loops (NSTR) System

A new booklet of NSTR Regulations has been issued. Staff who normally receive this publication and have not received their copy should advise their Supervisor.

(K2/31/93)

BRITISH RAILWAYS

FORMER WESTERN REGION

K2

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

35/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 20 NOVEMBER 1993

to

FRIDAY, 26 NOVEMBER 1993

(Inclusive)



WARNING



SOHO DEPOT, BIRMINGHAM - ELECTRIFICATION OF SIDINGS 7, 8, 9 AND 10

THE OVERHEAD LINE EQUIPMENT WILL BE EXTENDED FROM THE EXISTING STOUR LINES STRUCTURE NO.BB02/22 TO THE NEW STRUCTURE BB02/07A ON CARRIAGE SIDINGS 7, 8 AND 9 AND TO THE NEW STRUCTURE BB02/07B ON CARRIAGE SIDING 10.

FROM 01.25 HOURS ON TUESDAY 9TH NOVEMBER 1993, THE OVERHEAD LINE EQUIPMENT BETWEEN THE POINTS SHOWN ABOVE WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME, MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The Working Instructions for A.C. Electrified lines (BR 29987) will apply, and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at Rugby Electrical Control Room, which is manned continuously. Communication with the Rugby Electrical Control Room can be obtained as follows:-

i) Via Railway E.T.D. 050-6422 Short code 177

or

ii) Via British Telecom telephone number 0788-576256

(RRC/O/S/93/073)

(538)

(K2/30/93)

SECTION B - continued

At or between	Lines Blocked	Remarks
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Sunday 21 November		
244 Crewe Jn. and Wem L.C.	Down and Up BLOCKED	0045 to 1330
	Up BLOCKED	1330 to 1600 Trackwork SLW OVER DOWN FROM 1330
Thursday 25 and Friday 26 November		
245 Marley Green L.C. and Nantwich	Down BLOCKED	0001 to 0530 each day Trackwork SLW OVER UP.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

MONDAY 22 NOVEMBER - READING EAST 68m 18ch - The existing Limit of Shunt board on the Down Southern will be renewed in the same location as a GPL displaying two horizontal red lights.

(38) (GW1)

MONDAY 22 NOVEMBER - READING EAST 35m 40ch - The existing Limit of Shunt board on the Down Relief will be renewed in the same location as a GPL displaying two horizontal red lights.

(38) (GW1)

MONDAY 22 NOVEMBER - READING WEST 36m 30ch - The existing Limit of Shunt board on the Up Relief will be renewed in the same location as a GPL displaying two horizontal red lights.

(38) (GW5)

TUESDAY 23 NOVEMBER - UFTON 43m 45ch - The existing Limit of Shunt board on the Down Loop will be renewed in the same location as a GPL displaying two horizontal red lights.

(38) (GW5)

WEDNESDAY 24 NOVEMBER - WOODBOROUGH 78m 22ch - The existing Limit of Shunt board on the Down Westbury will be repositioned between the Up and Down Westbury lines as a GPL displaying two horizontal red lights.

(38) (GW5)

WEDNESDAY 24 NOVEMBER - WOODBOROUGH 79m 28ch - The existing Limit of Shunt board on the Up Loop will be repositioned between the Up Loop and the Up Westbury line as a GPL displaying two horizontal red lights.

(38) (GW5)

SUNDAY 21 NOVEMBER - OXFORD STATION - The barrow crossing at the north end of Oxford station will be removed, along with the associated telephones.

(38) (XC1)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

FROM 08.00 SUNDAY 14 NOVEMBER UNTIL 10.00 THURSDAY 16 DECEMBER OR UNTIL COMPLETION - TIRYDAIL LEVEL CROSSING (AOCL) BETWEEN AMMANFORD AND LLANDYBIE AT 11M 24CH - The existing AOCL level crossing will be converted to an Automatic (Half) Barrier Crossing Locally Monitored (ABCL). The existing amber/flashing red road lights, audible warning for pedestrians, and trespass guards will be retained and new half barriers, closing the nearside of the road only, will be provided.

While this work is taking place the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and a temporary crossing Attendant will be provided to safeguard movements over the crossing. All trains must come to a stand before the crossing and Drivers must obey the Attendant's instructions.

New rail Driver's flashing red/white lights will be provided on posts 5 yards from the crossing in each direction. A Driver's emergency plunger housed in a locked box and crossing illumination lights will also be provided on these posts. Telephones for public use will be provided on the offside at each road approach to the crossing giving users direct contact with the Signaller at Pantyffynnon.

In the down direction, the road lights and barriers will be initiated automatically by the approach of trains. In the up direction, a plunger will be provided in a locked cabinet on Ammanford station platform at 11m 23ch to initiate the crossing controls. Retained on the same post will be the staff emergency telephone in a locked cabinet. All locked cabinets can be opened by a BR no. 1 key.

The advance rail warning signs will be retained in each direction but the up direction sign will be repositioned further away from the crossing at 10m 73ch. The associated AWS inductor will be repositioned accordingly. The rail stop sign in the up direction worded 'STOP press plunger and obtain white light before proceeding' will be retained in the same position. All signs will be retro-reflective.

The existing down direction St. Andrew's Cross/15 mph speed restriction sign will be amended to a differential speed restriction of 10 mph and repositioned at 11m 30ch.

(41) (RSW2)

FROM 0730 MONDAY 1 NOVEMBER UNTIL 0830 MONDAY 29 NOVEMBER - RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - The down siding will be shortened for this period whilst demolition of the station buildings is being undertaken. A temporary stop block will be positioned at 32m 08ch.

(39) (RSW3)

WORKING OVER BOOK

MONDAY 22 NOVEMBER - BETWEEN HARLINGTON AND FLITWICK - From 1400 on 22 November, the 75 mph permanent speed restriction on the Up Slow line will be raised to 90 mph between 39 miles 60 chains and 39 miles 20 chains.

(ROM/S/S/0500/PT)

(38) (511B)

K2-35C/2

THURSDAY 25 NOVEMBER - YEOVIL JUNCTION - An "OFF" indicator will be provided on platform 2 of Yeovil Junction station, 70 yards on the approach side of signal YJ6. This is provided for trains travelling in the Down direction only and will display "OFF DOWN".

(R(SW)1046)

(38) (521)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

OLD OAK COMMON - The SPT for signal SN141 has been repositioned to the right hand side of Carriage Line 2. A sign showing a hatched telephone symbol with right hand arrow has been positioned between Carriage Lines 1 and 2.

(37) (GW1)

READING - Down Southern line signal R332 at Reading has been restored to use. The signal has been mounted on a bracket in the same position and at the same height. There is no change in the routes available and the indications given.

(NEW ITEM)

(38) (GW1)

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(UFN) (GW2.1)

ECKINGTON - The 100 mph permanent speed restriction on the up main and down main lines has been reduced to an 80 mph permanent speed restriction between 74 miles 46 chains and 74 miles 53 chains.

(See Section D)

(ROM/S/S/0500/PT)

(37) (XC3)

STANDISH JUNCTION - The 100 mph permanent speed restriction on the Up Charfield and Down Charfield lines has been reduced to a 60 mph permanent speed restriction between 99 miles 65 chains and 100 miles 0 chains. Advanced Warning Indicator Boards have been placed at 98 miles 62 chains on the Down and 100 miles 73 chains on the Up.

(See Section D)

(ROM/S/S/0500/PT)

(36) (XC3)

STONEHOUSE GROUND FRAME - BLACKWELL TO WESTERLEIGH JUNCTION - The trailing connection from the down line to the sidings controlled by Stonehouse Ground Frame at 101 miles 47 chains has been removed and replaced with plain line. All associated signalling equipment has been disconnected.

(ROM/S/S/0500/PT)

(37) (XC3)

K2-35C/3

NEAR LAPPFORD NORTH GF - The existing 'Limit of Lapford token' board facing Drivers of trains approaching from the Crediton direction has been replaced by a smaller board with the same wording measuring 600mm X 800mm. The new board has been positioned 10 yards nearer Lapford North GF at 190m 3½ch.

(37) (RWE6.2)

LISKEARD BRANCH JUNCTION AT 8M 52CH - The existing stop board facing Drivers of trains approaching from Coombe Junction, has been replaced with a modern style board at the same location. The new sign reads 'Locomotives and trains proceeding towards main line - STOP - await instructions'.

(37) (RWE8.2)

RWE8.3 PAR TO NEWQUAY - BETWEEN QUINTREL DOWNS AND NEWQUAY - CHAPEL FARM 3 O/A CROSSING AT 300M 50CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Goonbarrow Junction.

(See Section D)

(37) (RWE8.3)

TAVISTOCK JN TO MARSH MILLS - This line has been converted from C2 to One Train Working. A train staff, coloured red and lettered TAVISTOCK JUNCTION - MARSH MILLS has been provided and will be kept at Tavistock Junction Yard.

(See Section D)

(36) (FWE4.9)

SOUTH WALES

* * RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN COCKETT TUNNEL AND COCKETT WEST - The following permanent speed restriction has been applied approaching signal PT 276 at Cockett West :-

25 mph down line from 217m 12ch to 217m 31ch

A new 25 mph triangular reflectorised warning indicator and associated AWS inductor have been brought into use on the down line at 216mp and 215m 71ch respectively.

(See Section D)

(35) (RSW1.1)

RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH - MASONS 1 CROSSING AT 261M 71CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Whitland.

The 30 mph permanent speed restriction in the up direction from 262m 05ch to the crossing has been withdrawn.

(See Section D)

(36) (RSW1.2)

K2-35C/4

RSW1.2 WHITLAND TO PEMBROKE DOCK - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Whitland:-

Mileage	Name of Crossing	Situated between
265m 37ch	Upper Chapel Hill Farm	Narberth and Kilgetty
279m 48ch	Sunny Hill Farm 5	Manorbier and Lamphey
(See Section D)		(37) (RSW1.2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Pantyffynnon:-

Mileage	Name of Crossing	Situated between
6m 61ch	Manor Farm 3	Hopton Heath and Bucknell
7m 32ch	Coxhall Farm 2	Hopton Heath and Bucknell
26m 40ch	Rhydilyn 2	Dolau and Penybont
30m 51ch	Upper Cellws	Penybont and Llandrindod Wells
28m 25ch	Llwyn Jack Farm	Llandovery and Llanwrda
(See Section D)		(37) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Pantyffynnon:-

Mileage	Name of Crossing	Situated between
27m 00ch	Rabber Farm	Dolau and Penybont
28m 42ch	Llynmellin Farm	Penybont and Llandrindod Wells
(NEW ITEM) (See Section D)		(K2/35/93)

* * RSW2 CRAVEN ARMS JN TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signalman at Pantyffynnon:-

Mileage	Name of crossing	Situated between	Monitoring Signal box
19m 44ch	Lower Bailey 2	Llangunllo and Llanbister Road	Pantyffynnon
22m 01ch	Cwm-y-Geist Farm	Llanbister Road and Dolau	Pantyffynnon
(See Section D)		(35) (RSW2)	

K2-35C/5

CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON AT LLANDYBIE LEVEL CROSSING (AOCL) 13M 08CH - The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

The existing down direction advance warning board at 13 $\frac{1}{2}$ mp has been recovered. A new advance warning board has been provided 735 yards from the crossing. The associated AWS inductor and cancelling indicator have been repositioned accordingly. The existing 'STOP' sign and plunger in the up direction and the 15 mph crossing speed sign in the down direction have not been altered.

(36) (RSW2)

* * RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - Telephones have been provided at the following Occupation/Accommodation crossing giving users direct contact with the Signaller at Leominster:-

Mileage	Name of crossing	Situated between	Monitoring Signal box
36m 12ch	Blackpole Farm	Woofferton and Leominster	Leominster

(See Section D) (35) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN CWMBRAN AND MAINDEE NORTH JN - WOODINGS O/A CROSSING AT 38M 12CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Little Mill Junction.

(See Section D)

(37) (RSW3)

BETWEEN ABERBEEG JN. AND LIME KILN SIDINGS S.B. - Permanent Speed Restrictions of 5 m.p.h. have been imposed between the above locations as follows:-

Down Line

Between 14m.00ch. and 13m.40ch.
Between 9m.57ch. and 9m.20ch.
Between 8m.55ch. and 8m.30ch.

Up Line

Between 11m.52ch. and 12m.28ch.

(See Section D)

(36) (FWA3.8)

WORKING OVER BOOK

CARPENTERS ROAD LEVEL CROSSING - A new road bridge has been opened, and the level crossing has been closed.

(See Section D)

(35/SA 1.21)

(37) (503)

K2-35C/6

BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN.

Signalling has been brought into use on the Down and Up Cambridge lines between Bow (Midland) Yard and Carpenters Road West Jn., also on the Carpenters Road Curve Single line, as shown in the accompanying diagram.

Track Circuit Block Regulations apply over Carpenters Road Curve Single line between Bow Jn. and Stratford signal boxes in both directions, to full passenger line status.

The line is not available to electric trains.

The speed restrictions applicable to the Carpenters Road Curve Single line are as follows:-

Direction	Speed	Location
Up Direction	15 m.p.h.	from Carpenters Road North Jn. to the site of the former Carpenters Road South Jn.
	25 m.p.h.	from the site of the former Carpenters Road South Jn. to B9/B11 signal on the Up Cambridge line at Bow.
	40 m.p.h.	from the start of the Up Cambridge line (B9/B11 signal) to B13 signal
Down Direction	25 m.p.h.	from the start of Carpenters Road Curve Single line at Bow Jn. end (B172 signal) to the site of the former Carpenters Road South Jn.
	15 m.p.h.	from the site of the former Carpenters Road South Jn. to Carpenters Road North Jn.

New AWS equipment has been provided 75 yds on the approach side of the new/repositioned B9/B11 and B172 signals. The existing AWS equipment associated with B173 signal has been suppressed for Down direction movements (cancel board removed). The existing AWS equipment associated with S157 signal remains unsuppressed for Up direction movements; the cancel board has been retained.

(37/SA 1.4, 1.21) (37) (505A)

* * BRENT JUNCTION AREA - The Up Low Level Goods line between signal WN34 and signal WN51 has become Permissive for freight.

Signal WN42 on the Down Low Level Goods line has been recovered and a new signal WN41 provided approximately 250 yards further south.

(See Section D)

(35) (507)

BETWEEN CRICKLEWOOD AND SILKSTREAM JUNCTION - The 30 mph permanent speed restriction on the Hendon lines has been reduced to 10 mph on both Up Hendon and Down Hendon lines between

5 miles 40 chains and 6 miles 5 chains
7 miles 6 chains and 7 miles 60 chains

(See Section D)

(ROM/S/S/0500/PT) (36) (511B)

K2-35C/7

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN.

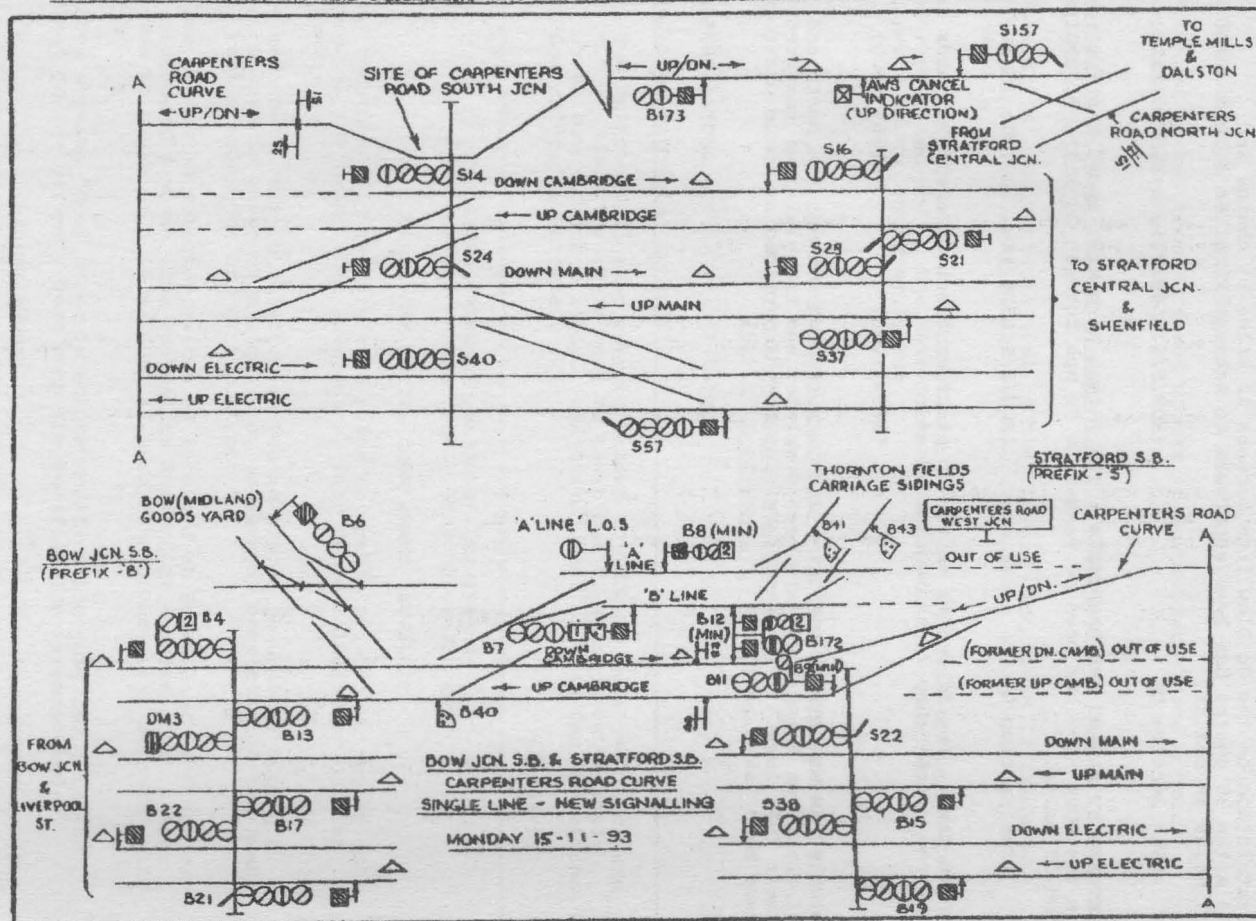
DESCRIPTION OF NEW OR ALTERED SIGNALLING

Bow Junction Signal box signals prefixed "B"

Stratford Signal box signals prefixed "S"

Signal	Line	Type	Indication	Destination	Remarks
B4	Down Cambridge	Min Y	"A"	Carriage Line A (B8 signal)	Existing route
		Min Y	"B"	Carriage Line B (B12 signal)	Existing route
		Main	-	Down Carpenters Road Curve (B172 signal)	New route
B6	Bow Midland Private Sidings	Main	-	Down Carpenters Road Curve (B172 signal)	New route
B9/B11	Up Carpenters Road Curve	Min Y (RH offset)	-	Bow Midland Private Sidings	New signal
		Main	-	Up Cambridge (B13 signal)	New signal
B12	Carriage Line B	Min Y	"S"	Thornton Fields Carriage Sidings (A Line)	New signal
		Min Y	"D"	Thornton Fields Carriage Sidings (B Line)	New signal
B172	Down Carpenters Road Curve	Main	-	Down Carpenters Road Curve (S157 signal)	New signal
B173	Up Carpenters Road Curve	Main	-	Up Carpenters Road Curve (B9/11 signal)	New route

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN.



BETWEEN MILL HILL BROADWAY AND RADLETT - The 75 mph permanent speed restriction on the Up Slow line between 12 miles 51 chains and 11 miles 38 chains has been shortened to between 12 miles 5 chains and 11 miles 38 chains.

(See Section D) (ROM/S/S/0500/PT) (37) (511B)

BETWEEN ST ALBANS AND HARPENDEN - The 75 mph permanent speed restriction on the Down Slow has been raised to 90 mph between 22 miles 38 chains and 23 miles.

(See Section D) (ROM/S/S/0500/PT) (37) (511B)

NORTH CAMP - The Stop mark on the Up platform has been moved 99 yards to the top of the ramp at the Guildford end.

(R(SW)1046) (36) (525)

BIRMINGHAM NEW STREET STATION - The re-surfacing work at the north end of platforms 6 and 7 has now been completed and the platforms restored to their full length. The temporary stop boards provided on these platforms have been taken away.

(OD14/-) (37) (538/550)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

EXPLANATORY NOTE OF CHANGE TO RULE BOOK APPENDIX 4
PUBLISHED IN THIS NOTICE

Clause 6.1(a) now requires that if the Traction Interlock is isolated, the train must be taken out of service immediately or as soon as practicable.

This amendment draws this clause into line with the same arrangements published elsewhere in the Rule Book and Appendix when vital safety equipment is no longer available.

(K2/35/93)

AMENDMENTS TO OPERATING PUBLICATIONS

RULE BOOK APPENDIX (BR 87109/43)
RULE BOOK APPENDIX 4

Page 4.7 clause 6.1

Amend sub-clause (a) to read:-

- (a) The switch (TIS) must only be placed at ISOLATE as shown in clause 4.8 or 5.4. The train must be taken out of service immediately, or as soon as practicable. The Driver must arrange for Operations Control to be informed.

(K2/35/93)

DRIVERS MANUALS (BR33056/- SERIES) &
WORKING INSTRUCTIONS (BR33070/-) SERIES

CLASS 15X SERIES DOOR BRAKE INTERLOCK

A modification will shortly take place to enable Drivers to retain full control of the brake when stationary, with doors released or open as follows:-

Provided the direction selector switch is placed to Neutral before a Door release is given or a local door is opened, operation of the brake will remain under the Driver's control.

If the direction selector switch is retained at Forward or Reverse, or is subsequently moved from Neutral to Forward or Reverse after a door release is given or a local door is open, the brakes will automatically apply.

A label showing "Door Brake Interlock Modification Complete" will be affixed to the Driver's Desk when the modification is completed.

(RRHQ1RSMOD)

(K2/33/93)

MISCELLANEOUS INSTRUCTIONS - continued

DISCONNECTION OF SIGNALLING APPARATUS
IN THE STOCKPORT STATION AREA
BETWEEN 00.01 HOURS SUNDAY 21 NOVEMBER
AND 05.00 HOURS MONDAY 29 NOVEMBER 1993

The following temporary alterations will take place for the duration of the above period only:-

STOCKPORT STATION. The authorities shown in Table "A" of the Sectional Appendix for Permissive working (Platform Lines) over platforms 1, 2, 3 & 4 lines, Permissive working (Passenger Lines) over the down and up main lines and Permissive working (Goods Lines) over the down goods line and the authorities shown in Table "B" of the Sectional Appendix for "Working in the wrong direction" and "Propelling" between Stockport No.1 and Stockport No.2 over the down fast/down slow/down main/down goods & up fast/up slow/up main lines will be withdrawn.

STOCKPORT NO.2. All point connections worked from this box will be secured out of use. At the Heaton Norris end of the Station the connections in the up slow line, up fast, down fast and down slow will be secured for through running to and from the respective platforms 1, 2, 3 & 4 only. There will be no crossing facilities or access to the down main, up main, bay platform 3A, up goods, middle roads or carriage sidings.

WORKING BETWEEN STOCKPORT NO.2 BOX AND HEATON NORRIS JN BOX. Platform No.3 (down fast) and platform No.4 (down slow) starting signals S2.C & S2.F will be fixed at RED and a Handsignalman appointed. Signals S2.44 (down slow) and S2.47 (down fast) will be taken out of use and should be ignored.

Signals S2.111 (up slow) and S2.114 (up fast) main aspects will be fixed at RED with the position light shunt aspects operating as normal. The stencil route indicators will be taken out of use.

STOCKPORT NO.1. All points and signals will be worked as normal except signals S1.104 (down fast) and S1.106 (down slow), the main aspects of these signals will be fixed at RED with the position light shunt aspects and route indicators operating as normal.

NOTE: The clearance of a position light signal associated with signal S1.104, S1.106, S2.111 and S2.114 will be the Driver's authority to proceed to the next signal only and the requirements of the Rule Book, Section C, clause 6.4.1 are modified accordingly.

(36)

(RRNW/OS/93/21)

(556) (K2/35/93)

CONTACTING PANEL SIGNALBOXES

The telephone numbers shown below must be used if it is necessary to contact a Panel Signalbox. These numbers may only be used in connection with essential messages regarding train operations or in case of emergency.

<u>PANEL BOX</u>	<u>B.T. NUMBER</u>	<u>INTERNAL NUMBER</u>
<u>BIRMINGHAM NEW STREET (NS)</u>		<u>054 2800/1</u>
<u>BLETCHLEY (BY)</u>		<u>00 43338</u>
<u>BRISTOL (B)</u>	<u>0272 291710</u>	<u>07 42795</u>
<u>CARDIFF (C)</u>	<u>0222 221889</u>	<u>071 2508</u>
<u>COVENTRY (CY)</u>		<u>050 6240/23</u>
<u>CREWE COAL YARD (CY)</u>		<u>05 32812</u>
<u>CREWE NTH. (CE)</u>		<u>05 32809/10</u>
<u>DERBY (DY)</u>	<u>0332 31422/262317</u>	<u>05 62317/8</u>
<u>EXETER (E)</u>	<u>0392 210873</u>	<u>070 2410/1/2</u>
<u>GLOUCESTER (G)</u>	<u>0452 302063</u>	<u>075 2340</u>
<u>HARTFORD JN (HJ)</u>		<u>05 32801</u>
<u>KING'S CROSS (K)</u>		<u>00 54500</u>
<u>LEAMINGTON SPA (LN)</u>	<u>0926 428679</u>	<u>050 7850</u>
<u>MARYLEBONE IECC (ME)</u>	<u>071 723 3825</u>	<u>00 29541</u>
<u>NEWPORT (N)</u>	<u>0633 244114</u>	<u>071 6203</u>

CONTACTING PANEL SIGNALBOXES - continued

<u>PANEL BOX</u>	<u>B.T. NUMBER</u>	<u>INTERNAL NUMBER</u>
<u>OLD OAK COMMON (OO)</u>	<u>081 960 2329</u>	<u>00 31077</u>
<u>OXFORD (OX)</u>	<u>0865 245539</u>	<u>078 4219/71</u>
<u>PLYMOUTH (P)</u>	<u>0752 661095</u>	<u>079 2311</u>
<u>PORT TALBOT (PT)</u>	<u>0639 891470</u>	<u>07 33200</u>
<u>READING (R)</u>	<u>0734 599906</u>	<u>078 2397</u>
<u>SALTLEY (SY)</u>	<u>021 359 1203</u>	<u>05 43151</u>
<u>SLOUGH NEW (SN)</u>	<u>0753 554895</u>	<u>00 36335</u>
<u>SLOUGH (S)</u>	<u>0753 522840</u>	<u>00 36223</u>
<u>SWINDON (SN)</u>	<u>0793 521132</u>	<u>077 4189</u>
<u>SWINDON 'B' (SB)</u>	<u>0793 515573</u>	<u>077 3573</u>
<u>WARRINGTON (WN)</u>		<u>058 9044</u>
<u>WEAVER JN (WJ)</u>		<u>05 32802</u>
<u>WESTBURY (W)</u>	<u>0373 826518</u>	<u>07 47212/4</u>
<u>WILLESDEN JN. (WN)</u>		<u>00 46299</u>
<u>WINSFORD (WD)</u>		<u>05 32806</u>
(Amends item of K2/30/93)		(K2/35/93)

BRITISH RAILWAYS

FORMER WESTERN REGION

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

36/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

on FORMER WESTERN REGION

and on OTHER LINES

AFFECTING

FORMER WESTERN REGION TRAIN CREWS

SATURDAY, 27 NOVEMBER 1993

to

FRIDAY, 3 DECEMBER 1993

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

FRIDAY 3 DECEMBER - SILK MILL - The existing limit of shunt on the Up Main will be renewed in the same location as a GPL displaying two horizontal red lights and plated LOS UM.

(39) (GW4)

FRIDAY 3 DECEMBER - WELLINGTON - The existing limit of shunt on the Down Main will be renewed as a GPL displaying two horizontal red lights and plated LOS DM. The signal will be relocated at ground level in the 6ft.

(39) (GW4)

WEDNESDAY 1 DECEMBER - EXETER ST DAVIDS - The existing limit of shunt on the Up Main will be renewed in the same location as a GPL displaying two horizontal red lights and plated LOS UM.

(39) (GW4/RWE6.1)

TUESDAY 30 NOVEMBER - TOTNES - The existing limit of shunts on the Up and Down Mains will be renewed in the same location as GPLs displaying two horizontal red lights and plated LOS UM and LOS DM respectively.

(39) (GW4)

WEDNESDAY 1 DECEMBER - XC3 BARNT GREEN TO WESTERLEIGH JN ALSO RSW4.1 GLOUCESTER TO AWRE - AT GLOUCESTER NEW YARD - In order to provide new accommodation, siding no. 7 will be shortened by 125 feet. The fitting and headshunt at the end of sidings 5 and 6 will be recovered and stop blocks will be provided on each siding.

(39) (XC3/RSW4.1)

THURSDAY 2 DECEMBER - EXETER CENTRAL - The existing limit of shunt on the Up Waterloo will be renewed in the same location as a GPL displaying two horizontal red lights and plated LOS UW.

(39) (RWE6.1)

MONDAY 29 NOVEMBER - RWE8.1 ST BUDEAUX JN TO GUNNISLAKE - BERE ALSTON FOOTPATH CROSSING AT 220M 74CH - Whistle boards will be brought into use at the following distances from the crossing :-

Up direction - 264 yards, Down direction - 286 yards.

(39) (RWE8.1)

K2-36C/1

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

MONDAY 29 NOVEMBER - RSW2 CRAVEN ARMS TO LLANDEILO JN - NEUADD FARM 2 CROSSING - 35M 49CH BETWEEN LLANDRINDOD WELLS AND BUILTH ROAD - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

The following permanent speed restrictions will be withdrawn:-

35 mph Down direction from 35m 32ch to the crossing
40 mph Up direction from 35m 68ch to the crossing.

(See Section D)

(39) (RSW2)

FROM 08.00 SUNDAY 14 NOVEMBER UNTIL 10.00 THURSDAY 16 DECEMBER OR UNTIL COMPLETION - TIRYDAIL LEVEL CROSSING (AOCL) BETWEEN AMMANFORD AND LLANDYBIE AT 11M 24CH - The existing AOCL level crossing will be converted to an Automatic (Half) Barrier Crossing Locally Monitored (ABCL). The existing amber/flashing red road lights, audible warning for pedestrians, and trespass guards will be retained and new half barriers, closing the nearside of the road only, will be provided.

While this work is taking place the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and a temporary crossing Attendant will be provided to safeguard movements over the crossing. All trains must come to a stand before the crossing and Drivers must obey the Attendant's instructions.

New rail Driver's flashing red/white lights will be provided on posts 5 yards from the crossing in each direction. A Driver's emergency plunger housed in a locked box and crossing illumination lights will also be provided on these posts. Telephones for public use will be provided on the offside at each road approach to the crossing giving users direct contact with the Signaller at Pantyffynnon.

In the down direction, the road lights and barriers will be initiated automatically by the approach of trains. In the up direction, a plunger will be provided in a locked cabinet on Ammanford station platform at 11m 23ch to initiate the crossing controls. Retained on the same post will be the staff emergency telephone in a locked cabinet. All locked cabinets can be opened by a BR no. 1 key.

The advance rail warning signs will be retained in each direction but the up direction sign will be repositioned further away from the crossing at 10m 73ch. The associated AWS inductor will be repositioned accordingly. The rail stop sign in the up direction worded 'STOP press plunger and obtain white light before proceeding' will be retained in the same position. All signs will be retro-reflective.

The existing down direction St. Andrew's Cross/15 mph speed restriction sign will be amended to a differential speed restriction of 10 mph and repositioned at 11m 30ch.

(41) (RSW2)

K2-36C/2

08.00 MONDAY 29 NOVEMBER UNTIL FURTHER NOTICE - RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - Following demolition of the station buildings, the down siding will now be permanently shortened and a stop block positioned at 32m 28ch *.

NOTE: * This mileage corrects that shown in previous notices.

Approximately 50 metres of the station platform at the Newport end will be re-surfaced. These works are expected to take 6 weeks during which time Drivers should bring there trains to a stand at the temporary boards provided as shown below:-

Up direction

2 car trains - Approx. 110 metres from Newport end ramp top
All other trains - At the Hereford end ramp top

Down direction

All trains - Approx. 58 metres from the Newport end ramp top

(AMENDED ITEM) (UFN) (RSW3)

WORKING OVER BOOK

SUNDAY 28 NOVEMBER - BETWEEN WILLESSEN AND WEMBLEY - New and altered permanent way and signalling will be brought into use in connection with the new Wembley European Freight Operating Centre. Details are included in Special Signalling Notice No.6 and all concerned must ensure that they are in possession of a copy.

(OP4/RA/W.1503) (39) (507)

MONDAY 29 NOVEMBER - NORTH CAMP - The Stop Mark on the Down Platform will be moved 51 Yards towards Guildford.

(R(SW)1046) (39) (525)

SUNDAY 28 NOVEMBER - CREWE S.S. NORTH SIGNAL BOX - Ground Position Light signal NH.26, located at the Crewe S.S. North end of the Up Loop line, will be moved to the left hand side of the line (applying to movements from S.S. Middle to S.S. North), 4ft. 6ins. from the running edge of the line.

Ground Position Light signal NH.27, located at the Crewe S.S. North end of Up Arrival line No.1, will be moved to the left hand side of the line (applying to movements from S.S. Middle to S.S. North), 4ft. 6ins. from the running edge of the line.

(OP4/RA/W.6708) (39) (557)

MONDAY 29 NOVEMBER - CREWE SORTING SIDINGS NORTH TO GRETTY LANE - GRETTY LANE TO CREWE COAL YARD - From 10.00 hours the Maximum Permissible Speed on the above lines will be reduced to 10 mph.

(OP4/RA/W.1/50) (39) (557/558)

K2-36C/3

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

OLD OAK COMMON - The SPT for signal SN141 has been repositioned to the right hand side of Carriage Line 2. A sign showing a hatched telephone symbol with right hand arrow has been positioned between Carriage Lines 1 and 2.

(37) (GW1)

READING EAST 68m 18ch - The existing Limit of Shunt board on the Down Southern has been renewed in the same location as a GPL displaying two horizontal red lights.

(38) (GW1)

READING EAST 35m 40ch - The existing Limit of Shunt board on the Down Relief has been renewed in the same location as a GPL displaying two horizontal red lights.

(38) (GW1)

READING - Down Southern line signal R332 at Reading has been restored to use. The signal has been mounted on a bracket in the same position and at the same height. There is no change in the routes available and the indications given.

(38) (GW1)

BETWEEN DIDCOT AND STEVENTON - A trailing connection has been installed between the Up and Down Main lines at Milton, 55m 06ch. It will remain secured out of use until further notice.

(NEW ITEM) (UFN) (GW2.1)

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(UFN) (GW2.1)

TAUNTON STATION - The warning bell indicating train movements associated with the foot crossing over the Up Bay line (platform 3) has been taken out of use.

(NEW ITEM) (39) (GW4)

K2-36C/4

READING WEST 36m 30ch - The existing Limit of Shunt board on the Up Relief has been renewed in the same location as a GPL displaying two horizontal red lights.

(38) (GW5)

UFTON 43m 45ch - The existing Limit of Shunt board on the Down Loop has been renewed in the same location as a GPL displaying two horizontal red lights.

(38) (GW5)

WOODBOROUGH 78m 22ch - The existing Limit of Shunt board on the Down Westbury has been repositioned between the Up and Down Westbury lines as a GPL displaying two horizontal red lights.

(38) (GW5)

WOODBOROUGH 79m 28ch - The existing Limit of Shunt board on the Up Loop has been repositioned between the Up Loop and the Up Westbury line as a GPL displaying two horizontal red lights.

(38) (GW5)

OXFORD STATION - The barrow crossing at the north end of Oxford station has been removed, along with the associated telephones.

(38) (XC1)

ECKINGTON - The 100 mph permanent speed restriction on the up main and down main lines has been reduced to an 80 mph permanent speed restriction between 74 miles 46 chains and 74 miles 53 chains.

(See Section D)

(ROM/S/S/0500/PT)

(37) (XC3)

* * STANDISH JUNCTION - The 100 mph permanent speed restriction on the Up Charfield and Down Charfield lines has been reduced to a 60 mph permanent speed restriction between 99 miles 65 chains and 100 miles 0 chains. Advanced Warning Indicator Boards have been placed at 98 miles 62 chains on the Down and 100 miles 73 chains on the Up.

(See Section D)

(ROM/S/S/0500/PT)

(36) (XC3)

STONEHOUSE GROUND FRAME - BLACKWELL TO WESTERLEIGH JUNCTION - The trailing connection from the down line to the sidings controlled by Stonehouse Ground Frame at 101 miles 47 chains has been removed and replaced with plain line. All associated signalling equipment has been disconnected.

(ROM/S/S/0500/PT)

(37) (XC3)

NEAR LAPFORD NORTH GF - The existing 'Limit of Lapford token' board facing Drivers of trains approaching from the Crediton direction has been replaced by a smaller board with the same wording measuring 600mm X 800mm. The new board has been positioned 10 yards nearer Lapford North GF at 190m 3½ch.

(37) (RWE6.2)

LISKEARD BRANCH JUNCTION AT 8M 52CH - The existing stop board facing Drivers of trains approaching from Coombe Junction, has been replaced with a modern style board at the same location. The new sign reads 'Locomotives and trains proceeding towards main line - STOP - await instructions'.

(37) (RWE8.2)

RWE8.3 PAR TO NEWQUAY - BETWEEN QUINTREL DOWNS AND NEWQUAY - CHAPEL FARM 3 O/A CROSSING AT 300M 50CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Goonbarrow Junction.

(See Section D)

(37) (RWE8.3)

* * TAVISTOCK JN TO MARSH MILLS - This line has been converted from C2 to One Train Working. A train staff, coloured red and lettered TAVISTOCK JUNCTION - MARSH MILLS has been provided and will be kept at Tavistock Junction Yard.

(See Section D)

(36) (FWE4.9)

SOUTH WALES

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - AT CARMARTHEN - In order to provide new S&T accommodation, the former Aberthaw Cement siding has been shortened by 200 feet and the stop block repositioned at 245m 53.6ch.

(NEW ITEM)

(39) (RSW1.1)

* * RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH - * MASONS 1 CROSSING AT 261M 71CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Whitland.

The 30 mph permanent speed restriction in the up direction from 262m 05ch to the crossing has been withdrawn.

(See Section D)

(36) (RSW1.2)

RSW1.2 WHITLAND TO PEMBROKE DOCK - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Whitland:-

Mileage	Name of Crossing	Situated between
265m 37ch	Upper Chapel Hill Farm	Narberth and Kilgetty
279m 48ch	Sunny Hill Farm 5	Manorbier and Lamphey

(See Section D) (37) (RSW1.2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Mileage	Name of Crossing	Situated between
6m 61ch	Manor Farm 3	Hopton Heath and Bucknell
7m 32ch	Coxhall Farm 2	Hopton Heath and Bucknell
26m 40ch	Rhydilyn 2	Dolau and Penybont
30m 51ch	Upper Cellws	Penybont and Llandrindod Wells
28m 25ch	Llyn Jack Farm	Llandovery and Llanwrda

(See Section D) (37) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - TIR-ALLEN FARM 1 CROSSING - 26M 26CH BETWEEN LLANDOVERY AND LLANWRDA - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(NEW ITEM) (See Section D) (39) (RSW2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Mileage	Name of Crossing	Situated between
27m 00ch	Rabber Farm	Dolau and Penybont
28m 42ch	Llynmellin Farm	Penybont and Llandrindod Wells

(See Section D) (38) (RSW2)

* * CENTRAL WALES LINE - BETWEEN LLANDEILO AND PANTYFFYNNON AT LLANDYBIE
 * LEVEL CROSSING (AOCL) 13M 08CH - The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

The existing down direction advance warning board at 13½mp has been recovered. A new advance warning board has been provided 735 yards from the crossing. The associated AWS inductor and cancelling indicator have been repositioned accordingly. The existing 'STOP' sign and plunger in the up direction and the 15 mph crossing speed sign in the down direction have not been altered.

(36) (RSW2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - BETWEEN CWMBRAN AND MAINDEE NORTH JN - WOODINGS O/A CROSSING AT 38M 12CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Little Mill Junction.

(See Section D) (37) (RSW3)

* * BETWEEN ABERBEEG JN. AND LIME KILN SIDINGS S.B. - Permanent Speed
 * Restrictions of 5 m.p.h. have been imposed between the above locations as follows:-

Down Line

Between 14m.00ch. and 13m.40ch.
 Between 9m.57ch. and 9m.20ch.
 Between 8m.55ch. and 8m.30ch.

Up Line

Between 11m.52ch. and 12m.28ch.

(See Section D) (36) (FWA3.8)

WORKING OVER BOOK

CARPENTERS ROAD LEVEL CROSSING - A new road bridge has been opened, and the level crossing has been closed.

(See Section D) (35/SA 1.21) (37) (503)

BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN. - Signalling has been brought into use on the Down and Up Cambridge lines between Bow (Midland) Yard and Carpenters Road West Jn., also on the Carpenters Road Curve Single line, as shown in the accompanying diagram.

Track Circuit Block Regulations apply over Carpenters Road Curve Single line between Bow Jn. and Stratford signal boxes in both directions, to full passenger line status.

The line is not available to electric trains.

The speed restrictions applicable to the Carpenters Road Curve Single line are as follows:-

<u>Up Direction</u>	15 m.p.h. from Carpenters Road North Jn. to the site of the former Carpenters Road South Jn.
	25 m.p.h. from the site of the former Carpenters Road South Jn. to B9/B11 signal on the Up Cambridge line at Bow.
	40 m.p.h. from the start of the Up Cambridge line (B9/B11 signal) to B13 signal
<u>Down Direction</u>	25 m.p.h. from the start of Carpenters Road Curve Single line at Bow Jn. end (B172 signal) to the site of the former Carpenters Road South Jn.
	15 m.p.h. from the site of the former Carpenters Road South Jn. to Carpenters Road North Jn.

New AWS equipment has been provided 75 yds on the approach side of the new/repositioned B9/B11 and B172 signals. The existing AWS equipment associated with B173 signal has been suppressed for Down direction movements (cancel board removed). The existing AWS equipment associated with S157 signal remains unsuppressed for Up direction movements; the cancel board has been retained.

(37/SA 1.4, 1.21) (37) (505A)

* * **BETWEEN CRICKLEWOOD AND SILKSTREAM JUNCTION** - The 30 mph permanent speed restriction on the Hendon lines has been reduced to 10 mph on both Up Hendon and Down Hendon lines between

5 miles 40 chains and 6 miles 5 chains
7 miles 6 chains and 7 miles 60 chains

(See Section D) (ROM/S/S/0500/PT) (36) (511B)

BETWEEN MILL HILL BROADWAY AND RADLETT - The 75 mph permanent speed restriction on the Up Slow line between 12 miles 51 chains and 11 miles 38 chains has been shortened to between 12 miles 5 chains and 11 miles 38 chains.

(See Section D) (ROM/S/S/0500/PT) (37) (511B)

K2-36C/9

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN.

DESCRIPTION OF NEW OR ALTERED SIGNALLING

Bow Junction Signal box signals prefixed "B"

Stratford Signal box signals prefixed "S"

Signal	Line	Type	Indication	Destination	Remarks
B4	Down Cambridge	Min Y	"A"	Carriage Line A (B8 signal)	Existing route
		Min Y	"B"	Carriage Line B (B12 signal)	Existing route
		Main	-	Down Carpenters Road Curve (B172 signal)	New route
B6	Bow Midland Private Sidings	Main	-	Down Carpenters Road Curve (B172 signal)	New route
B9/B11	Up Carpenters Road Curve	Min Y (RH offset)	-	Bow Midland Private Sidings	New signal
		Main	-	Up Cambridge (B13 signal)	New signal
B12	Carriage Line B	Min Y	"S"	Thornton Fields Carriage Sidings (A Line)	New signal
		Min Y	"D"	Thornton Fields Carriage Sidings (B Line)	New signal
B172	Down Carpenters Road Curve	Main	-	Down Carpenters Road Curve (S157 signal)	New signal
B173	Up Carpenters Road Curve	Main	-	Up Carpenters Road Curve (B9/11 signal)	New route

Page 4.25

REDHILL TO TONBRIDGE

PENSHURST TUNNEL

Delete heading and item.

(Amends Part 2 of the PON)

(K2/34/93)

Page 4.27

FENNY COMPTON TO GALTON JUNCTION VIA COVENTRY

Add as new first item:-

BETWEEN FENNY COMPTON AND BURTON DASSETT

The Regulations for One Train Working on Single Lines where a train staff is provided apply on the single line between the Stop boards at Fenny Compton and the Kineton Central Ammunition Depot at Burton Dasset.

The maximum permissible speed over the single line for BR trains is 25 mph.

(K2/29/93)

Page 4.28

FENNY COMPTON TO GALTON JUNCTION
VIA COVENTRYAdd as new first item:-

SOHO CARRIAGE SERVICING DEPOT (CSD)

GENERAL

Soho CSD is defined as Sidings 1 to 13 (including the Fuel Tank Siding) from the Kings points on the Down Through Siding.

WORKING OF SIDINGS

The Shunter is responsible for all movements to, within and from Soho CSD sidings.

Movements past the "Stop" board located on the Arrival Line, the "Stop" board located on the Down Through Siding or within Soho CSD must only be authorised by the Shunter.

CARRIAGE CLEANING AND SERVICING

Carriage Cleaning and Servicing may only be performed in Sidings 1 to 10 inclusive.

Protection of carriage cleaning operations is the responsibility of the Carriage Cleaning Supervisor.

(RRC/O/S/93/075)

(K2/34/93)

K2-36D/30

Page 4.40

CRAVEN ARMS CROSSING TO MANCHESTER
PICCADILLY WEST JUNCTION VIA CREWEAdd:-

BETWEEN SYDNEY BRIDGE JUNCTION AND ARDWICK JUNCTION

On any line between Sydney Bridge OHNS and Ardwick TSC, staff must not, under any circumstances, touch or allow any object to come in contact with a running rail in the vicinity of a broken rail. Where work is to be done to repair a broken rail it must only be undertaken when ALL lines in the area concerned have been isolated in accordance with Section B of the WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES.

(RRNW/OS/GEN.55)

(K2/33/93)

Page 4.40

MANCHESTER PICCADILLY

Departure of Trains and Locomotives. Delete sub-heading and item.Substitute:-

RULE BOOK, SECTION H, CLAUSE 13.3.3. No movement must be made from platform 10 or 11 unless the Signaller's authority has been obtained or signal MP376 or MP378 has been cleared.

Platform 13 and 14.

Delete "Altrincham" in the last line of instruction and Substitute "Oxford Road".

(K2/32/93)

MISCELLANEOUS INSTRUCTIONS

SANDITE APPARATUS-EQUIPPED CLASS 37 LOCOMOTIVES
37197, 37230, 37254 & 37258

These locomotives will be introduced commencing 4 October 1993 to apply Sandite and they replace diesel multiple units which were previously used.

There is an 'on/off' button fitted to the instrument panel in each driving cab of these locomotives, which will be illuminated when the button is pressed 'on' and extinguished when pressed 'off'.

The Driver must press the button 'on' when the locomotive is at the appropriate Sandite site to commence application and press the button 'off' at the termination of the site. This is the only action required by Drivers to apply/stop Sandite application when working with these locomotives.

When applying Sandite, a constant speed of 20 mph must be maintained and application must stop immediately if speed falls below 15 mph.

(K2/28/93)

K2-36D/31

MISCELLANEOUS INSTRUCTIONS - continued

* *
*DISCONNECTION OF SIGNALLING APPARATUS
IN THE STOCKPORT STATION AREA
BETWEEN 00.01 HOURS SUNDAY 21 NOVEMBER
AND 05.00 HOURS MONDAY 29 NOVEMBER 1993

THE COMPLETE INSTRUCTION SHOWN IN THE WEEKLY OPERATING NOTICE (K2/35/93)
PAGE 90 UNDER THE ABOVE HEADING IS HEREBY WITHDRAWN AND SUBSTITUTED BY
THE FOLLOWING:-

The following temporary alterations will take place for the duration of
the above period only:-

STOCKPORT STATION. The authorities shown in Table "B" of the Sectional
Appendix for "Working in the wrong direction" and "Propelling" between
Stockport No.1 and Stockport No.2 over the down fast/down slow/down
main/down goods & up fast/up slow/up main lines will be withdrawn.

STOCKPORT NO.2. All point connections worked from this box will be
secured out of use. At the Heaton Norris end of the Station the
connections in the up slow line, up fast, down fast and down slow will
be secured for through running to and from the respective platforms 1,
2, 3 & 4 only. There will be no crossing facilities or access to the
down main, up main, bay platform 3A, up goods, middle roads or carriage
sidings.

WORKING BETWEEN STOCKPORT NO.2 BOX AND HEATON NORRIS JN. BOX. Platform
No.3 (down fast) and platform No.4 (down slow) starting signals S2.F &
S2.C will be fixed at RED and a Handsignalman appointed. Signals S2.44
(down fast) and S2.47 (down slow) will be taken out of use and should be
ignored.

Signals S2.111 (up slow) and S2.114 (up fast) main aspects will be fixed
at RED with the position light aspects operating as normal. The stencil
route indicators will be taken out of use.

STOCKPORT NO.1. All points and signals will be worked as normal except
signals S1.104 (down fast) and S1.106 (down slow), the main aspects of
these signals will be fixed at RED with the position light aspects and
route indicators operating as normal.

(Amends item of K2/35/93)

(36)

(RRNW/OS/93/21)

(556) (K2/36/93)

IDENTITY OF P.I.C.O.P., P.I.C.O.W., ENGINEERING SUPERVISORS ETC.

Attention is drawn to a change of policy whereby InterCity West Coast
engineering staff may wear an identification badge on the chest instead
of an armband as prescribed in the Rule Book.

(37D)

(OD16/GEN276)

(K2/29/93)

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

FORMER WESTERN REGION

K2

37/93

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 4 DECEMBER 1993

to

FRIDAY, 10 DECEMBER 1993

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
556A SHREWSBURY CREWE JN TO DEE MARSH JN		
Saturday 4 to Monday 6 December		
252 Wrexham Exchange Jn. and Penryffordd	Down BLOCKED Up BLOCKED	2300 Sat to 0500 Mon 2300 Sat to 1400 Sun and 2200 Sun to 0500 Mon Bridgework SLW OVER UP FROM 1400 SUN TO 2200 SUN

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

SUNDAY 5 DECEMBER - COALEY - Signal UC.105 on the Up Charfield at
105m 710yds will be moved approximately 83 yards towards Gloucester.

(ROM/S/S/0500/PT) (40) (XC3)

TUESDAY 7 DECEMBER - RWE8.3 PAR TO NEWQUAY - COSWARTH LC (AOCL) AT
298M 48CH - CHAPEL LC (AOCL) AT 300M 56CH - TRENCREEK LC (AOCL) AT
301M 35CH

The existing rail crossing speed signs in the Up direction only, will be
repositioned at the following distances on the approach side of each
crossing:-

New position of sign

Coswarth	186 yards
Chapel	215 yards
Trencreek	197 yards

(40) (RWE8.3)

MONDAY 6 DECEMBER - BETWEEN TURNCHAPEL BRANCH JN. AND CATTEWATER HARBOUR
- At 10.00 hours the line speed on the above branch will be reduced from
15 mph to 10 mph and the speed restriction warning boards will be altered
accordingly.

(See Periodical Operating Notice)

(40) (FWA4.6)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of
line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed
until further notice.

(UFN) (FWE6.4)

BRITISH RAILWAYS

FORMER WESTERN REGION

K2

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

39-40/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 18 DECEMBER 1993

to

FRIDAY, 31 DECEMBER 1993

(Inclusive)

(TWO WEEKS)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

SUNDAY 19 DECEMBER - FOXHALL JUNCTION - A new point will be installed on the Up Relief line at the Didcot side of Foxhall Junction, secured out of use until further notice. Its future use will be as a trap point for down trains.

(UFN) (GW1)

AT 10.00 MONDAY 20 DECEMBER - RWE6.2 COWLEY BRIDGE JN TO BARNSTAPLE - COLLATON BARTON FARM 1 OCCUPATION/ACCOMMODATION CROSSING AT 196M 02CH --- In connection with a level crossing safety improvement scheme, a 45 mph down direction permanent speed restriction will be applied from 195m 62ch to the crossing.

(See Section D)

(42) (RWE6.2)

SOUTH WALES

No items.

WORKING OVER BOOK

No items.

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

BETWEEN DIDCOT AND STEVENTON - A trailing connection has been installed between the Up and Down Main lines at Milton, 55m 06ch. It will remain secured out of use until further notice.

(UFN) (GW2.1)

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(UFN) (GW2.1)

- * * HIGHWORTH BRANCH - The Stop Board relating to Rover Group's
* Locomotives has been moved 250 feet towards Swindon Cocklebury Sidings.

(40) (GW2.1)

K2-3940C/1

- * * TAUNTON STATION - The warning bell indicating train movements
* associated with the foot crossing over the Up Bay line (platform 3) has been taken out of use.

(39) (GW4)

- * * SILK MILL - The existing limit of shunt on the Up Main has been
* renewed in the same location as a GPL displaying two horizontal red lights and plated LOS UM.

(39) (GW4)

- * * WELLINGTON - The existing limit of shunt on the Down Main has been
* renewed as a GPL displaying two horizontal red lights and plated LOS DM. The signal has been relocated at ground level in the 6ft.

(39) (GW4)

- * * EXETER ST DAVIDS - The existing limit of shunt on the Up Main has
* been renewed in the same location as a GPL displaying two horizontal red lights and plated LOS UM.

(39) (GW4/RWE6.1)

- * * TOTNES - The existing limit of shunts on the Up and Down Mains have
* been renewed in the same location as GPLs displaying two horizontal red lights and plated LOS UM and LOS DM respectively.

(39) (GW4)

- * * BETWEEN TACKLEY AND HEYFORD - Inkpens No.2 crossing at 74m 75ch has
* been closed, and the associated telephones removed.

(See Periodical Operating Notice) (ROM/S/S/0500/PT) (40) (XC1)

- * * LICKEY INCLINE AREA - Sandite Marker Boards have been provided at
* the following locations within this area. All boards are 6'6" from the rail, and are 5' high.

<u>Lickey Incline</u>	<u>Up</u>	<u>Down</u>
Braking Board (Three stripes)	56m 286yds	52m 790yds
Application Start Board (Two stripes)	55m 831yds	53m 0yds
Terminate Application (One stripe)	53m 0yds	55m 831yds
	(ROM/S/S/0500/PT)	(40) (XC3)

K2-3940C/2

- * * XC3 BARNT GREEN TO WESTERLEIGH JN ALSO RSW4.1 GLOUCESTER TO AWRE - AT GLOUCESTER NEW YARD - In order to provide new accommodation, siding no. 7 has been shortened by 125 feet. The fitting and headshunt at the end of sidings 5 and 6 have been recovered and stop blocks have been provided on each siding.

(39) (XC3/RSW4.1)

- * * COALEY - Signal UC.105 on the Up Charfield at 105m 710yds has been moved approximately 83 yards towards Gloucester.

(ROM/S/S/0500/PT) (40) (XC3)

- * * EXETER CENTRAL - The existing limit of shunt on the Up Waterloo has been renewed in the same location as a GPL displaying two horizontal red lights and plated LOS UW.

(39) (RWE6.1)

- * * RWE8.1 ST BUDEAUX JN TO GUNNISLAKE - BERE ALSTON FOOTPATH CROSSING AT 220M 74CH - Whistle boards have been brought into use at the following distances from the crossing :-

Up direction - 264 yards, Down direction - 286 yards.

(39) (RWE8.1)

- * * RWE8.3 PAR TO NEWQUAY - COSWARTH LC (AOCL) AT 298M 48CH - CHAPEL LC (AOCL) AT 300M 56CH - TRENCREEK LC (AOCL) AT 301M 35CH - The existing rail crossing speed signs in the Up direction only, have been repositioned at the following distances on the approach side of each crossing:-

New position of sign

Coswarth	186 yards
Chapel	215 yards
Trencreek	197 yards

(40) (RWE8.3)

- * * RWE8.3 PAR TO NEWQUAY - BETWEEN QUINTREL DOWNS AND NEWQUAY - CHAPEL FARM 1 O/A CROSSING AT 300M 36CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Goonbarrow Junction

(See Section D)

(40) (RWE8.3)

NTC6.5 HENLEY-ON-THAMES BRANCH - The speed over the level crossing at 31m 05ch, off the west end of Twyford Station, has been reduced to 10 mph in both directions. Appropriate signs have been provided, including a warning indicator showing 10 mph situated above the 25 mph commencement board on the branch at the approach to the station.

(See Section D)

(41) (NTC6.5)

K2-3940C/3

- * * BETWEEN TURNCHAPEL BRANCH JN. AND CATTEWATER HARBOUR - The line speed on the above branch has been reduced from 15 mph to 10 mph and the speed restriction warning boards have been altered accordingly.

(See Periodical Operating Notice)

(40) (FWE4.6)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

- * * NEWPORT - PLATFORM 2 - Stopping point marker boards for 2 and 4 car trains have been provided at the Cardiff end of this platform. A stopping point marker board for 10 car trains has been provided at the London end.

(40) (GW7)

- * * NEWPORT - PLATFORM 3 - The 2 and 4 car stopping point marker boards have been repositioned at the Cardiff end of this platform. The 9 car stopping point marker board at the London end of this platform has been changed to 10 cars.

(40) (GW7)

- * * GW7 CARDIFF TO SWANSEA - BETWEEN PONTSARN LC AND MISKIN - MAINDY BACH O/A CROSSING AT 178m 65ch - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Cardiff.

(See Periodical Operating Notice)

(40) (GW7)

BETWEEN CARDIFF AND BRIDGEND - BRYN-Y-GWYNON LEVEL CROSSING - The whistle board on the Up line at the approach to this crossing has been moved nearer the crossing. Its new position is at 185m 617 yards.

(NEW ITEM)

(42) (GW7)

- * * GW7 CARDIFF TO SWANSEA - BETWEEN PENCOED AND BRIDGEND - TORCOED NO.2 O/A CROSSING AT 187m 63ch - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Port Talbot.

(See Periodical Operating Notice)

(40) (GW7)

- * * RSW1.1 SWANSEA TO FISHGUARD HARBOUR - AT CARMARTHEN - In order to provide new S&T accommodation, the former Aberthaw Cement siding has been shortened by 200 feet and the stop block repositioned at 245m 53.6ch.

(39) (RSW1.1)

K2-3940C/4

- * * RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN PENALLY AND MANORBIER -
 * NORCHARD FARM 1 O/A CROSSING AT 278M 10CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Whitland

(See Section D)

(40) (RSW1.2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Name of Crossing	Located between
Heyope 1	Knucklas and LLangunllo
Heyope 2	Knucklas and LLangunllo
Glantowy	LLanwrda and Llangadog

(NEW ITEM) (See Section D)

(42) (RSW2)

- * * RSW2 CRAVEN ARMS TO LLANDEILO JN - NEUADD FARM 2 CROSSING - 35M 49CH
 * BETWEEN LLANDRINDOD WELLS AND BUILTH ROAD - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

The following permanent speed restrictions have been withdrawn:-

35 mph Down direction from 35m 32ch to the crossing
 40 mph Up direction from 35m 68ch to the crossing.

(See Periodical Operating Notice)

(39) (RSW2)

- * * RSW2 CRAVEN ARMS TO LLANDEILO JN - TIR-ALLEN FARM 1 CROSSING -
 * 26M 26CH BETWEEN LLANDOVERY AND LLANWRDA - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Pantyffynnon.

(See Periodical Operating Notice)

(39) (RSW2)

TIRYDAIL LEVEL CROSSING (AOCL) BETWEEN AMMANFORD AND LLANDYBIE AT 11M 24CH - The existing AOCL level crossing has been converted to an Automatic (Half) Barrier Crossing Locally Monitored (ABCL). The existing amber/flashing red road lights, audible warning for pedestrians, and trespass guards have been retained and new half barriers, closing the nearside of the road only, have been provided.

New rail Driver's flashing red/white lights have been provided on posts 5 yards from the crossing in each direction. A Driver's emergency plunger housed in a locked box and crossing illumination lights have also been provided on these posts. Telephones for public use have been provided on the offside at each road approach to the crossing giving users direct contact with the Signaller at Pantyffynnon.

In the down direction, the road lights and barriers are initiated automatically by the approach of trains. In the up direction, a plunger has been provided in a locked cabinet on Ammanford station platform at 11m 23ch to initiate the crossing controls. Retained on the same post is the staff emergency telephone in a locked cabinet. All locked cabinets can be opened by a BR no. 1 key.

The advance rail warning signs have been retained in each direction but the up direction sign has been repositioned further away from the crossing at 10m 73ch. The associated AWS inductor has been repositioned accordingly. The rail stop sign in the up direction worded 'STOP press plunger and obtain white light before proceeding' has been retained in the same position. All signs are retro-reflective.

The existing down direction St. Andrew's Cross/15 mph speed restriction sign has been amended to a differential speed restriction of 10 mph and repositioned at 11m 30ch.

(See Section D)

(41) (RSW2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT CRAVEN ARMS - The down siding between Craven Arms LC and the station has been removed and the connection with the main line plain lined. The down siding ground frame has also been disconnected.

(See Section D)

(41) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - Following demolition of the station buildings, the down siding has now been permanently shortened and a stop block positioned at 32m 28ch *.

NOTE: * This mileage corrects that shown in previous notices.

Approximately 50 metres of the station platform at the Newport end will be re-surfaced. These works are expected to take 6 weeks during which time Drivers should bring there trains to a stand at the temporary boards provided as shown below:-

Up direction

2 car trains - Approx. 110 metres from Newport end ramp top
 All other trains - At the Hereford end ramp top

Down direction

All trains - Approx. 58 metres from the Newport end ramp top

(UFN) (RSW3)

RSW5.1 RHYMNEY TO BARRY ISLAND - AT RHYMNEY - A new reflectorised distant board has been provided approximately 1 chain nearer to Bargoed at 23m 19ch. The board is 900mm square and its centre is 9' 8" above rail level.

(41) (RSW5.1)

ABERPERGWM COLLIERY JN TO NEATH AND BRECON JN - The siding and run round beyond the stop boards at Aberpergwm Colliery Jn (Cwmgrach) have been brought into use and the Engineer's permission to pass the Stop board is no longer required.

(41) (FWA1.7A)

WORKING OVER BOOK

BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN. - The work shown as taking place on Monday 15 November has not been carried out.

(41/SA 1.4, 1.22) (41) (505A)

- * * BETWEEN ANGEL ROAD AND PONDERS END - Whistle boards have been
- * provided on the approach to the footpath crossing located at 8m 17ch. Each line has two whistle boards, positioned 350 yards and 200 yards, in advance of the crossing.

(39/SA5.13) (40) (506)

- * * BETWEEN WILLESDEN AND WEMBLEY - New and altered permanent way and
- * signalling have been brought into use in connection with the new Wembley European Freight Operating Centre. Details are included in Special Signalling Notice No.6 and all concerned must ensure that they are in possession of a copy.

(OP4/RA/W.1503) (39) (507)

- * * NORTH CAMP - The Stop Mark on the Down Platform has been moved
- * 51 Yards towards Guildford.

(R(SW)1046) (39) (525)

- * * FOSSE ROAD/HARBURY AREA - Sandite Marker Boards have been provided
- * at the following locations within this area. All boards are 6'6" from the rail, and are 5' high.

Up Line Only

Up

Braking Board
(Three stripes)

102m 1005yds

Application Start Board
(Two stripes)

102m 10yds

Terminate Application
(One stripe)

99m 1320yds

(ROM/S/S/0500/PT) (40) (538)

- * * BESCOT STADIUM STATION - Engineering work on the up platform has
- * been completed and the platform restored to its normal length.

(RRC/O/S/92/99) (40) (541)

K2-3940C/7

- * * LAWLEY STREET FREIGHTLINER TERMINAL - The existing "Stop and Await
- * Instructions" boards situated on the exit from Sidings 2, 3, 4, 5 and 6 have been recovered.

New retro-reflective "Stop and Await Instructions" boards have been positioned inside the security fence and closer to the Freightliner Terminal. These boards apply to trains leaving Sidings 1 to 6, Sidings A and B, the Reception Siding and the Custom Siding.

New retro-reflective "Stop and Await Instructions" boards applying to incoming trains have been positioned outside the security fence in the following positions:-

Adjacent to the Custom line and applying to that line.

Adjacent to the line leading to the Reception Siding, Sidings A and B, Siding 1 and applying to those sidings.

Adjacent to the line leading to Sidings 2 to 6 and applying to those sidings.

(OP4/RA/W.6102) (40) (550)

- * * CREWE S.S. NORTH SIGNAL BOX - Ground Position Light signal NH.26,
- * located at the Crewe S.S. North end of the Up Loop line, has been moved to the left hand side of the line (applying to movements from S.S. Middle to S.S. North), 4ft. 6ins. from the running edge of the line.

Ground Position Light signal NH.27, located at the Crewe S.S. North end of Up Arrival line No.1, has been moved to the left hand side of the line (applying to movements from S.S. Middle to S.S. North), 4ft. 6ins. from the running edge of the line.

(OP4/RA/W.6708) (39) (557)

- * * CREWE SORTING SIDINGS NORTH TO GRETTY LANE - GRETTY LANE TO CREWE
- * COAL YARD - The Maximum Permissible Speed on the above lines has been reduced to 10 mph.

(OP4/RA/W.1/50) (39) (557/558)

K2-3940C/8

WHEN WORKING WITH LOOKOUT PROTECTION

Two Lookout's warning horns were found to be defective when tried recently.

All staff concerned are reminded of the need to test this vital piece of equipment before use.

The provisions of Rule Book Section B.4.5.1 refer.

BRITISH RAILWAYS

FORMER WESTERN REGION

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER
41-42/93

1K2/1D

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 1 JANUARY 1994

to

FRIDAY, 14 JANUARY 1994

(Inclusive)

(TWO WEEKS)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

SUNDAY 9 JANUARY - DIDCOT - A trailing connection will be installed between the Up and Down Relief lines between 53m 18ch and 53m 24ch, immediately West of Didcot station. Ground Position Light signal R443 will be repositioned 38 yards west of its existing location. There will be no change in form or meaning.

A trap point will be installed in the Up Relief line at 53m 23ch. All point work will be secured out of use until further notice.
(UFN) (GW1)

SUNDAY 9 JANUARY - DIDCOT NORTH YARD - The crossover between sidings 5 and 6 at approximately 53m 44ch will be recovered.

Siding No. 8 will be temporarily shortened by 7 chains. A temporary stop block will be provided at 53m 55ch.

(45) (GW1)

1500 THURSDAY 6 JANUARY - BETWEEN WOODBOROUGH AND LAVINGTON - A Permanent Speed Restriction of 20/110 mph will be imposed on both the Down and Up lines between 81m 47ch and 81m 49ch.

Warning Indicators will be provided at 80m 38ch on the Down Line and 82m 55ch on the Up Line. AWS will be provided for each Warning Indicator.

(See Section D)

(44) (GW5)

SOUTH WALES

FRIDAY 14 JANUARY - BETWEEN JERSEY MARINE JUNCTION SOUTH AND BURROWS SIDINGS - The Up (Vale of Neath) line will be taken out of use between Burrows Sidings and the trailing crossover at Jersey Marine South. The Up line end of the trailing crossover at Jersey Marine South will be secured in the reverse position pending replacement by plain line.

A new single line between Jersey Marine South and Burrows Sidings will be provided progressively using parts of both former Down and Up lines.

Pending the provision of new signalling, the trailing connection in the Up line at Jersey Marine South leading to the Yard will be secured out of use and the Burrows Sidings end of the trailing crossover between the Down and Up lines at Jersey Marine South will be hand operated. All signals at Jersey Marine South will be disconnected and will exhibit RED or STOP aspects.

Working by Pilotman will apply during the works to complete the singling and signalling. The Pilotman will accompany every train and any shunting movement requiring to foul or pass on to the single line.

(45) (FWA1.7)

K2-4142C/1

WORKING OVER BOOK

0800 SUNDAY 2 JANUARY - EASTLEIGH DEPOT - Powered derailleurs, together with associated position light signals for movements to and from the shed will be brought into use on (DEMU shed) roads 6 and 7. Associated warning lights indicating that the doors are open and the derailleurs in the lowered position in the shed.

The position light signals have been numbered D201 - 207 inclusive.

(44) (520/523)

MONDAY 3 JANUARY - CREWE STATION - In connection with the re-construction of Bridge No.80, the former Horse Landing and Motorail bays with the exception of the electrified Stabling Siding will be temporarily taken out of use.

(OD14/93/25)

(44) (556)

TUESDAY 4 JANUARY - BETWEEN SALOP GOODS JN AND CREWE NORTH JN - In connection with the rebuilding of Overbridge No.18, a temporary manned vehicular level crossing will be provided crossing the Depot Departure and Access line and the 2-way Chester Independent line at approximately 158m.15ch.

Telephone communication with Crewe Signalling Centre will be provided.

(OP4/RA/W.6710)

(44) (556)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

FOXHALL JUNCTION - A new point has been installed on the Up Relief line at the Didcot side of Foxhall Junction, secured out of use until further notice. Its future use will be as a trap point for down trains.

(UFN) (GW1)

BETWEEN DIDCOT AND STEVENTON - A trailing connection has been installed between the Up and Down Main lines at Milton, 55m 06ch. It will remain secured out of use until further notice.

(UFN) (GW2.1)

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(UFN) (GW2.1)

K2-4142C/2

WESTON-SUPER-MARE - Four new bulb lit "Off" indicators have been provided at the following places:-

Platform 1 - B386 Down direction and B325 Up direction.

Platform 2 - B388 Down direction and B323 Up direction.

All indicators have been located on the platform, are double-sided, and labelled to apply in the direction of the signal concerned.

(NEW ITEM)

(44) (GW3)

- * * RWE6.2 COWLEY BRIDGE JN TO BARNSTAPLE - COLLATON BARTON FARM 1
- * OCCUPATION/ACCOMMODATION CROSSING AT 196M 02CH - In connection with a level crossing safety improvement scheme, a 45 mph down direction permanent speed restriction has been applied from 195m 62ch to the crossing.

(See Section D)

(42) (RWE6.2)

- * * NTC6.5 HENLEY-ON-THAMES BRANCH - The speed over the level crossing at 31m 05ch, off the west end of Twyford Station, has been reduced to 10 mph in both directions. Appropriate signs have been provided, including a warning indicator showing 10 mph situated above the 25 mph commencement board on the branch at the approach to the station.

(See Section D)

(41) (NTC6.5)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

- * * BETWEEN CARDIFF AND BRIDGEND - BRYN-Y-GWYNON LEVEL CROSSING - The whistle board on the Up line at the approach to this crossing has been moved nearer the crossing. Its new position is at 185m 617 yards.

(42) (GW7)

- * * RSW2 CRAVEN ARMS TO LLANDEILO JN - Telephones have been provided at the following Occupation/Accommodation crossings giving users direct contact with the Signaller at Pantyffynnon:-

Name of Crossing	Located between
Heyope 1	Knucklas and LLangunllo
Heyope 2	Knucklas and LLangunllo
Glantowy	LLanwrda and Llangadog

(See Section D)

(42) (RSW2)

- * * TIRYDAIL LEVEL CROSSING (AOCL) BETWEEN AMMANFORD AND LLANDYBIE AT 11M 24CH - The existing AOCL level crossing has been converted to an Automatic (Half) Barrier Crossing Locally Monitored (ABCL). The existing amber/flashing red road lights, audible warning for pedestrians, and trespass guards have been retained and new half barriers, closing the nearside of the road only, have been provided.

New rail Driver's flashing red/white lights have been provided on posts 5 yards from the crossing in each direction. A Driver's emergency plunger housed in a locked box and crossing illumination lights have also been provided on these posts. Telephones for public use have been provided on the offside at each road approach to the crossing giving users direct contact with the Signaller at Pantyffynnon.

In the down direction, the road lights and barriers are initiated automatically by the approach of trains. In the up direction, a plunger has been provided in a locked cabinet on Ammanford station platform at 11m 23ch to initiate the crossing controls. Retained on the same post is the staff emergency telephone in a locked cabinet. All locked cabinets can be opened by a BR no. 1 key.

The advance rail warning signs have been retained in each direction but the up direction sign has been repositioned further away from the crossing at 10m 73ch. The associated AWS inductor has been repositioned accordingly. The rail stop sign in the up direction worded 'STOP press plunger and obtain white light before proceeding' has been retained in the same position. All signs are retro-reflective.

The existing down direction St. Andrew's Cross/15 mph speed restriction sign has been amended to a differential speed restriction of 10 mph and repositioned at 11m 30ch.

15

(See Section D)

(41) (RSW2)

- * * RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT CRAVEN ARMS - The down siding between Craven Arms LC and the station has been removed and the connection with the main line plain lined. The down siding ground frame has also been disconnected.

(See Section D)

(41) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - Following demolition of the station buildings, the down siding has now been permanently shortened and a stop block positioned at 32m 28ch *.

NOTE: * This mileage corrects that shown in previous notices.

Approximately 50 metres of the station platform at the Newport end will be re-surfaced. These works are expected to take 6 weeks during which time Drivers should bring there trains to a stand at the temporary boards provided as shown below:-

Up direction

2 car trains - Approx. 110 metres from Newport end ramp top
All other trains - At the Hereford end ramp top

Down direction

All trains - Approx. 58 metres from the Newport end ramp top-

(UFN) (RSW3)

* * RSW5.1 RHYMNEY TO BARRY ISLAND - AT RHYMNEY - A new reflectorised distant board has been provided approximately 1 chain nearer to Bargoed at 23m 19ch. The board is 900mm square and its centre is 9' 8" above rail level.

(41) (RSW5.1)

* * ABERPERGWM COLLIERY JN TO NEATH AND BRECON JN - The siding and run round beyond the stop boards at Aberpergwm Colliery Jn (Cwmgwrach) have been brought into use and the Engineer's permission to pass the Stop board is no longer required.

(41) (FWA1.7A)

BETWEEN CYNHEIDRE AND LLANELLI WEST JUNCTION - The Cynheidre Branch has been secured out of use at Llanelli West Jn.

(NEW ITEM)

(OP4/RA/W.8310)

(44) (FWA1.13)

WORKING OVER BOOK

* * BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN. - The work shown as taking place on Monday 15 November has not been carried out.

(41/SA 1.4, 1.22) (41) (505A)

CRAWLEY NEW YARD - The Signal Post Telephone associated with Position Light Signal T1182 has been repositioned from between the Up and Down Brighton Slow Lines to a position of safety in the Up Slow Line Cess directly opposite Position Light Signal T1182.

(NEW ITEM)

(SC OP/140)

(44) (514)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

ELECTRIFIED LINES WORKING INSTRUCTIONS (BR29857)
(Dated December 1992)

EXPLANATORY NOTE TO ELECTRIFIED LINES WORKING INSTRUCTIONS CHANGE

Instruction 8

Detailed information relating to use of fire extinguishers is now to be found in the Rule Book, Section A, Clause 3.15.

(K2/39-40/93)

AMENDMENTS TO OPERATING PUBLICATIONS

ELECTRIFIED LINES WORKING INSTRUCTIONS (BR29857)
(Dated December 1992)

Instruction 8 - Fires on or near electric conductors

Delete paragraph and substitute with:-

Immediate action in accordance with the Rule Book must be taken to extinguish a fire likely to affect cables or other electrical equipment.

(R/2164)

(K2/39-40/93)

WORKING MANUAL FOR RAIL STAFF BR30054

SECTION 3 - HANDLING AND CARRIAGE OF DANGEROUS GOODS
BR30054/3 (PINK PAGES)

Amendment No.4 to the Working Manual for Rail Staff
Section 3 - Handling and Carriage of Dangerous Goods
will come into effect at 0001 on 1 January 1994.

NOTE: As a result of this amendment dangerous goods classes 2(a), 2(b) and 2(c) have been re-classified as 2.1, 2.2 and 2.3 respectively. Any reference to 2(a), 2(b) or 2(c) in the rest of the document should be regarded as 2.1, 2.2 or 2.3.

(Amends Page 138 of the PON)

(K2/41-42/93)

RWE7 PLYMOUTH TO PENZANCEPENZANCE

Add new last item:-

Penzance station platforms - carriage cleaning. The rules shown in the Rule Book, Section B, Part 3, clauses 10.1 to 10.3 apply. At this location carriage cleaners work in teams and each team will have a leader who will be the "Designated Person" referred to in Rule Book B 10.2.1. Before work commences the Designated Person must comply with the requirements of clause B 10.3 on each occasion that carriage cleaning or servicing takes place. When work has ceased, the Designated Person must ensure that all staff are clear of the vehicles and in a position of safety before the protection arrangements are withdrawn.

(K2/38/93)

NTC6.1 OLD OAK COMMON WEST
TO SOUTH RUISLIPPARK ROYAL

Delete existing instructions and substitute:-

Trains will normally enter the sidings from the Up Wycombe line. Exceptionally, trains may be propelled at extreme caution into the sidings from the Down Wycombe line. Except in emergency, only one movement may be permitted to be in the sidings at one time. All movements are under the control of the Person in Charge. Shunting radios are provided.

Marcon sidings. A maximum of nine PHA wagons can be accommodated in the siding.

After setting the route to No. 3 siding the PiC will join the train which may then draw forward to the STOP board at the North Acton end. After the train is secured, the locomotive must run round via No. 1 or No. 2 siding. After receiving the Depot Supervisor's permission, the PiC must berth the train to the customer's requirements.

Under normal circumstances a static compressor is available for opening wagon doors. Before this is used the locomotive must be detached and shut down. When the compressor is not available the locomotive must remain attached to the train to enable the wagon doors to be opened via the main reservoir pipe. Discharge is via a mobile conveyor along the length of the train.

When advised by the Depot Supervisor that discharge is complete the PiC, after carrying out train preparation, must draw the train forward to signal SN403 and advise the Signaller that the train is ready to depart.

Guinness sidings

There are five reception sidings numbered 1 to 5 from left to right (No. 2 siding has stop blocks at the level crossing end). A level crossing is provided on the approach to Guinness sidings which is controlled locally by Guinness staff. The PiC must not authorise a movement to traverse the crossing until the rail signal has been cleared by the crossing operator.

K2-4142D/6

The PiC must reach a clear understanding with the Guinness representative on berthing requirements for the train and that no conflicting movements will be made by the Guinness locomotive before authorising the movement to proceed into the sidings. The PiC must also obtain the permission of the Guinness representative before any movement from the sidings is made.

The Guinness locomotive must not pass the restriction of movement board except when going for maintenance under the control of a BR Driver.

(K2/38/93)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
SOUTH WALES - BR30012
(Dated April 1993)

SECTION 1 - TABLE A

Page 1.25 - RSW1.2 WHITLAND TO PEMBROKE DOCK

Add the following Occupation/Accommodation crossing details which should include a telephone symbol - 'T' in the remarks column:-

278m 10ch - Norchard Farm 1 Crossing

(Amends Part 1 of the PON)

(K2/37/93)

RSW2 CRAVEN ARMS TO LLANDEILO JN

Add a telephone symbol - 'T' in the remarks column at the following Occupation/Accommodation crossings:-

Page 1.27 - 17m 28ch Heyope 1 Crossing

- 17m 53ch Heyope 2 Crossing

Page 1.31 - 24m 32ch Glantowy Crossing

(K2/39-40/93)

Page 1.33 - RSW2 CRAVENS ARMS TO LLANDEILO JN

11m 24ch Tirydail LC (AOCL)

Amend description to ABCL and alter down direction speed restriction to read A10

15

(K2/38/93)

K2-4142D/7

PRIVATE AND NOT FOR PUBLICATION

BR 31400

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

FORMER WESTERN REGION

K2

43/94

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 15 JANUARY 1994

to

FRIDAY, 21 JANUARY 1994

(Inclusive)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

MONDAY 17 JANUARY - ACTON YARD - The headshunt at the West end of Acton Yard will be cut back by 5 chains to end at 5m 19ch. A temporary stop block will be provided.

(402/PWD/2/STA) (46) (GW1)

MONDAY 17 JANUARY - SOUTHALL FORMER TMD - The Coke Road will be reduced to a spur 25 yards long in the rear of signal 00548. A temporary stop block will be provided.

(402/PWD/2/STA) (46) (GW1)

MONDAY 17 JANUARY - HAYES TARMAC SIDINGS - The siding next to the Up Goods Loop will be abolished and the hand points at each end will be clipped and secured out of use to prevent access.

(402/PWD/2/STA) (46) (GW1)

SOUTH WALES

MONDAY 17 JANUARY - JERSEY MARINE SOUTH - A new 3-aspect colour light signal plated PT453 will be brought into use in approximately the same position as signal PT451, but adjacent to the new single line. The signal will exhibit only a RED aspect at this stage. Former signal PT451 will be abolished.

(46) (FWA1.7)

WORKING OVER BOOK

No items.

K2-43C/1

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

HANWELL BRIDGE ENGINEERING SIDINGS GROUND FRAME - The "Stop" board in the Up through siding has been covered over and the points ahead of it are secured in the normal position.

The Up through siding is available for through movements.

(NEW ITEM) (See Section D) (46) (GW1)

DIDCOT - A trailing connection has been installed between the Up and Down Relief lines between 53m 18ch and 53m 24ch, immediately West of Didcot station. Ground Position Light signal R443 has been repositioned 50 yards West of its existing location. There has been no change in form or meaning.

A trap point has been installed in the Up Relief line at 53m 23ch. All point work has been secured out of use until further notice.

(AMENDED ITEM) (UFN) (GW1)

DIDCOT NORTH YARD - The crossover between sidings 5 and 6 at approximately 53m 44ch have been recovered.

Siding No.8 has been temporarily shortened by 7 chains. A temporary stop block has been provided at 53m 55ch.

(45) (GW1)

FOXHALL JUNCTION - A new point has been installed on the Up Relief line at the Didcot side of Foxhall Junction, secured out of use until further notice. Its future use will be as a trap point for down trains.

(UFN) (GW1)

BETWEEN DIDCOT AND STEVENTON - A trailing connection has been installed between the Up and Down Main lines at Milton, 55m 06ch. It will remain secured out of use until further notice.

(UFN) (GW2.1)

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(UFN) (GW2.1)

K2-43C/2

WESTON-SUPER-MARE - Four new bulb lit "Off" indicators have been provided at the following places:-

Platform 1 - B386 Down direction and B325 Up direction.

Platform 2 - B388 Down direction and B323 Up direction.

All indicators have been located on the platform, are double-sided, and labelled to apply in the direction of the signal concerned.

(44) (GW3)

BETWEEN WOODBOROUGH AND LAVINGTON - A Permanent Speed Restriction of $\frac{20}{110}$ mph has been imposed on both the Down and Up lines between HST/DMU 81m 47ch and 81m 49ch.

Warning Indicators have been provided at 80m 38ch on the Down Line and 82m 55ch on the Up Line. AWS has been provided for each Warning Indicator.

(AMENDED ITEM) (See Section D)

(44) (GW5)

BETWEEN STROUD AND STONEHOUSE - FOOTPATH LEVEL CROSSING AT 104M 63CH - New whistle signs have been provided as follows:-

Down direction - 425 yards from the crossing
Up direction - 173 and 400 yards from the crossing

NOTE: The existing whistle sign in the Down direction 276 yards from the crossing has been removed.

(NEW ITEM)

(46) (RWE10)

BETWEEN STONEHOUSE AND STANDISH JUNCTION - FOOTPATH LEVEL CROSSING AT 105M 56CH - New whistle signs have been provided as follows:-

Down direction - 425 yards from the crossing
Up direction - 410 yards from the crossing

(NEW ITEM)

(46) (RWE10)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN WHITLAND AND CLUNDERWEN - CEFN FARCHEN 0/A CROSSING AT 261M 22CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Whitland.

(NEW ITEM) (See Section D)

(46) (RSW1.1)

K2-43C/3

RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH - CRINOW FARM 2 0/A CROSSING AT 263M 64CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Whitland.

(NEW ITEM) (See Section D)

(46) (RSW1.2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - Following demolition of the station buildings, the down siding has now been permanently shortened and a stop block positioned at 32m 28ch *.

NOTE: * This mileage corrects that shown in previous notices.

Approximately 50 metres of the station platform at the Newport end will be re-surfaced. These works are expected to take 6 weeks during which time Drivers should bring there trains to a stand at the temporary boards provided as shown below:-

Up direction

2 car trains - Approx. 110 metres from Newport end ramp top
All other trains - At the Hereford end ramp top

Down direction

All trains - Approx. 58 metres from the Newport end ramp top

(UFN) (RSW3)

RSW5.1 RHYMNEY TO BARRY ISLAND - AT CADOXTON HIGH LEVEL SIDINGS - Sidings Nos. 1 and 2 - temporary stop blocks have been provided at 6m 40ch allowing traffic to enter from the Cadoxton end only. Siding No. 3 - has been clipped out of use.

(NEW ITEM)

(46) (RSW5.1)

RSW5.3 MERTHYR TO QUEEN ST NORTH JN - AT MAESMAWR SIGNALBOX, 10M 57CH - A security alarm light has been fitted to the outside of Maesmawr signalbox. The blue light will flash brightly when the alarm has been activated.

(NEW ITEM) (See Section D)

(46) (RSW5.3)

K2-43C/4

BETWEEN JERSEY MARINE JUNCTION SOUTH AND BURROWS SIDINGS - The Up (Vale of Neath) line has been taken out of use between Burrows Sidings and the trailing crossover at Jersey Marine South. The Up line end of the trailing crossover at Jersey Marine South has been secured in the reverse position pending replacement by plain line.

A new single line between Jersey Marine South and Burrows Sidings has been provided progressively using parts of both former Down and Up lines.

Pending the provision of new signalling, the trailing connection in the Up line at Jersey Marine South leading to the Yard has been secured out of use and the Burrows Sidings end of the trailing crossover between the Down and Up lines at Jersey Marine South is hand operated. All signals at Jersey Marine South have been disconnected and exhibit RED or STOP aspects.

Working by Pilotman applies during the works to complete the singling and signalling. The Pilotman will accompany every train and any shunting movement requiring to foul or pass on to the single line.

(45) (FWA1.7)

BETWEEN CYNHEIDRE AND LLANELLI WEST JUNCTION - The Cynheidre Branch has been secured out of use at Llanelli West Jn.

(OP4/RA/W.8310)

(44) (FWA1.13)

WORKING OVER BOOK

BETWEEN BOW JN AND CARPENTERS ROAD NORTH JN - Signalling has been brought into use on the Down and Up Cambridge lines between Bow (Midland) Yard and Carpenters Road West Jn, also on the Carpenters Road Curve Single line, as shown in the accompanying diagram.

Track Circuit Block Regulations apply over Carpenters Road Curve Single line between Bow Jn and Stratford signal boxes in both directions, to full passenger line status.

The line is not available to electric trains.

The speed restrictions applicable to the Carpenters Road Curve Single line are as follows:-

<u>Up Direction</u>	15 m.p.h. from Carpenters Road North Jn to the site of the former Carpenters Road South Jn.
	25 m.p.h. from the site of the former Carpenters Road South Jn to B9/B11 signal on the Up Cambridge line at Bow.
	40 m.p.h. from the start of the Up Cambridge line (B9/B11 signal) to B13 signal.
<u>Down Direction</u>	25 m.p.h. from the start of Carpenters Road Curve Single line at Bow Jn end (B172 signal) to the site of the former Carpenters Road South Jn.
	15 m.p.h. from the site of the former Carpenters Road South Jn to Carpenters Road North Jn.

New AWS equipment has been provided 75 yds on the approach side of the new/repositioned B9/B11 and B172 signals. The existing AWS equipment associated with B173 signal has now been suppressed for Down direction movements (cancel board removed). The existing AWS equipment associated with S157 signal remains unsuppressed for Up direction movements; the cancel board has been retained.

(NEW ITEM)

(46) (505A)

MARKS TEY - Buffer stops have been erected on the line which formerly led to the Down Loop, 125 yards on the Colchester side of Branch Platform signal MT57.

The track between signal MT57 and the new buffer stops must not be used for stabling.

(NEW ITEM)

(46) (505B)

CRAWLEY NEW YARD - The Signal Post Telephone associated with Position Light Signal T1182 has been repositioned from between the Up and Down Brighton Slow Lines to a position of safety in the Up Slow Line Cess directly opposite Position Light Signal T1182.

(SC OP/140)

(44) (514)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN.

DESCRIPTION OF NEW OR ALTERED SIGNALLING

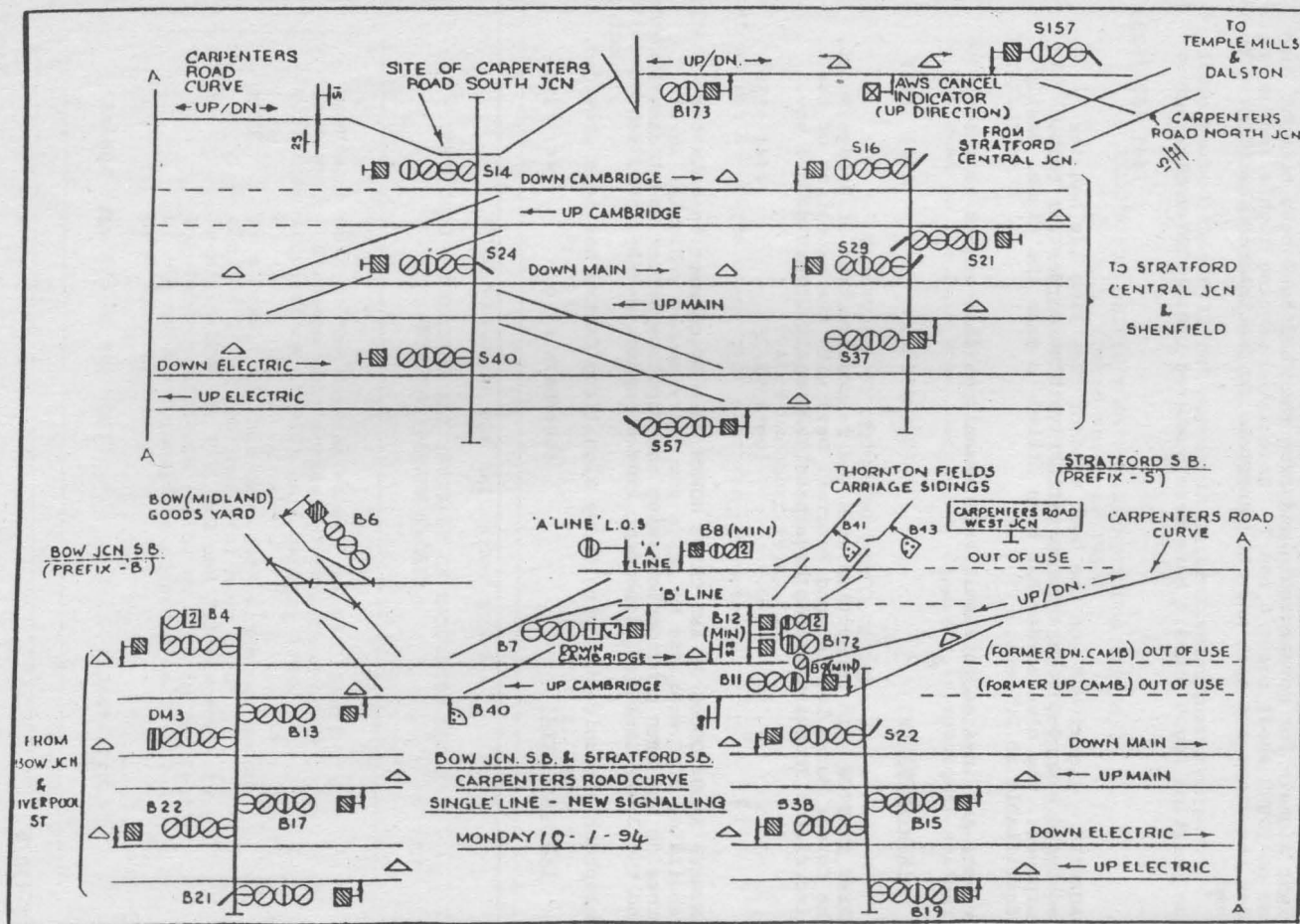
Bow Junction Signal box signals prefixed "B"

Stratford Signal box signals prefixed "S"

Signal	Line	Type	Indication	Destination	Remarks
B4	Down Cambridge	Min Y Min Y Main	"A" "B" -	Carriage Line A (B8 signal) Carriage Line B (B12 signal) Down Carpenters Road Curve (B172 signal)	Existing route Existing route New route
B6	Bow Midland Private Sidings	Main	-	Down Carpenters Road Curve (B172 signal)	New route
B9/B11	Up Carpenters Road Curve	Min Y (RH offset) Main	- -	Bow Midland Private Sidings Up Cambridge (B13 signal)	New signal New signal
B12	Carriage Line B	Min Y Min Y	"S" "D"	Thornton Fields Carriage Sidings (A Line) Thornton Fields Carriage Sidings (B Line)	New signal New signal
B172	Down Carpenters Road Curve	Main	-	Down Carpenters Road Curve (S157 signal)	New signal
B173	Up Carpenters Road Curve	Main	-	Up Carpenters Road Curve (B9/11 signal)	New route

46

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN BOW JN. AND CARPENTERS ROAD NORTH JN.



47

EASTLEIGH DEPOT - Powered derailleurs, together with associated position light signals for movements to and from the shed have been brought into use on (DEMU shed) roads 6 and 7. Associated warning lights indicating that the doors are open and the derailleurs in the lowered position in the shed.

The position light signals have been numbered D201 - 207 inclusive.

(44) (520/523)

VAUXHALL - Signal W.87 on the Down Windsor Slow line has had its backboard extended with a retro-reflective blue border for trial purposes. The blue border has been fitted to make the signal easily identifiable to Drivers.

Drivers are invited to submit any comments on this signal to their Traction Inspector.

(NEW ITEM)

(R(SW)1046)

(46) (521)

CREWE STATION - In connection with the re-construction of Bridge No.80, the former Horse Landing and Motorail bays with the exception of the electrified Stabling Siding have been temporarily taken out of use.

(OD14/93/25)

(44) (556)

BETWEEN SALOP GOODS JN AND CREWE NORTH JN - In connection with the rebuilding of Overbridge No.80, a temporary manned vehicular level crossing has been provided crossing the Depot Departure and Access line and the 2-way Chester Independent line at approximately 158m.15ch.

Telephone communication with Crewe Signalling Centre has been provided.

(AMENDED ITEM)

(OP4/RA/W.6710)

(44) (556)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
- * must be taken of them.

ELECTRIFIED LINES WORKING INSTRUCTIONS (BR29857) (Dated December 1992)

EXPLANATORY NOTE TO ELECTRIFIED LINES WORKING INSTRUCTIONS CHANGE

Instruction 8

Detailed information relating to use of fire extinguishers is now to be found in the Rule Book, Section A, Clause 3.15.

(K2/39-40/93)

AMENDMENTS TO OPERATING PUBLICATIONS

ELECTRIFIED LINES WORKING INSTRUCTIONS (BR29857) (Dated December 1992)

Instruction 8 - Fires on or near electric conductors

Delete paragraph and substitute with:-

Immediate action in accordance with the Rule Book must be taken to extinguish a fire likely to affect cables or other electrical equipment.

(R/2164)

(K2/39-40/93)

WORKING MANUAL FOR RAIL STAFF BR30054

SECTION 3 - HANDLING AND CARRIAGE OF DANGEROUS GOODS BR30054/3 (PINK PAGES)

Amendment No.4 to the Working Manual for Rail Staff
Section 3 - Handling and Carriage of Dangerous Goods
will come into effect at 0001 on 1 January 1994.

NOTE: As a result of this amendment dangerous goods classes 2(a), 2(b) and 2(c) have been re-classified as 2.1, 2.2 and 2.3 respectively. Any reference to 2(a), 2(b) or 2(c) in the rest of the document should be regarded as 2.1, 2.2 or 2.3.

(Amends Page 138 of the PON)

(K2/41-42/93)

FWA1.7/FWA1.7A DYNEVOR JUNCTION/ABERPERGWM
COLLIERY JUNCTION TO BURROWS SIDINGS

ABERPERGWM COLLIERY JUNCTION

Cwmgwrach. Drivers must not pass the "Stop" board at the entrance to the sidings until authorised to do so by the Travelling Shunter.

All movements within the sidings are under the control of the Travelling Shunter who will instruct the Driver by radio. Before work commences the radios must be tested by means of a successful test transmission between the Shunter (outside the cab) and the Driver (inside the cab). Messages must be preceded by "Cwmgwrach Shunter to Cwmgwrach Driver" or vice versa, as appropriate, and acknowledged by repetition; if contact is lost, the Driver must STOP immediately.

Marker boards labelled 28 HAA and 36 HAA are provided to assist the Driver in placing the train correctly for loading.

Wagons must not be left at Cwmgwrach except in the cripple siding; the safety devices provided must be positioned to prevent runaways when wagons are left there or are left with no locomotive attached whilst cripples are being detached.

DYNEVOR JUNCTION

Steel Supply Sidings. Before any movement is made into these sidings the permission of the Firm's Yard Foreman must be obtained.

The train is normally unloaded in two portions and the wagons must be placed and shunted to the Firm's requirements. All propelled movements must be preceded by the Shunter on foot.

Shunting movements at this location are controlled by radio; before work commences the radios must be tested by means of a successful test transmission between the Shunter (outside the cab) and the Driver (inside the cab). Messages must be preceded by "Dynevior Shunter to Dynevior Driver" or vice versa, as appropriate, and acknowledged by repetition; if contact is lost, the Driver must STOP immediately.

BURROWS SIDINGS

All movements at Burrows Sidings and on lines to the south of Burrows Sidings, including the Kings Dock branch, are under the control of the Chargeman at Burrows Sidings. Trains leaving Burrows Sidings towards Jersey Marine must NOT be drawn out of the yard onto or foul of the Single line without the Chargeman's permission nor must any shunting movement be made which could foul the Single line without his permission.

Ford Motor Co. Sidings. The Firm's representative must be advised (so that the gate can be opened) before departure from Burrows. Before any movement passes over any level crossing the Shunter must position himself on the road to control road traffic by means of flag or handlamp.

4.63

K2-43D/21

FWA1.7/FWA1.7A DYNEVOR JUNCTION/ABERPERGWM
COLLIERY JUNCTION TO BURROWS SIDINGS - continued

BURROWS SIDINGS - continued

Wagon Repairs Ltd Works. The keys to the sidings gates are kept by, and must be returned to, the Burrows Chargeman. Movements may only be made into the sidings when the Firm's representative is present, he will operate the works gate and protect the road crossing during shunting. The western siding must not be used for the clearance and stabling of wagons. The couplings of all vehicles stabled in the sidings must be fully extended.

SWANSEA DOCKS LINES

These lines are under the control of the Burrows Chargeman and are worked as sidings, Rule Book Section J applies.

The speed of trains must be regulated so that they can be brought to a stand short of any obstruction that may exist on the line.

Before any movement passes over any level crossing the Shunter must position himself on the road to control road traffic by means of flag or handlamp. Drivers must not pass over any level crossing until authorised to do so by the Shunter and must sound the locomotive horn before doing so.

Movements at Dragon Shipping Quay. Movements must be made at extreme caution, at no time exceeding 2 mph; propelling is strictly PROHIBITED. Drivers must avoid the use of the locomotive straight air brake to stop trains. The Shunter must ensure that couplings are extended before trains proceed onto these lines. Coal container trains must be placed on No.1 road.

Movements at No.4 Quay. Movements may only be made on or off the quay after the Shunter has ensured that the line is clear and no work is in progress or after he has obtained the permission of the Person in Charge of any work.

102 tonne wagons with steel coil to Swansea Docks "D" shed. The following instructions must be observed when working 102 tonne steel carrying wagons to "D" shed on Swansea Docks:-

1. All wagons must have their couplings in the extended position.
2. The speed must not exceed 5 mph throughout.
3. The route must be Burrows Junction, the Fence Road and No. 12 Escape Road thence to "D" Shed.
4. Traffic to be berthed on siding nearest to "D" Shed or as instructed by ABP staff. The siding on the quay wall must NOT be used.

Movements towards Burrows Sidings. The Shunter must obtain permission from the Burrows Chargeman before authorising the Driver to pass the "Stop" board at the exit of the docks lines.

4.64

K2-43D/22

MISCELLANEOUS INSTRUCTIONS - continued

FORMER SOUTHERN REGION

STARTING OF TRAINS

At the following stations:-

Clapham Junction
Guildford
Surbiton
Waterloo
Wimbledon
Woking

(and at the stations listed in the Periodical Operating Notice), a white disc held will be used to give the following handsignals:-

Trains with slam doors:- person in charge of platform to Guard to indicate when station work is complete and the doors are properly closed;

Trains with power operated doors:- person in charge of platform to Guard (Driver of DO train) to indicate when station work is complete and the doors are ready to be closed, this is repeated when the doors have been closed.

The provision of the Rule Book, Section B, Clauses 7.6.1 and 7.7.1 and Section H, Clauses 5.2.1 and 5.4.1 are modified accordingly. (At night, if the use of a handlamp is necessary, a white light held steadily above the head will continue to be used).

(R(SW)1075)

(K2/37/93)

HAVANT ELECTRICAL CONTROL ROOM

HAVANT ELECTRICAL CONTROL ROOM closed at 12.00 on Friday 24 December 1993. 750V DC traction and railway signal supplies for the area between Liss and Portsmouth Harbour via Havant are now controlled by Eastleigh Electrical Control,

Telephone : BR ETD 089 7547,
BR ETD EMERGENCY 173
or BT 0703 613314.

(K2/43/94)

K2-43D/27

MISCELLANEOUS INSTRUCTIONS - continued

CONTACTING SIGNAL BOXES

The telephone numbers shown below must be used if it is necessary to contact a Signal Box. These numbers may only be used in connection with essential messages regarding train operations or in case of emergency.

<u>SIGNAL BOX</u>	<u>B.T. NUMBER</u>	<u>INTERNAL NUMBER</u>
Abercynon	0443 742106	071 6657
Abergavenny	0873 859477	071 6355
Bargoed	0443 830127	071 2086
Barry	0446 748049	071 5225
Barry Island	-	071 5221
Basingstoke	0256 26974	080 4220
Birmingham New Street	-	054 2800/1
Blakedown	-	050 7769
Bletchley	-	00 43338
Bristol	0272 291710	07 42795
Bromfield	0584 77547	075 7138
Cardiff	0222 221889	071 2508
Carmarthen Jn	0792 632042	073 5142
Chard Jn	0460 20533	07 66469
Cheadle Hulme	-	058 8287
Church Stretton	-	055 8028
Clarbeston Road Jn	0437 782444	073 5113
Coventry	-	050 6240/23
Craven Arms	0588 673256	055 8071
Crediton	0363 773382	07 66280
Crewe Bank	-	05 58081
Crewe Coal Yard	-	05 32812
Crewe Jn	-	05 58084
Crewe North	-	05 32809/10
Derby	0332 31422/262317	05 62317/8
Dorchester South	0703 728355	089 3553
Dorrington	0743 718013	055 8117
Droitwich Spa	-	075 6380
Eastleigh	0703 612142	089 7202
Edgeley Jn No. 1	-	058 2240
Edgeley Jn No. 2	-	058 2241
Exeter	0392 210873	07 66410/1/2
Exmouth Jn	0392 412764	07 66311
Ferrybridge	0792 632046	073 5146
Gillingham (Dorset)	0703 728504	089 8504
Gloucester	0452 302063	075 2340
Goonbarrow Jn	0726 851476	079 3169
Gresty Lane	-	05 32788
Harlescote Crossing	-	05 58080
Hartford Jn	-	05 32801
Hartlebury	0295 57419	050 7724
Heath Jn	0222 761532	071 2274
Henwick	-	075 6382
Heaton Norris Jn	-	058 8325
Hereford	0432 277083	075 7135/6
Honiton	0404 42699	07 66358

K2-43D/28

MISCELLANEOUS INSTRUCTIONS - continued

CONTACTING SIGNAL BOXES - continued

<u>SIGNAL BOX</u>	<u>B.T. NUMBER</u>	<u>INTERNAL NUMBER</u>
Kidderminster	-	050 7742
Kidwelly	0554 891072	073 5154
King's Cross	-	00 54501
Leamington Spa	0926 428679	050 7850
Leominster	0568 616817	075 7167
Liskeard	0579 346773	079 2349
Little Mill Jn	0495 785307	071 6359
Llandaff Loop Jn	0222 615818	071 2282
Lostwithiel	0208 873135	079 2328
Maesmawr	0443 841847	071 6643
Manchester Picc.	061 228 0816	058 5176
Marsh Brook	0694 781509	055 8029
Marylebone IECC	071 723 3825	00 29541
Moreton-on-Lugg	0432 761231	075 7163
Nantwich	-	05 32787
Newport	0633 244114	071 6203
Norton Jn	0905 613048	075 6390/6397
Old Oak Common	081 960 2329	00 31077
Onibury	0584 77563	075 7126
Oxford	0865 245539	078 4219/71
Paignton	0803 555672	07 66233
Pantyffynnon	0269 592450	073 4261
Par	0726 814831	079 3155
Pembrey	0554 64223	073 4255
Penzance	0736 63189	079 5124
Plymouth	0752 661095	079 2311
Pontrilas	0981 240824	075 7152
Pontypridd Jn	0443 404234	071 6634
Porth	0443 685147	071 6668
Portsmouth	0705 823934	089 6343
Port Talbot	0639 891470	07 33200
Prees	-	05 58066
Radyr Jn	0222 843960	071 2284
Radyr Quarry Jn	0222 843953	071 2289
Reading	0734 599906	078 2397
Roskear Jn	0209 713622	079 4161
St Andrews Jn	0272 348548	074 2548
St Blazey	0726 812297	079 3141
St Erth	0736 753795	079 5135
St Germans	0503 30892	079 2392
Salisbury	0722 392480	089 8502
Saltley	021 359 1203	05 43151
Sandbach	-	053 2796
Severn Bridge Jn	-	05 58085/58086
Slough	0753 522840	00 36223
Slough New	0753 554895	00 36335
Stockport No. 1	-	058 8209
Stockport No. 2	-	058 8210
Stourbridge Jn	-	050 7719
Surbiton	081 390 0484	00 62586
Sutton Bridge Jn	0743 236664	055 8089

K2-43D/29

MISCELLANEOUS INSTRUCTIONS - continued

CONTACTING SIGNAL BOXES - continued

<u>SIGNAL BOX</u>	<u>B.T. NUMBER</u>	<u>INTERNAL NUMBER</u>
Swindon	0793 521132	077 4189
Swindon 'B'	0793 515573	077 3573
Templecombe	0703 728505	089 8505
Tram Inn	0981 21769	075 7156
Truro	0872 73148	079 4130
Walnut Tree Jn	0222 813334	071 6653
Warrington	-	058 9044
Weaver Jn	-	05 32802
Wem	-	05 58067
Westbury	0373 826518	07 47212/4
Whitchurch	-	05 58068
Whitland	0994 240114	073 5152
Willesden Jn	-	00 46299
Wilmslow	-	058 3359
Wimbledon	081 540 1901	00 62525
Winsford	-	05 32806
Woking	0483 768208	080 2229/2310
Woofferton	0584 711629	075 7130
Worcester Shrub Hill	-	075 6392-4
Worcester Tunnel Jn	-	075 6393
Wrenbury	-	05 32803
Yeovil Jn	0935 75958	074 7337
Yeovil Pen Mill	0935 71058	074 7333
Ystrad Mynach	0443 813125	071 2076

(Amends item of K2/36/93)

(K2/43/94)

Swindon
6 January 1994

A.Hancock
Operations Manager
InterCity Great Western

Hobbs the Printers of Southampton

K2-43D/30



28 Feb - 4 Mar 1994

INTERCITY
Great Western

Tidy up week on Great
Western commences

28 Feb 94

START PLANNING

NOW

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE WESTERN REGION
MANCHESTER

1K2/1D

K2

44/94

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices
on FORMER WESTERN REGION
and on OTHER LINES
AFFECTING
FORMER WESTERN REGION TRAIN CREWS**

SATURDAY, 22 JANUARY 1994

to

FRIDAY, 28 JANUARY 1994

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

506 STRATFORD CENTRAL JUNCTION EAST TO HARLOW MILL contd

Tuesday 25 to Friday 28 January

245 Harlow Mill and	Up Main/Up Loop BLOCKED	0001 to 0445 Daily Trackwork AMENDED TRAIN WORKING
------------------------	----------------------------	--

FORMER LONDON MIDLAND REGION

550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET

Tuesday 25 to Friday 28 January

246 Birmingham New St and Kings Norton Jn	Down and Up BLOCKED	0130 to 0500 Daily Trackwork TRAINS DIVERTED
--	------------------------	--

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

MONDAY 24 JANUARY - READING - A whistle board with right hand arrow will be provided at 36m 17ch for movements approaching platforms 1 and 2 from the Westbury line.

(47) (GW1)

SUNDAY 23 JANUARY - DIDCOT NORTH YARD - A crossover will be installed between sidings 7 and 8 at approximately 53m 58ch. The temporary stop block will be removed from siding No. 8, which will revert to its normal length.

(47) (GW1)

SOUTH WALES

1400 TUESDAY 25 JANUARY - RSW1.1 SWANSEA TO FISHGUARD HARBOUR BETWEEN FERRYSIDE AND CARMARTHEN - The existing 40 mph permanent speed restriction on the down line between 244mp and 244m 12ch will be reduced to 20 mph. A new advanced warning indicator and AWS inductor will be provided at 243m 12ch and 243m 03ch respectively.

(See Section D)

(47) (RSW1.1)

WORKING OVER BOOK

SUNDAY 23 JANUARY - BASINGSTOKE - No.270 points between the Up Slow line and the country end of Up Siding No.1 will be abolished.

(R(SW)1046)

(47) (520/1)

THURSDAY 27 JANUARY - HAWARDEN BRIDGE - Whistle boards will be provided 196 yards before reaching Hawarden Bridge Station footpath in the Up direction only.

(RRNW/O/LC.393)

(47) (556A)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

ACTON YARD - The headshunt at the West end of Acton Yard has been cut back by 5 chains to end at 5m 19ch. A temporary stop block has been provided.

(402/PWD/2/STA)

(46) (GW1)

K2-44C/1

HANWELL BRIDGE ENGINEERING SIDINGS GROUND FRAME - The "Stop" board in the Up through siding has been covered over and the points ahead of it are secured in the normal position.

The Up through siding is available for through movements.

(See Section D)

(46) (GW1)

SOUTHALL FORMER TMD - The Coke Road has been reduced to a spur 25 yards long in the rear of signal 00548. A temporary stop block has been provided.

(402/PWD/2/STA)

(46) (GW1)

HAYES TARMAC SIDINGS - The siding next to the Up Goods Loop has been abolished and the hand points at each end secured out of use to prevent access.

(402/PWD/2/STA)

(46) (GW1)

DIDCOT - A trailing connection has been installed between the Up and Down Relief lines between 53m 18ch and 53m 24ch, immediately West of Didcot station. Ground Position Light signal R443 has been repositioned 50 yards West of its existing location. There has been no change in form or meaning.

A trap point has been installed in the Up Relief line at 53m 23ch. All point work has been secured out of use until further notice.

(UFN) (GW1)

DIDCOT NORTH YARD - The crossover between sidings 5 and 6 at approximately 53m 44ch have been recovered.

Siding No.8 has been temporarily shortened by 7 chains. A temporary stop block has been provided at 53m 55ch.

(45) (GW1)

FOXHALL JUNCTION - A new point has been installed on the Up Relief line at the Didcot side of Foxhall Junction, secured out of use until further notice. Its future use will be as a trap point for down trains.

(UFN) (GW1)

BETWEEN DIDCOT AND STEVENTON - A trailing connection has been installed between the Up and Down Main lines at Milton, 55m 06ch. It will remain secured out of use until further notice.

(UFN) (GW2.1)

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(UFN) (GW2.1)

* * WESTON-SUPER-MARE - Four new bulb lit "Off" indicators have been provided at the following places:-

Platform 1 - B386 Down direction and B325 Up direction.

Platform 2 - B388 Down direction and B323 Up direction.

All indicators have been located on the platform, are double-sided, and labelled to apply in the direction of the signal concerned.

(44) (GW3)

* * BETWEEN WOODBOROUGH AND LAVINGTON - A Permanent Speed Restriction of 20 mph has been imposed on both the Down and Up lines between HST/DMU 81m 47ch and 81m 49ch.
110

Warning Indicators have been provided at 80m 38ch on the Down Line and 82m 55ch on the Up Line. AWS has been provided for each Warning Indicator.

(See Section D)

(44) (GW5)

BETWEEN STROUD AND STONEHOUSE - FOOTPATH LEVEL CROSSING AT 104M 63CH - New whistle signs have been provided as follows:-

Down direction - 425 yards from the crossing

Up direction - 173 and 400 yards from the crossing

NOTE: The existing whistle sign in the Down direction 276 yards from the crossing has been removed.

(46) (RWE10)

BETWEEN STONEHOUSE AND STANDISH JUNCTION - FOOTPATH LEVEL CROSSING AT 105M 56CH - New whistle signs have been provided as follows:-

Down direction - 425 yards from the crossing

Up direction - 410 yards from the crossing

(46) (RWE10)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

CANTON PERMANENT WAY DEPOT - In order to provide a secure parking area, the T.V.R. sidings have been reduced in length as follows:-

Nos.5, 6 and 7 sidings shortened by 18 metres
No.8 siding shortened by 26 metres

The stop blocks have been repositioned accordingly.

(NEW ITEM)

(47) (GW6.3/RSW5.1)

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN WHITLAND AND CLUNDERWEN - CEFN FARCHEN O/A CROSSING AT 261M 22CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Whitland.

(See Section D)

(46) (RSW1.1)

RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH GORSWEN O/A CROSSING AT 260M 32CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Whitland.

(NEW ITEM) (See Section D)

(47) (RSW1.2)

RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH - CRINOW FARM 2 O/A CROSSING AT 263M 64CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Whitland.

(See Section D)

(46) (RSW1.2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - Following demolition of the station buildings, the down siding has now been permanently shortened and a stop block positioned at 32m 28ch *.

NOTE: * This mileage corrects that shown in previous notices.

Approximately 50 metres of the station platform at the Newport end will be re-surfaced. These works are expected to take 6 weeks during which time Drivers should bring there trains to a stand at the temporary boards provided as shown below:-

Up direction

2 car trains - Approx. 110 metres from Newport end ramp top
All other trains - At the Hereford end ramp top

Down direction

All trains - Approx. 58 metres from the Newport end ramp top

(UFN) (RSW3)

RSW5.1 RHYMNEY TO BARRY ISLAND - AT CADOXTON HIGH LEVEL SIDINGS - Sidings Nos. 1 and 2 - temporary stop blocks have been provided at 6m 40ch allowing traffic to enter from the Cadoxton end only.
Siding No. 3 - has been clipped out of use.

(46) (RSW5.1)

RSW5.3 MERTHYR TO QUEEN ST NORTH JN - AT MAESMAWR SIGNALBOX, 10M 57CH - A security alarm light has been fitted to the outside of Maesmawr signalbox. The blue light will flash brightly when the alarm has been activated.

(See Section D)

(46) (RSW5.3)

JERSEY MARINE SOUTH - A new 3-aspect colour light signal plated PT453 has been brought into use in approximately the same position as signal PT451, but adjacent to the new single line. The signal exhibits only a RED aspect at this stage. Former signal PT451 has been abolished.

(46) (FWA1.7)

BETWEEN JERSEY MARINE JUNCTION SOUTH AND BURROWS SIDINGS - The Up (Vale of Neath) line has been taken out of use between Burrows Sidings and the trailing crossover at Jersey Marine South. The Up line end of the trailing crossover at Jersey Marine South has been secured in the reverse position pending replacement by plain line.

A new single line between Jersey Marine South and Burrows Sidings has been provided progressively using parts of both former Down and Up lines.

Pending the provision of new signalling, the trailing connection in the Up line at Jersey Marine South leading to the Yard has been secured out of use and the Burrows Sidings end of the trailing crossover between the Down and Up lines at Jersey Marine South is hand operated. All signals at Jersey Marine South have been disconnected and exhibit RED or STOP aspects.

Working by Pilotman applies during the works to complete the singling and signalling. The Pilotman will accompany every train and any shunting movement requiring to foul or pass on to the single line.

(45) (FWA1.7)

* * BETWEEN CYNHEIDRE AND LLANELLI WEST JUNCTION - The Cynheidre Branch * has been secured out of use at Llanelli West Jn.

(OP4/RA/W.8310)

(44) (FWA1.13)

WORKING OVER BOOK

SOUTH TOTTENHAM - The Down platform has been taken out of use until further notice for reconstruction work. Drivers should avoid bringing passenger trains to a stand in the platform if possible.

(NEW ITEM)

(47) (502)

BETWEEN BOW JN AND CARPENTERS ROAD NORTH JN - The work shown as taking place on Monday 10 January has not been carried out.

(AMENDED ITEM)

(46) (505A)

MARKS TEY - Buffer stops have been erected on the line which formerly led to the Down Loop, 125 yards on the Colchester side of Branch Platform signal MT57.

The track between signal MT57 and the new buffer stops must not be used for stabling.

(46) (505B)

BETWEEN STRATFORD CENTRAL JUNCTIONS (WEST AND EAST) AND TEMPLE MILLS EAST JN. - As shown in the accompanying diagram, revised signalling controlled from Stratford Signal Box has been brought into use between Stratford Central Junctions (West and East) and Temple Mills East Junction, on the Up and Down Temple Mills lines through Stratford Station Platforms Nos 11 and 12.

The Down Temple Mills line has ceased to be a through route and there is now no access to Platform 12 from the Stratford Central Junctions (London) end. A buffer stop exhibiting a permanent red light has been provided on the Down Temple Mills line at the London end of Platform 12, to limit movements in the up direction.

The section of the Down Temple Mills line between Stratford Central Junction East and the London end of Platform 12 has been taken out of use pending future remodelling under the G.E. Resignalling Scheme.

New signalling has been commissioned on the Down Temple Mills line between Temple Mills East Junction and the Platform 12 buffer stop, to permit this line to be used for passenger train movements in both up and down directions to and from Platform 12.

Signalling facilities have been provided for Permissive Working on No.12 Platform line.

The Up Temple Mills line continues to be a through route in the up direction only, to full passenger line status.

Facilities for Permissive Working on No.11 Platform line have NOT been provided at this stage.

The Limit of Shunt indicator on the Up Temple Mills line in rear of signal S704 has been moved to a position 750 yards Copper Mill North Junction side of signal S704.

The banner repeating signal for signal S19 at the country end of Platform 11 has been removed.

AWS equipment has been provided as follows:-

approx. 90 yards on approach side of signal S698

approx. 200 yards on approach side of signal S700

approx. 90 yards on approach side of signal S19 (AWS repositioned).

AWS has NOT been provided for signal S697.

(NEW ITEM)

(47) (506)

K2-44C/6

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN STRATFORD CENTRAL JUNCTIONS AND TEMPLE MILLS EAST JN.

DESCRIPTION OF NEW OR ALTERED SIGNALLING

Stratford Signal box signals prefixed "S"

Signal	Line	Type	Indication	Destination	Remarks
S16	Down Temple Mills (Down direction) Down Cambridge	Main	Position 1 Jn. indr.	Down Temple Mills (signal S701)	Route abolished
S68	Down Channelsea Curve	Main	Position 1 Jn. indr.	Down Temple Mills (signal S701)	Route abolished
S697	Down Temple Mills	Main	-	Down Temple Mills (signal S701)	New signal
S701	Down Temple Mills	Main	-	Down Temple Mills (signal S705)	Existing signal
		Position light	-	Up Temple Mills (signal S759)	Existing signal
S88	Up Cambridge (down direction)	Position light	-	Down Temple Mills (signal S701)	Route abolished

K2-44C1/1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN STRATFORD CENTRAL JUNCTIONS AND TEMPLE MILLS EAST JN.

DESCRIPTION OF NEW OR ALTERED SIGNALLING

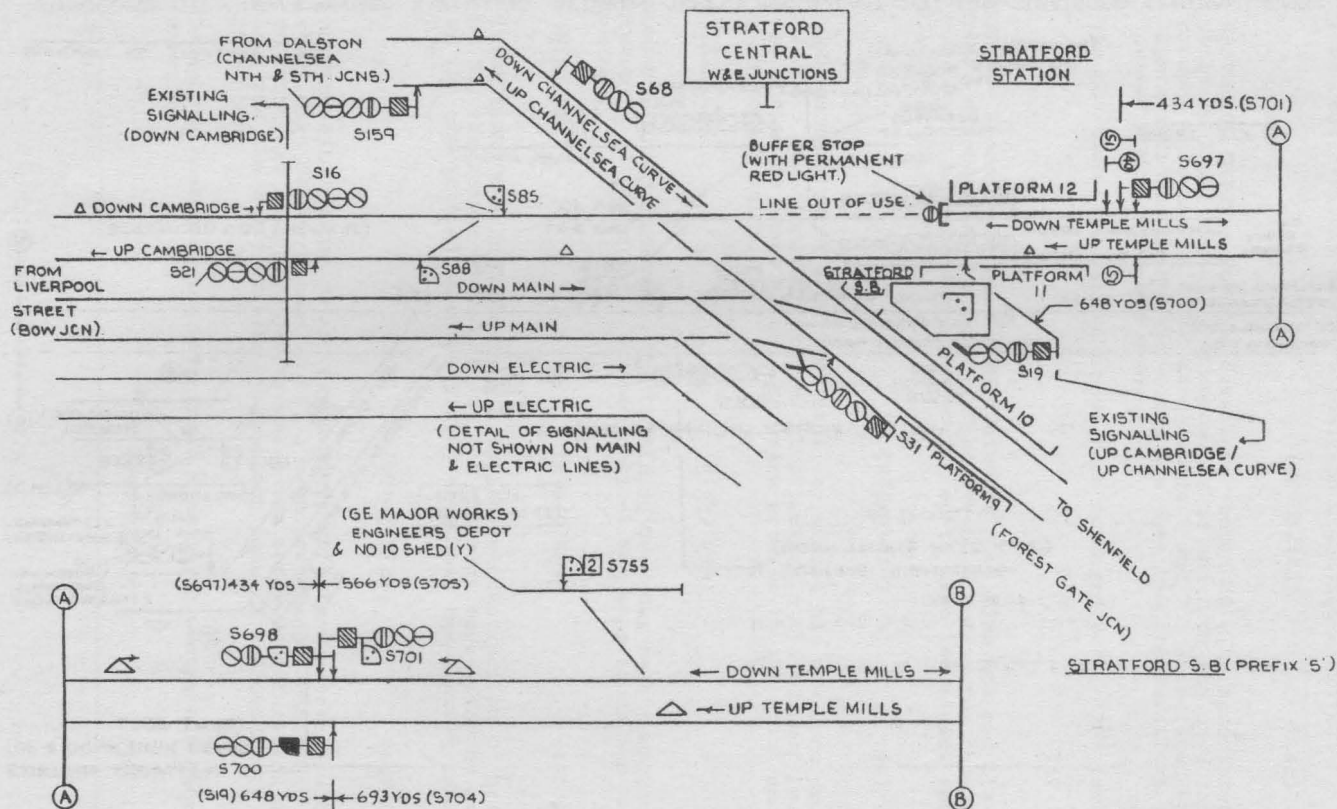
Stratford Signal box signals prefixed "S"

<u>Signal</u>	<u>Line</u>	<u>Type</u>	<u>Indication</u>	<u>Destination</u>	<u>Remarks</u>
<u>Up Temple Mills (Up direction)</u>					
S704	Up Temple Mills	Main	-	Up Temple Mills (new signal S700)	Formerly to S17
		Main	Position 4	Down Temple Mills, up direction (new signal S698)	New route (Position 4 formerly applied to Up High Meads Loop)
		Main	Position 5	Up High Meads Loop (signal S158)	New junction indication for existing route
		Position light	"L"	Diesel Depot (former Repair Shop)	-
		Position light	"T"	Freightliner Terminal (L.I.F.T.)	-
S702) S706) S708)	Temple Mills Yard			Up Temple Mills	(All routes to former (signal S17 will now (apply to signal S700
S700	Up Temple Mills	Main	-	Up Temple Mills (signal S19)	New signal
		Position light	-	-	Not provided yet
<u>Down Temple Mills (Up direction)</u>					
S698	Down Temple Mills (up direction)	Main	-	Down Temple Mills (Platform 12 clear)	New signal
		Position light	-	Down Temple Mills (Platform 12 occupied)	New signal

K2-44C1/2

K2-44C1/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - DIAGRAM NUMBER 1.

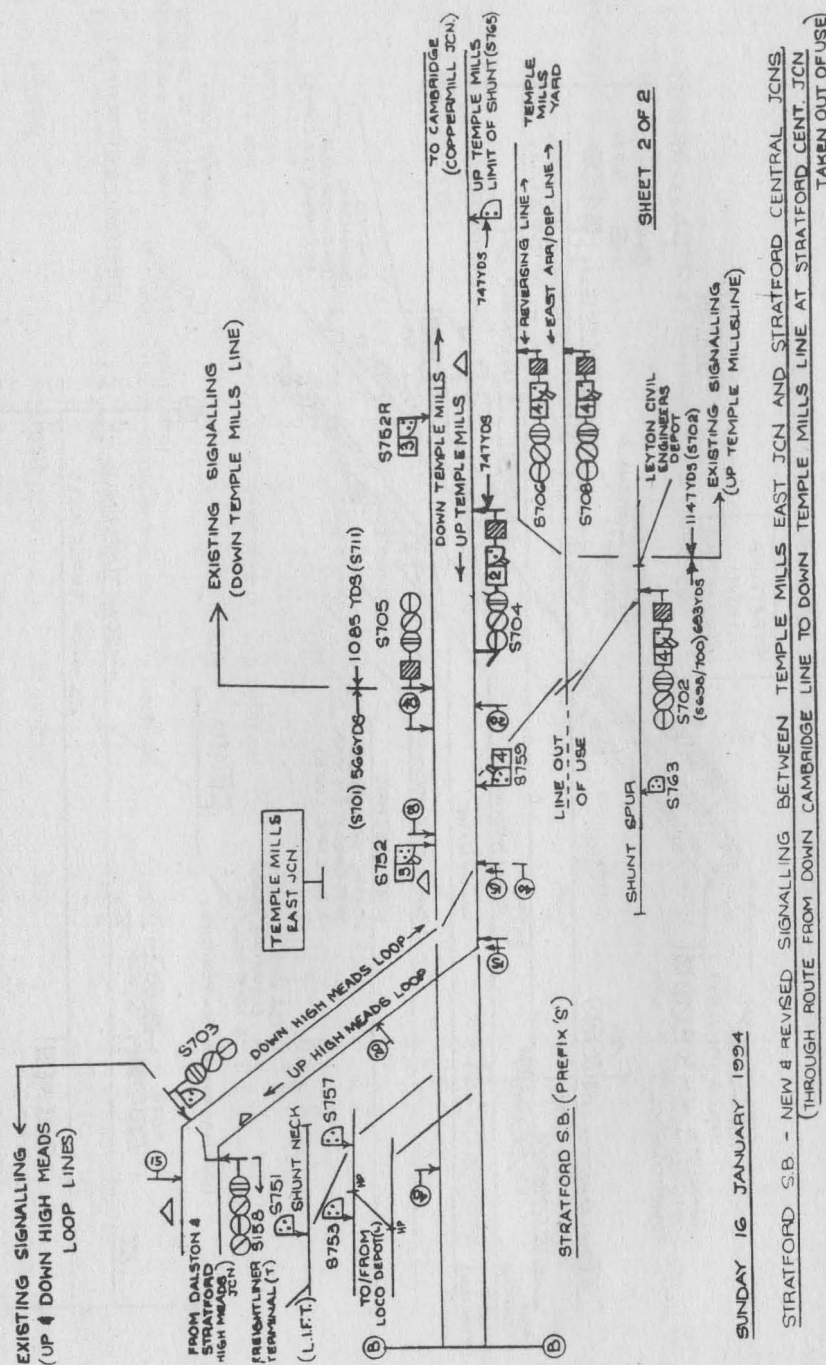


SHEET 1 OF 2

SUNDAY 16 JANUARY 1994

STRATFORD S.B. - NEW & REVISED SIGNALLING BETWEEN TEMPLE MILLS EAST JCN AND STRATFORD CENTRAL JCN.

(THROUGH ROUTE FROM DOWN CAMBRIDGE LINE TO DOWN TEMPLE MILLS LINE AT STRATFORD CENT. JCN TAKEN OUT OF USE)



SUNDAY 16 JANUARY 1994

STRATFORD S.B. - NEW & REVISED SIGNALLING BETWEEN TEMPLE MILLS EAST JCN AND STRATFORD CENTRAL JCN.
(THROUGH ROUTE FROM DOWN CAMBRIDGE LINE TO DOWN TEMPLE MILLS LINE AT STRATFORD CENT. JCN
TAKEN OUT OF USE)

- * * CRAWLEY NEW YARD - The Signal Post Telephone associated with
* Position Light Signal T1182 has been repositioned from between the Up
and Down Brighton Slow Lines to a position of safety in the Up Slow
Line Cess directly opposite Position Light Signal T1182.

(SC OP/140)

(44) (514)

- * * EASTLEIGH DEPOT - Powered derailleurs, together with associated
* position light signals for movements to and from the shed have been
brought into use on (DEMU shed) roads 6 and 7. Associated warning
lights indicating that the doors are open and the derailleurs in the
lowered position in the shed.

The position light signals have been numbered D201 - 207 inclusive.

(44) (520/523)

VAUXHALL - Signal W.87 on the Down Windsor Slow line has had its backboard extended with a retro-reflective blue border for trial purposes. The blue border has been fitted to make the signal easily identifiable to Drivers.

(R(SW)1046)

(46) (521)

CLAPHAM JUNCTION DEPOT - The CET facility siding has now been provided with 3 and 5 car stopping marks to stop trains in the correct position for the connection of hoses. The 3 car mark applies to 159 units and the 5 car mark to 442 units.

(NEW ITEM)

(R(SW)1046)

(47) (521)

SHREWSBURY, ABBEY FOREGATE - The Up Siding Neck has been temporarily shortened by 72 yards until further notice. The stop block has been moved accordingly.

(NEW ITEM)

(RRC/O/S/-)

(47) (556)

- * * CREWE STATION - In connection with the re-construction of Bridge
* No.80, the former Horse Landing and Motorail bays with the exception
of the electrified Stabling Siding have been temporarily taken out of
use.

(OD14/93/25)

(44) (556)

- * * BETWEEN SALOP GOODS JN AND CREWE NORTH JN - In connection with the
* rebuilding of Overbridge No.80, a temporary manned vehicular level
crossing has been provided crossing the Depot Departure and Access
line and the 2-way Chester Independent line at approximately
158m.15ch.

Telephone communication with Crewe Signalling Centre has been provided.

(OP4/RA/W.6710)

(44) (556)

Pages 4.96 and 4.97

RWE7 PLYMOUTH TO PENZANCEKEYHAM - Delete whole instruction and substitute the following:-KEYHAM

Shunting. No movement must be made over the up line on the falling gradient towards the "Limit of Shunt" indicator unless the locomotive is at the lower end.

The gravitation or loose shunting of vehicles into the Coke siding is prohibited.

Devonport Dockyard Branch. The section of line between the Stop Board at the entrance gate to HMS Drake and the Stop Board at the exchange sidings is worked by train staff and is under the control of the Person in Charge of the Dockyard Branch.

No movement must be made over this section of line unless the Driver is accompanied by the Person in Charge of the Dockyard Branch who will show the train staff to the Driver before a train enters the Branch. The train staff must be shown to each Driver if more than one locomotive is working a train. In these circumstances, the Person in Charge of the Dockyard Branch must accompany the Driver of the leading locomotive.

Movements between the gates at Keyham and the Dockyard Sidings must be hauled and must not exceed 38 SLU's.

Movements on DML lines may only be made on the authority of the DML Person in Charge.

Trains may only pass "Stop Boards" on the Dockyard Branch on the authority of the Person in Charge of the Dockyard Branch.

Working Of HST Trailer Vehicles To And From Devonport Dockyard. These movements comprise 8 trailer vehicles with a barrier vehicle at each end (maximum 10 vehicles). A Main Line locomotive will be provided at one end and a Class 08 locomotive at the other. The maximum speed must not exceed 15mph.

A Competent Person must be provided at Keyham West ground frame to operate the ground frame and supervise movements to or from the Dockyard branch.

(K2/44/94)

K2-44D/11

Pages 4.98 and 4.99

RWE7 PLYMOUTH TO PENZANCEST AUSTELLPage 4.98 - Delete first three paragraphs under the headings:-

Rolling Stock Restrictions - Siding at back of Up Platform.
and "Train arrived complete" plunger.

Page 4.99 - Shunting.

Second paragraph - delete the words 'freight yard' and substitute 'Up siding'.

Delete third paragraph and substitute the following:-

The propelling of vehicles from the Station to or along the Up Siding is prohibited, except when the automatic brake is operative throughout.

(K2/43/94)

Page 4.102

RWE7 PLYMOUTH TO PENZANCEPENZANCE

Add new last item:-

Penzance station platforms - carriage cleaning. The rules shown in the Rule Book, Section B, Part 3, clauses 10.1 to 10.3 apply. At this location carriage cleaners work in teams and each team will have a leader who will be the "Designated Person" referred to in Rule Book B 10.2.1. Before work commences the Designated Person must comply with the requirements of clause B 10.3 on each occasion that carriage cleaning or servicing takes place. When work has ceased, the Designated Person must ensure that all staff are clear of the vehicles and in a position of safety before the protection arrangements are withdrawn.

(45)

(K2/38/93)

Pages 4.131/4.132

NTC6.1 OLD OAK COMMON WEST
TO SOUTH RUISLIPPARK ROYAL

Delete existing instructions and substitute:-

Trains will normally enter the sidings from the Up Wycombe line. Exceptionally, trains may be propelled at extreme caution into the sidings from the Down Wycombe line. Except in emergency, only one movement may be permitted to be in the sidings at one time. All movements are under the control of the Person in Charge. Shunting radios are provided.

Marcon sidings. A maximum of nine PHA wagons can be accommodated in the siding.

After setting the route to No. 3 siding the PiC will join the train which may then draw forward to the STOP board at the North Acton end. After the train is secured, the locomotive must run round via No. 1 or No. 2 siding. After receiving the Depot Supervisor's permission, the PiC must berth the train to the customer's requirements.

K2-44D/12

SECTION 4 - LOCAL INSTRUCTIONS

Page 4.1

INDEX

Add:- Andover 4.23
(K2/44/94)

Add:- Dorrington 4.38
(K2/38/93)

Page 4.2

Add:- Ludgershall 4.23
Add:- Marchwood 4.21
(K2/44/94)
Add:- Mottisfont (Dunbridge) 4.23
(K2/38/93)

Page 4.6

GOSPEL OAK TO PURFLEET VIA WOODGRANGE PARK

DAGENHAM DOCK

Add:-A.R.C. Private Sidings

Methods of Working.

1. The train will arrive on the reception road at Dagenham Dock up sidings.
2. Under the Shunter's instructions, the locomotive will be detached and run round the inbound train.
3. Two radio handsets will be obtained by the shunting staff, one set being handed to the Driver.
4. A test transmission MUST be carried out between the Driver and Shunter to ensure both radios are working satisfactorily.
5. When radios are in use, Rule Book Section J clause 3.3 MUST be observed.
6. In the event of failure of radios, an additional person will be provided to relay hand signals to the Driver.
7. On entering the A.R.C. private sidings, the warning horn MUST be sounded at the perimeter gate, at all level crossings, before entering the discharge building and at any other times that persons or vehicles are on or near the line.
8. All movements MUST be made from the leading cab.
9. All movements MUST NOT exceed 3 m.p.h. while in the private sidings.

K2-44D/28

10. When the Shunter (or additional person as referred to above) has confirmed that the firm are ready, he will instruct the Driver to proceed discharging railborne aggregates and, if required, load marine aggregates simultaneously.

11. Dependent upon the type of wagons forming the train, the following procedures will apply:-

- a) A train of 43 PGA wagons:
The train will come to a stand at the positioned marker board. The locomotive will be detached, run round the train and recoupled.
- b) A train of 30 102t GLW wagons:
The train will come to a stand at the positioned marker board. The Shunter (or additional person as referred to above) will instruct the Driver to set back to a positioned marker board. The locomotive will be detached, run round the train and recoupled.

12. Before leaving the terminal, the radio handsets must be returned to the Shunter (or additional person referred to above).

(K2/44/94)

Page 4.21

SOUTHCOTE JUNCTION TO TOTTON - continued

TOTTON

Delete instruction and route heading and add new route:-

TOTTON TO MARCHWOOD

Between 1 April and 2 October, trains will normally operate over this line during daylight hours only and during this period signal and gate lamps need not be lit.

MARCHWOOD

If an Up train is held at the Up Main or Up Loop starting signal the Guard must immediately advise the Signaller that the train is complete with tail lamp by giving 3 beats on the return bell communication near the "from Main line shunt" signal, or by telephone from the Down Main advanced starting/Down Loop starting signals, whichever is nearer.

When the "to reception siding home" signal is cleared, the line will be clear to the "Stop" board on the reception siding at the Ministry of Defence security gate, where the train will be met by the Ministry of Defence Shunter and conducted into the sidings.

Before the train departs from the sidings the Ministry of Defence Shunter will inform the BR Shunter that the train is ready to depart. The BR Shunter must advise the Signaller that the train is ready to depart and obtain his permission for the train to pull forward to the "from reception siding" shunting signal. If the "from reception siding" shunting signal has not been cleared when the train arrives, the Driver must sound the horn.

(K2/44/94)

K2-44D/29

Page 4.23 Add new route before Warminster to Redbridge:-

ANDOVER TO LUDGERSHALL

The ground frame lever (No.2) controlling the points leading to and from the Ludgershall single line at Andover is released by an Annett's key which is normally kept in the Station Supervisor's office on the Up platform.

To release the points the Shunter must obtain the Annett's key and insert it in the lock of ground frame lever No.2. The key must then be turned in the lock to release the lever. When the movement to or from the Ludgershall single branch line has been completed and the points normalised, the Annett's key must be turned in the lock of the lever and then removed.

For a movement proceeding to Ludgershall the Shunter must give the Annett's key to the Driver.

For a movement from the Ludgershall line, the Shunter must obtain the Annett's key from the Driver and return it to the Station Supervisor's office.

(K2/44/94)

Page 4.23

WARMINSTER TO REDBRIDGE

Add after "SALISBURY":-

MOTTISFONT (DUNBRIDGE)

Trains consisting of power door stock. If an up train is formed of 3 or more vehicles the Guard must only operate the leading door of the second vehicle by use of the local door control. The Guard should advise passengers requiring to alight at this station to proceed to this door prior to arrival at the station.

(K2/38/93)

Page 4.27

FENNY COMPTON TO GALTON JUNCTION VIA COVENTRY

LEAMINGTON SPA

Delete sub-heading "Shunting on Down Side at North End" and associated instructions and substitute:-

Carriage Sidings. The Down Bay line and Middle Siding are designated as carriage cleaning/servicing sidings.

No movement must take place in these sidings without the authority of the Person in Charge of shunting movements.

Before shunting commences from these sidings, the Person in Charge of shunting movements must have a clear understanding with the Signaller.

(RRC/O/S/93/076)

(K2/38/93)

K2-44D/30

Page 4.28

SOHO CARRIAGE SERVICING DEPOT (CSD)

Add as final paragraph under "Working of Sidings":-

Drivers and other staff must not lean out of the train window when proceeding along No.10 sidings.

(Amends Part 1 of the PON) (RRC/O/S/93/073)

(K2/38/93)

Page 4.38

CRAVEN ARMS CROSSING TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Add as new first item:-

DORRINGTON

Down Sidings - only 3 SLU's (excluding the locomotive) can be accommodated in the shunting neck. The Dorrington Signaller will authorise movements to pass the stop board. The ground frame Operator may permit movements to pass the stop board on the Signaller's authority.

(K2/38/93)

MISCELLANEOUS INSTRUCTIONS

* *
*

DRIVER TO SHORE RADIO AND HANDPORTABLES

In order to upgrade software there will be two 5 minute interruptions to NRN/ORN radio as shown below:-

CARDIFF AREA (040) - TUESDAY 25 JANUARY 1994
BETWEEN 0800-0900 AND 1200-1400 HRS

There will also be a slight reduction in HANDPORTABLE coverage from 0800 to 1800 hrs.

(44)

(P9406)

(K2/44/94)

K2-44D/31

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

1K2/1D

FORMER WESTERN REGION

K2

45/94

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

on FORMER WESTERN REGION

and on OTHER LINES

AFFECTING

FORMER WESTERN REGION TRAIN CREWS

SATURDAY, 29 JANUARY 1994

to

FRIDAY, 4 FEBRUARY 1994

(Inclusive)

SECTION B - continued		
At or between	Lines Blocked	Remarks
546 DROITWICH SPA TO ROUND OAK		
Tuesday 1 to Friday 4 February		
245 Hartlebury LC and Kidderminster	Down and Up BLOCKED	0040 to 0500 daily Trackwork TRAINS DIVERTED
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Sunday 30 January		
246 Weaver Jn and Hartford Jn	Up Main/Fast BLOCKED	0700 to 1500 Trackwork SLW OVER DOWN MAIN/FAST.
Tuesday 1 February		
247 Shrewsbury Crewe Jn and Wem L.C.	Down BLOCKED	0001 to 0500 Trackwork SLW OVER UP
248 Wem LC and Whitchurch	Down BLOCKED	0001 to 0500 Trackwork SLW OVER UP
Thursday 3 and Friday 4 February		
249 Whitchurch and Nantwich Station LC	Down BLOCKED	0001 to 0500 daily Trackwork SLW OVER UP

SECTION C
SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

FROM 05.00 MONDAY 31 JANUARY FOR APPROX. 16 WEEKS OR UNTIL COMPLETION -
RWE8.1 ST BUDEAUX TO GUNNISLAKE - A new station will be constructed at
Gunnislake approximately 8 chains nearer to Plymouth. The new platform
will be 118 yards long and the branch will be shortened accordingly with a
new friction stop block provided at 4m 40ch. The fixed distant board
approaching Gunnislake will also be repositioned to 4m 12ch + 19yds.

During the construction period, branch line services will operate between
Plymouth and Calstock only. A temporary stop block will be provided on
the Gunnislake side of Calstock station at 1m 58ch. The one train working
train staff will be re-plated to read "St Budeaux Victoria Road -
Calstock" and a temporary fixed distant board will be provided on the
approach to Calstock station at 1m 37ch + 16yds.

(48) (RWE8.1)

SUNDAY 30 JANUARY - STAPLETON ROAD - The banner repeater for signal B235
at Stapleton Road will be renewed in fibre optic form.

(48) (GW6.2)

SOUTH WALES

MONDAY 31 JANUARY TO FRIDAY 25 FEBRUARY - RSW1.1 SWANSEA TO FISHGUARD
HARBOUR - AT CARMARTHEN - In connection with the refurbishment of
Carmarthen Town Bridge, the station headshunt will be temporarily
shortened and a stop block positioned at 245m 64.4ch.

(51) (RSW1.1)

AT 10.00 MONDAY 31 JANUARY - RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN
CRAVEN ARMS AND BROOME - LYON OCCUPATION/ACCOMMODATION CROSSING AT
OM 39CH - In connection with a level crossing safety improvement scheme,
a 50 mph Down direction permanent speed restriction will be applied from
0m 17ch to the crossing. The existing 60 mph Down direction permanent
speed restriction commencing at 0m 20ch will be amended to apply clear of
the crossing at 0m 40ch.

(See Section D)

(48) (RSW2)

WORKING OVER BOOK

SUNDAY 30 JANUARY- DENBIGH HALL SOUTH JN - The switch diamond crossing
where the down flyover line crosses the Up Slow will be temporarily
removed and plain line provided in the Up Slow.

(48) (537)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

ACTON YARD - The headshunt at the West end of Acton Yard has been cut back by 5 chains to end at 5m 19ch. A temporary stop block has been provided.

(402/PWD/2/STA) (46) (GW1)

HANWELL BRIDGE ENGINEERING SIDINGS GROUND FRAME - The "Stop" board in the Up through siding has been covered over and the points ahead of it are secured in the normal position.

The Up through siding is available for through movements.

(See Section D) (46) (GW1)

SOUTHALL FORMER TMD - The Coke Road has been reduced to a spur 25 yards long in the rear of signal 00548. A temporary stop block has been provided.

(402/PWD/2/STA) (46) (GW1)

HAYES TARMAC SIDINGS - The siding next to the Up Goods Loop has been abolished and the hand points at each end secured out of use to prevent access.

(402/PWD/2/STA) (46) (GW1)

READING - A whistle board with right hand arrow has been provided at 36m 17ch for movements approaching platforms 1 and 2 from the Westbury line.

(47) (GW1)

DIDCOT - A trailing connection has been installed between the Up and Down Relief lines between 53m 18ch and 53m 24ch, immediately West of Didcot station. Ground Position Light signal R443 has been repositioned 50 yards West of its existing location. There has been no change in form or meaning.

A trap point has been installed in the Up Relief line at 53m 23ch. All point work has been secured out of use until further notice.

(UFN) (GW1)

* * DIDCOT NORTH YARD - The crossover between sidings 5 and 6 at approximately 53m 44ch have been recovered.

Siding No.8 has been temporarily shortened by 7 chains. A temporary stop block has been provided at 53m 55ch.

(45) (GW1)

DIDCOT NORTH YARD - A crossover has been installed between sidings 7 and 8 at approximately 53m 58ch. The temporary stop block has been removed from siding No. 8, which has reverted to its normal length.

(47) (GW1)

FOXHALL JUNCTION - A new point has been installed on the Up Relief line at the Didcot side of Foxhall Junction, secured out of use until further notice. Its future use will be as a trap point for down trains.

(UFN) (GW1)

BETWEEN DIDCOT AND STEVENTON - A trailing connection has been installed between the Up and Down Main lines at Milton, 55m 06ch. It will remain secured out of use until further notice.

(UFN) (GW2.1)

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(UFN) (GW2.1)

BETWEEN STROUD AND STONEHOUSE - FOOTPATH LEVEL CROSSING AT 104M 63CH - New whistle signs have been provided as follows:-

Down direction - 425 yards from the crossing
Up direction - 173 and 400 yards from the crossing

NOTE: The existing whistle sign in the Down direction 276 yards from the crossing has been removed.

(46) (RWE10)

BETWEEN STONEHOUSE AND STANDISH JUNCTION - FOOTPATH LEVEL CROSSING AT 105M 56CH - New whistle signs have been provided as follows:-

Down direction - 425 yards from the crossing
Up direction - 410 yards from the crossing

(46) (RWE10)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

CANTON PERMANENT WAY DEPOT - In order to provide a secure parking area, the T.V.R. sidings have been reduced in length as follows:-

Nos.5, 6 and 7 sidings shortened by 18 metres
No.8 siding shortened by 26 metres

The stop blocks have been repositioned accordingly.

(47) (GW6.3/RSW5.1)

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - AT LLANELLI - The facing connection at Llanelli East 225m 9½ch in the Up line leading towards the Up Through Siding has been secured out of use pending recovery. Part of the former Up Through Siding now forms a new Up Refuge Siding and a short cripple wagon siding is also provided. Access to these sidings is from the Up Goods Loop via Llanelli Dock Junction East GF.

All other Up side sidings at Llanelli East will be recovered.

(NEW ITEM)

(48) (RSW1.1)

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN FERRYSIDE AND CARMARTHEN - The existing 40 mph permanent speed restriction on the Down line between 244mp and 244m 12ch has been reduced to 20 mph. A new advanced warning indicator and AWS inductor have been provided at 243m 12ch and 243m 03ch respectively.

(See Section D)

(47) (RSW1.1)

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN WHITLAND AND CLUNDERWEN - CEFN FARCHEN O/A CROSSING AT 261M 22CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Whitland.

(See Section D)

(46) (RSW1.1)

* * RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH
* GORSWEN O/A CROSSING AT 260M 32CH - Telephones will NOT now be provided at this Occupation/Accommodation crossing.

(AMENDED ITEM) (See Section D)

(45) (RSW1.2)

RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH - CRINOW FARM 2 O/A CROSSING AT 263M 64CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signalman at Whitland.

(See Section D)

(46) (RSW1.2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - Following demolition of the station buildings, the down siding has now been permanently shortened and a stop block positioned at 32m 28ch *.

NOTE: * This mileage corrects that shown in previous notices.

Approximately 50 metres of the station platform at the Newport end will be re-surfaced. These works are expected to take 6 weeks during which time Drivers should bring their trains to a stand at the temporary boards provided as shown below:-

Up direction

2 car trains - Approx. 110 metres from Newport end ramp top
All other trains - At the Hereford end ramp top

Down direction

All trains - Approx. 58 metres from the Newport end ramp top

(UFN) (RSW3)

RSW5.1 RHYMNEY TO BARRY ISLAND - AT CADOXTON HIGH LEVEL SIDINGS - Sidings Nos. 1 and 2 - temporary stop blocks have been provided at 6m 40ch allowing traffic to enter from the Cadoxton end only. Siding No. 3 - has been clipped out of use.

(46) (RSW5.1)

RSW5.3 MERTHYR TO QUEEN ST NORTH JN - AT MAESMAWR SIGNALBOX, 10M 57CH - A security alarm light has been fitted to the outside of Maesmawr signalbox. The blue light will flash brightly when the alarm has been activated.

(See Section D)

(46) (RSW5.3)

JERSEY MARINE SOUTH - A new 3-aspect colour light signal plated PT453 has been brought into use in approximately the same position as signal PT451, but adjacent to the new single line. The signal exhibits only a RED aspect at this stage. Former signal PT451 has been abolished.

(46) (FWA1.7)

* * BETWEEN JERSEY MARINE JUNCTION SOUTH AND BURROWS SIDINGS - The Up (Vale of Neath) line has been taken out of use between Burrows Sidings and the trailing crossover at Jersey Marine South. The Up line end of the trailing crossover at Jersey Marine South has been secured in the reverse position pending replacement by plain line.

A new single line between Jersey Marine South and Burrows Sidings has been provided progressively using parts of both former Down and Up lines.

Pending the provision of new signalling, the trailing connection in the Up line at Jersey Marine South leading to the Yard has been secured out of use and the Burrows Sidings end of the trailing crossover between the Down and Up lines at Jersey Marine South is hand operated. All signals at Jersey Marine South have been disconnected and exhibit RED or STOP aspects.

Working by Pilotman applies during the works to complete the singling and signalling. The Pilotman will accompany every train and any shunting movement requiring to foul or pass on to the single line.

(45) (FWA1.7)

WORKING OVER BOOK

SOUTH TOTTENHAM - The Down platform has been taken out of use until further notice for reconstruction work. Drivers should avoid bringing passenger trains to a stand in the platform if possible.

(47) (502)

BETWEEN STRATFORD AND MARYLAND - The double line junction between the Down and Up Main and Down and Up Electric lines has been secured out of use in the normal position pending removal and replacement by plain line as preparatory work associated with the G.E. resignalling scheme.

All signalled routes over this junction have been disconnected. External signalling equipment rendered redundant by the abolition of these junction points will be physically removed from the trackside at a later date.

The following signalled routes controlled from Stratford Signal Box have been taken out of use:-

UP MAIN

Signal S27 - Route Up Main to Up Electric line signal S45.

DOWN MAIN

Signal S52 - Route Down Electric to Down Main line signal DM4.

(NEW ITEM)

(48) (503)

BETWEEN BOW JN AND CARPENTERS ROAD NORTH JN - The work shown as taking place on Monday 10 January has not been carried out.

(46) (505A)

MARKS TEY - Buffer stops have been erected on the line which formerly led to the Down Loop, 125 yards on the Colchester side of Branch Platform signal MT57.

The track between signal MT57 and the new buffer stops must not be used for stabling.

(46) (505B)

BETWEEN STRATFORD CENTRAL JUNCTIONS (WEST AND EAST) AND TEMPLE MILLS EAST JN. - As shown in the accompanying diagram, revised signalling controlled from Stratford Signal Box has been brought into use between Stratford Central Junctions (West and East) and Temple Mills East Junction, on the Up and Down Temple Mills lines through Stratford Station Platforms Nos 11 and 12.

The Down Temple Mills line has ceased to be a through route and there is now no access to Platform 12 from the Stratford Central Junctions (London) end. A buffer stop exhibiting a permanent red light has been provided on the Down Temple Mills line at the London end of Platform 12, to limit movements in the up direction.

The section of the Down Temple Mills line between Stratford Central Junction East and the London end of Platform 12 has been taken out of use pending future remodelling under the G.E. Resignalling Scheme.

New signalling has been commissioned on the Down Temple Mills line between Temple Mills East Junction and the Platform 12 buffer stop, to permit this line to be used for passenger train movements in both up and down directions to and from Platform 12.

Signalling facilities have been provided for Permissive Working on No.12 Platform line.

The Up Temple Mills line continues to be a through route in the up direction only, to full passenger line status.

Facilities for Permissive Working on No.11 Platform line have NOT been provided at this stage.

The Limit of Shunt indicator on the Up Temple Mills line in rear of signal S704 has been moved to a position 750 yards Copper Mill North Junction side of signal S704.

The banner repeating signal for signal S19 at the country end of Platform 11 has been removed.

AWS equipment has been provided as follows:-

approx. 90 yards on approach side of signal S698

approx. 200 yards on approach side of signal S700

approx. 90 yards on approach side of signal S19 (AWS repositioned).

AWS has NOT been provided for signal S697.

(47) (506)

BASINGSTOKE - No.270 points between the Up Slow line and the country end of Up Siding No.1 have been abolished.

(R(SW)1046)

(47) (520/1)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN STRATFORD CENTRAL JUNCTIONS AND TEMPLE MILLS EAST JN.

DESCRIPTION OF NEW OR ALTERED SIGNALLING

Stratford Signal box signals prefixed "S"

<u>Signal</u>	<u>Line</u>	<u>Type</u>	<u>Indication</u>	<u>Destination</u>	<u>Remarks</u>
<u>Down Temple Mills (Down direction)</u>					
S16	Down Cambridge	Main	Position 1 Jn. indr.	Down Temple Mills (signal S701)	Route abolished
S68	Down Channelsea Curve	Main	Position 1 Jn. indr.	Down Temple Mills (signal S701)	Route abolished
S697	Down Temple Mills	Main	-	Down Temple Mills (signal S701)	New signal
S701	Down Temple Mills	Main	-	Down Temple Mills (signal S705)	Existing signal
		Position light	-	Up Temple Mills (signal S759)	Existing signal
S88	Up Cambridge (down direction)	Position light	-	Down Temple Mills (signal S701)	Route abolished

48

K2-44C1/1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN STRATFORD CENTRAL JUNCTIONS AND TEMPLE MILLS EAST JN.

DESCRIPTION OF NEW OR ALTERED SIGNALLING

Stratford Signal box signals prefixed "S"

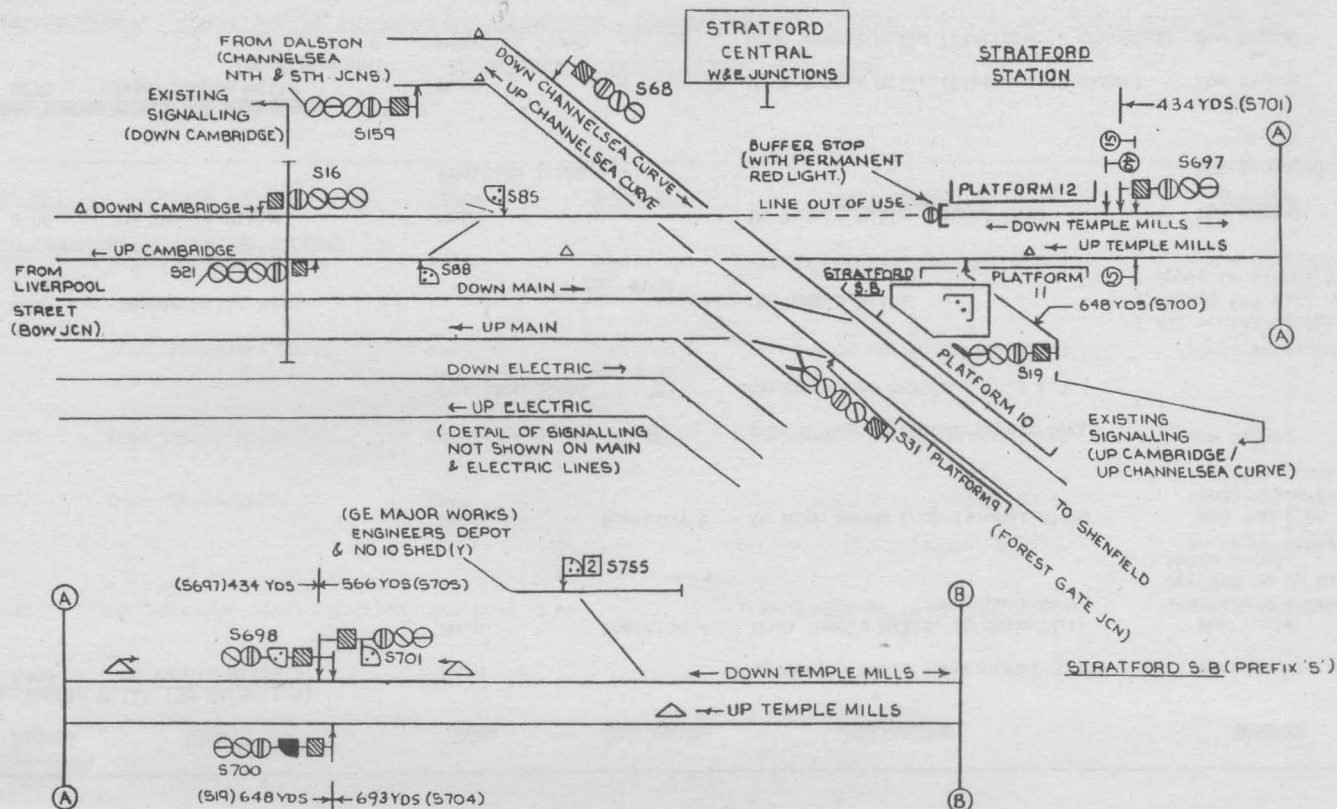
<u>Signal</u>	<u>Line</u>	<u>Type</u>	<u>Indication</u>	<u>Destination</u>	<u>Remarks</u>
<u>Up Temple Mills (Up direction)</u>					
S704	Up Temple Mills	Main	-	Up Temple Mills (new signal S700)	Formerly to S17
		Main	Position 4	Down Temple Mills, up direction (new signal S698)	New route (Position 4 formerly applied to Up High Meads Loop)
		Main	Position 5	Up High Meads Loop (signal S158)	New junction indication for existing route
		Position light	"L"	Diesel Depot (former Repair Shop)	-
		Position light	"T"	Freightliner Terminal (L.I.F.T.)	-
S702) S706) S708)	Temple Mills Yard			Up Temple Mills	(All routes to former signal S17 will now apply to signal S700
S700	Up Temple Mills	Main	-	Up Temple Mills (signal S19)	New signal
		Position light	-	-	Not provided yet
<u>Down Temple Mills (Up direction)</u>					
S698	Down Temple Mills (up direction)	Main	-	Down Temple Mills (Platform 12 clear)	New signal
		Position light	-	Down Temple Mills (Platform 12 occupied)	New signal

49

K2-44C1/2

x

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - DIAGRAM NUMBER 1.

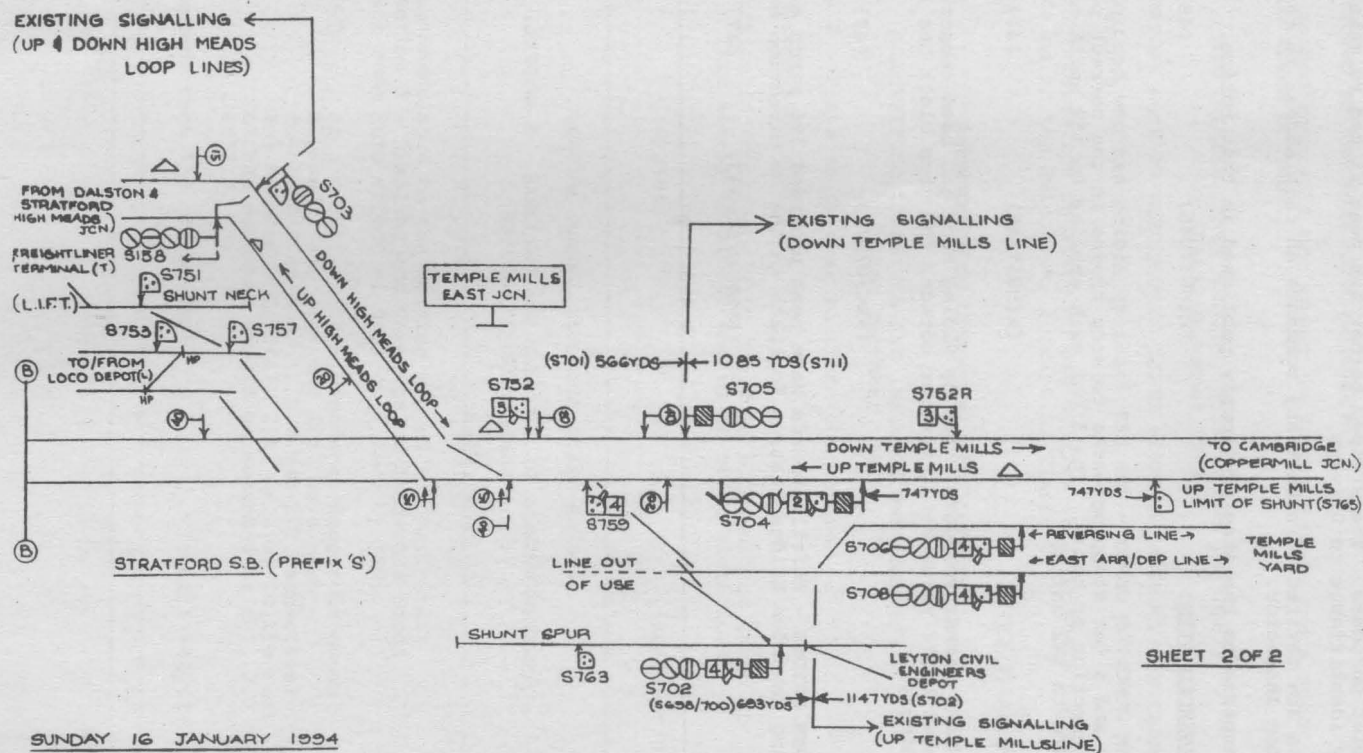


SUNDAY 16 JANUARY 1994

STRATFORD S.B. - NEW & REVISED SIGNALLING BETWEEN TEMPLE MILLS EAST JCN AND STRATFORD CENTRAL JCN.

(THROUGH ROUTE FROM DOWN CAMBRIDGE LINE TO DOWN TEMPLE MILLS LINE AT STRATFORD CENT. JCN TAKEN OUT OF USE)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - DIAGRAM NUMBER 2.



SUNDAY 16 JANUARY 1994

STRATFORD S.B. - NEW & REVISED SIGNALLING BETWEEN TEMPLE MILLS EAST JCN AND STRATFORD CENTRAL JCN.

(THROUGH ROUTE FROM DOWN CAMBRIDGE LINE TO DOWN TEMPLE MILLS LINE AT STRATFORD CENT. JCN TAKEN OUT OF USE)

VAUXHALL - Signal W.87 on the Down Windsor Slow line has had its backboard extended with a retro-reflective blue and white striped border for trial purposes. The striped border has been fitted to make the signal easily identifiable to Drivers.

Drivers are invited to submit any comments on this signal to their Traction Inspector.

This supersedes the item previously published in this notice.

(AMENDED ITEM) (R(SW)1046) (48) (521)

CLAPHAM JUNCTION DEPOT - The CET facility siding has now been provided with 3 and 5 car stopping marks to stop trains in the correct position for the connection of hoses. The 3 car mark applies to 159 units and the 5 car mark to 442 units.

(R(SW)1046) (47) (521)

SHREWSBURY, ABBEY FOREGATE - The Up Siding Neck has been temporarily shortened by 72 yards until further notice. The stop block has been moved accordingly.

(RRC/O/S/-) (47) (556)

HAWARDEN BRIDGE - Whistle boards have been provided 196 yards before reaching Hawarden Bridge Station footpath in the Up direction only.

(RRNW/O/LC.393) (47) (556A)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
- * must be taken of them.

ELECTRIFIED LINES WORKING INSTRUCTIONS (BR29857)
(Dated December 1992)

EXPLANATORY NOTE TO ELECTRIFIED LINES WORKING INSTRUCTIONS CHANGE

Instruction 8

Detailed information relating to use of fire extinguishers is now to be found in the Rule Book, Section A, Clause 3.15.

(K2/39-40/93)

AMENDMENTS TO OPERATING PUBLICATIONS

ELECTRIFIED LINES WORKING INSTRUCTIONS (BR29857)
(Dated December 1992)

Instruction 8 - Fires on or near electric conductors

Delete paragraph and substitute with:-

Immediate action in accordance with the Rule Book must be taken to extinguish a fire likely to affect cables or other electrical equipment.

(R/2164)

(K2/39-40/93)

WORKING MANUAL FOR RAIL STAFF BR30054

SECTION 3 - HANDLING AND CARRIAGE OF DANGEROUS GOODS
BR30054/3 (PINK PAGES)

Amendment No.4 to the Working Manual for Rail Staff
Section 3 - Handling and Carriage of Dangerous Goods
will come into effect at 0001 on 1 January 1994.

NOTE: As a result of this amendment dangerous goods classes 2(a), 2(b) and 2(c) have been re-classified as 2.1, 2.2 and 2.3 respectively. Any reference to 2(a), 2(b) or 2(c) in the rest of the document should be regarded as 2.1, 2.2 or 2.3.

(Amends Page 138 of the PON)

(K2/41-42/93)

* *
*

3. When the relevant signal is cleared for the reverse movement, the train locomotive which is now leading will haul the train and pilot on second locomotive into Reading High Level.

When the whole train is in clear the Driver of the Pilot or second locomotive must apply the automatic brake.

When the Driver of the train locomotive observes a fall in brake pipe pressure, he must shut off power and bring the movement to a stand.

Follow the above procedure for movements from the High Level to Reading Station with the following exceptions:-

- (a) Provided both locomotives have completed the above move, no further brake test will be necessary.
- (b) When the train locomotive is hauling the train into the station, the Driver must bring the train to a stand at the correct stopping place.
- (c) When the movement has come to a stand in the platform the Driver of the train locomotive must place the automatic brake into emergency until an assurance from the Shunter has been received that the Pilot or second locomotive has been detached.

(45)

(K2/45/94)

* * Page 4.55
*

GW4 COGLOAD JUNCTION TO PLYMOUTH

TAUNTON

Cider Co Sidings - Delete existing heading and instructions and substitute:-

West Somerset Railway. Access to the WSR is via the Taunton Cider Company's line. Arrangements must be made with the Cider Company before any movement is made to or from the WSR, they will ensure that the point is clipped and locked towards the WSR. A movement must not pass the STOP board onto the WSR line until authorised by a representative of the WSR. Passenger trains may only be worked through when specially authorised.

(45)

(K2/38/93)

Pages 4.56 and 4.57 GW4 COGLOAD JUNCTION TO PLYMOUTH

EXETER ST DAVID'S

Locomotive Sidings and West Yard

Delete heading and instruction and substitute:-

Locomotive Sidings (Sidings 7 to 12). Movements towards the Locomotive Sidings must be brought to a stand at the "Stop" board at the entrance to the sidings and permission to proceed obtained from the Person in Charge.

When giving his permission, the Person in Charge must inform the Guard/Shunter, or Driver, in the case of light locomotives, onto which siding the movement is to proceed. The Person in Charge is responsible for warning all staff working in the sidings of the movement to be made.

Before any outgoing movement is made towards the exit signal E558, the Guard/Shunter, or Driver, in the case of light locomotives, must advise the Signaller of the movements required to be made.

West Yard (Sidings 1 to 6). Sidings 1, 2 and 3 are the designated Freight Sidings. Sidings 4, 5 and 6 are the designated Carriage Servicing Sidings.

The Guard, Shunter or Driver, in the case of light locomotives, in charge of movements to and from and within these sidings, is responsible for the provisions of Rule Book Section J, clauses 4.1 and 4.2.

BEFORE ANY MOVEMENT IS MADE TOWARDS THE EXIT SIGNAL E560, THE GUARD, SHUNTER OR DRIVER, IN THE CASE OF LIGHT LOCOMOTIVES, IN CHARGE OF THE MOVEMENT, MUST OBTAIN THE SIGNALMAN'S PERMISSION.

The Signaller must ensure that no conflicting movement takes place.

Carriage Cleaning - The provisions of the Rule Book Section B, Part 3, Clauses 10.1 to 10.3 and 10.10 apply to this location. The Person in Charge of the Carriage Cleaning team will act as the designated person.

Maintenance Work - The person in charge of maintenance work must comply with the Rule Book, Section B, Part 3, Clause 10.4. Additionally before work commences he must reach a clear understanding with the Person in Charge of the Carriage Cleaning team as to the protection arrangements.

(N.B. No carriage cleaning or maintenance work may be undertaken on any vehicles on No.1 siding).

(K2/45/94)

* * Page 4.68

*

Page 4.111

GW5 READING WESTBURY LINE JUNCTION TO
COGLOAD JUNCTION VIA BERKS AND HANTS
ALSO
RWE9.1 WESTBURY NORTH JUNCTION/HAWKERIDGE
JUNCTION TO BATHAMPTON JUNCTION

WESTBURY

Add as new first item:-

Westbury platform 2 - carriage cleaning. The rules shown in the Rule Book, Section B, Part 3, clauses 10.1 to 10.3 apply. The carriage cleaner will comply with the requirements of the "Designated Person" referred to in Rule Book clause B 10.2.1.

(45)

(K2/38/93)

* * Page 4.76

* Add as new first item:-

OXFORD

WORKING OF CLASS 165/6 NETWORK TURBO UNITS AT OXFORD STATION.

1. When a class 165/6 Turbo Unit is positioned in the platform at Oxford and is required to couple to another 165/6 Turbo Unit, and BOTH the following conditions apply:-

- (a) The train is not provided with a guard
- (b) Passengers are aboard the unit

The Following Instructions Will Apply.

2. Preparation Of The First Train

- 2.1. The "Person in charge" of the platform must be in attendance prior to the arrival of the second train.
- 2.2. When the second train is approaching the "Person in charge" must assist the driver of the train already in the platform to close the doors in accordance with Rule Book Appendix Instruction 4.
- 2.3. When the doors of the first unit are closed the driver must remove the Drivers master key from the controls.
- 2.4. The driver must leave the cab and continue as diagrammed.

3. Attaching incoming unit to Stationary Turbo

- 3.1. The driver of the incoming train must stop his train six feet from the stationary train.
- 3.2. The trains must then be coupled in accordance with Rule Book Section H.

4. Release of Doors

When the two units have coupled correctly the driver may open the doors to allow passengers to detrain.

NOTE:- If, after three attempts, coupling is unsuccessful then the passengers of the second train must be allowed to detrain before attempting to rectify the problem.

(45)

(K2/38/93)

K2-45D/12

* * Page 4.88

*

Add as new second item:-

RWE6.2 COWLEY BRIDGE JUNCTION TO BARNSTAPLE

NEWTON ST CYRES

Trains consisting of sliding door stock. The Guard must advise passengers requiring to alight at this station to proceed to the leading door of the leading vehicle. On the arrival of the train at this station, the Guard must operate this door only and must NOT release the other doors in the train.

(45)

(K2/38/93)

Page 4.95

RWE6.3 NEWTON ABBOT WEST JUNCTION TO PAIGNTON

Paignton South TMO Level Crossing - delete all paragraphs and substitute with the following:-

Paignton South TMO Level Crossing. For trains to and from Queens Park Station the barriers are operated by P&DSR staff. For all other movements the barriers are operated by BR staff.

Signals are provided instead of "Stop" boards/flashing white lights on the BR line crossing approaches. Authority for Drivers to proceed will be the clearance of Signals P.7/9/10 as appropriate. The barriers are operated by a Competent Person.

The crossing controls consist of three push buttons:-

"Raise"
"Lower"
"Crossing Clear"

When the "Lower" button has been pressed, the "Up" indicator will be extinguished, showing that the barrier lowering sequence has commenced, and the road traffic signals will commence to operate. A red indicator light will show that the road traffic signals are operating on the Up side of the crossing. The "Lower" button must not be released until the barrier lowering sequence has been completed. The Operator must observe the crossing whilst the barriers are lowering to ensure that nothing is trapped under or between the barriers.

If it is necessary to stop the barriers descending, the "Lower" button must be released. Further operation of the "Lower" button will continue the lowering sequence. When all barriers are fully lowered, the "Down" indicator will flash. The operator must then press the "Crossing Clear" button and the flashing indicator will steady.

Depression of the "Raise" button will cause the barriers to rise from whatever position they may be in and the red road traffic signals will be extinguished. The "Raise" button must not be used when either a BR or P&DSR train has been signalled to pass over the crossing or when a train is on the crossing. Reminder appliances must be used.

If it is necessary to stop the barriers rising, the "Raise" button must be released.

K2-45D/13

When the barriers are correctly lowered, the appropriate signal will clear. The operator must then relock the cupboard. As the barriers are designed to rise automatically following the passage of the train, the train may proceed on its journey.

Only one movement may be worked over the crossing at a time. The barriers must be permitted to reach the fully raised position before the barrier controls are operated for a second movement. The control unit cupboard must not be unlocked until any movement on the P&DSR is clear of the crossing in either direction. Reminder appliances must be used for all movements over the crossing.

Failure of Equipment. The Signalman at Paignton must be immediately advised of the failure of any equipment at this crossing. He must arrange for the attendance of the S&T Technician as necessary.

Failure of Barriers to Lower. If the barriers fail to lower, but the red road traffic signals are operating, a second attempt must be made to lower the barriers from the other BR control unit. If the barriers still fail to lower, the train may proceed over the crossing, provided the operator is satisfied that it is safe to do so and has advised the Driver accordingly.

The Driver must contact the Signalman for authority to pass the appropriate signal at danger.

Failure of Barriers to Lower and of the Red Road Traffic Signals. In the event of a failure of both the barriers and the red road traffic signals, the train may proceed over the crossing provided the operator is satisfied that it is safe to do so and has advised the Driver accordingly.

The Driver must contact the Signalman for authority to pass the appropriate signal at danger.

Failure of Barriers to Rise. If the operator becomes aware that the barriers have failed to rise after the passage of a train, he must attempt to raise them from the control unit. Should this be unsuccessful, he must try the corresponding button on the other BR control unit.

Use of the P&DSR control units must only be resorted to in the event of a failure of the barriers to rise after the passage of a train AND after both control units on the BR side of the crossing have been tried. They must not be used in any other circumstances for movements over the BR line at the crossing.

If after these attempts one or more barriers fail to rise completely, the Signalman must be advised immediately and his authority obtained to raise the barriers manually. When authority has been given, the operator must take the following action:-

- (i) Break the glass of the glass fronted box located in the control cupboard and remove the key to the hydraulic equipment covers.

- (ii) Remove (by lifting and pulling forward) the rear panel of the wire cage and unlock and remove the hydraulic equipment cover at all failed barriers.
- (iii) Raise each barrier successively as described in paragraphs (iv) to (vii) below.
- (iv) Operate the two hydraulic valves located within the barrier control box (which has been exposed by removal of its cover) to their fully OPEN position, indicated by a correspondingly marked arrow (anti-clockwise).
- (v) Lift the rod, which has a hooked end and which is pivoted to the right of the control box, to the vertical position.
- (vi) Manually lift the barrier to the fully raised position and lower the rod so that its hooked end engages with the horizontal bar at the counterweight end of the barrier.
- (vii) Leaving the valves in the OPEN position, replace and lock the hydraulic equipment (control box) cover and replace the wire cage panel.
- (viii) Repeat the procedure for operating and leaving OPEN the hydraulic valves and engaging the rod (which will involve partially lowering the barrier to enable the procedure shown in paragraph (v) to be followed) at any barrier which may be fully risen, replacing and locking the hydraulic equipment covers and replacing the wire cages afterwards.

(K2/45/94)

Pages 4.96 and 4.97

RWE7 PLYMOUTH TO PENZANCEKEYHAM - Delete whole instruction and substitute the following:-KEYHAM

Shunting. No movement must be made over the up line on the falling gradient towards the "Limit of Shunt" indicator unless the locomotive is at the lower end.

The gravitation or loose shunting of vehicles into the Coke siding is prohibited.

Devonport Dockyard Branch. The section of line between the Stop Board at the entrance gate to HMS Drake and the Stop Board at the exchange sidings is worked by train staff and is under the control of the Person in Charge of the Dockyard Branch.

No movement must be made over this section of line unless the Driver is accompanied by the Person in Charge of the Dockyard Branch who will show the train staff to the Driver before a train enters the Branch. The train staff must be shown to each Driver if more than one locomotive is working a train. In these circumstances, the Person in Charge of the Dockyard Branch must accompany the Driver of the leading locomotive.

K2.53
RAILFREIGHT DISTRIBUTION
GENERAL MERCHANDISE
ROOM 503
RAIL HOUSE
MANCHESTER

BR 31400

1K2/1D

BRITISH RAILWAYS
FORMER WESTERN REGION

K2

46/94

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

on FORMER WESTERN REGION

and on OTHER LINES

AFFECTING

FORMER WESTERN REGION TRAIN CREWS

SATURDAY, 5 FEBRUARY 1994

to

FRIDAY, 11 FEBRUARY 1994

(Inclusive)

SECTION B - continued

At or between	Lines Blocked	Remarks
---------------	---------------	---------

D1 WATERLOO TO EXMOUTH JUNCTION contd

Monday/Tuesday 7/8 to Thursday/Friday 10/11 February

246	Honiton and Pinhoe	Single BLOCKED	23 05 to 05 50. Each night Drainage PILOT WORKING FOR 1L50 ON THURS AND FRI MORNINGS ONLY
-----	-----------------------	-------------------	--

L5 CREWE NORTH JN TO WARRINGTON DALLAM

Sunday 6 February

247	Winsford Jn. and Hartford Jn.	Down Main/Fast BLOCKED	0700 to 1500 Signalling and track work SLW OVER UP MAIN/FAST.
-----	----------------------------------	---------------------------	---

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note
* must be taken of them.

LONDON & WEST OF ENGLAND

FROM 05.00 MONDAY 31 JANUARY FOR APPROX. 16 WEEKS OR UNTIL COMPLETION -
RWE8.1 ST BUDEAUX TO GUNNISLAKE - A new station will be constructed at
Gunnislake approximately 8 chains nearer to Plymouth. The new platform
will be 118 yards long and the branch will be shortened accordingly with a
new friction stop block provided at 4m 40ch. The fixed distant board
approaching Gunnislake will also be repositioned to 4m 12ch + 19yds.

During the construction period, branch line services will operate between
Plymouth and Calstock only. A temporary stop block will be provided on
the Gunnislake side of Calstock station at 1m 58ch. The one train working
train staff will be re-plated to read "St Budeaux Victoria Road -
Calstock" and a temporary fixed distant board will be provided on the
approach to Calstock station at 1m 37ch + 16yds.

(UFN) (RWE8.1)

SOUTH WALES

MONDAY 31 JANUARY TO FRIDAY 25 FEBRUARY - RSW1.1 SWANSEA TO FISHGUARD
HARBOUR - AT CARMARTHEN - In connection with the refurbishment of
Carmarthen Town Bridge, the station headshunt will be temporarily
shortened and a stop block positioned at 245m 64.4ch.

(51) (RSW1.1)

1500 SUNDAY 6 FEBRUARY TO 1200 THURSDAY 17 MARCH - RSW1.2 WHITLAND TO
PEMBROKE DOCK - PEMBROKE TOWN STATION 284M 11CH - The platform will be
resurfaced in two parts as follows:

- Part one - 77½ metres at the Pembroke Dock end from 1500 Sunday 6
February to 0900 Thursday 3 March
Part two - 52 metres at the Whitland end from 0900 Thursday 3 March to
1200 Thursday 17 March.

During this work, Drivers must bring their trains to a halt at the
temporary stop sign provided.

(UFN) (RSW1.2)

0800 SUNDAY 6 FEBRUARY TO 1000 THURSDAY 3 MARCH OR UNTIL COMPLETION - RSW2 CRAVEN ARMS JN TO LLANDEILO JN - BETWEEN LLANDYBIE AND AMMANFORD BRYNMARLAIS LEVEL CROSSING (AOCL) 12M 28CH - The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

The existing rail advanced warning and level crossing speed signs will be retained in each direction.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing rail white lights and amber/flashing red road signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(52) (RSW2)

SUNDAY 6 FEBRUARY - PANTYFFYNNON YARD - All sidings and connections thereto will be abolished with the exception of the main line ends of the two double ended sidings which will be retained as dead end sidings each approximately 150 yards in length.

(49) (RSW2)

1000 MONDAY 7 FEBRUARY - RSW5.1 RHYMNEY TO BARRY ISLAND - BETWEEN CAERPHILLY AND LISVANE AND THORNHILL - CAERPHILLY TUNNEL - A new differential 30/50 mph permanent speed restriction will be imposed on both lines through Caerphilly Tunnel from 7m 15ch to 6m 05ch.

(See Section D)

(49) (RSW5.1)

WORKING OVER BOOK

SUNDAY 6 FEBRUARY - RADLETT JUNCTION - A splitting fibre optic banner signal numbered WH.254.BR will be provided at approximately 15 miles 201 yards (514 yards on the approach side of signal WH.254) on the Up Slow line.

The left hand banner signal which is approximately 17 feet 6 inches above rail level, will repeat the aspect for WH.254 along the Up Slow, whilst the right hand banner signal which is approximately 15 feet 6 inches above rail level, will repeat the aspect for WH.254 onto the Up Fast.

A flashing yellow aspect will be displayed at the signals detailed below and will apply to the route shown (see Rule Book Section C clause 3.1).

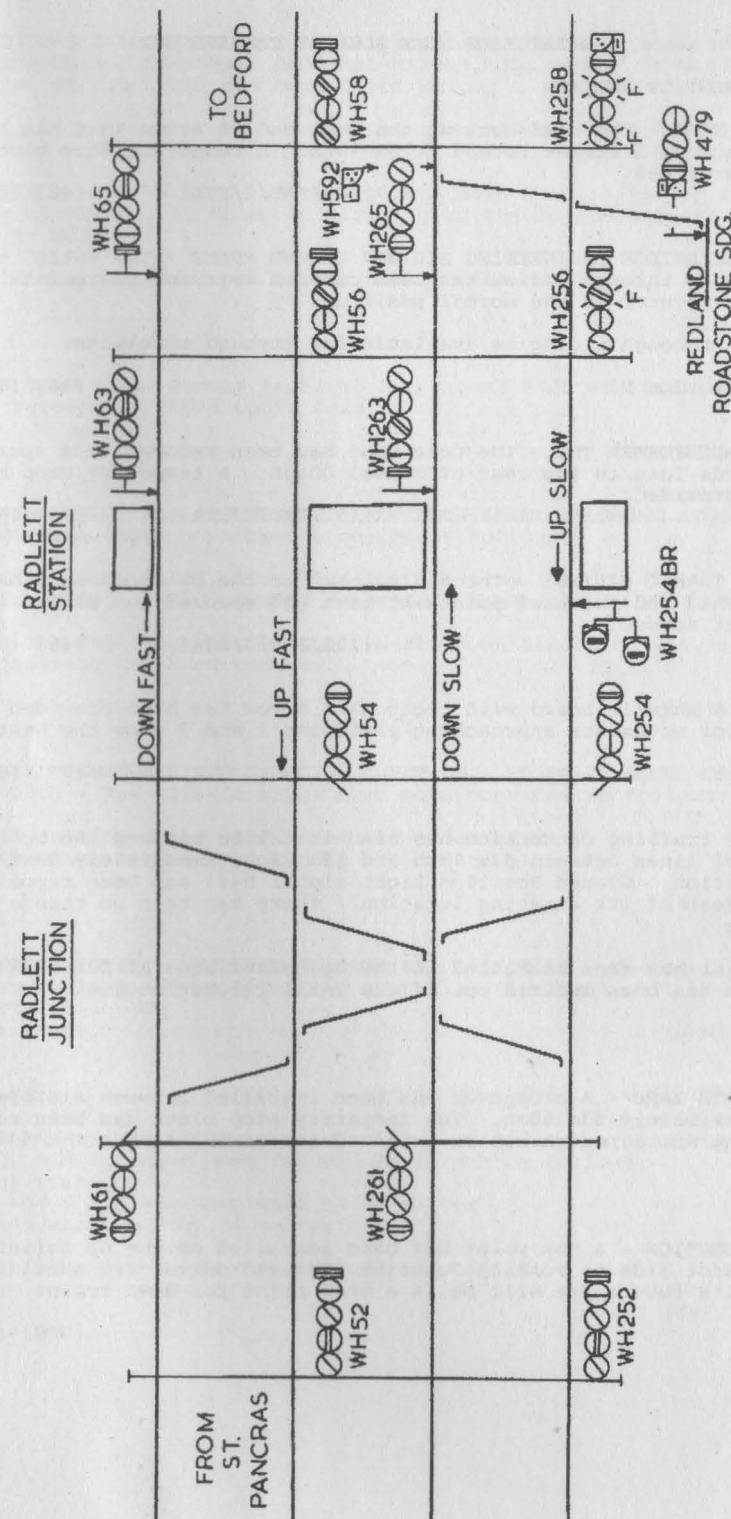
Line	Flashing Double Yellow at Signal	Flashing Single Yellow at Signal	Indicates Steady Single at Signal	Junction Indicator Displayed
Up Slow	WH.258	WH.256	WH.254	Position 4 (up slow to to fast)

(See Diagram)

(ROM/S/S/0500/PT)

(49) (B7)

K2-46C/2



DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

- * * ACTON YARD - The headshunt at the West end of Acton Yard has been cut back by 5 chains to end at 5m 19ch. A temporary stop block has been provided.

(402/PWD/2/STA) (46) (GW1)

- * * HANWELL BRIDGE ENGINEERING SIDINGS GROUND FRAME - The "Stop" board in the Up through siding has been covered over and the points ahead of it are secured in the normal position.

The Up through siding is available for through movements.

(See Section D) (46) (GW1)

- * * SOUTHAL FORMER TMD - The Coke Road has been reduced to a spur 25 yards long in the rear of signal 00548. A temporary stop block has been provided.

(402/PWD/2/STA) (46) (GW1)

- * * HAYES TARMAC SIDINGS - The siding next to the Up Goods Loop has been abolished and the hand points at each end secured out of use to prevent access.

(402/PWD/2/STA) (46) (GW1)

READING - A whistle board with right hand arrow has been provided at 36m 17ch for movements approaching platforms 1 and 2 from the Westbury line.

(47) (GW1)

DIDCOT - A trailing connection has been installed between the Up and Down Relief lines between 53m 18ch and 53m 24ch, immediately West of Didcot station. Ground Position Light signal R443 has been repositioned 50 yards West of its existing location. There has been no change in form or meaning.

A trap point has been installed in the Up Relief line at 53m 23ch. All point work has been secured out of use until further notice.

(UFN) (GW1)

DIDCOT NORTH YARD - A crossover has been installed between sidings 7 and 8 at approximately 53m 58ch. The temporary stop block has been removed from siding No. 8, which has reverted to its normal length.

(47) (GW1)

FOXHALL JUNCTION - A new point has been installed on the Up Relief line at the Didcot side of Foxhall Junction, secured out of use until further notice. Its future use will be as a trap point for down trains.

(UFN) (GW1)

K2-46C/4

BETWEEN DIDCOT AND STEVENTON - A trailing connection has been installed between the Up and Down Main lines at Milton, 55m 06ch. It will remain secured out of use until further notice.

(UFN) (GW2.1)

BETWEEN DIDCOT AND SWINDON - Facing points have been installed in the Up Main line at Milton, 55 milepost (leading to the Up Goods line) and Challow, 64 milepost.

They will remain secured out of use until further notice.

(UFN) (GW2.1)

STAPLETON ROAD - The banner repeater for signal B235 at Stapleton Road has been renewed in fibre optic form.

(48) (GW6.2)

- * * BETWEEN STROUD AND STONEHOUSE - FOOTPATH LEVEL CROSSING AT 104M 63CH
- * New whistle signs have been provided as follows:-

Down direction - 425 yards from the crossing
Up direction - 173 and 400 yards from the crossing

NOTE: The existing whistle sign in the Down direction 276 yards from the crossing has been removed.

(46) (RWE10)

- * * BETWEEN STONEHOUSE AND STANDISH JUNCTION - FOOTPATH LEVEL CROSSING AT 105M 56CH - New whistle signs have been provided as follows:-

Down direction - 425 yards from the crossing
Up direction - 410 yards from the crossing

(46) (RWE10)

UNTIL FURTHER NOTICE - BETWEEN CLAYDON AND BLETCHLEY - The portion of line between Claydon (12m 18ch) and Bletchley (1m 28ch) will be closed until further notice.

(UFN) (FWE6.4)

SOUTH WALES

CANTON PERMANENT WAY DEPOT - In order to provide a secure parking area, the T.V.R. sidings have been reduced in length as follows:-

Nos. 5, 6 and 7 sidings shortened by 18 metres
No. 8 siding shortened by 26 metres

The stop blocks have been repositioned accordingly.

(47) (GW6.3/RSW5.1)

K2-46C/5

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - AT LLANELLI - The facing connection at Llanelli East 225m 9½ch in the Up line leading towards the Up Through Siding has been secured out of use pending recovery. Part of the former Up Through Siding now forms a new Up Refuge Siding and a short cripple wagon siding is also provided. Access to these sidings is from the Up Goods Loop via Llanelli Dock Junction East GF.

All other Up side sidings at Llanelli East will be recovered.

(48) (RSW1.1)

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN FERRYSIDE AND CARMARTHEN - The existing 40 mph permanent speed restriction on the Down line between 244mp and 244m 12ch has been reduced to 20 mph. A new advanced warning indicator and AWS inductor have been provided at 243m 12ch and 243m 03ch. respectively.

(See Section D)

(47) (RSW1.1)

RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN WHITLAND AND CLUNDERWEN - TREVERN FARM O/A CROSSING AT 260M 64CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Whitland.

(NEW ITEM) (See Section D)

(49) (RSW1.1)

* * RSW1.1 SWANSEA TO FISHGUARD HARBOUR - BETWEEN WHITLAND AND CLUNDERWEN
* CEFN FARCHEN O/A CROSSING AT 261M 22CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Whitland.

(See Section D)

(46) (RSW1.1)

* * RSW1.2 WHITLAND TO PEMBROKE DOCK - BETWEEN WHITLAND AND NARBERTH -
* CRINOW FARM 2 O/A CROSSING AT 263M 64CH - Telephones have been provided at this Occupation/Accommodation crossing giving users direct contact with the Signaller at Whitland.

(See Section D)

(46) (RSW1.2)

RSW2 CRAVEN ARMS TO LLANDEILO JN - BETWEEN CRAVEN ARMS AND BROOME - LYON OCCUPATION/ACCOMMODATION CROSSING AT OM 39CH - In connection with a level crossing safety improvement scheme, a 50 mph Down direction permanent speed restriction has been applied from 0m 17ch to the crossing. The existing 60 mph Down direction permanent speed restriction commencing at 0m 20ch has been amended to apply clear of the crossing at 0m 40ch.

(See Section D)

(48) (RSW2)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS - AT PONTYPOOL - Following demolition of the station buildings, the down siding has now been permanently shortened and a stop block positioned at 32m 28ch *.

NOTE: * This mileage corrects that shown in previous notices.

Approximately 50 metres of the station platform at the Newport end will be re-surfaced. These works are expected to take 6 weeks during which time Drivers should bring their trains to a stand at the temporary boards provided as shown below:-

Up direction

2 car trains - Approx. 110 metres from Newport end ramp top
All other trains - At the Hereford end ramp top

Down direction

All trains - Approx. 58 metres from the Newport end ramp top
(UFN) (RSW3)

* * RSW5.1 RHYMNEY TO BARRY ISLAND - AT CADOXTON HIGH LEVEL SIDINGS -
* Sidings Nos. 1 and 2 - temporary stop blocks have been provided at 6m 40ch allowing traffic to enter from the Cadoxton end only.
Siding No. 3 - has been clipped out of use.

(46) (RSW5.1)

* * RSW5.3 MERTHYR TO QUEEN ST NORTH JN - AT MAESMAWR SIGNALBOX,
* 10M 57CH - A security alarm light has been fitted to the outside of Maesmawr signalbox. The blue light will flash brightly when the alarm has been activated.

(See Section D)

(46) (RSW5.3)

* * JERSEY MARINE SOUTH - A new 3-aspect colour light signal plated
* PT453 has been brought into use in approximately the same position as signal PT451, but adjacent to the new single line. The signal exhibits only a RED aspect at this stage. Former signal PT451 has been abolished.

(46) (FWA1.7)

WORKING OVER BOOK

SOUTH TOTTENHAM - The Down platform has been taken out of use until further notice for reconstruction work. Drivers should avoid bringing passenger trains to a stand in the platform if possible.

(47) (502)

BETWEEN STRATFORD AND MARYLAND - The double line junction between the Down and Up Main and Down and Up Electric lines has been secured out of use in the normal position pending removal and replacement by plain line as preparatory work associated with the G.E. resignalling scheme.

All signalled routes over this junction have been disconnected. External signalling equipment rendered redundant by the abolition of these junction points will be physically removed from the trackside at a later date.

The following signalled routes controlled from Stratford Signal Box have been taken out of use:-

UP MAIN

Signal S27 - Route Up Main to Up Electric line signal S45.

DOWN MAIN

Signal S52 - Route Down Electric to Down Main line signal DM4.

(NEW ITEM)

(48) (503)

- * * **BETWEEN BOW JN AND CARPENTERS ROAD NORTH JN** - The work shown as taking place on Monday 10 January has not been carried out.

(46) (505A)

- * * **MARKS TEY** - Buffer stops have been erected on the line which formerly led to the Down Loop, 125 yards on the Colchester side of Branch Platform signal MT57.

The track between signal MT57 and the new buffer stops must not be used for stabling.

(46) (505B)

BETWEEN STRATFORD CENTRAL JUNCTIONS (WEST AND EAST) AND TEMPLE MILLS EAST JN. - As shown in the accompanying diagram, revised signalling controlled from Stratford Signal Box has been brought into use between Stratford Central Junctions (West and East) and Temple Mills East Junction, on the Up and Down Temple Mills lines through Stratford Station Platforms Nos 11 and 12.

The Down Temple Mills line has ceased to be a through route and there is now no access to Platform 12 from the Stratford Central Junctions (London) end. A buffer stop exhibiting a permanent red light has been provided on the Down Temple Mills line at the London end of Platform 12, to limit movements in the up direction.

The section of the Down Temple Mills line between Stratford Central Junction East and the London end of Platform 12 has been taken out of use pending future remodelling under the G.E. Resignalling Scheme.

New signalling has been commissioned on the Down Temple Mills line between Temple Mills East Junction and the Platform 12 buffer stop, to permit this line to be used for passenger train movements in both up and down directions to and from Platform 12.

Signalling facilities have been provided for Permissive Working on No.12 Platform line.

K2-46C/8

The Up Temple Mills line continues to be a through route in the up direction only, to full passenger line status.

Facilities for Permissive Working on No.11 Platform line have NOT been provided at this stage.

The Limit of Shunt indicator on the Up Temple Mills line in rear of signal S704 has been moved to a position 750 yards Copper Mill North Junction side of signal S704.

The banner repeating signal for signal S19 at the country end of Platform 11 has been removed.

AWS equipment has been provided as follows:-
approx. 90 yards on approach side of signal S698
approx. 200 yards on approach side of signal S700
approx. 90 yards on approach side of signal S19 (AWS repositioned).
AWS has NOT been provided for signal S697.

(47) (506)

BASINGSTOKE - No.270 points between the Up Slow line and the country end of Up Siding No.1 have been abolished.

(R(SW)1046)

(47) (520/1)

VAUXHALL - Signal W.87 on the Down Windsor Slow line has had its backboard extended with a retro-reflective blue and white striped border for trial purposes. The striped border has been fitted to make the signal easily identifiable to Drivers.

Drivers are invited to submit any comments on this signal to their Traction Inspector.

This supersedes the item previously published in this notice.

(R(SW)1046)

(48) (521)

CLAPHAM JUNCTION DEPOT - The CET facility siding has now been provided with 3 and 5 car stopping marks to stop trains in the correct position for the connection of hoses. The 3 car mark applies to 159 units and the 5 car mark to 442 units.

(R(SW)1046)

(47) (521)

DENBIGH HALL SOUTH JUNCTION - The switch diamond crossing where the down flyover line crosses the Up Slow has been temporarily removed and plain line provided in the Up Slow.

(48) (537)

K2-46C/9

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN STRATFORD CENTRAL JUNCTIONS AND TEMPLE MILLS EAST JN.

DESCRIPTION OF NEW OR ALTERED SIGNALLING

Stratford Signal box signals prefixed "S"

<u>Signal</u>	<u>Line</u>	<u>Type</u>	<u>Indication</u>	<u>Destination</u>	<u>Remarks</u>
<u>Down Temple Mills (Down direction)</u>					
S16	Down Cambridge	Main	Position 1 Jn. indr.	Down Temple Mills (signal S701)	Route abolished
S68	Down Channelsea Curve	Main	Position 1 Jn. indr.	Down Temple Mills (signal S701)	Route abolished
S697	Down Temple Mills	Main	-	Down Temple Mills (signal S701)	New signal
S701	Down Temple Mills	Main	-	Down Temple Mills (signal S705)	Existing signal
		Position light	-	Up Temple Mills (signal S759)	Existing signal
S88	Up Cambridge (down direction)	Position light	-	Down Temple Mills (signal S701)	Route abolished

K2-44C1/1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - BETWEEN STRATFORD CENTRAL JUNCTIONS AND TEMPLE MILLS EAST JN.

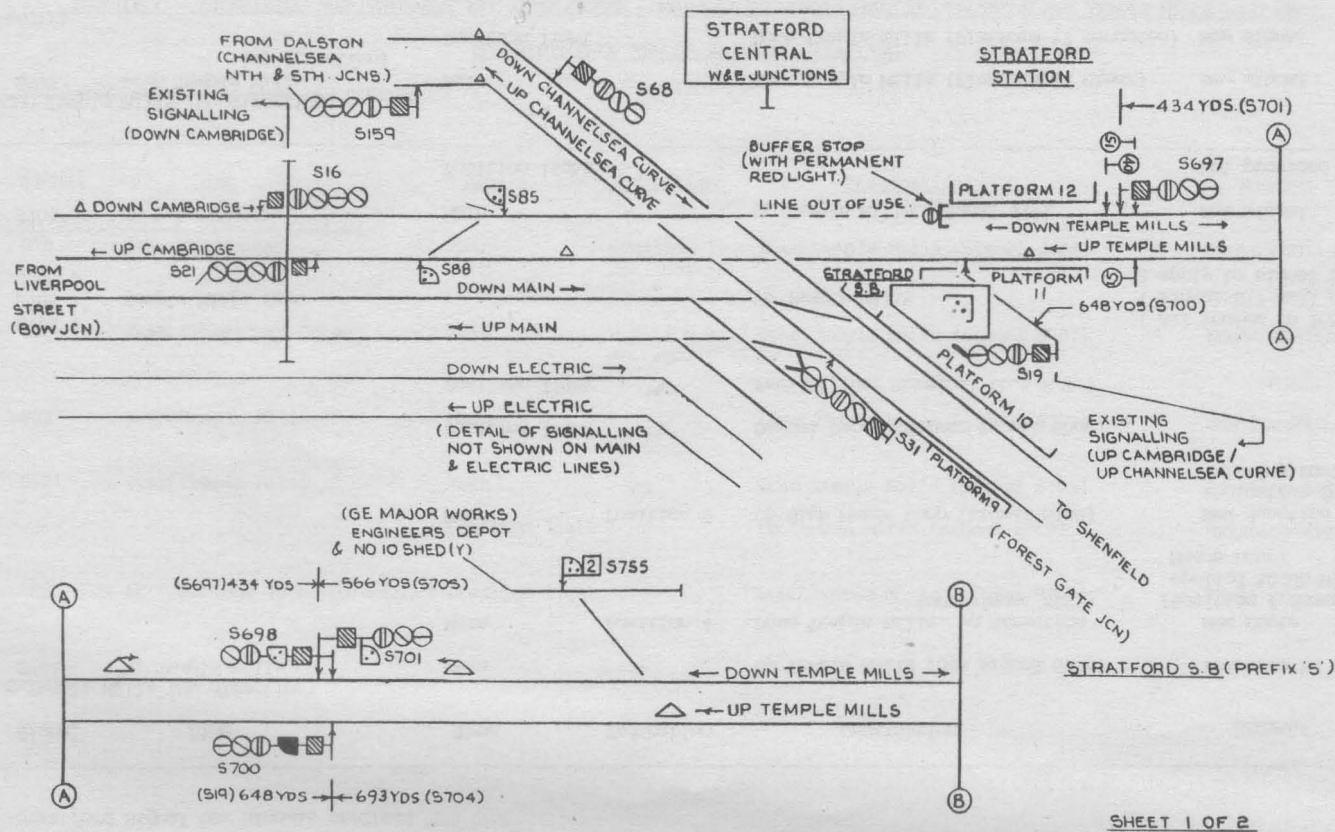
DESCRIPTION OF NEW OR ALTERED SIGNALLING

Stratford Signal box signals prefixed "S"

<u>Signal</u>	<u>Line</u>	<u>Type</u>	<u>Indication</u>	<u>Destination</u>	<u>Remarks</u>
<u>Up Temple Mills (Up direction)</u>					
S704	Up Temple Mills	Main	-	Up Temple Mills (new signal S700)	Formerly to S17
		Main	Position 4	Down Temple Mills, up direction (new signal S698)	New route (Position 4 formerly applied to Up High Meads Loop)
		Main	Position 5	Up High Meads Loop (signal S158)	New junction indication for existing route
		Position light	"L"	Diesel Depot (former Repair Shop)	-
		Position light	"T"	Freightliner Terminal (L.I.F.T.)	-
S702) S706) S708)	Temple Mills Yard			Up Temple Mills	(All routes to former signal S17 will now apply to signal S700
S700	Up Temple Mills	Main	-	Up Temple Mills (signal S19)	New signal
		Position light	-	-	Not provided yet
<u>Down Temple Mills (Up direction)</u>					
S698	Down Temple Mills (up direction)	Main	-	Down Temple Mills (Platform 12 clear)	New signal
		Position light	-	Down Temple Mills (Platform 12 occupied)	New signal

K2-44C1/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - DIAGRAM NUMBER 1.



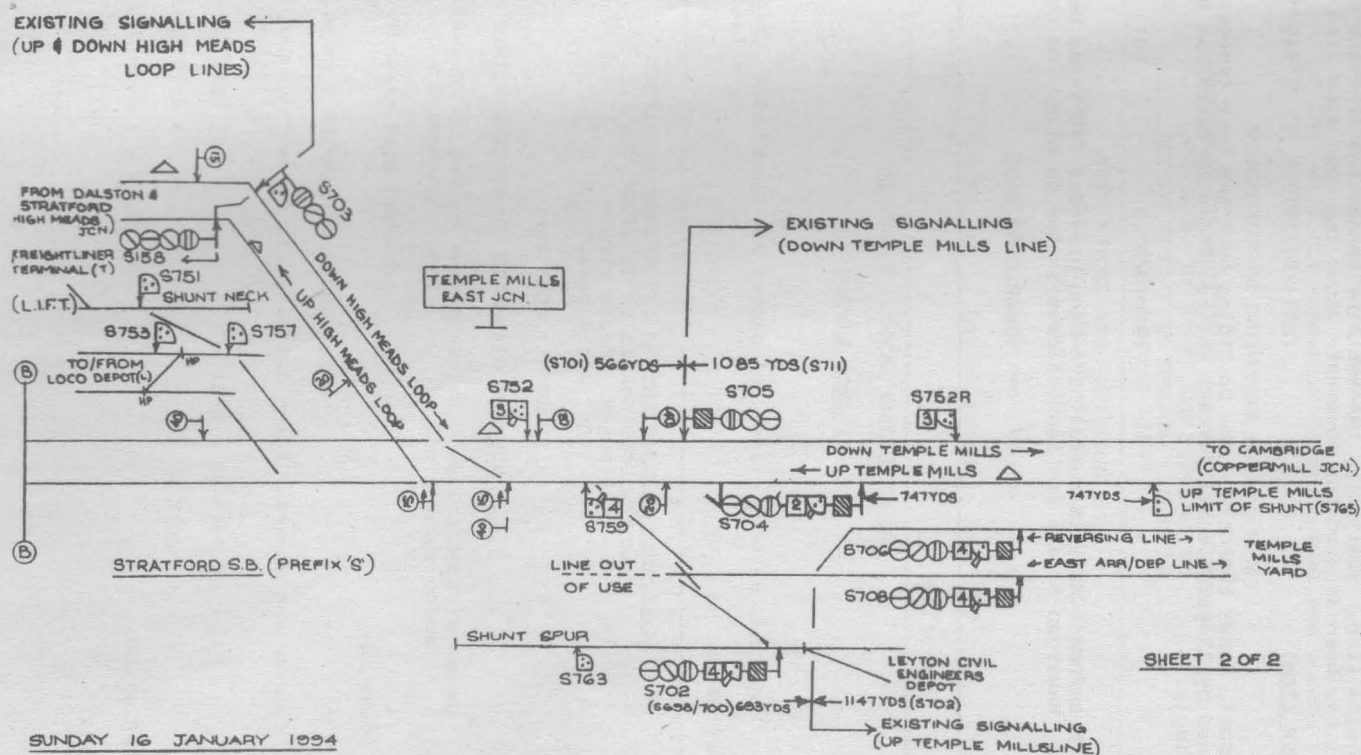
SHEET 1 OF 2

SUNDAY 16 JANUARY 1994

STRATFORD S.B. - NEW & REVISED SIGNALLING BETWEEN TEMPLE MILLS EAST JCN AND STRATFORD CENTRAL JCNs

(THROUGH ROUTE FROM DOWN CAMBRIDGE LINE TO DOWN TEMPLE MILLS LINE AT STRATFORD CENT. JCN TAKEN OUT OF USE)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - DIAGRAM NUMBER 2.



SHEET 2 OF 2

SUNDAY 16 JANUARY 1994

STRATFORD S.B. - NEW & REVISED SIGNALLING BETWEEN TEMPLE MILLS EAST JCN AND STRATFORD CENTRAL JCNs

(THROUGH ROUTE FROM DOWN CAMBRIDGE LINE TO DOWN TEMPLE MILLS LINE AT STRATFORD CENT. JCN TAKEN OUT OF USE)

DENBIGH HALL SOUTH JUNCTION - The facing connection from the up slow line to the up Flyover has been temporarily secured for movements along the up slow line. Similarly, the trailing connection from the down Flyover has been secured for movements along the down slow line.

(NEW ITEM)

(OD14/93/12)

(49) (537)

SHREWSBURY, ABBEY FOREGATE - The Up Siding Neck has been temporarily shortened by 72 yards until further notice. The stop block has been moved accordingly.

(RRC/O/S/-)

(47) (556)

HAWARDEN BRIDGE - Whistle boards have been provided 196 yards before reaching Hawarden Bridge Station footpath in the Up direction only.

(RRNW/O/LC.393)

(47) (556A)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- * * Items marked thus will not appear in future issues and a note
* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
LONDON & WEST OF ENGLAND - BR30069
(Dated April 1993)

ALTERATIONS AND ADDITIONS NO.1
LONDON & WEST OF ENGLAND SECTIONAL APPENDIX
FEBRUARY 1994

List of Current Pages

Page No. (e) Latest issue is April 93

(K2/46/94)

SECTION 4 - LOCAL INSTRUCTIONS

Page 4.181

MORRIS COWLEY

Add:-

Maximum Speed. Speed must not exceed 5mph while pulling and 3mph whilst propelling.

(K2/46/94)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE
AND BOOKS OF RULES AND REGULATIONS
SOUTH WALES - BR30012
(Dated April 1993)

SECTION 1 - TABLE A

Page 1.22 - RSW1.1 SWANSEA TO FISHGUARD HARBOUR

Add the following Occupation/Accommodation crossing details which should include a telephone symbol - 'T' in the Remarks column:-

260m 64ch - Trevern Farm Crossing

(K2/46/94)

Page 1.47 - RSW5.1 RHYMNEY TO BARRY ISLAND

Add the following permanent differential speed restrictions through Caerphilly Tunnel:-

Down line - 7m 15ch 30
50
- 6m 05ch 50

Up line - 6m 05ch 30
50
- 7m 15ch 50

(From 1000 Monday 7 February)

(K2/46/94)

Page 1.51 - RSW5.1 RHYMNEY TO BARRY ISLAND

Delete the following permanent speed restrictions between Cogan and Cogan Tunnel:-

40 Up line, 50 Down line

Insert these restrictions between Cogan Tunnel and Eastbrook at 3m 20ch

(K2/46/94)

SECTION 3 - GENERAL INSTRUCTIONS

Page 3.28

ROUTE AVAILABILITY - SPRINTERS, PACERS, TURBOS AND HST'S (Class 143, 150-166 and 253/254 trains)

GW7 and FWA1.1

Alter the entries for these routes to apply as follows:-

ROUTE	UNIT CLASS NUMBER/VEHICLE TYPE						
	143	153	156	158	165/0	HST	
		155		159	165/1	Mk3	
					166	Mk3a	
GW7 Cardiff Central to Swansea	Y	Y	Y	Y	R1	Y	
FWA1.1 Barry to Bridgend Barry Jn	Y	Y	Y	R6	R1	Y	

(K2/46/94)

SECTION 4 - LOCAL INSTRUCTIONS

Page 4.72

FWA1.14 CWMMAWR TO KIDWELLY

CWMMAWR

Add additional sentence:-

The keys for the hand point crossover are retained in Pantyffynnon AFC.

BETWEEN CWMMAWR AND COEDBACH WASHERY AND BETWEEN COEDBACH WASHERY AND KIDWELLY

Amend first paragraph to read:-

Trains in each direction must be brought to a stand at the double sided end/commencement of section board. The Driver must request permission to proceed. The Travelling Shunter must advise the Signalman at Kidwelly by telephone when the movement has passed clear complete with tail lamp.

Delete second paragraph (points are not locked).

(K2/46/94)

K2-46D/2

Page 4.72

COEDBACH WASHERY SIDINGS

Delete first paragraph and substitute:-

Arriving and Departing Trains. Before entering the sidings, the Travelling Shunter must obtain permission from the Person in Charge in the Weighbridge Office and have an assurance that no movements will be made by the firm's locomotive. Trains arriving at or departing from the Washery must be brought to a stand when clear of the points and the Travelling Shunter must set the points in the Single line for the Single line and must also set the points in the sidings to the spur (if via the Kidwelly end) or for siding No.1 (if via the connection at the Washery end), i.e. such that any vehicle running away from the sidings will be trapped.

Amend references in second paragraph to Guard to be Travelling Shunter.

(K2/46/94)

MISCELLANEOUS INSTRUCTIONS

AYLESBURY

SUNDAY 6 FEBRUARY

The following BRT telephone exchange will be out of service as shown below:-

AYLESBURY - SUNDAY 6 FEBRUARY 1994 - 0001-0600 hrs

Affecting ETD Extns 00 34400 - 00 34599

(46)

(K2/46/94)

CARDIFF NRN RADIO - AREA 040

WEDNESDAY 9 FEBRUARY

In order to carry out upgrading work, the Engineers will take possession of the Cardiff Radio site on WEDNESDAY 9 FEBRUARY FROM 0900 to 1000.

This will result in a slight reduction of radio coverage in the 040 area. Driver to Shore radio will not be affected.

(46)

(K2/46/94)

K2-46D/3



28 Feb - 4 Mar 1994

INTERCITY
Great Western

Tidy up week on Great
Western commences

28 Feb 94

**START PLANNING
NOW**