

**BRITISH RAILWAYS**

**(WESTERN REGION)**


**(For the use of Employees only)**

BR 3140(1/8)  
17/4

**SIGNAL ALTERATIONS**  
**New Colour Light, Up Main Distant Signal—**  
**Evesham W.R.**

On **SUNDAY, 19th APRIL, 1959**, from 7.30 a.m. to 4.0 p.m., or until the work is completed, the Signal Engineer will be engaged at **EVESHAM W.R.** in carrying out the following work :

(a) Bringing into use new Signal :

Form	Description	Position	Distance from Box
 <p><b>GREEN</b> <b>YELLOW</b></p>	<p>Up Main Distant. Height 15 feet.</p>	<p>Up Side of Up Main Line.</p>	<p>2,138 yards.</p>

(b) Taking out of use the existing Up Main Semaphore Distant Signal.

The A.T.C. Ramp will be moved to a new position 200 yards to the rear of the new Colour Light Distant Signal.

(c) The existing Down Main Starting Signal will be renewed as a right-hand bracket signal situated between the Up Midland Line and the Engine Shed Sidings reduced in height to 26 feet, 102 yards from the Signal Box.

(d) The existing Up Main Home Signal will be re-positioned without alteration to height or form a further 80 yards from the Signal Box.

(e) The existing Up Main Inner Home and Up Main to Up Loop Bracket Signal, will be re-positioned without alteration to height or form a further 80 yards from the Signal Box.

(f) A Stop Lamp, 12 feet in height and applicable to movements from the Engine Shed Sidings, and a telephone to the Signal Box, will be provided in the rear of the spring points in the Down Sidings, 126 yards from the Signal Box.

(g) The existing Track Circuits to the rear of the Up Main Home Signal, Up Main Inner Home and Up Main to Up Loop Bracket Signal, Down Main Starting Signal, Down Main Advanced Starting Signal and that in advance of the Up Main Inner Home and Up Main to Up Loop Bracket Signal, will be adjusted to conform with the re-positioning of the signals referred to above.

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## WORKING DURING FOG OR FALLING SNOW

On and from **MONDAY, 20th APRIL, 1959**, a Fogsigman will NOT be employed at the new Distant Signal. The entries in respect of Evesham South and Evesham North as shown on page 45 of the book "Instructions for Signalling Trains during Fog or Falling Snow and arrangements in periods of Frost," dated 1st October, 1951, to be deleted and the following substituted :

### DISTANT SIGNALS AT WHICH FOGSIGNALMEN ARE NOT PROVIDED

Section of Line	Signal Box	Distant Signals Not Fogged	
		Up Line	Down Line
Oxford and Wolverhampton via Worcester.	Evesham W.R.	Main.	Main.

During the time the work is being carried out, the Up and Down Main Distant Signals will be disconnected and maintained at caution.

An engine, 6-ton Steam Crane, Brake Van, and Guard, to be available at Evesham at 7.0 a.m. and work as required. Trainmen to be relieved. STATION MASTER, EVESHAM, to provide Guard.

STEAM CRANE WILL BE ENGAGED BUT MUST NOT FOUL RUNNING LINES OR SHUNTING MOVEMENTS WITHOUT THE PERMISSION OF THE OPERATING DEPARTMENT HANDSIGNALMAN.

District Inspector Bigglestone to make all necessary arrangements for safe working of the Line, including the appointment of Handsignalmen, in accordance with Rule 77

PLEASE ADVISE ALL CONCERNED AND ACKNOWLEDGE RECEIPT IMMEDIATELY

**H. E. HALLETT,**  
District Operating Super intendent

WORCESTER.  
15th April, 1959.  
W.8747.