

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only.)

Alterations to Layout at Evesham W.R.

Commencing at 7.0 a.m. on **SUNDAY, 3rd MAY**, until 5.0 p.m. on **MONDAY, 4th MAY, 1959**, or until the work is completed, the Signal Engineer will be engaged in carrying out the following work :

LAYOUT

The existing layout will be altered as follows. A Diagram showing the new Layout will appear in a subsequent notice.

(a) The Connection situated on the station side of the river bridge, from the Down Siding to the Down Main Line, and associated Single Ground Discs, will be re-positioned 40 yards nearer the Signal Box.

(b) The Down Main Line will be interlaced with the Up Main Line at the approaches to and across the river bridge.

(c) Runaway Catch Points will be provided in the Down Main Line on the Worcester side of the interlaced section over the river bridge, 350 yards from the Signal Box.

(d) A "Limit of Shunt" Indicator, 12 feet in height, will be provided on the Up Side of the Up Main Line on the Worcester side of the interlaced section, 306 yards from the Signal Box, applicable to shunting movements along the Down Main Line.

(e) A Stop Lamp, 12 feet in height, and telephone will be provided on the Down Side of the Down Main Line, 3 yards to the rear of the Catch Points referred to in clause (c).

TRACK CIRCUITS

The existing Track Circuit to the rear of the Down Main Advanced Starting Signal will be shortened and will terminate at the Runaway Catch Points.

A new Track Circuit, 250 yards in length, will be provided in the Up and Down Main Lines through the interlaced Section and Up Main Facing Points.

OCCUPATION

Occupation of the Locking Frame will be required for the purpose of altering and testing the Locking.

During the time the work is in progress, the Up and Down Main Distant Signals will be disconnected and maintained at Caution.

Inspector **BIGGLESTONE**, of **HONEYBOURNE**, to make all necessary arrangements for safe working of the line, including the appointment of handsignalmen, in accordance with Rule 77.

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APPENDIX TO No. 15 SERVICE TIME TABLE

The following temporary amendments and additions will apply until further notice :

Page 11—LOOSE RUNAWAY CATCHPOINTS OR DEAD END CATCH SIDINGS

The following new entry to be included in the appropriate place :

<i>Station</i>	<i>Up or Down Line.</i>	<i>Where situated</i>	<i>Lever.</i>	<i>Remarks.</i>	<i>Ruling Gradient 1 in</i>
Evesham W.R.	Down Main.	On the Worcester side of the River Avon Bridge, 350 yards from Signal Box.	Loose.	Lever, clip and lock kept in Evesham W.R. Signal Box.	425

Page 14—CROSSOVER ROADS

Entry in respect of Evesham W.R. to be amended to read :

<i>Station.</i>	<i>Position.</i>
Evesham (W.R.).	Each end of Platform.

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The following to be added :

“LIMIT OF SHUNT” INDICATOR ON WORCESTER END OF INTERLACED SECTION OVER RIVER AVON BRIDGE, EVESHAM

A “Limit of Shunt” Indicator is provided on the Up Side of the Up Main Line on the Worcester side of the interlaced section, 306 yards from the Signal Box, applicable to shunting movements along the Down Main Line and no shunting movement must be made beyond it unless the permission of the Signalman has first been obtained.

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SWIFT'S SIDING SITUATED ON DOWN SIDE OF LINE BETWEEN EVESHAM W.R. AND CHARLTON SIDING (FLADBURY)

Delete the third paragraph and add the following under this heading :

Shunting Movements to Swift's Siding.

Before proceeding from the Yard, for the purpose of shunting at Swift's Siding, the Guard or Shunter must obtain the Signalman's permission to pass the “Limit of Shunt” Indicator and at the same time obtain the Catch Point Lever, Clip and Lock from the Signalman. A suitable entry must be made by the Signalman in the Train Register Book on each occasion that this is done.

Shunting Movements from Swift's Siding.

When returning from Swift's Siding in the wrong direction, towards the interlaced section, the leading vehicle must be brought to a stand at the Stop Lamp immediately on the Worcester side of the Catch Points. Before proceeding the permission of the Signalman must be obtained, by means of the telephone provided at that point. After the Signalman's permission to proceed has been obtained, the Catch Points must be closed with the Catch Point Lever and clipped and padlocked.

IN NO CIRCUMSTANCES MUST THE CATCH POINTS BE CLOSED WITHOUT THE PERMISSION OF THE SIGNALMAN HAVING FIRST BEEN OBTAINED.

After the shunt has passed over the closed Catch Points, the Catch Points must be restored to the open position and the Catch Point Lever Clip, and Padlock returned to the Signal Box.

On each occasion that the Signalman gives permission for a shunting movement to be made over the Catch Points from Swift's Siding, and the Catch Point Lever, Clip and Padlock is returned to the Signal Box, he must make a suitable entry in the Train Register Book.

Movements to and from Swift's Siding must be carried out under the supervision of the Station Master or Operating Department Inspector.

PLEASE ADVISE ALL CONCERNED AND ACKNOWLEDGE RECEIPT IMMEDIATELY

WORCESTER.

30th April, 1959.

H. E. HALLETT,

District Operating Superintendent.