

# BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only.)

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## Alterations to Layout at Evesham W.R. Restoration of Normal Working.

On **SUNDAY, 2nd AUGUST, 1959**, between the hours of **12.01 a.m. and 5.0 p.m.**, or until the work is completed, the Signal Engineer will be engaged in carrying out the following work :

### LAYOUT

(a) The interlacing of the Up Main Line with the Down Main Line at the approaches to and across the river bridge will be dispensed with and double line working restored.

(b) The Facing Connection leading from the Up Main to the Up Loop, situated on the station side of the river bridge will be re-positioned 40 yards nearer to the bridge.

(c) A new Crossover will be provided between the Up and Down Main Lines, situated immediately on the Worcester side of the river bridge.

(d) New Ground Signals will be brought into use in accordance with the diagram on page 2.

(e) The Runaway Catch Points in the Down Main Line, together with the Stop Lamp, situated on the Worcester side of the river bridge, will be taken out of use, but the telephone near the Stop Lamp will remain *in situ*.

(f) The "Limit of Shunt" Indicator situated on the Down side of the Down Main Line, immediately on the Worcester side of the river bridge, will be taken out of use.

### 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.

The diagram on page 2 shows the new layout.

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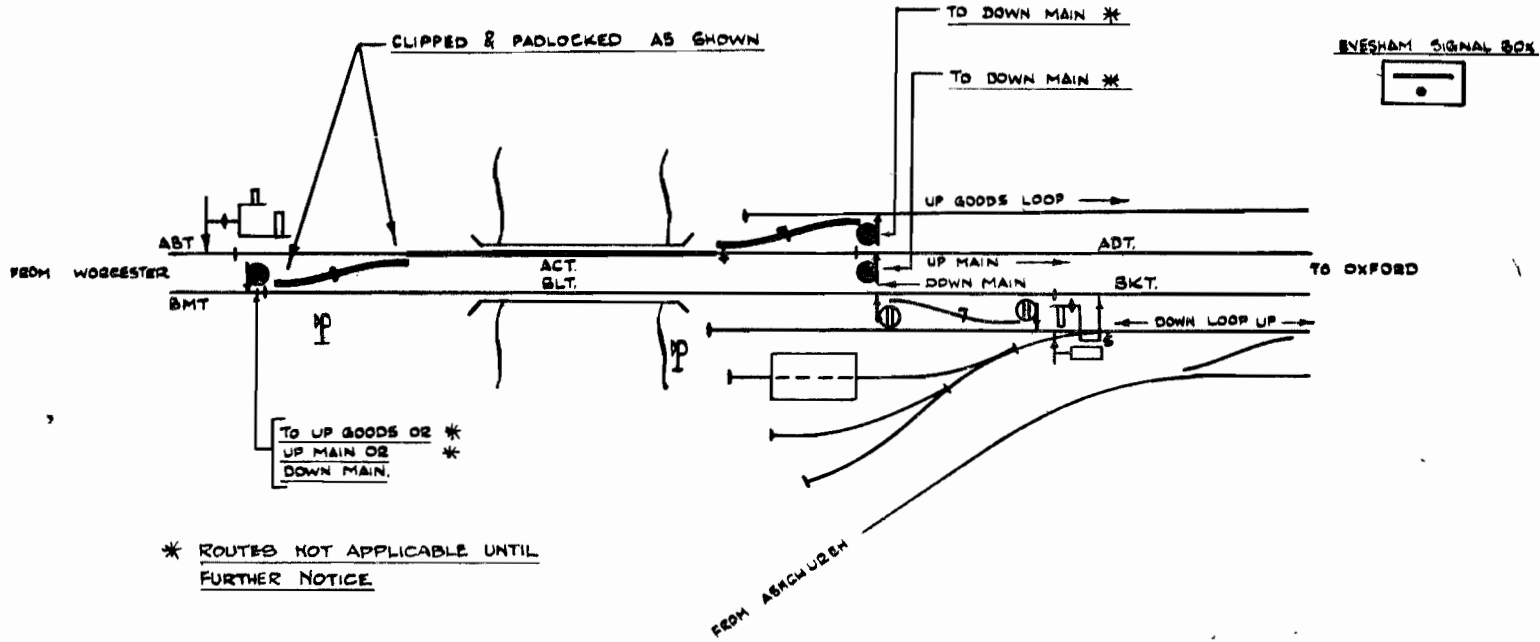
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# EVESHAM (W.R.)

**APPENDIX TO No. 15 SERVICE TIME TABLE**

Page 11—LOOSE RUNAWAY CATCHPOINTS OR DEAD END CATCH SIDINGS.

The entry in respect of Evesham W.R. to be deleted.

Page 14—CROSSOVER ROADS.

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

<i>Station.</i>	<i>Position.</i>
Evesham W.R.	3—One each end of platform. One at Worcester end of river bridge.

Page 58—“ LIMIT OF SHUNT ” INDICATOR ON WORCESTER END OF INTERLACED SECTION OVER RIVER AVON BRIDGE, EVESHAM.

The instructions under this heading to be deleted.

Page 58—SWIFT'S SIDINGS SITUATED ON DOWN SIDE OF LINE BETWEEN EVESHAM W.R. AND CHARLTON SIDING (FLADBURY).

SHUNTING MOVEMENTS TO SWIFT'S SIDING.

SHUNTING MOVEMENTS FROM SWIFT'S SIDING.

The instructions under the above sub-headings to be deleted and the following substituted :

During the time a train is being drawn or propelled from the Siding over the Down Main Line, the Crossover Road on the Worcester side of the Signal Box must be set Down Main to Up Main or the points at the Worcester end of the Down Sidings set from Down Main to Down Sidings.

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PLEASE ADVISE ALL CONCERNED AND ACKNOWLEDGE RECEIPT  
IMMEDIATELY

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WORCESTER.  
24th July, 1959.

**H. E. HALLETT,**  
**District Operating Superintendent.**