

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only.)

Waterproofing of New Mills Viaduct between Ashperton and Ledbury

Re-instatement of Double Line Working.

Between the hours of 6.0 a.m. and 11.0 p.m. on **SUNDAY, 22nd NOVEMBER, 1959**, or until the work is completed, the Signal Engineer, will be engaged in carrying out the following work :

LAYOUT

The temporary interlacing of the Up and Down lines at present existing on the Down side of New Mills Viaduct, as detailed in Notice No. W.1183, will be recovered and double-line re-instated in accordance with the diagram on page 2.

The Spring Catch Points in the Up and Down Main lines will be recovered.

TRACK CIRCUITS

The Track Circuit in advance of the existing Up Main Colour Light Home Signal (which will be recovered), through the interlaced section, will be taken out of use.

The Track Circuit to the rear of the existing Up Main Inner Home Signal (which will become the new Up Home Signal), will be extended towards Ashperton. The new length will be 790 yards.

The Track Circuit to the rear of the existing Up Main Colour Light Home Signal will be taken out of use.

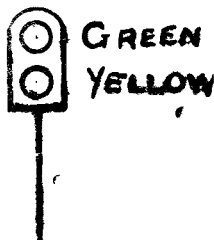
SIGNALS

The existing Up Main Distant Signal and associated A.T.C. ramp will be taken out of use.

The existing Up Main Colour Light Home Signal will be taken out of use.

The existing Up Main Inner Home Signal will be renamed the Up Main Home Signal.

The following new Signal will be brought into use :

<i>Form</i>	<i>Description</i>	<i>Position</i>	<i>Distance from Box</i>
	Colour Light Up Main Distant (Capable of displaying a yellow or green aspect). Height 12 feet.	Up side of Up Main Line.	1,772 yards.

The Up Main A.T.C. Ramp will be re-positioned 200 yards to the rear of the new Up Main Distant Signal.

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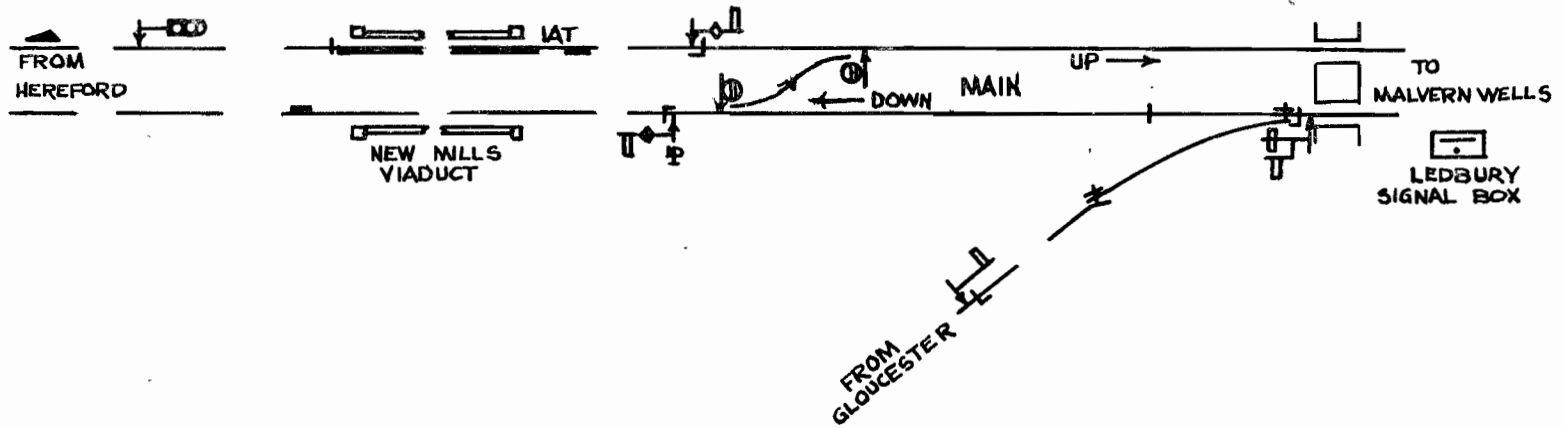
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LEDBURY



TELEPHONES

The existing telephones to Ledbury Station Signal Box, (a) at the existing Up Main Colour Light Home Signal ; (b) at the existing catchpoints in the Up Main Line. (On existing circuit at Crossover Road), will be recovered.

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.

For the purpose of carrying out this work the District Engineer will have the following Line occupation :—

Between Ashperton and Ledbury	Up Main	11.0 p.m. Saturday, 21st November, to 12.30 a.m.	
	Blocked	Sunday, 22nd November.	
	Both Main	12.30 a.m. Sunday, to 9.30 a.m. Sunday.	
	Blocked		
	Up Main	9.30 a.m. Sunday, to 11.0 p.m. Sunday.	Trains to
	Blocked		travel over the Down Main Line under Single Line Working arrangements.

District Inspector LEVETT of WORCESTER, to make all necessary arrangements for safe working of the line, including the appointment of handsignalmen, in accordance with Rule 77.

TRAIN LOADING

The restriction on the loading of Up Freight Trains as shown in Notice No. W.1179 will, on completion of the restoration of double line working, be withdrawn, and the details shown in the Working Time Table will apply.

OPENING AND CLOSING OF SIGNAL BOXES

On completion of the restoration of double line working, the opening and closing of Ashperton Signal Box will be as shown in the Working Time Table.

APPENDIX TO No. 12 SERVICE TIME TABLE

Page 24—LOOSE RUNAWAY CATCHPOINTS OR DEAD END CATCH SIDINGS
The following entries as advised in Notice W.1179, to be deleted.

<i>Station</i>	<i>Up or Down Line</i>	<i>Where Situated</i>	<i>If connected with and worked from Signal Box</i>	<i>Gradient one in</i>	<i>Remarks</i>
Ledbury Station ...	Down.	On the Hereford side of the interlaced section over the Viaduct, 832 yards in advance of Down Advanced Starting Signal.	No.	72 (falling)	*
Ledbury Station ...	Up.	On the Worcester side of the interlaced section over the Viaduct, 349 yards to the rear of Up Inner Home Signal.	No.	72	*

Page 49—DETENTION OF TRAINS OR ENGINES AT THE LEDBURY UP HOME (COLOUR LIGHT) SIGNAL

The instructions under the above heading as advised in Notice W.1179 to be deleted.

INSTRUCTIONS FOR SIGNALLING TRAINS DURING FOG OR FALLING SNOW AND ARRANGEMENTS IN PERIODS OF FROST

Page 40—DISTANT SIGNALS AT WHICH FOGSIGNALMEN ARE NOT PROVIDED.

The entry in respect of Ledbury Station on the Up Line which was deleted in accordance with Notice W.1179, to be re-instated.

Page 60—STOP SIGNALS AT WHICH FOGSIGNALMEN ARE PROVIDED.

The entry in respect of Ledbury Station on the Up Line which was deleted in accordance with Notice W.1179 to be re-instated. The entry in respect of the Down Branch Home to remain deleted.

PLEASE ADVISE ALL CONCERNED AND ACKNOWLEDGE RECEIPT IMMEDIATELY

WORCESTER.
16th November, 1959.

H. E. HALLETT,
District Operating Superintendent.