

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only.)

12/11/4
32/4

Honeybourne West Loop Sidings.

Appendix to No. 13 Service Time Table.

The following to be inserted :

Page 15—Water Columns and Troughs.

<i>Station</i>	<i>Position of Crane</i>	<i>Will supply engine standing on</i>
Honeybourne West Loop Sidings	Between Down Main and Down Spur (West end of Sidings)	Down Main and Down Spur
	Between Up Main and Up Spur (East end of Sidings)	Up Main and Up Spur.

Page 31—Loops and Refuge Sidings—Cheltenham and Tyseley via North Warwick Line

<i>Points between</i>	<i>Holding capacity in Wagons in addition to Engine and Van.</i>				<i>Reference to Special Instructions</i>
	<i>Loops</i>		<i>Refuge Sidings</i>		
	<i>Up</i>	<i>Down</i>	<i>Up</i>	<i>Down</i>	
Honeybourne West Loop Sidings.	71‡	66‡	—	—	Page 157.

‡ Number 1 Siding.

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HONEYBOURNE WEST LOOP SIDINGS

The sidings are on both sides of the Up and Down Main Lines south of Honeybourne West Loop signal box.

On the Down Side there are four loop sidings with a shunting spur and holding capacity is as under :

- No. 1. Siding—66 wagons.
- No. 2 Siding—66 wagons.
- No. 3 Siding—66 wagons.
- No. 4 Siding—71 wagons.
- Spur—21 wagons.

The sidings are on a rising gradient of 1 in 300.

The sidings are connected to the Down Main Line at the Stratford-upon-Avon end by a facing connection operated mechanically from the signal box and at the Cheltenham end by a trailing connection operated electrically from the signal box.

On the Up Side there are four loop sidings with a shunting spur and the holding capacity is as under :

- No. 1 Siding—71 wagons.
- No. 2 Siding—71 wagons.
- No. 3 Siding—69 wagons.
- No. 4 Siding—69 wagons.
- Spur—33 wagons.

The sidings are on a falling gradient of 1 in 300.

The sidings are connected to the Up Main Line at the Cheltenham end by a facing connection operated electrically from the signal box and at the Stratford-upon-Avon end by a trailing connection operated mechanically from the signal box.

1.—The No. 1 Siding on both the Up and Down Sides must, as far as practicable, be kept clear in order to admit of it being used for reception purposes, also for the side-tracking of through trains. The handpoints at the Stratford-upon-Avon end of the Down Sidings and the handpoints of the Cheltenham end of the Up Sidings must normally be kept set for No. 1 Siding and secured in this position by padlock, the key of which must be retained in the signal box when not required by the Shunter for the purpose of enabling the points to be operated.

2.—Unless the Signaller is satisfied that the No. 1 Siding is clear and that the points are correctly set, before a freight train or light engine is admitted to the sidings through the facing connection the Signaller must contact the Shunter and ascertain that it can be dealt with.

3.—Each freight train or light engine to be admitted to the sidings through the facing connection must be brought nearly to a stand at the Main to Sidings signal after which, providing the siding into which the train is to run is clear for the reception of the train, the Main to Siding signal may be pulled off for the train to draw into the sidings at a speed not exceeding 5 miles per hour.

4.—Unless the siding into which the train is to run is clear for the reception of a freight train or light engine, and in all cases during fog or falling snow, it must be brought to a stand before the Main to Sidings signal is lowered.

5.—In all circumstances, enginemen must regard the lowering of the signal authorising entrance to the sidings only as an indication that the points leading from the main line to the sidings are in the proper position ; they must be prepared to stop short of any obstruction in the sidings and keep a sharp lookout for any signals. Rule No. 48 (b) must be observed when trains are being drawn towards the exit end of the sidings. In the absence of the shunter or person in charge of shunting operations, enginemen will be responsible for ascertaining which train is to leave the sidings after the signal controlling the exit from the sidings has been lowered, by means of the telephone provided at these signals.

6.—Immediately an Up freight train has arrived complete with tail lamp inside the sidings clear of the main line the Signaller must be advised by means of the telephone provided. The shunter, if available will be responsible for giving this intimation, otherwise it must be furnished by the guard of the train, or in the case of a light engine by the fireman.

7.—All other movements within the sidings will be conducted under the direction of the shunter or guard who will be responsible for maintaining close contact with the signaller in order to ensure that shunting movements are not conducted at both ends of the same group of sidings simultaneously, and care must be exercised to ensure that wagons are not left standing foul of an adjacent siding at either end of the accommodation.

8.—Telephones.

Telephonic communication with the signal box is available from the Down Side—

- (a) on the Down side of No. 4 Loop siding 400 yards in advance of the signal box.
- (b) adjacent to the Down sidings Exit signal.

On the Up Side—

- (a) on the Up side of No. 4 Loop siding in advance of the facing connections 760 yards from the signal box.
- (b) adjacent to the Up sidings Exit signal.

Telephones are also provided on the Up main line adjacent to the Up Main Colour light home signal, 1065 yards from the signal box, also at the Stratford-upon-Avon end of the trailing crossover between the Down and Up main line in advance of the Up Main Colour light home signal 969 yards from the signal box.

PLEASE ADVISE ALL CONCERNED AND ACKNOWLEDGE RECEIPT
IMMEDIATELY

WORCESTER
27th April, 1960.
W6275.

J. POWELL,
District Traffic Superintendent.