

British Rail
London Midland Region

CNE**1**

WEEKLY OPERATING NOTICE

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

Saturday, 28th March

to

Friday, 3rd April 1992

inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows:- "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

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and not for Publication

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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WARNING



A.C. ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE EQUIPMENT

COATBRIDGE FREIGHTLINER TERMINAL

Additional equipment as detailed below has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

Location	Lines affected	At or between
Coatbridge Feightliner Terminal	No.1 Cripple Siding	Existing live equipment at Structure No. GD/09/26 and NEW Structure No. GD/10/01A.

The Working Instructions for AC Electrified Lines (B.R.29987) apply.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(MR/EL/14/E/1/92)

(1-2-92)

SECTION A

TEMPORARY SPEED RESTRICTIONS (Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

† indicates that the Warning boards and Indicators will be moved as the work progresses.

Where two speeds are shown for a restriction (e.g. 20) the Rule Book, Section U, Clause 1.2 applies. 40

	LOCATION	LINES AFFECTED	MILEAGE AT OR BETWEEN		REST-RICTION	REMARKS	
			M.C.	M.C.			
BASFORD HALL JN. TO GRETNA JN.							
1	Winsford South Jn. and Crewe Coal Yard	-	Up Fast	163.40	162.50	50	Trackwork. From 08 00 until 16 00 Monday, 30 March.
2	Winsford South Jn. and Crewe Coal Yard	-	Up Fast	163.40	162.50	50	Trackwork. From 08 00 until 16 00 Tuesday, 31 March.
3	Winsford South Jn. and Crewe Coal Yard	-	Up Fast	163.40	162.50	50	Trackwork. From 08 00 until 16 00 Wednesday, 1 April.
4	Winsford South Jn. and Crewe Coal Yard	-	Up Fast	163.40	162.50	50	Trackwork. From 08 00 until 16 00 Thursday, 2 April.
5	Winsford South Jn. and Crewe Coal Yard	-	Up Fast	163.40	162.50	50	Trackwork. From 08 00 until 16 00 Friday, 3 April.
6	Haydock Branch Jn. and Golborne Jn.	-	Up Fast	1.45	1.44	<u>40</u> 100	Condition of Bridge (No.7).
7	Lancaster South Jn. and Oubeck	-	Up	20.32	20.30	<u>20</u> 50	Trackwork. From 10 00 Sunday, 29 March until 10 00 Wednesday, 1 April.
8	Low Gill G.F. and Tebay South	Down	-	30.60	31.15	20	Trackwork. From 11 00 until 21 00 Sunday, 29 March.
9	Tebay South and Low Gill G.F.	-	Up	31.15	30.60	<u>20</u> 60	Trackwork. From 14 00 Sunday, 29 until 12 00 Monday, 30 March.
10	Caldew Jn.	-	Up Goods	2.23	2.13	10	Condition of track. No AWS warning indication for warning board on the Down Main at 0m. 20chs.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 29 MARCH - TY CROES STATION

The arm of Ty Croes down distant signal will be reduced in height to 18 feet above rail level.

(4)

SUNDAY, 29 MARCH - BETWEEN CORKICKLE NO.1 AND CORKICKLE NO.2

The connection from the down & up goods line to the south siding will be secured out of use in the reverse position.

The connection from the North siding to the down & up goods line will be secured in the normal position and associated signalling disconnected.

The down & up goods line will be slued between 220 yards and 340 yards on the Corkickle No. 2 side of the box in the alignment of the former South siding.

A temporary buffer stop with a white light will be provided on the south siding, 184 yards on the Corkickle No. 2 side of the signal box, facing Corkickle No.1.

The south siding between the temporary stop block and the connection from the up and down goods and from the slue to the buffer stop will be taken out of use.

The following connections will be taken out of use and secured in the Normal position, pending removal :-

North siding to New siding
North Siding to Ladysmith Pit
Ladysmith Pit to Down & Up goods

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SUNDAY, 29 MARCH - BETWEEN CORKICKLE NO.1 AND CORKICKLE NO.2 - continued

The following signals will be taken away :-

3-arm ground shunting signal reading from South siding to North siding, Up and down goods or up main.

Tall siding signal with route indicator reading from North siding to New siding, Ladysmith Pit, South siding or up and down goods.

Large bracket signal carrying the following arms :-

Up goods to North siding

Up goods home

Up goods to Up main

Down main starting signal with Corkickle No.2 down main inner distant beneath.

A new 'Stop and Telephone' board with a telephone communicating to Corkickle No. 1 signalbox will be provided on the right hand side of the down & up goods line, 250 yards on Corkickle No. 2 side of the signalbox, for movements towards Corkickle No. 1 box.

A new straight post semaphore signal which will consist of Corkickle No. 1 down main starting signal with Corkickle No. 2 down main inner distant signal beneath will be provided on the left hand side of the line, 251 yards on the Corkickle No. 2 side of the signalbox. The stop arm will be approximately 17 feet above rail level. The signal will be 360 yards to Corkickle No. 2 down main home signal.

(4)

DETAILS OF WORK ALREADY CARRIED OUT

AGECROFT JN. - G.M.C. REFUSE SIDINGS

A de-railer, which will be operated by G.M.C. staff has been installed within the G.M.C. Refuse sidings.

(NEW ITEM) (4)

HYDE JN.

A new set of controlled trap points together with a sand drag, 50 yards in length, has been provided on the Down Branch line, 120 yards in advance of signal GB.865 .

(3)

BRANSTY

The down starting signal has been renewed as a straight post semaphore signal in the same position. The arm is approximately 17 feet above rail level.

(3)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

PARK SOUTH

A temporary manned level crossing has been provided, until further notice, at 32 miles 42 chains between Barrow-in-Furness and Park South.

(3)

DERBY STATION

Reflectorised boards reading 'If DY.447/448/449 is at danger, stop here.' have been provided in rear of the signals as follows:-

Station Yard Exit - 44 yards in rear of DY.447
 Down Goods Line - 34 yards in rear of DY.448
 Up Goods Line - 35 yards in rear of DY.449

Drivers must bring their trains to a stand at the boards so that the walking route to Derby 4 shed is not obstructed.

(2)

HELLIFIELD

The down branch semaphore distant signal and the up branch semaphore starting signal have both been reduced in height to approximately 17 feet above rail level.

(2)

HELLIFIELD

The Up Main Home 2 semaphore signal has been reduced in height to approximately 17 feet above rail level.

(2)

** BETWEEN BOOTLE JN. AND SEFTON JN.

A temporary level crossing, entitled 'Aintree West L.C.' has been provided between Bootle Jn. and Sefton Jn. at 32 miles 65 chains. Boards have been provided, 25 yards before the crossing, reading 'Stop. Whistle Before Proceeding'. Drivers must ensure the crossing is clear before proceeding over it.

(1)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

** PRESTON STATION

The down fast platform (No. 3) previously shortened for work to be carried out, has been re-instated to its original length and the temporary stop boards removed.

(1)

** BETWEEN HORSFALL TUNNEL AND LMR/ER BOUNDARY (22 MILES 62 CHAINS)

Whistle boards have been provided in both directions 330 yards before reaching Eastwood Bridleway Level Crossing (21 miles 30 chains).

(1)

EASTERN REGION

CASTLEFORD WEST JN.

The permanent speed restriction of 55 m.p.h. on the Up line between 21m. 01chs. and 22m. 02chs. has been altered to apply between 21m. 06chs. and 22m. 02chs. The permanent speed restriction of 20 m.p.h. on both the Down and Up lines between 21m. 01chs. and 20m. 66ch. has been altered to apply between 21m. 06chs. and 20m. 78chs. The permanent speed restriction of 50 m.p.h. on the Down line between 20m. 66chs. and 19 ¾ m.p. has been altered to apply between 20m. 78chs. and 19 ¾ m.p.

(See Section D) (3)

BETWEEN LOW FELL JN AND KING EDWARD BRIDGE SOUTH JN

The reflectorised signs for the Permanent Speed Restriction of 50mph which applies on the Down Main in the Down direction between 79m. 26ch. and 79m. 34ch. have been removed and this restriction has been deleted from the Sectional Appendix.

The 20mph reflectorised Speed Restriction Warning Indicator sign on the Down Main at 77m. 64ch. has been changed to read 30mph and gives warning of the 30mph Permanent Speed Restriction that applies between 79m. 34ch. and 79m. 70ch.

(See Special Notice 36E) (2)

** BETWEEN MICKLEFIELD JN. AND HAGG LANE L.C. (5m. 34chs)

A Permanent Speed Restriction of 90 m.p.h. for trains formed entirely of Class 15X units has been imposed on the Down line between 10 ½ m.p. and 6 ½ m.p. and on the Up line between 5 ½ m.p. and 10m. 66chs.

(See Section D) (1)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

SCOTTISH REGION

NEWTON AREA

NOTE THE SPECIAL NOTICE ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF DOWN MAIN LINE', DATED FEBRUARY 1992 AND THE ITEMS HEADED 'NEWTON AREA' IN CNE NO.50 (PAGES 69 TO 74 INCLUSIVE), ARE ALL SUPERSEDED BY THIS NOTICE.

THE ITEM PUBLISHED IN THIS NOTICE IS A DUPLICATION OF THE INFORMATION CONTAINED IN THE SPECIAL NOTICE DATED MARCH 1992 AND ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF UP HAMILTON LINE', WHICH HAS ALREADY BEEN DISTRIBUTED.

The undernoted permanent way and signalling arrangements and the associated diagram on the following pages will apply :-

The Up Hamilton line between Newton East Junction and Hamilton West is Available for use.

The Down and Up South Connecting line has been Put out of use.

The Up and Down Kirkhill lines in the Newton station area are Available for uni - directional use only. Up trains run over the Up Kirkhill line and Down trains run over the Down Kirkhill line.

The North Connecting line is Available for Two-Way Working.

The following arrangements continue to apply :-

The Down Main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively Remain Available for Use.

The following lines/connection Remain Out of Use :-

The connection from the Up Hamilton line to the Turnback Siding. Down Kirkhill line between Newton West Junction and Kings Park. Up Kirkhill line between Kirkhill and Newton West Junction. Kirkhill lines trailing crossover at Newton East Junction.

SIGNALLING ARRANGEMENTS

The applications of Up Main signal M182 remain unaltered. The application of all other running signals, with the exception of those detailed below is to the next signal capable of displaying a red aspect on a line available for use.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

SCOTTISH REGION - continued

NEWTON AREA - continued

RUNNING SIGNALS

Signal	Aspect	Route Indication Where Provided	Application To or Towards
UP MAIN			
M138	Main Main	- Position 4 Junction Indicator	M148 M146
DOWN MAIN			
M139	Main Position Light	- 'X'	M137 Up Main LOS

The following signals have been brought back into use :-

North Connecting line signal M146 - only main application with position 1 Junction Indicator to Up Kirkhill signal M156 available.

Up Kirkhill line signal M156 - only main application to Up Hamilton signal M174 available.

In addition, the appropriate Up Hamilton line signals (not shown on the accompanying diagram), have been brought back into use, apart from Up Hamilton (Down direction) position light signal M161).

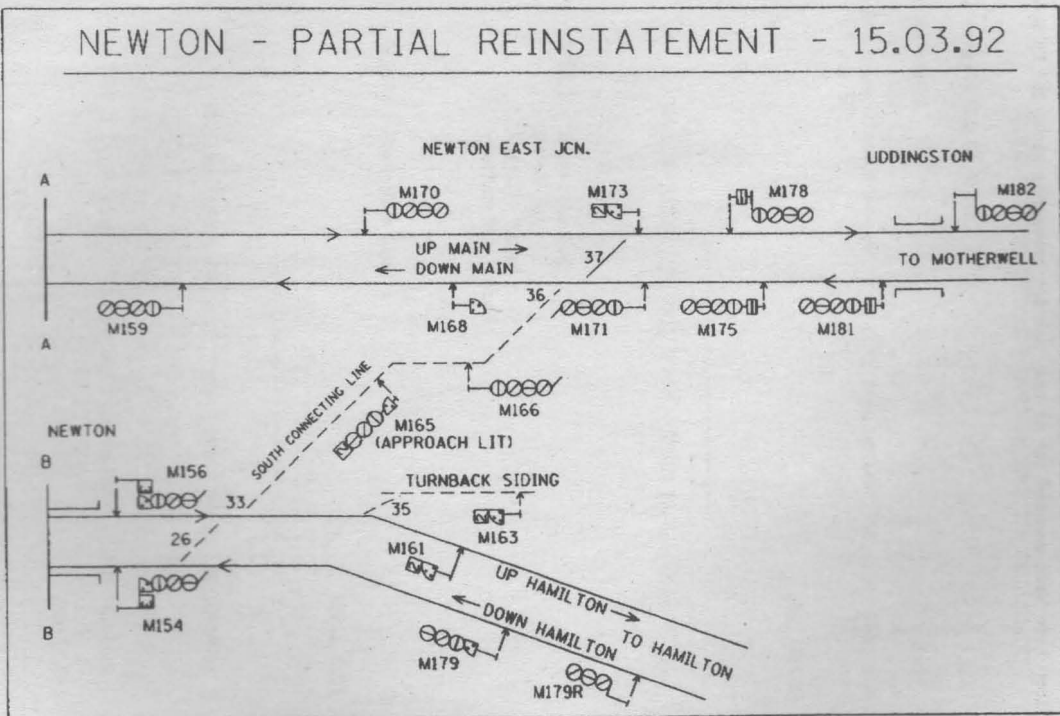
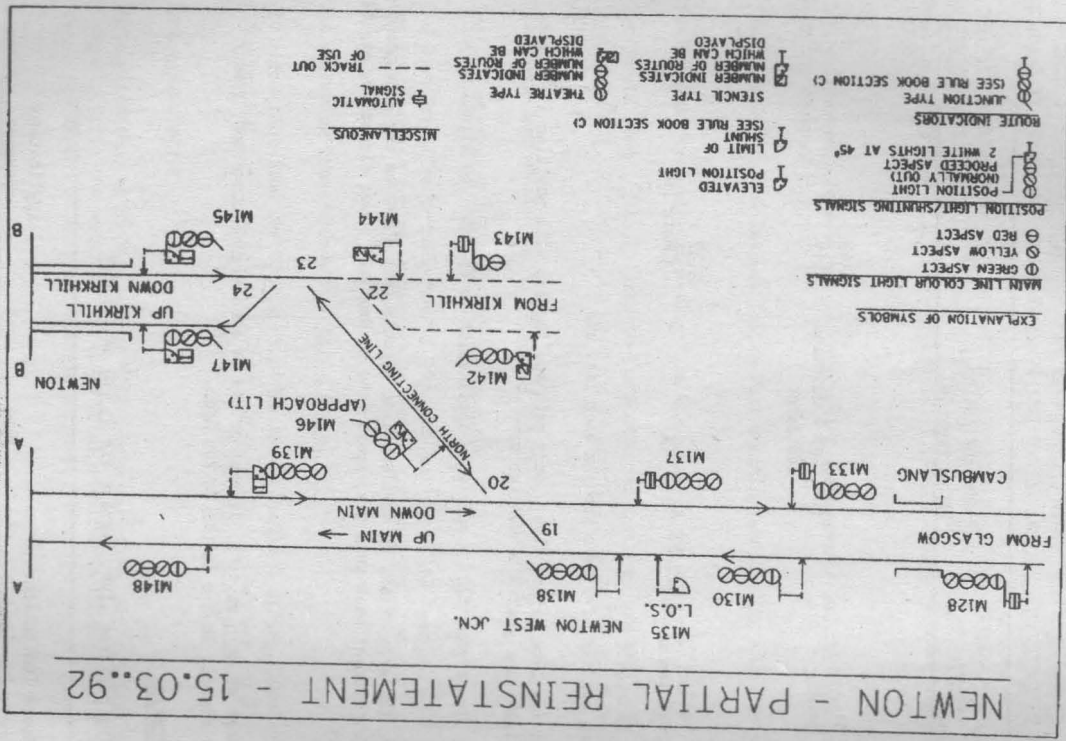
NOTE

The full range of main aspects, as appropriate to each signal concerned, remain available for all signals in use in the Newton Area.

POSITION LIGHT SIGNALS

The following position light signals are In Use as follows :-

Signal	Route Indication where Provided	From	Application Towards
M168	-	Down Main	Up Main
M173	'M'	Up Main	Down Main



CNEIC/9

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

SCOTTISH REGION - continued

** DALZELL YARD AND HAMILTON SIDINGS

Until further notice all connections to Dalzell Yard and the associated Hamilton sidings from the Up Goods Loop have been secured out of use, set for movements along the Up Goods Loop.

(1)

CNEID/1
SECTION D

69

GENERAL INSTRUCTIONS AND NOTICES

New or Amended Items in this Notice are indicated by a margin bar

** Item will not be published in future notices. All concerned to take suitable note.

APPENDIX NO. 6 TO THE RULE BOOK

WORKING OF THE AUTOMATIC BRAKE ON MULTIPLE UNIT TRAINS

CLAUSE 4.2 (Page 5 CND No.45)

AMEND Note to read:-

The following classes are equipped with disc brakes: 158, 159, 165, 310, 312-322, 422, 455, 456, 507 and 508.

(OD15/64/6) (1-2-92)

WORKING MANUAL FOR RAIL STAFF - GREEN PAGES (BR.30054/2)

PAGE J8

Section J6 - DELETE : Hamworthy Quay
March Yard
Norwich Thorpe
Southampton Docks

PAGE J9

Section J7 - DELETE : Parkeston Quay

(OD18/119) (10-2-92)

WORKING MANUAL FOR RAIL STAFF - WHITE PAGES (BR.30054/6)

PAGE D22

CLAUSE D10/1 - DELETE fifth item - "Colour markings on barrels and solebars of tank wagons."

(OD18/119) (22-1-92)

SECTION D

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX-NORTHERN SECTION DATED APRIL 1991 - continued

SECTION 2

TABLE K - WORKING OF CLASS 9 TRAINS

From	To	Lines
PAGE B.14		
Under heading CREWE TO GRETN		
ADD:-		
Warrington	Weaver Jn.	Up (OD14/89/73) (2-2-92)
PAGE B15		
Under sub-heading		
PRESTON TO HALL ROYD AND BRANCHES		
ADD:-		
Daisyfield Jn.	Hellifield	Down (OD14/GEN 117) (15-2-92)

SECTION D

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX-NORTHERN SECTION DATED APRIL 1991 - continued

SECTION 4 - LOCAL INSTRUCTIONS

INDEX

PAGE D2

ADD

	PAGE
Currock Jn.....	91

(22-3-92)

 CREWE TO GRETN

PAGE D16

 CARLISLE YARD

ADD

CONTROL OF SHUNTING MOVEMENTS. Radio handsets are provided for controlling shunting movements in Carlisle Yard. Any Driver issued with a radio for this purpose must return it when shunting operations have been completed. When not in use, the radio handsets must be left 'on charge' in the Supervisor's Office at Carlisle Yard.

(29-3-92)

 MANCHESTER TO MARSDEN

PAGE D35

Refer CND 45 Page 141 :

GREATER MANCHESTER METRO LIMITED (G.M.M.L.)
MANCHESTER VICTORIA TO BURY (FORMER BURY LINES)

DELETE all particulars and SUBSTITUTE:-

The G.M.M.L. railway runs parallel to British Rail between Manchester Victoria station concourse and the entrance to Collyhurst Tunnel on the formation of the former Bury Lines.

The former Down Bury Line is known as the Outbound Line and the former Up Bury Line is known as the Inbound Line.

There is a storage siding known as Millgate Siding with a trailing connection into the Inbound Line at the approach to Manchester Victoria and there is a facing crossover between the Inbound Line and the Outbound Line between the siding connection and the island platform.

SECTION D

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX-NORTHERN SECTION DATED APRIL 1991 - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

MANCHESTER TO MARSDEN - continued

PAGE D35 - continued

Refer CND 45 Page 141 : - continued

GREATER MANCHESTER METRO LIMITED (G.M.M.L.) - continued
MANCHESTER VICTORIA TO BURY (FORMER BURY LINES) - continued

DELETE all particulars and SUBSTITUTE: - continued

G.M.M.L. trains are permitted to work in either direction on both Outbound and Inbound Lines between the platform and Millgate Siding.

The maximum permitted line speed is 50 m.p.h.

The signals on the G.M.M.L. lines are controlled from the G.M.M.L. Control centre, Queens Road. There is radio communication between the Control Centre and G.M.M.L. trains.

B.R. employees whose duties require them to go on or near to the G.M.M.L. lines must observe the requirements of B.R.'s Track Safety Handbook and Rule Book Section B as necessary. Where these refer to the Signaller, contact must be made with the G.M.M.L. Controller, Queens Road, who fulfils the function of Signaller on G.M.M.L. lines.

The overhead line equipment associated with the G.M.M.L. system is energised at 750 volts D.C., but B.R. staff must observe the provisions of the Working Instructions for A.C. Electrified Lines, B.R.29987, as far as practicable and as modified below.

The Electrical Control Room for the G.M.M.L. system is located in the G.M.M.L. Control Centre at Queens Road.

Where pre-planned work on B.R. premises necessitates an isolation of the G.M.M.L. system, arrangements must be agreed at a pre-planning meeting and details published in the appropriate Operating Notices of each system. Work of an urgent nature not published in such notices may be carried out with prior agreement between the B.R. department(s) concerned and the G.M.M.L. "Authorised Person" who will be responsible for all matters in connection with the G.M.M.L. overhead line equipment including the issue of the Permit to Work.

SWITCHING OFF ELECTRICITY IN EMERGENCY. Any B.R. employee becoming aware of an incident or other emergency which requires or is likely to require the supply of electricity to the G.M.M.L. system to be switched off must immediately contact the G.M.M.L. Control Centre or arrange for this to be done.

The emergency telephone number (B.T.) of the G.M.M.L. Control Centre is 061-203 5619. Anyone without ready access to the B.T. network should communicate with the nearest Signaller or Manchester Area Operations Centre (telephone 05-85176).

(22-2-92)

SECTION D

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX-NORTHERN SECTION DATED APRIL 1991 - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

CREWE TO GREYNA (BRANCHES)

PAGE D36

Under heading

WALTON OLD JN.

ADD:-

DEPARTING SOUTHBOUND TRAINS. Trains from the M.S.C. sidings departing via Acton Grange Junction may be drawn onto the up Helsby line in rear of signal WN.218 with the train locomotive attached in rear. Except in emergency the Driver of the train locomotive must not apply traction power nor interfere with the braking of the train during the drawback movement. The Brake Continuity Test must be carried out by the Driver of the train locomotive before departure from the sidings. The drawback locomotive must return to the M.S.C. sidings and must closely follow the departing train but must not pass signal WN.218 until it has again been cleared.

(28-3-92)

HUNTS CROSS TO SOUTHPORT AND BRANCHES

PAGE D66

Under heading :

KIRKDALE DEPOT

ADD

WORKING OF ENGINEERS' TRAINS.

Engineers' trains to and from Kirkdale Depot are authorised to run from Aintree Station Junction to Kirkdale Depot and vice-versa, via Bootle Jn. and Sandhills Reversing siding with a locomotive, other than a shunting locomotive, attached in rear. Except in an emergency the Driver of the rear locomotive must not apply traction power, nor interfere with the braking of the train and must disregard any signal which may return to danger before the locomotive passes it. Each Signaller must advise the Signaller at the box in advance when a train is being worked in accordance with these arrangements.

(28-3-92)

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX-NORTHERN SECTION DATED APRIL 1991 - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

HUNTS CROSS TO SOUTHPORT AND BRANCHES - continued

BETWEEN BOOTLE JUNCTION AND FAZAKERLEY DEPOT/AINTREE METAL BOX SIDING.

PAGE D67

ADD sub-heading .

AINTREE WEST LEVEL CROSSING. Trains must stop at the 'Stop' boards located 25 yards from the crossing. Drivers must whistle and ensure that the crossing is clear before proceeding.

(7-3-92)

CARNFORTH TO CARLISLE VIA BARROW AND BRANCHES

PAGE D89

CORKICKLE

DELETE instruction and SUBSTITUTE:-

WORKING OF 'UP AND DOWN' GOODS LINE.

Working by Pilotman will be introduced before any up train is allowed to depart from Corkickle No. 2 box towards Corkickle No. 1 box. The Person-in-Charge of Corkickle Yard must act as Pilotman and must accompany every movement.

WORKING OF PRESTON STREET SIDINGS.

Trains must be worked between Corkickle No. 2 box and Preston Street Sidings over the up line in accordance with the Rule Book, Section N. The Person-in-Charge of Corkickle Yard must act as Pilotman and must accompany every movement. After sunset and during fog or falling snow, a tail lamp must be carried on the rear vehicle of each movement.

Drivers should note that a distant signal/advance warning board is not provided in either direction approaching Coach Road T.M.O. level crossing.

(29-3-92)

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX-NORTHERN SECTION DATED APRIL 1991 - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

CARNFORTH TO CARLISLE VIA BARROW AND BRANCHES - continued

WORKINGTON

PAGE D90 Under sub-heading

PRINCE OF WALES DOCK

ADD second paragraph:-

Radio handsets are provided for controlling movements onto the Prince of Wales Dock. Any Driver issued with a radio for this purpose must return it when shunting operations have been completed. When not in use the radio handsets must be left 'on charge' at Workington S.O.P.

(29-3-92)

PAGE D91

DALSTON

ADD

CONTROL OF SHUNTING MOVEMENTS. Radio handsets are provided for controlling shunting movements at the B.P. Oil Terminal. Any Driver issued with a radio for this purpose must return it when shunting operations have been completed. When not in use, the radio handsets must be left 'on charge' at Carlisle S.O.P.

(29-3-92)

After DALSTON item ADD:-

CURROCK JN.

CONTROL OF SHUNTING MOVEMENTS. Radio handsets are provided for controlling movements at Currock C & W sidings. Any Driver issued with a radio for this purpose must return it when shunting operations have been completed. When not in use, the radio handsets must be left 'on charge' in the C & W Supervisor's office.

(22-3-92)

British Rail**CNE****3****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

Saturday, 11th April

to

Friday, 17th April 1992inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

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PRIVATE
and not for Publication

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

SUNDAY, 12 APRIL - HELSBY JN.

Exchange sidings ground frame will be taken away and the trailing connection in the up Branch line will be secured out of use, pending removal. The Exchange Siding will be shortened by 110 yards at the Hooton end and a stopblock will be provided.

(6)

TUESDAY, 14 APRIL - BETWEEN MELLING TUNNEL AND CARNFORTH EAST JN.

The existing 20 m.p.h. permanent speed restriction over the down line from 2 miles 40 chains to 2 miles 20 chains will be removed. The associated warning indicator and AWS permanent magnet will also be removed.

(6)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GIGGLESWICK AND CLAPHAM

The existing 50 m.p.h. permanent speed restriction over the down line from 239 miles 39 chains to 239 miles 69 chains has been removed.

(4/5)

BETWEEN CARNFORTH EAST JN. AND MELLING TUNNEL

The existing 50 m.p.h. permanent speed restriction over the up line from 4 miles 66 chains to 6 miles 60 chains has been removed.

(4/5)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

ETCHES PARK

New 'Stop & Await Instructions' boards have been erected at the entrances to the maintenance shed on 4, 5, 6, 7 and 8 roads and at the North and South ends of 4 shed Fuel and Inspection point.

(4/5)

TY CROES STATION

The arm of Ty Croes down distant signal has been reduced in height to 18 feet above rail level.

(4/5)

BETWEEN CORKICKLE NO.1 AND CORKICKLE NO.2

The connection from the down & up goods line to the south siding has been secured out of use in the reverse position.

The connection from the North siding to the down & up goods line has been secured in the normal position and associated signalling disconnected.

The down & up goods line has been slued between 220 yards and 340 yards on the Corkickle No. 2 side of the box in the alignment of the former South siding.

A temporary buffer stop with a white light has been provided on the south siding, 184 yards on the Corkickle No. 2 side of the signal box, facing Corkickle No.1.

The south siding between the temporary stop block and the connection from the up and down goods and from the slue to the buffer stop has been taken out of use.

The following connections has been taken out of use and secured in the Normal position, pending removal :-

North siding to New siding
North Siding to Ladysmith Pit
Ladysmith Pit to Down & Up goods

The following signals have been taken away :-

3-arm ground shunting signal reading from South siding to North siding, Up and down goods or up main.

Tall siding signal with route indicator reading from North siding to New siding, Ladysmith Pit, South siding or up and down goods.

Large bracket signal carrying the following arms :-

Up goods to North siding
Up goods home
Up goods to Up main
Down main starting signal with Corkickle No.2 down main inner distant beneath.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CORKICKLE NO.1 AND CORKICKLE NO.2 - continued

A new 'Stop and Telephone' board with a telephone communicating to Corkickle No. 1 signalbox has been provided on the right hand side of the down & up goods line, 250 yards on Corkickle No. 2 side of the signalbox, for movements towards Corkickle No. 1 box.

A new straight post semaphore signal which consists of Corkickle No. 1 down main starting signal with Corkickle No. 2 down main inner distant signal beneath has been provided on the left hand side of the line, 251 yards on the Corkickle No. 2 side of the signalbox. The stop arm is approximately 17 feet above rail level. The signal is 360 yards to Corkickle No. 2 down main home signal.

(4/5)

AGECROFT JN. - G.M.C. REFUSE SIDINGS

A de-railer, which will be operated by G.M.C. staff has been installed within the G.M.C. Refuse sidings.

(4/5)

*** HYDE JN.

A new set of controlled trap points together with a sand drag, 50 yards in length, has been provided on the Down Branch line, 120 yards in advance of signal GB.865 .

(3)

*** BRANSTY

The down starting signal has been renewed as a straight post semaphore signal in the same position. The arm is approximately 17 feet above rail level.

(3)

*** PARK SOUTH

A temporary manned level crossing has been provided, until further notice, at 32 miles 42 chains between Barrow-in-Furness and Park South.

(3)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN SWINTON NORTH JN. AND DEARNE JN.

There has been permanent speed restriction of 85 m.p.h. imposed on both the Down and Up lines between 167m. 68chs. and 168m. 25chs. and one of $\frac{60}{80}$ m.p.h imposed on both Down and Up
100 H

lines between 168m. 25chs. and 168m. 40chs.

(See Special Notice 45E)

(4/5)

*** CASTLEFORD WEST JN.

The permanent speed restriction of 55 m.p.h. on the Up line between 21m. 01chs. and 22m. 02chs. has been altered to apply between 21m. 06chs. and 22m. 02chs. The permanent speed restriction of 20 m.p.h. on both the Down and Up lines between 21m. 01chs. and 20m. 66ch. has been altered to apply between 21m. 06chs. and 20m. 78chs. The permanent speed restriction of 50 m.p.h. on the Down line between 20m. 66chs. and 19 $\frac{3}{4}$ m.p. has been altered to apply between 20m. 78chs. and 19 $\frac{3}{4}$ m.p.

(See Section D)

(3)

CARNFORTH STATION Doc

WON.PUB

B.R.31011

British Rail

CNE



4/5

WEEKLY OPERATING NOTICE

containing

TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES

Saturday, 18th April
to
Friday, 1st May 1992
inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows: - "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

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and not for Publication

AT OR BETWEEN	LINES AFFECTED	REMARKS
EDINBURGH WAVERLEY TO HAYMARKET EAST JN. - continued		
SUNDAY, 26 APRIL		
SC47 Waverley West and Princes St Gardens	Line W/Down South Line X/Up South Line Y/Down North Line Z/Up North BLOCKED	01 30 to 06 00) Work at point heaters) Nos. 162, 163, 164, 165) and 167 and signalling) work (Cable Testing)
	Line W/Down South Line X/Up South Line Y/Down North Line Z/Up North Between Trains	06 00 to 16 30) POSSESSION TO BE GIVEN) UP FOR PASSAGE OF ECS.))))

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

MONDAY, 20 APRIL - MANCHESTER (PICCADILLY EAST JN.)

Position light shunt signal MP.1161 with stencil route indicator will be brought back into use and repositioned adjacent to the up slow 60 yards nearer signal MP.347. As formerly, the signal will apply to set-back movements from the up slow to platforms 10, 11, 13 and 14 and the route indicator will display the appropriate platform number.

Two-aspect signal MP.337 applying to movements from the goods loop to the down slow will be provided with a position light shunt aspect.

(7)

MONDAY, 27 APRIL - WHITEHAVEN STATION

Bay platform 1 will be shortened by 20 yards.

(7)

DETAILS OF WORK ALREADY CARRIED OUT

BRADWELL SIDINGS

The siding adjacent to the up main line at the Kidsgrove end of the up goods line, together with its associated trap points, has been secured out of use pending removal and all associated signalling has been disconnected.

The telephone to Bradwell Sidings signal box has been re-positioned adjacent to the up goods line near to the connection from the up main line.

(NEW ITEM) (7)

HELSEBY JN.

Exchange sidings ground frame has been taken away and the trailing connection in the up Branch line has been secured out of use, pending removal. The Exchange Siding has been shortened by 110 yards at the Hooton end and a stopblock has been provided.

(6)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN MELLING TUNNEL AND CARNFORTH EAST JN.

The existing 20 m.p.h. permanent speed restriction over the down line from 2 miles 40 chains to 2 miles 20 chains has been removed. The associated warning indicator and AWS permanent magnet has also been removed.

(6)

*** BETWEEN GIGGLESWICK AND CLAPHAM

The existing 50 m.p.h. permanent speed restriction over the down line from 239 miles 39 chains to 239 miles 69 chains has been removed.

(4/5)

*** BETWEEN CARNFORTH EAST JN. AND MELLING TUNNEL

The existing 50 m.p.h. permanent speed restriction over the up line from 4 miles 66 chains to 6 miles 60 chains has been removed.

(4/5)

*** ETCHES PARK

New 'Stop & Await Instructions' boards have been erected at the entrances to the maintenance shed on 4, 5, 6, 7 and 8 roads and at the North and South ends of 4 shed Fuel and Inspection point.

(4/5)

*** TY CROES STATION

The arm of Ty Croes down distant signal has been reduced in height to 18 feet above rail level.

(4/5)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

*** BETWEEN CORKICKLE NO.1 AND CORKICKLE NO.2

The connection from the down & up goods line to the south siding has been secured out of use in the reverse position.

The connection from the North siding to the down & up goods line has been secured in the normal position and associated signalling disconnected.

The down & up goods line has been slued between 220 yards and 340 yards on the Corkickle No. 2 side of the box in the alignment of the former South siding.

A temporary buffer stop with a white light has been provided on the south siding, 184 yards on the Corkickle No. 2 side of the signal box, facing Corkickle No.1.

The south siding between the temporary stop block and the connection from the up and down goods and from the slue to the buffer stop has been taken out of use.

The following connections has been taken out of use and secured in the Normal position, pending removal :-

North siding to New siding
North Siding to Ladysmith Pit
Ladysmith Pit to Down & Up goods

The following signals have been taken away :-

3-arm ground shunting signal reading from South siding to North siding, Up and down goods or up main.

Tall siding signal with route indicator reading from North siding to New siding, Ladysmith Pit, South siding or up and down goods.

Large bracket signal carrying the following arms :-

Up goods to North siding
Up goods home
Up goods to Up main

Down main starting signal with Corkickle No.2 down main inner distant beneath.

A new 'Stop and Telephone' board with a telephone communicating to Corkickle No. 1 signalbox has been provided on the right hand side of the down & up goods line, 250 yards on Corkickle No. 2 side of the signalbox, for movements towards Corkickle No. 1 box.

A new straight post semaphore signal which consists of Corkickle No. 1 down main starting signal with Corkickle No. 2 down main inner distant signal beneath has been provided on the left hand side of the line, 251 yards on the Corkickle No. 2 side of the signalbox. The stop arm is approximately 17 feet above rail level. The signal is 360 yards to Corkickle No. 2 down main home signal.

(4/5)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

** AGECROFT JN. - G.M.C. REFUSE SIDINGS

A de-railer, which will be operated by G.M.C. staff has been installed within the G.M.C. Refuse sidings.

(4/5)

** BETWEEN SWINTON NORTH JN. AND DEARNE JN.

There has been permanent speed restriction of 85 m.p.h. imposed on both the Down and Up lines between 167m. 68chs. and 168m. 25chs. and one of 60 m.p.h imposed on both Down and Up

80
100 H

lines between 168m. 25chs. and 168m. 40chs.

(See Special Notice 45E)

(4/5)

GENERAL INSTRUCTIONS AND NOTICES

New or Amended Items in this Notice are indicated by a margin bar

** Item will not be published in future notices. All concerned to take suitable note.

WORKING MANUAL RAIL STAFF - GREEN PAGES. BR30054/2

PAGE D12

Clause D2/3 AMEND the entry "Blackfriars to Faringdon" to read "Canterbury Road Junction/Cambria Junction to Faringdon".

(31-3-92)

WORKING MANUAL FOR RAIL STAFF - WHITE PAGES (BR.30054/6)

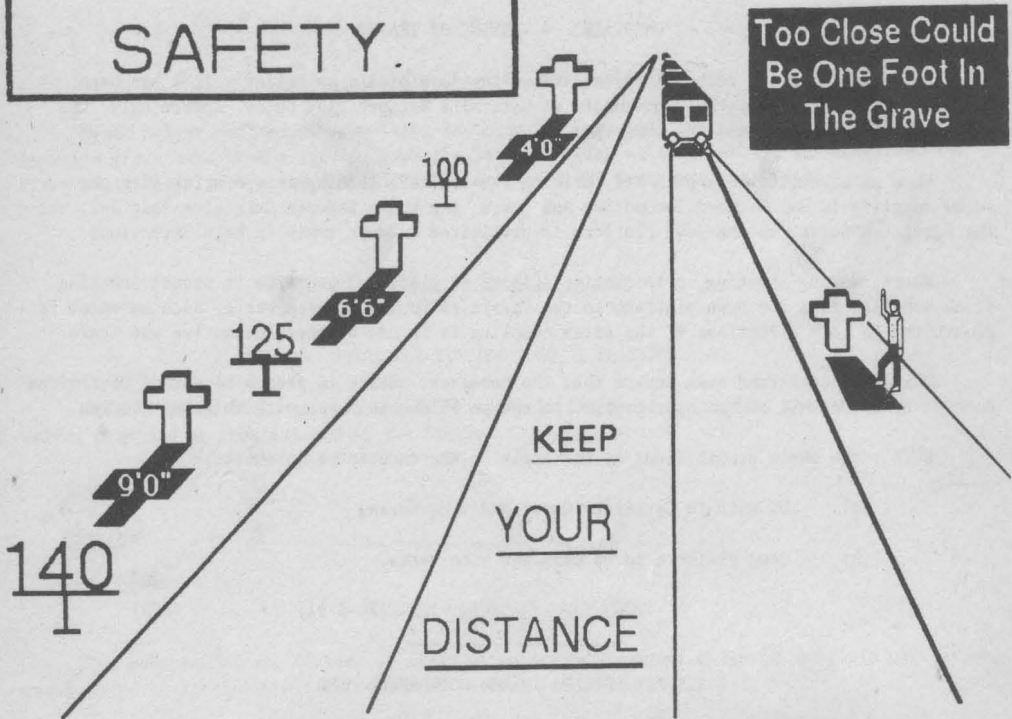
ADD the following to the list of "Cripple Codes" on Page C13

O - 14 days overdue PPM, en route to or at Repair Point
U - "Green" carded wagon to go for VIBT

(OD18/119)

(30-3-92)

TRACKSIDE SAFETY.



LEAVE NO SHADOW OF DOUBT

Know your positions of safety :

LINE SPEED

Up to 100m.p.h.	<u>At least</u> 4 ft (1.25m)
101m.p.h. to 125m.p.h.	<u>At least</u> 6ft 6ins (2m)
Over 125m.p.h.	<u>At least</u> 9 ft (2.75m)

British Rail**CNE****8****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

Saturday, 16th May
to
Friday, 22nd May 1992
inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows:- "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

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WARNING



D.C. ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE EQUIPMENT

Greater Manchester Metro Limited (GMML)
Timperley to Altrincham (Metrolink Lines)

The overhead line equipment on the Metrolink Lines has been energised at 750 volts DC throughout to the termination at the buffer stops at Altrincham Station.

Switching off electricity in emergency

Any person becoming aware of a derailment, mishap, other incident or emergency on either the BR lines or the Metrolink lines which requires or is likely to require the electricity to be switched off must immediately contact the GMML Control Centre, Queens Road or arrange for this to be done.

Telephones

For direct communication with the GMML Control Centre there are telephones on the Metrolink platforms at Altrincham and Navigation Road as well as plug points for portable telephones between the two stations and at Deansgate Junction.

The signal post telephones on both the BR lines and the Metrolink lines communicate with the BR Signaller at Deansgate Junction who can contact the GMML Control Centre. The emergency telephone number (BT) of the GMML Control Centre is: (061) 203-5169.

RRNW/OS/87/1

SECTION A

TEMPORARY SPEED RESTRICTIONS
(Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

† indicates that the Warning boards and Indicators will be moved as the work progresses.

Where two speeds are shown for a restriction (e.g. 20) the Rule Book, Section U, Clause 1.2 applies. 40

LOCATION	LINES AFFECTED	MILEAGE		REST- RICTION M.P.H.	REMARKS
		AT OR BETWEEN M.C.	M.C.		
BASFORD HALL JN. TO GRETNA JN.					
1	Haydock Branch Jn. and Golborne Jn.	-	Up Fast	1.45 1.44 40 100	Condition of Bridge (No.7).
2	Bamfurlong Jn. and Springs Branch	Down Slow	-	5.03 5.54 20	Trackwork. From 12 00 Sunday, 17 May.
3	NOT USED				
WEAVER JN. TO LIVERPOOL LIME STREET					
3A	Halton Jn. and Runcorn	Down	Up	179.20 179.32 30 60	Condition of track.
4	Ditton Jn. No.2 and Speke Jn.	Down Slow	-	186.00 186.22 50	Condition of track.
5	Speke Jn. and Ditton Jn. No.2	-	Up Slow	186.60 183.20 50	Condition of track.
6	Allerton Jn. and Allerton West Jn.	Down Fast	-	188.06 188.14 20 50	Trackwork. From 00 01 Sunday, 17 May.
7	Mossley Hill and West Allerton	-	Up Slow	189.64 189.42 40	Condition of track.
8	Mossley Hill and Wavertree Jn.	Down Fast	-	190.35 190.60 20 50	Condition of track.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 17 MAY - BETWEEN TIMPERLEY AND ALTRINCHAM

Two-aspect (R/Y) colour light signals DJ.501, DJ.502, DJ.503, DJ.504, DJ.505, DJ.506, DJ.507 and DJ.508 will become two-aspect (R/G) colour light signals.

The top aspect of signal DJ.504R on the inbound line between Altrincham and Navigation Road will be unmasked and the signal will become two-aspect (Y/G).

Signal DJ.509 will be repositioned on the buffer stop of the outbound (platform 2) line at Altrincham station, 30 yards nearer to Deansgate Junction.

Signal DJ.511 will be repositioned on the buffer stop of the inbound (platform 1) line at Altrincham station, 6 yards nearer to Deansgate Junction.

The lines beyond Timperley will be connected to the Metrolink system.

Trackside signs will be provided which will apply to Metrolink trains only (see section D).

The maximum permissible speed for Metrolink trains over the outbound, inbound and outbound/inbound lines will become 50 m.p.h.

A 40 m.p.h. permanent speed restriction will apply over the outbound and inbound lines and the connection to/from the outbound/inbound line at Deansgate Jn., between 6 miles 66 chains and 7 miles 05 chains.

The standard 15 m.p.h. permanent speed restriction through the trailing crossover between the outbound and inbound lines at Altrincham will become a 25 m.p.h. permanent speed restriction.

(11)

SUNDAY, 17 MAY - BETWEEN ROSE GROVE WEST JN. AND HAPTON

The catch points on the up line at 20 m.p. (918 yards before reaching signal PN.392) will be taken away and replaced by plain line.

(11)

SUNDAY, 17 MAY - MILLOM

The down main home semaphore signal will be renewed in the same position on a straight post with the arm at 12 feet above rail level.

(11)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

DARWEN

Until further notice, whilst repairs are taking place to the down platform, Drivers of passenger trains booked to stop, must be prepared to bring their trains to a stand at the STOP board provided which will be moved as work progresses, or work to the instructions of a handsignalman provided.

(NEW ITEM) (11)

ECCLES STATION

The Up and Down Goods line have been renamed the Up and Down Sidings.

The Notice Boards worded "COMMENCEMENT OF STAFF SECTION" and "STOP DRIVERS MUST TELEPHONE, SINGLE LINE ENDS", together with the associated telephone to Eccles Signal Box, have been abolished.

The indicator at the Down Home signal (No. 31) reading "GDS" has been replaced with an indicator reading "SDG".

A new run round loop has been provided at the West end of the Up and Down Sidings, with a standage of 415 yards clear of the fouling points, with an engine release head shunt provided at the West end of the loop.

A notice board worded "CHECK HAND POINTS" has been provided at the Eccles station end of the new run round loop.

(9/10)

HELSEBY JN.

The down branch and up branch lines have been renamed down Hooton and up Hooton lines respectively.

The trailing connection between the down Hooton line and Shellstar siding and the facing connection between the up Hooton and down Hooton lines, formerly controlled by Helsby West Cheshire Jn. box is being controlled by Helsby Jn. box. The trailing connection between the up Hooton line and the "up and down" Mouldsworth line remains secured out of use until further notice.

The former Helsby West Cheshire Jn. 2-aspect (Y/G) colour-light down main distant signal has become Helsby Jn. down Hooton distant signal and is 1500 yards from Helsby Jn. down Hooton home 1 signal. The existing A.W.S. magnet remains.

British Rail**CNE****9/10****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

**Saturday, 23rd May
to
Friday, 5th June 1992
inclusive**

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows:- "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

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SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
EDINBURGH WAVERLEY TO HAYMARKET EAST JN. - continued		
SUNDAY, 31 MAY		
SC46 Princess St Gardens and Haymarket Central Jn.	Down and Up South and Down and Up North BLOCKED	01 30 to 06 00) Trackwork and signalling work.
	Down and Up South and Down and Up North Between Trains	06 00 to 09 30) Isolation of electrical sections PC1 and 2.) POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF ECS.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

SUNDAY, 31 MAY - ASKAM

The down main home semaphore signal will be renewed in the same position with the height of the signal arm reduced to 16 feet 9 inches above rail level.

(12)

FRIDAY, 29 MAY - BETWEEN WISHAW CENTRAL JN AND HOLYTOWN JN.

A new permanent speed restriction of 40 mph on the Up and Down lines, between 88m 250 yards and 88m 650 yards will be introduced.

(SEE SECTION D OF THIS NOTICE)

The following permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with this new 40 mph speed restriction will be provided, together with AWS track equipment :-

UP DIRECTION

An indicator will be provided 300 yards before reaching signal M502.

DOWN DIRECTION

An indicator will be provided 300 yards before reaching signal M513.

(12)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN TIMPERLEY AND ALTRINCHAM

Two-aspect (R/Y) colour light signals DJ.501, DJ.502, DJ.503, DJ.504, DJ.505, DJ.506, DJ.507 and DJ.508 have become two-aspect (R/G) colour light signals.

The top aspect of signal DJ.504R on the inbound line between Altrincham and Navigation Road has been unmasked and the signal has become two-aspect (Y/G).

Signal DJ.509 has been repositioned on the buffer stop of the outbound (platform 2) line at Altrincham station, 30 yards nearer to Deansgate Junction.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN TIMPERLEY AND ALTRINCHAM - continued

Signal DJ.511 has been repositioned on the buffer stop of the inbound (platform 1) line at Altrincham station, 6 yards nearer to Deansgate Junction.

The lines beyond Timperley have been connected to the Metrolink system.

Trackside signs have been provided which apply to Metrolink trains only (see section D).

The maximum permissible speed for Metrolink trains over the outbound, inbound and outbound/inbound lines has become 50 m.p.h.

A 40 m.p.h. permanent speed restriction now applies over the outbound and inbound lines and the connection to/from the outbound/inbound line at Deansgate Jn., between 6 miles 66 chains and 7 miles 05 chains.

The standard 15 m.p.h. permanent speed restriction through the trailing crossover between the outbound and inbound lines at Altrincham has become a 25 m.p.h. permanent speed restriction.

(11)

BETWEEN ROSE GROVE WEST JN. AND HAPTON

The catch points on the up line at 20 m.p. (918 yards before reaching signal PN.392) have been taken away and replaced by plain line.

(11)

MILLOM

The down main home semaphore signal has been renewed in the same position on a straight post with the arm at 12 feet above rail level.

(11)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

DARWEN

Until further notice, whilst repairs are taking place to the down platform, Drivers of passenger trains booked to stop, must be prepared to bring their trains to a stand at the STOP board provided which will be moved as work progresses, or work to the instructions of a hand signalman provided.

(11)

** ECCLES STATION

The Up and Down Goods line have been renamed the Up and Down Sidings.

The Notice Boards worded "COMMENCEMENT OF STAFF SECTION" and "STOP DRIVERS MUST TELEPHONE, SINGLE LINE ENDS", together with the associated telephone to Eccles Signal Box, have been abolished.

The indicator at the Down Home signal (No. 31) reading "GDS" has been replaced with an indicator reading "SDG".

A new run round loop has been provided at the West end of the Up and Down Sidings, with a standage of 415 yards clear of the fouling points, with an engine release head shunt provided at the West end of the loop.

A notice board worded "CHECK HAND POINTS" has been provided at the Eccles station end of the new run round loop.

(9/10)

** HELSBY JN.

The down branch and up branch lines have been renamed down Hooton and up Hooton lines respectively.

The trailing connection between the down Hooton line and Shellstar siding and the facing connection between the up Hooton and down Hooton lines, formerly controlled by Helsby West Cheshire Jn. box is being controlled by Helsby Jn. box. The trailing connection between the up Hooton line and the "up and down" Mouldsworth line remains secured out of use until further notice.

The former Helsby West Cheshire Jn. 2-aspect (Y/G) colour-light down main distant signal has become Helsby Jn. down Hooton distant signal and is 1500 yards from Helsby Jn. down Hooton home 1 signal. The existing A.W.S. magnet remains.

The former Helsby West Cheshire Jn. down main colour-light home signal, also acting as Helsby Jn. down branch distant signal has been re-instated and becomes Helsby Jn. down Hooton home 1 signal. This signal is a three-aspect (R/Y/G) colour-light signal with the fourth (top) aspect blanked out and is 1293 yards from Helsby Jn. down Hooton home 2 signal. The existing A.W.S. magnet remains. A telephone has been provided to Helsby Jn. box.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

HELSEBY JN. -continued

A new 3-aspect (R/Y/G) colour-light signal has been provided on the left hand side of the Shellstar siding and applies to movements departing from the Shellstar siding to the down Hooton line. The red aspect is 11 feet above rail level. A telephone, in a vandal-proof cabinet has been provided to Helsby Jn. box. The 'OFF' indicator adjacent to the Shellstar siding, 160 yards in rear of the new signal has been re-instated and works in conjunction with this signal.

The down branch semaphore home 1 and co-acting semaphore home 2 signals have become the down Hooton home 2 and home 3 signals respectively. Diamond signs have been provided on both signal posts.

The ground disc shunt signal adjacent to the down Hooton line reading set back down Hooton to up Hooton has been taken away. A new semaphore platform starting signal is provided at the Hooton end of the down Hooton platform. The arm is approximately 16 feet above rail level and a diamond sign has been provided on the signal post.

A diamond sign has been provided on the 2-arm ground disc shunt signal adjacent to the up Hooton line reading set back up Hooton to down Hooton or set back along up Hooton.

The up branch semaphore starting signal has been taken away. A new up Hooton 2-aspect (R/G) colour-light starting signal, with a position-light signal applying to movements from the up Hooton to the Shellstar siding, has been provided on the left hand side of the line 306 yards further from the box. The red aspect is 11 feet above rail level. A telephone has been provided to Helsby Jn. box.

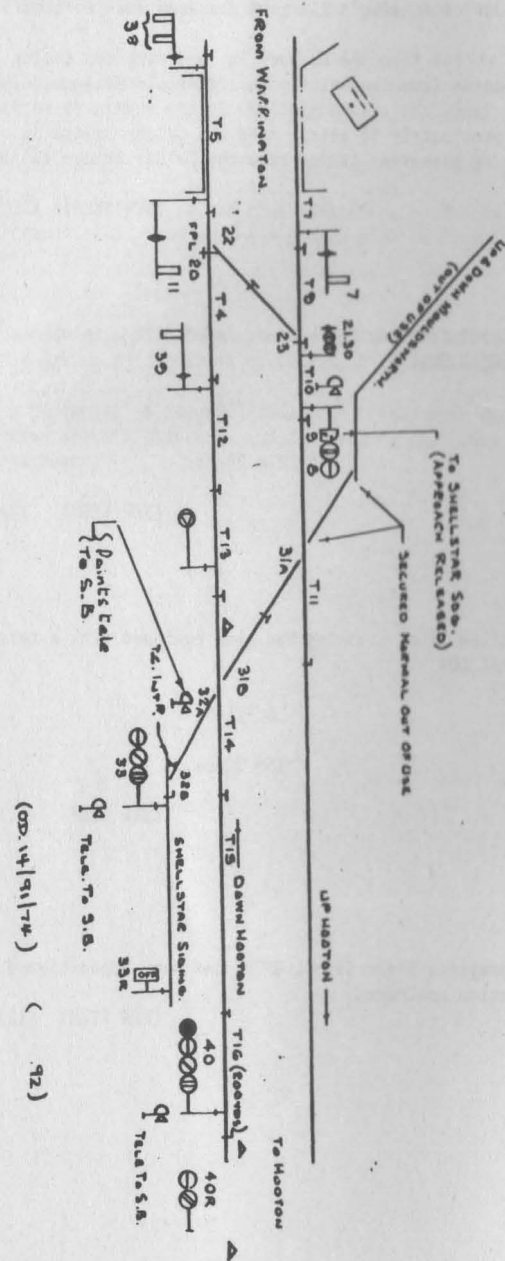
The revised layout and signalling arrangements is as shown in the accompanying sketch.

(9/10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

** HELSEBY JN. - continued



HELSEBY JN. (PART)

(9/10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

WAKEFIELD KIRKGATE

"S car stop" signs are provided on Wakefield Kirkgate Platform 3 as follows:-

Adjacent to a roof pillar 94 metres from the Horbury Jn. end ramp top facing and applicable to stopping passenger trains from the Horbury Jn./Wakefield Westgate direction.

Adjacent to a roof pillar approximately 83 metres from the Calder Bridge Jn. end ramp top facing and applicable to stopping passenger trains from the Calder Bridge Jn. direction.

(NEW ITEM) (12)

BETWEEN HEMINGBROUGH AND HOWDEN

The following Accomodation Level Crossing has been equipped with a telephone communicating with HEMINGBROUGH SIGNAL BOX:-

LEVEL CROSSING	LOCATION
Hoton House Farm	27m.28chs.

(NEW ITEM) (12)

BETWEEN GILBERDYKE AND BROOMFLEET

The following Accomodation Level Crossing has been equipped with a telephone communicating with GILBERDYKE SIGNAL BOX:-

LEVEL CROSSING	LOCATION
Marr House Farm	15m.32chs.

(NEW ITEM) (12)

MIDCALDER JN.

Down Midcalder line ground position light Signal EJ982 has been repositioned 10 yards further from Midcalder Jn, application unaltered.

(NEW ITEM) (12)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EDINBURGH WAVERLEY - PLATFORM 20

Until further notice Platform 20 must only be used for services to and from North Berwick.

The operational length of this platform has been reduced to 100 yards and stop boards have been erected at either end of the length of operational platform as follows :-

EAST BOUND TRAINS

A 2, 3 & 4 car stop board has been positioned on the wall to the left of the Driver in direction of travel, 245 yards on the approach side to Signal E448.

WEST BOUND

A 2, 3 & 4 car stop board has been positioned on the lamp standard on the platform to the left of the Driver in direction of travel, 51 yards on the approach side to Signal E465.

Trainman in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform, and must ensure that they bring their trains to a stand at the appropriate board.

(NEW ITEM) (12)

British Rail**CNE****12****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

Saturday, 13th June

to

Friday, 19th June 1992

inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows:- "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

SUNDAY, 14 JUNE - BETWEEN ROSE GROVE WEST JN. AND HAPTON

The catch points on the up line at 19 mile 24 chains (300 yards after passing signal PN.392) will be taken away and replaced by plain line.

(15)

SUNDAY, 14 JUNE - BETWEEN PLUMPTON JN. AND ULVERSTON

The catch points on the down line at 18 mile 06 chains will be taken away and replaced by plain line.

(15)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN FURNESS ABBEY TUNNEL AND PARK HOUSE FARM L.C.

The catch points on the up line at 25 mile 56 chains have been taken away and replaced by plain line.

(14)

BETWEEN BOOTLE JN. AND SEFTON JN.

A temporary level crossing, named "Aintree West L.C. has been brought into use at 32 miles 65 chains. "STOP, WHISTLE BEFORE PROCEEDING" boards have been provided on the up and down sides, positioned 25 yards before the crossing. DRIVERS MUST ENSURE THE CROSSING IS CLEAR BEFORE PROCEEDING OVER IT.

(14)

*** ASKAM

The down main home semaphore signal has been renewed in the same position with the height of the signal arm reduced to 16 feet 9 inches above rail level.

(12)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

*** WAKEFIELD KIRKGATE

"S car stop" signs are provided on Wakefield Kirkgate Platform 3 as follows:-

Adjacent to a roof pillar 94 metres from the Horbury Jn. end ramp top facing and applicable to stopping passenger trains from the Horbury Jn./Wakefield Westgate direction.

Adjacent to a roof pillar approximately 83 metres from the Calder Bridge Jn. end ramp top facing and applicable to stopping passenger trains from the Calder Bridge Jn. direction.

(12)

*** BETWEEN HEMINGBROUGH AND HOWDEN

The following Accomodation Level Crossing has been equipped with a telephone communicating with HEMINGBROUGH SIGNAL BOX:-

LEVEL CROSSING	LOCATION
Hoton House Farm	27m.28chs.

(12)

*** BETWEEN GILBERDYKE AND BROOMFLEET

The following Accomodation Level Crossing has been equipped with a telephone communicating with GILBERDYKE SIGNAL BOX:-

LEVEL CROSSING	LOCATION
Marr House Farm	15m.32chs.

(12)

*** MIDCALDER JN.

Down Midcalder line ground position light Signal EJ982 has been repositioned 10 yards further from Midcalder Jn, application unaltered.

(12)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN WISHAW CENTRAL JN AND HOLYTOWN JN.

A new permanent speed restriction of 40 mph on the Up and Down lines, between 88m 250 yards and 88m 650 yards has been introduced.

(SEE SECTION D OF THIS NOTICE)

The following permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with this new 40 mph speed restriction have been provided, together with AWS track equipment :-

UP DIRECTION

An indicator has been provided 300 yards before reaching signal M502.

DOWN DIRECTION

An indicator has been provided 300 yards before reaching signal M513.

(12)

GENERAL INSTRUCTIONS AND NOTICES

New or Amended Items in this Notice are indicated by a margin bar

** Item will not be published in future notices. All concerned to take suitable note.

CNE C

British Rail**CNE****23/24****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

Saturday, 29th August
to
Friday, 11th September 1992
inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows:- "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

AT OR BETWEEN	LINES AFFECTED	REMARKS
EDINBURGH WAVERLEY TO HAYMARKET EAST JN.		
SUNDAY, 30 AUGUST		
SC56 Princes St Gardens and Haymarket East Jn	Down and Up South BLOCKED Down and Up North Between Trains	01 00 to 09 00 Track patrolling and trackwork. POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF ECS.
SUNDAY, 6 SEPTEMBER		
SC57 Haymarket West Jn.	Down and Up North BLOCKED	00 15 to 07 45. Trackwork. POSSESSION TO BE GIVEN UP FOR PASSAGE 1579, 21 10 (SAT) EUSTON TO ABERDEEN OVER DOWN NORTH LINE.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 30 AUGUST - BETWEEN WIDNES AND SANKEY

The 65 m.p.h. permanent speed restriction applying from 13 miles 18 chains to 14 mile post (between signals WC.R110 and WC.110) will be repositioned to apply from 12 miles 78 chains to 13 miles 18 chains.

(RRNW/OS/GEN/3/5) (26)

MONDAY, 31 AUGUST - BETWEEN STRAND ROAD L.C. AND SEAFORTH CONTAINER TERMINAL (M.D. & H. Goy)

The One Train Working will be altered to apply between Strand Road L.C. and the Seaforth Container Terminal Gates. The lines within the Entrance Gates will become a sidings area.

A new connection will be provided at the Seaforth Container Terminal end of the run-round loop at the entrance to the Terminal leading to a new siding, 448 yards long, to the west of the Crane roads.

The existing East and West Sidings will now be known as the East and Middle Sidings respectively and the new siding will be known as the West siding.

A second new connection will be provided at the Seaforth Container Terminal end of the run-round loop at the entrance to the Terminal and this will be secured out of use pending further works.

Notice boards will be provided immediately inside the Terminal entrance gates applicable to both the existing and new sidings worded:-

"END OF ONE TRAIN WORKING" - (facing movements to the Terminal)

"COMMENCEMENT OF ONE TRAIN
WORKING. DO NOT PASS WITHOUT
BRANCH STAFF". - (facing movements from the Terminal)

(TLF York) (26)

SUNDAY, 6 SEPTEMBER - ACTON GRANGE JUNCTION

The emergency trailing crossover between the down and up main lines worked from Acton Grange No.3 ground frame will be brought back into use.

(OD14/-) (26)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SUNDAY, 6 SEPTEMBER - BARROW-IN-FURNESS - SALTHOUSE JN. - DALTON JN.

SALTHOUSE JN.

Salthouse Jn. box will be abolished and the new absolute block section will be between Barrow-in-Furness and Dalton Jn.

A new 8-lever ground frame, named Salthouse Jn. ground frame, will be provided on the down side of the line adjacent to the connection from the down main line to the sidings. The ground frame will be electrically released from Barrow-in-Furness box and will operate as follows:-

- Lever 1 - Release lever for connection down main to sidings.
- Lever 2 - Facing point lock for connection down main to sidings.
- Lever 3 - Connection down main to sidings.
- Lever 4 - Trap points at exit from sidings.
- Lever 5 - Ground signal reading up main through crossover to sidings.
- Lever 6 - Up main end of up main to down main crossover.
- Lever 7 - Down main end of up main to down main crossover.
- Lever 8 - Release lever for crossover.

A telephone will be provided at the ground frame, communicating with Barrow-in-Furness box.

The connection between sidings 1 and 2 will become hand operated.

All connections not mentioned above will be secured out of use pending removal.

All signals not mentioned above will be recovered (including Barrow-in-Furness down distant signal, on the same post as Salthouse Jn. down starting signal).

A reflectorised "Stop" board will be provided, facing Barrow, applying to movements in the up direction on the down main line, 200 yards on the Dalton Jn. side of the connection to the sidings.

BARROW-IN-FURNESS

A new 2-aspect (Y/G) colour light down main distant signal will be provided 1500 yards in rear of the down main home 1 signal. The yellow aspect will be 12 feet above rail level.

A "Train arrived complete" plunger will be provided on the down main line platform (platform 1), adjacent to the signing on point door.

DALTON JN.

The signal post door plate on the down main intermediate block home signal will be removed and the signal will become the down main starting signal.

(RRNW/OS/87/167) (26)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

MONDAY, 7 SEPTEMBER - LIVERPOOL - GLADSTONE DOCK COAL TERMINAL

The Coal Loading line and locomotive run-round line will be moved Westwards to a new temporary alignment.

(TLF York) (26)

SUNDAY 6 SEPTEMBER - LEEDS STATION

The operational length of bay Platform 10 will be increased to 128 yards (117 metres).

(27)

DETAILS OF WORK ALREADY CARRIED OUT

HALTON JN.

The trailing crossover between the down and up main lines, situated on the Runcorn side of the junction, has been taken out of use pending removal.

(25)

BETWEEN CREWE AND CHESTER

The Maximum Permissible Speed on the down and up main lines between Crewe North Jn. and Chester East Jn. has been increased from 75 m.p.h. to 90 m.p.h.

A 65 m.p.h. permanent speed restriction has been imposed on the down line from 167 miles 28 chains to 167 miles 48 chains.

A 75 m.p.h. permanent speed restriction has been imposed on the down line from 167 miles 48 chains to 168 miles 60 chains.

The 50 m.p.h. permanent speed restriction applying on the down line from 177 miles 40 chains to 178 miles 69 chains has been increased to 65 m.p.h. and extended to apply from 177 miles 36 chains to 178 miles 69 chains.

The 50 m.p.h. permanent speed restriction applying on the up line from 178 miles 65 chains to 177 miles 40 chains has been increased to 65 m.p.h. and extended to apply from 178 miles 65 chains to 177 miles 36 chains.

A 75 m.p.h. permanent speed restriction has been imposed on the up line from 168 miles 60 chains to 168 miles 40 chains.

A 70 m.p.h. permanent speed restriction has been imposed on the up line from 160 miles 72 chains to 158 miles 32 chains.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CREWE AND CHESTER - continued

A Warning Indicator with associated A.W.S. permanent magnet has been provided on the approach to the following permanent speed restriction:-

Line	Permanent speed restriction m.p.h.	Start of restriction m. chs.	Position of Warning Indicator m. chs.
Down	30	178 69	177 68

The Warning Indicator with associated A.W.S. permanent magnet on the up line applying to the 20 m.p.h. permanent speed restriction which commences at 158 miles 32 chains has been repositioned at 159 miles 41 chains.

The Warning Indicator with associated A.W.S. permanent magnet on the approach to the following permanent speed restriction has been removed:-

Line	Permanent speed restriction m.p.h.	Start of restriction m. chs.	Position of Warning Indicator m. chs.
Down	50	177 40	176 72

All permanent speed restrictions have been provided with reflectorised Indicators as described on page 2.2 of Appendix 2 to the Rule Book. Except as shown above, a Warning Indicator without A.W.S. magnet has been provided for each permanent speed restriction requiring a reduction in speed.

(RRNW/OS/GEN/3/4) (25)

WILMSLOW

Signal WW.86 at the Styal end of the down Styal line platform has been renewed as a straight post 4 - aspect (R/Y/G/Y) colour light signal in the same position. The red aspect is 11 feet above rail level.

(RRNW/OS/GEN/7) (25)

** HALTON JN.

The catch points in the up main line at 179m. 72ch. (750 yards before reaching signal HN.1) have been taken away and replaced by plain line.

(23/24)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN BOOTLE JN. AND BOOTLE BRANCH JN.

The catch points on the Up line at 3m.55ch. have been replaced by plain line.

(23/24)

** CONWY VALLEY LINE

With the introduction of Driver to Shore radio on the above line, radio channel change boards have been provided by the lineside as follows :-

CHANNEL	APPLYING TO	LOCATION AND APPROXIMATE MILEAGE
61	Up direction	Trawsfynydd 19 miles 164 yards
65	Up direction	Llanrwst 11 miles 281 yards
61	Down direction	Llanrwst 11 miles 451 yards

(23/24)

** CARNFORTH SOUTH JUNCTION

The ground-mounted search-light type main signals with position-light signals beneath (PN.278 and PN.277) situated at the south end of the "up & down" goods No.1 and "up & down" goods No.2 loops respectively have been renewed in the same position as ground-mounted short-range 3-aspect main signals with adjacent position-light signals. The top (red) main aspect is approximately 2 feet above rail level.

(23/24)

** ACTON GRANGE JUNCTION

The emergency facing crossover between the down and up main lines worked from Acton Grange No.1 ground frame has been brought back into use.

(23/24)

** ASHTON MOSS NORTH JN.

The down branch distant signal has been replaced by a reflectorised distant board in the same position. The centre of the board is 8 feet above rail level.

(23/24)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

SHIPLEY

PLATFORMS have been renumbered as follows :-

NEW NUMBER	OLD NUMBER
1	New Platform - Up Main (see also below)
2	5
3	No alteration
4	No alteration
5	2

(UFN)

SHIPLEY

A new - 102 metre long - platform has been brought into use on the Up Main (numbered platform No. 1) situated between Shipley Bingley Jn and Shipley Leeds Jn.

(25)

** APPERLEY JN TO ILKLEY

Due to engineering work the lines between Guiseley Station and Ilkley Station have been taken out of use.

(23/24)

RAVENS CRAIG NO.4 NEW TIPPLER SIDINGS

All points and signals controlled by BSC, including the Tippler building, have been put out of use. No.1 Arrival line, Nos.5 and 6 Ore lines and the Engine Release road have been secured out of use. All former BSC controlled points have been secured for movements via No.2 Engine Release road, Nos 3 and 4 Flux lines and the Discharge line (via the crossover).

(NEW ITEM) (26)

** WAMPFRAY GROUND FRAME

The crossovers at Wamphray Ground Frame (approx. 34 miles, 35 chains) have been secured out of use.

The crossovers will remain available in the event of an emergency.

(23/24)

BEATTOCK

The main line trailing crossover at the south end (swingnose crossing) is now back in use.

(25)

GENERAL INSTRUCTIONS AND NOTICES

New or Amended Items in this Notice are indicated by a margin bar

** Item will not be published in future notices. All concerned to take suitable note.

WORKING MANUAL FOR RAIL STAFF BR30054 SECTION H (DATED FEBRUARY 1991)

PAGE H4

ITEM 2.5 (Locomotives Banned) AMEND Maxwelltown (ICI) entry to read -

All except 08, 20, 26 and Class 37/0 to Class 37/5 inclusive.

(TFG/1/907) (22-8-92)

SECTION D

APPENDIX INSTRUCTIONS - continued

SECTIONAL APPENDIX - SCOTTISH REGION - continued

SECTION 4 - LOCAL INSTRUCTIONS

PAGE 6

ADD:-

DALZELL PLATE WORKS

LEVEL CROSSING - The level crossing is located in the vicinity of the Slab Bay and traverses the Slab Bay line and the connection to the adjoining siding. The level crossing is of the open type with road traffic lights controlled from a local control switch located within the Slab Bay. The BR person in charge of rail movements must operate the local control switch and ensure that the road traffic lights are operating before authorising a rail movement to proceed over the level crossing towards the Slab Bay or adjoining siding.

Incoming movements must be brought to a stand at the STOP board on the main line side of the level crossing. To assist drivers of propelled movements, a black and white marker post is provided 500 feet on the main line side of the STOP board and is a guide to stopping trains based on 11 x 100 tonne BAA wagons.

The road traffic lights will remain lit whilst a train is within the Slab Bay or adjoining siding until the local control switch is again restored after the outgoing movement is at a stand on the main line side of the crossing, clear of the STOP board.

In the event of a failure of the road traffic lights, BSC will appoint a person to take charge during the period rail movements require to be made over the crossing. The BR person in charge must not authorise a rail movement to be made over the level crossing until permission has been received from the BSC person in charge.

MOVEMENTS TO THE SLAB BAY OR ADJOINING SIDING

All incoming movements must be propelled. When the train has been brought to a stand at the STOP board at the level crossing, the BR person in charge must, where the train requires to proceed to the Slab Bay, obtain the permission of the BSC person in charge of the Slab Bay to enter the Slab Bay. On receiving permission to proceed the BR person in charge must operate the local control switch for the level crossing.

Where the movement requires to enter the adjacent siding, the BR person in charge need not obtain BSC permission for such movement.

MOVEMENTS FROM THE SLAB BAY OR ADJOINING SIDING

Before a movement is made from the Slab Bay, the BR person in charge must obtain an assurance from the BSC person in charge of the Slab Bay that it is safe to do so. On receipt of such assurance the BR person in charge must ensure that the level crossing road traffic lights are operating before authorising the movement to commence.

SECTION D

APPENDIX INSTRUCTIONS - continued

SECTIONAL APPENDIX - SCOTTISH REGION - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

PAGE 6

ADD:-

DALZELL PLATE WORKS - continued

MOVEMENTS FROM THE SLAB BAY OR ADJOINING SIDING - continued

Before a movement is made from the adjoining siding, the BR person in charge must ensure that the level crossing road traffic lights are operating before authorising the movement to commence. Permission from BSC is not required for such movement.

When the outgoing movement is at a stand clear of the STOP board, the BR person in charge must operate the local control switch for the level crossing to extinguish the road traffic lights. Additionally, where the movement was made from the Slab Bay, the BR person in charge must advise the BSC person in charge of the Slab Bay that all shunting/train movements to the Slab Bay have ceased.

(22-8-92)

PAGES 16 AND 17

RAVENS CRAIG NO.4

DELETE all instructions under this heading

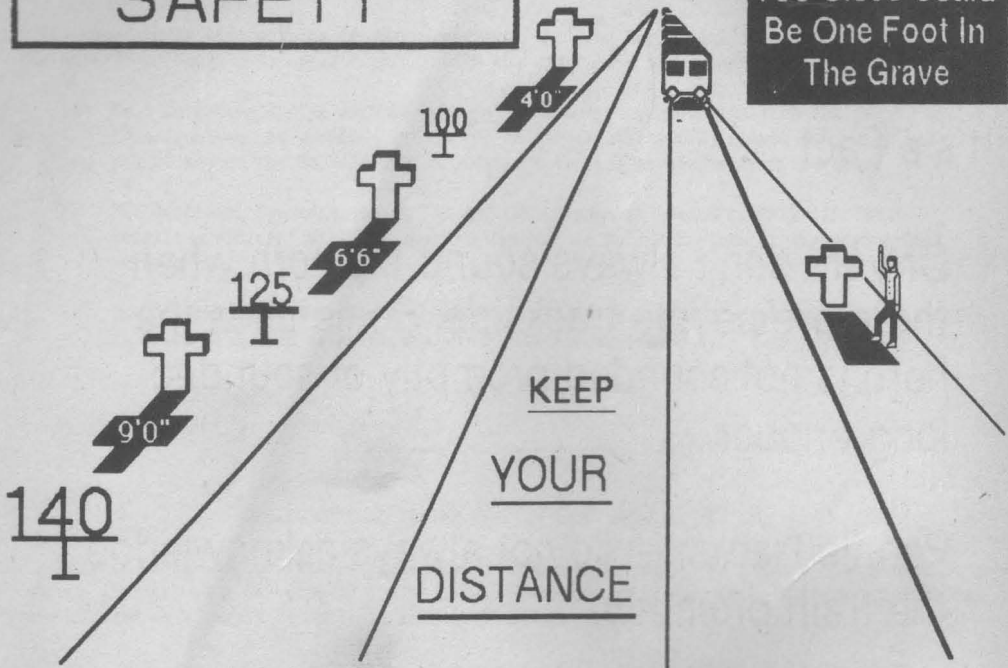
ADD :-

1. Yard working arrangements apply within the terminal area.
2. ARRIVING TRAINS
 - 2.1 All trains must proceed to No.3 Flux line and be secured on arrival. After uncoupling, the locomotive must proceed to No.2 Engine Release line.
3. ORE TRAINS COMPOSED OF 100 TONNE ROTARY TIPPLER WAGONS
 - 3.1 Loading of trains will take place on the Discharge line.
 - 3.2 Trains must be placed on the Discharge line for loading and propelled from No.3 Flux line in accordance with the Rule Book, Section J.
 - 3.3 Not more than 14 rotary tippler wagons must be in the loading area at any one time.
4. DEPARTING TRAINS
 - 4.1 All loaded trains must be placed in No.4 Flux line to await departure.

(20-8-92)

TRACKSIDE SAFETY

Too Close Could Be One Foot In The Grave



LEAVE NO SHADOW OF DOUBT

Know your positions of safety :

LINE SPEED

Up to 100m.p.h.	<u>At least 4 ft (1.25m)</u>
101m.p.h. to 125m.p.h.	<u>At least 6ft 6ins (2m)</u>
Over 125m.p.h.	<u>At least 9 ft (2.75m)</u>

British Rail**CNE****31****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

**Saturday, 24th October
to
Friday, 30th October 1992
inclusive**

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows:- "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

60
SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 25 OCTOBER - PRESTATYN

The connection from the down main to the down siding and the connections between the down siding and the bay line will be secured out of use pending removal and all the associated signalling will be taken away.

The down main home 2 signal will be taken away.

(RRNW/OS/91/149) (34)

SUNDAY, 25 OCTOBER - BETWEEN GREENBANK AND MOULDSWORTH

The catch points in the down line at 22 miles 45 chains (866 yards before reaching signal GK.4) will be removed and replaced by plain line.

(RRNW/OS/GEN/9) (34)

SUNDAY, 25 OCTOBER - BETWEEN ST. HELENS CENTRAL STATION AND THATTO HEATH

A new siding will be provided alongside the down main line and connected to the down main line by two trailing connections operated by ground frames.

Pilkingtons Oil Sidings ground frame No.1 will be at 4 miles 43 chains on the down side of the siding.

Pilkingtons Oil Sidings ground frame No.2 will be at 4 miles 23 chains on the down side of the siding.

Each ground frame will have three levers operating as follows:-

- Lever 1 - release lever.
- Lever 2 - down main end of connection.
- Lever 3 - siding end of connection.

A telephone will be provided at each ground frame communicating with St. Helens Station box.

The ground frames will be released by an Annetts key which will be retained in St. Helens Station box when not in use.

The new siding will be connected at the St. Helens Station end with the existing Pilkingtons Oil Sidings.

(RRNW/OS/90/102) (34)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SUNDAY, 25 OCTOBER - EDGE HILL, TUEBROOK SIDINGS

A double sided Notice Board worded "STOP. AWAIT INSTRUCTIONS" will be provided applicable to arriving trains on the Down Waterloo Siding and will be situated 40 yards before reaching the facing hand point connection in the Down Waterloo Siding. This Notice Board is applicable also to Up direction movements in the Down Waterloo Siding.

A Notice Board worded "STOP.AWAIT INSTRUCTIONS" will be provided applicable to Up direction movements on the Down Waterloo Siding immediately on the buffer stops side of the centre crossover between the Down and Up Waterloo Sidings.

(34)

SUNDAY, 25 OCTOBER - BETWEEN ACCRINGTON AND HUNCOAT

The catch points on the down line at 16 mile 32 chains (740 yards before reaching signal PN.402) will be taken away and replaced by plain line.

(RRNW/OS/GEN.9) (34)

SUNDAY, 25 OCTOBER - BETWEEN HEATON LODGE JN. AND HUDDERSFIELD

The existing 3 aspect signals HM 550, HM 652, HU 648, HU 646, HU 644 on the Up Huddersfield will be converted to 4 aspect in their existing locations.

During the period this work is being carried out, Temporary Block Working will be in operation between HM 554 signal (Heaton Lodge Jn.) and HU 77 signal (Huddersfield) over the Up Huddersfield line. See section D of this notice.

(34)

SUNDAY, 25 OCTOBER - LEEDS STATION

The operational length of bay Platform 10 will be increased to 128 yards (117 metres).

(34)

SUNDAY, 25 OCTOBER - BETWEEN LEEDS STATION AND WHITEHALL JN.

The Buffer Stop of the P.C.D. shunt spur will be repositioned 82 yards towards the station.

The shunt spur will be shortened to a length of 202 yards.

(34)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

MONDAY, 26 OCTOBER - BETWEEN LOW FELL JN. AND KING EDWARD BRIDGE SOUTH JN.

From 10 00 hrs, the Route Signing will be altered to agree with the line speed shown on the Down Main of the ECML on pages 17 and 18 in Section 2 of the Sectional Appendix.

The reflectorised signs for the Permanent Speed Restriction of 50mph which applies on the Down Main in the Down direction between 79m 26ch and 79m 34ch will be removed.

The reflectorised Speed Restriction Warning Indicator sign on the Down Main at 77m 64ch will be changed to read 30mph and will give warning of the 30mph Permanent Speed Restriction that applies between 79m 34ch and 79m 70ch.

(34)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GOLBORNE JN. AND WINWICK JN.

The 4-aspect automatic colour light signal (WN 151), situated on the Up Main Line at 187 miles 11 yards, together with associated A.W.S. track equipment and telephone to Warrington P.S.B. has been repositioned 230 yards nearer Winwick Jn.

(OD14/GEN/229) (33)

PRESTATYN

The up main to down main crossover along with the slip connection to the down siding has been taken away.

(RRNW/OS/91/149) (33)

WILMSLOW

Signal WW.84 4-aspect colour light Y/R/Y/G, at the signalbox end of the up Styal line platform has been renewed and repositioned on a straight post 4 yards further from the signal box with the stencil route indicator and position light shunt aspect mounted directly below the bottom Red aspect. The Red aspect is 11 feet above rail level.

(RRNW/OS/88/39) (33)

BETWEEN DAISYFIELD JN. AND RISHTON

The catch points on the down line at 12 mile 11 chains (230 yards after passing signal PN.424) have been taken away and replaced by plain line.

(RRNW/OS/GEN.9) (33)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BRANSTY STATION

The connections between the "down & up" platform (No.3) and the "down & up" single line at the Whitehaven Tunnel end of the station have been taken away and replaced by plain line.

(RRNW/OS/88/90) (33)

SEFTON JN./FAZAKERLEY DEPOT

The line from Sefton Jn. to Fazakerley has been taken out of use. The connection to the Fazakerley line at Sefton Jn. has been removed and replaced by plain line to the Aintree direction. Sefton Jn. ground frame has been removed, together with the telephone. The One Train Working staff applies only to the line from Bootle Jn. to Aintree Metal Box Siding.

(RRNW/OS/88/121) (33)

ORMSKIRK

The emergency connecting line has been taken out of use.

The connection at the Town Green end between the platform line and the emergency connecting line has been removed and replaced by plain line.

The connection at the Rufford end between the single line and the emergency connecting line has been secured out of use pending removal.

(RRNW/OS/87/37) (33)

BLAENAU FFESTINIOG

The connection at 27m.07ch. leading to Blaeneau Ffestiniog Yard has been secured out of use.

(OP4/RA/W.8400) (33)

SANDYCROFT

The trap points at the exit from the up sidings have been secured out of use pending removal of the up sidings. The ground signal applying to movements from the up sidings to the up goods line has been removed. The connection from the up sidings to the up goods line remain as trap points.

The up main home 2 signal and up goods home 2 signal have been removed.

(RRNW/OS/90/114) (32)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EAST DIDSBURY

Automatic signal MP.5 3-aspect colour light R/Y/G, at the Manchester end of the down platform has been renewed on a straight post in a new position 9 yards nearer to Manchester. The Red aspect (top) is 11 feet above rail level. A telephone applying to this signal has been mounted on a separate post.

(RRNW/OS/88/39) (32)

PRESTON STATION

A board bearing the legend "H.S.T. STOP", and applying to up trains, has been provided at the south end of Platform No.4 approximately 10 yards on the approach side of signal PN.112.

(OD14/92/35) (32)

BETWEEN DAISYFIELD JN. AND RISHTON

The catch points on the down line at 13 mile 03 chains (240 yards after passing signal PN.423) have been taken away and replaced by plain line.

(RRNW/OS/GEN.9) (32)

BETWEEN DILSTON LC AND HEXHAM

The following Occupation Level Crossing has been equipped with a telephone communicating with HEXHAM SIGNAL BOX:-

LEVEL CROSSING	LOCATION
Devils Water West	18m 57ch

(33)

BETWEEN HEXHAM AND HAYDON BRIDGE

The following Public/Accommodation Level Crossings have been equipped with a telephone communicating with HEXHAM SIGNAL BOX:-

LEVEL CROSSING	LOCATION
Spital (Public)	21m 60ch
Fourstones Farm (Accommodation)	23m 68ch

(33)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN HESSLE EAST JN. AND TILCON SIDING

The connection leading to the former Hull Freight Depot Sidings has been secured out of use for through running towards Tilcon Siding.

The connection leading to the former C & W Depot has been secured for through running to/from the Tilcon Siding.

The "Stop Telephone" notice board at the exit from the Tilcon Siding has been abolished.

(33)

W.C.M.L. FIDDLERS GILL PUBLIC FOOTPATH LEVEL CROSSING AT 80M.14CHS.

Whistle Boards have been erected at the above location as follows:-

Down Main Line	- 440 yards before reaching the crossing.
Up Main line	- 440 yards before reaching the crossing.

(Ops. Manager York) (33)

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX-NORTHERN SECTION DATED APRIL 1991 - continued

SECTION 4 - LOCAL INSTRUCTIONS - INDEX - continued

Page

PAGE D6

DELETE

Prestatyn..... 22

(RRNW/OS/91/149) (25-10-92)

ADD

Pilkingtons Oil Sidings Ground Frames..... 56

(RRNW/OS/90/102) (25-10-92)

SECTION 4 - LOCAL INSTRUCTIONS

PAGE D22

PRESTATYN

DELETE heading and all particulars.

(RRNW/OS/91/149) (25-10-92)

PAGE D42

BLACKPOOL NORTH

ADD

MOVEMENTS BETWEEN THE CARRIAGE SIDINGS AND THE PLATFORM

Coaching stock must not be propelled in accordance with Rule Book Sections H, Clause 11.2 (b) unless a brakevan (in which a Guard or Shunter must ride) is marshalled as the leading vehicle.

(RRNW/GEN/RR/19/6/KB) (24-10-92)

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX-NORTHERN SECTION DATED APRIL 1991 - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

PAGE D56

ADD

PILKINGTONS OIL SIDINGS GROUND FRAMES

The ground frames which control access to Pilkingtons Oil Sidings are kept normally locked and the key retained in St. Helens Station box.

All movements between the down sidings at St. Helens Station box and Pilkingtons Oil Siding via the ground frames must be under the control of a responsible person appointed by the District Operations Manager, Liverpool who must be in possession of the Annetts key. If the responsible person is unable to contact the Signaller by either telephone at the ground frames, a movement may be allowed to return to St. Helens Station without obtaining the Signaller's permission. The movement must be brought to a stand at the 2-arm ground signal protecting the crossover road at St. Helens.

If it is necessary for a movement to be shut inside to allow other trains to pass on the down main line the responsible person must return the Annetts key to St. Helens Station box and advise the Signaller that the train has been secured in the sidings, the ground frames have been secured in the normal position and the down main line is clear.

(RRNW/OS/90/102) (25-10-92)

PAGE D67 (CND28 page 167)

BETWEEN BOOTLE JN. AND FAZAKERLEY DEPOT/AINTREE METAL BOX SIDING

DELETE heading and all instructions and SUBSTITUTE:-

BETWEEN BOOTLE JN. AND AINTREE METAL BOX SIDING

AINTREE WEST LEVEL CROSSING. Trains must stop at the "Stop" boards located 25 yards from the crossing. Drivers must whistle and ensure that the crossing is clear before proceeding.

STABLING OF TRAINS. An Engineers' train may be stabled at Aintree. The Driver of the locomotive of such a train must leave the train staff on the locomotive.

(RRNW/OS/88/121) (17-10-92)

PAGES D84 AND D85

ORMSKIRK

DELETE heading and all instructions.

(RRRW/OS/87/37) (17-10-92)

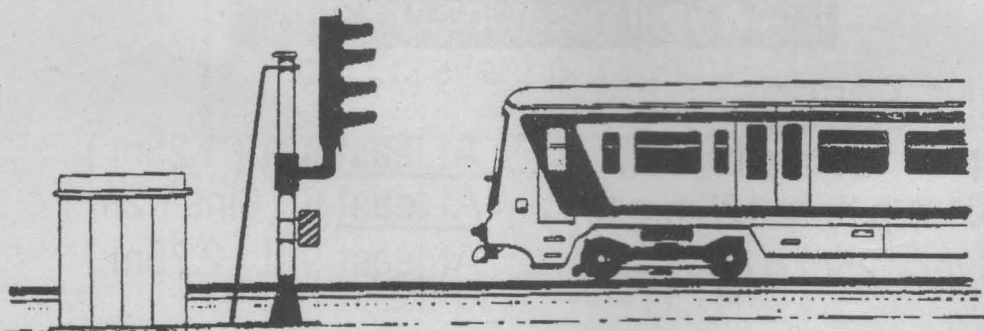
Low adhesion

Braking distances will always be increased on wet or greasy rails.

If rail conditions are poor

- reduce maximum speed to suit the conditions
- brake earlier and lighter
- if you encounter bad rail conditions locally, report it quickly (use the radio if available) so other Drivers can be told.

Don't risk failing to stop at a signal or in a platform, even if it means increasing running times.



British Rail**CNE****38****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

**Saturday, 12th December
to
Friday, 18th December 1992
inclusive**

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows:- "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 13 DECEMBER - BETWEEN FLIXTON AND IRLAM

The 20 m.p.h. permanent speed restriction on the up and down lines, applying to class 60 locomotives only, between 26 mile 40 chains and 26 mile 20 chains and the 75 m.p.h. permanent speed restriction on the up and down lines between 26 mile 45 chains and 26 mile 39 chains will be removed.

The 20 m.p.h. temporary speed restriction on the up and down lines from 26 mile 49 chains to 26 mile 20 chains will be become a permanent speed restriction with warning indicators provided at 27 mile 28 chs. on the down line and at 25 mile 39chs. on the up line along with associated AWS magnets.

(RRNW/OS/GEN.3/5) (41/42)

TUESDAY, 15 DECEMBER - GUIDE BRIDGE: CIVIL ENGINEERS ON TRACK MACHINE SIDINGS

AWS test magnets will be provided, positioned at the exits from No.4 (pit road) siding and No.5 siding for movements departing these sidings at either end.

(RRNW/OS/GEN.44) (41/42)

TUESDAY, 15 DECEMBER - EDGE HILL: CIVIL ENGINEERS TAMPER SIDING

An AWS test magnet will be provided, positioned on the tamper siding, opposite Edgehill signalbox for movements departing the siding.

(RRNW/OS/GEN.44) (41/42)

TUESDAY, 15 DECEMBER - EDGE HILL CARRIAGE SIDINGS

The existing 'Stop & Await Instructions' board adjacent to Carriage Siding 'A' will be renewed in the same position as an illuminated 'Stop & Await Instructions' board.

New illuminated 'Stop & Await Instructions' boards will be provided as follows:-

On Siding 1 adjacent to the hand-points leading to No.2 siding.

On Siding 2 adjacent to the hand-points leading to the Through Siding.

On the Washing Plant Line, 30 yards before reaching the hand-points leading to the Through Siding.

(OD14/90/80) (41/42)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SUNDAY, 13 DECEMBER - LEEDS STATION

3 Aspect colour light signal L.123 situated on a gantry at the West End of Platform 1 will be replaced on a straight post situated on the left hand side of the line. There is no alteration to location relative to running lines.

3 Aspect colour light signal L.124 situated on a gantry at the East End of Platform 2 will be replaced on a straight post situated on the right hand side of the line. There is no alteration to location relative to running lines.

(41/42)

WEDNESDAY, 16 DECEMBER - BETWEEN MOSSEND AND WHIFFLET NORTH JN

The existing permanent speed restriction warning indicator (Rule Book, Appendix 2, page 2.2) associated with the Down Coatbridge permanent speed restriction of 40 m.p.h. Coatbridge Jn and 94 miles 1540 yards will be repositioned to be 320 yards on the Motherwell side of Down Coatbridge Signal M285 (Whifflet South Jn), fixed to electrification structure GD/7/04, on left of drivers. The associated AWS track equipment will be repositioned accordingly.

(The permanent speed restriction will be unaltered)

(41/42)

DETAILS OF WORK ALREADY CARRIED OUT

WALTON OLD SIDINGS

Sidings Nos. 7 to 12 inclusive have been secured out of use.

(OP4/RA/W.6566)

(NEW ITEM) (41/42)

MANCHESTER VICTORIA

The down and up main lines, down through line, platform 11 line and siding 6 between East Jn. and West Jn. have been taken out of use. Signalling alterations between Cheetham Hill Jn. and Deal Street are being shown below and as depicted on the following diagrams.

CHEETHAM HILL JN.

The trailing connection between the down through siding and the up slow line has been secured out of use for movements along the down through siding and the up slow line.

The trailing connection from the down through siding to the siding (former Red Bank C.S.) has been removed and replaced by plain line.

The "Stop and Await Instructions" board on the down through siding has been removed.

The route indicator has been removed from the down through siding semaphore signal and the signal applies only to movements to the down main line. A telephone to Cheetham Hill Jn. box has been provided at this signal.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

MANCHESTER VICTORIA - continued

BETWEEN MANCHESTER VICTORIA EAST JN. AND CHEETHAM HILL JN.

Signal VE.34 on the up slow line has been fixed at Danger and the up Cheetham Hill slow line has been taken out of use from that point to Manchester Victoria East Junction.

The facing connection from the down through siding to the sidings (former Red Bank C.S.) has been removed and replaced by plain line.

A telephone to Manchester Victoria East Junction box has been provided at position light signal VE.126 on the down through siding.

The down through siding has been renamed "up & down" through siding. The "No Block" Signalling System no longer applies over this siding.

A retro-reflective "Stop and Telephone" board, applying to up direction movements, has been provided on the "up & down" through siding 25 yards on the approach side of the connection from the down slow line. A telephone to Manchester Victoria East Junction box has been provided.

MANCHESTER VICTORIA EAST JN.

The down main, up main and platform 11 lines and siding 6 have been severed at a point opposite the east end of platform 11. Temporary stop blocks have been provided.

The trailing connection between the down and up slow (Collyhurst Street) lines has been secured out of use for movements along the down and up slow lines.

Position light signals VE.15, VE.27, VE.28 and VE.29 on the up slow (Collyhurst Street) line and VE.17 on platform 11 line have been taken out of use.

The connection to siding 7 and the trap points at the exit from the siding have been secured and the siding has been removed.

MANCHESTER VICTORIA WEST JN.

The down and up slow/main lines have been severed on the East Jn. side of the connection from platform 12 to the down slow line.

The down through line has been severed 208 yards on the Manchester Victoria West Jn. side of signal DS.82.

Platform 18 line has been severed 171 yards on the Manchester Victoria West Jn. side of signal DS.65A.

Platform 19 line has been severed 180 yards on the Manchester Victoria West Jn. side of signal DS.65B.

The up loop has been severed 198 yards on the Manchester Victoria West Jn. side of signal DS.67B.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

MANCHESTER VICTORIA - continued

MANCHESTER VICTORIA WEST JN. - continued

Temporary stop blocks have been provided on the down and up slow/main lines.

Temporary stop blocks have been provided on the down through, platform 18 and 19 lines and up loop pending provision of permanent stop blocks.

The top yellow aspect and the green aspect of signal VW.68 on the up slow line have been blanked out and the routes from this signal and its associated position light aspect apply to platforms 12 and 13 only.

DEAL STREET

The Train Ready to Start plungers on platforms 18 and 19 have been removed.

The diamond sign on signal DS.65A has been removed.

The up loop has been renamed siding 1.

Platform 19 line has been renamed siding 2.

Platform 18 line has been renamed siding 3.

The down through line has been renamed siding 4.

The two yellow aspects and the green aspect of signal DS.33 (at the entrance to sidings 1 and 2) have been blanked out.

The green aspect of signal DS.9 on the up slow line has been blanked out.

(RRNW/OS/89/160)

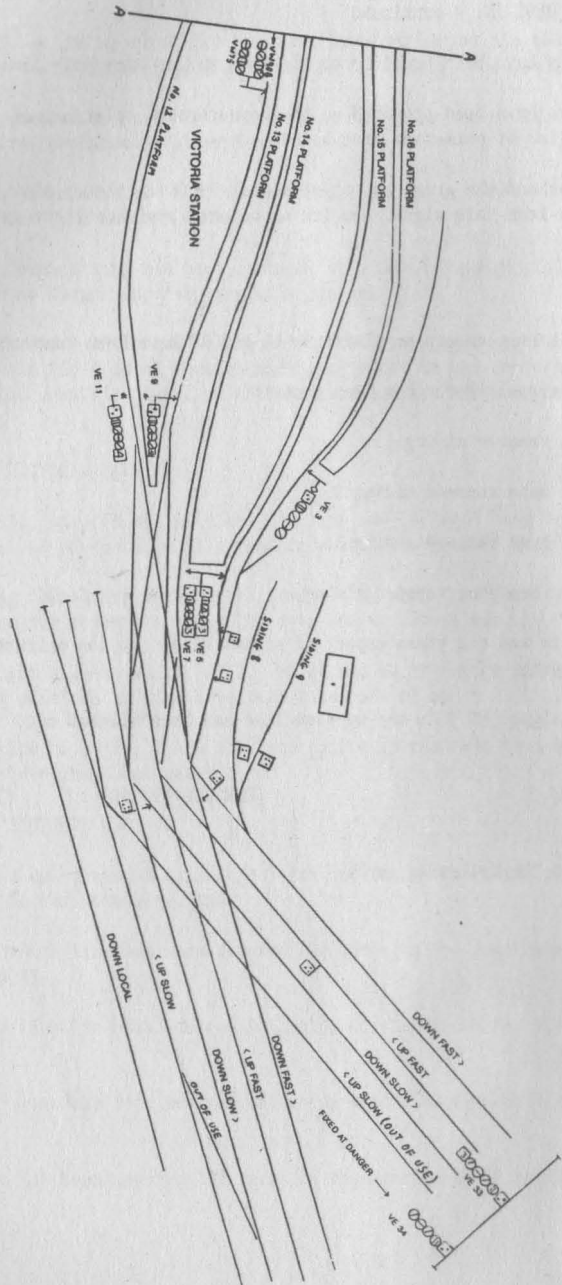
(39/40)

See Diagrams on the following pages.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

MANCHESTER VICTORIA - continued

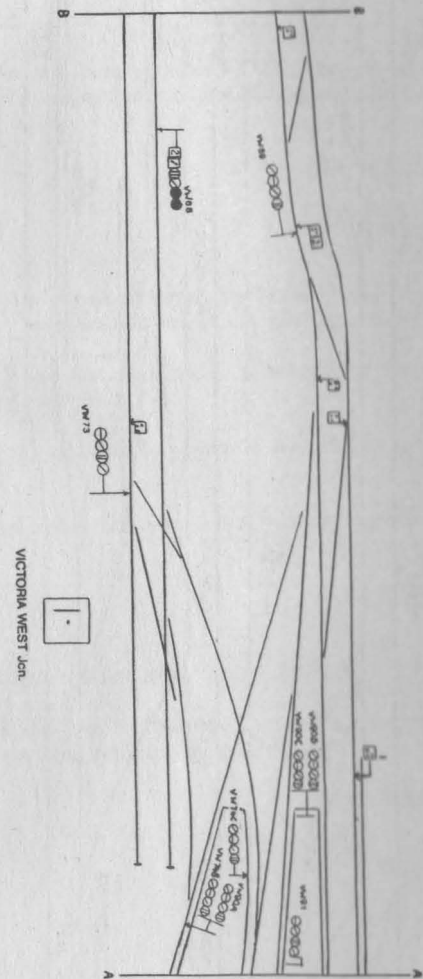


MANCHESTER VICTORIA EAST Jcn. - DEAL St. SHEET 1 of 3

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

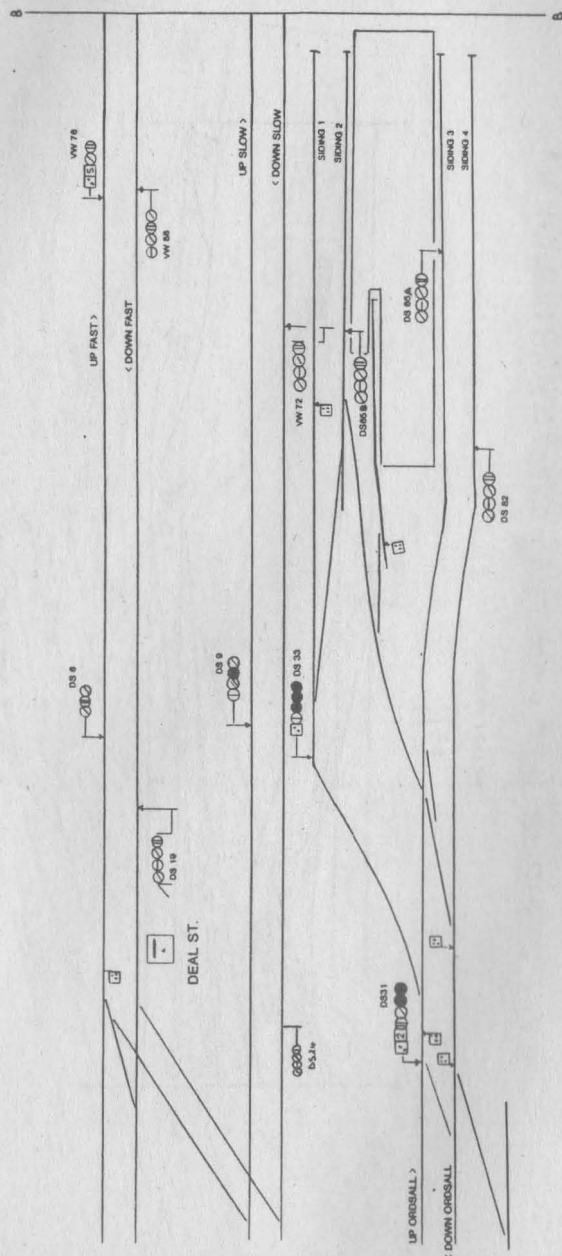
MANCHESTER VICTORIA - continued



SHEET 2 of 3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

MANCHESTER VICTORIA - continued



SHEET 3 of 3

(39/40)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EAST DIDSBUY G.F.

The ground frame has been taken away. The crossover is normally secured and padlocked out of use until further notice. (See section D).

(RRNW/OS/88/39) (39/40)

TRAFFORD PARK WEST JUNCTION

Temporary Stop Blocks have been provided on the former Reception Siding and Departure Siding 12 yards and 36 yards respectively on the Siding side of their connections at Trafford Park West Junction.

(OP4/RA/W.6560) (39/40)

CORKICKLE NO.1

The double to single line connection on the branch line, together with the trap points in the up branch line have been secured out of use pending recovery.

The down branch home and distant signals, together with the telephone associated with the home signal, have been recovered.

The ground disc signal applying to movements from the up main line to the up branch line has been recovered.

The up and down branch line has been closed pending recovery.

(RRNW/OS/89/126) (39/40)

** BETWEEN WINWICK JUNCTION AND EARLESTOWN SOUTH JUNCTION

The catch points in the down Earlestown line at 186 miles 20 chains (130 yards after passing signal WN.547) have been replaced by plain line.

(RRNW/OS/GEN/9) (38)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

** TRAFFORD PARK WEST JUNCTION

A new connection has been provided from M.I.F.T. Siding to Trafford Park/ Harris Distribution Siding. The new connection has been secured out of use in the normal position (to Trafford Park/Harris Distribution Siding) until further notice.

A retro-reflective notice board worded "STOP AND AWAIT INSTRUCTIONS" has been provided 12 yards on the approach side of the new connection.

Position Light signal MP.748 has been moved 12 yards nearer to United F.C. Halt.

The retro-reflective notice board worded "STOP AND AWAIT INSTRUCTIONS" located at the exit from the Reception Sidings (in place of the previously abolished GPL signal MP.747) has been removed.

The Reception Siding has been taken out of use.

(OP4/RA/W.6500) (38)

** WALTON TRAFFIC SIDINGS

A notice board worded "Electric Trains no access to Walton Traffic Sidings" has been provided at the entrance to the sidings.

(OP4/RA/W.6566) (38)

LEEDS - WHITEHALL JN.

Following a derailment, 372 points at Whitehall Junction have been temporarily replaced with plain line. It is not possible for trains to travel from Signal L84 on the Down Main line towards the Down Shipley Fast line until further notice.

Until repairs are effected, trains cannot travel from Leeds platforms 9A, 10, 12 or the Goods lines towards the Down Shipley Fast line, and trains from other platforms travelling towards the Down Shipley Fast line must travel via the Down Shipley line from Leeds West Junction.

Will all concerned please note.

(UFN)

** BETWEEN BRADFORD MILL LANE AND HALIFAX

Signal M1564 situated on the Up line at Approx. 36 m.p. has been replated as a controlled signal.

(38)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

PAISLEY CANAL

The work described and illustrated in the Special Notice titled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" (dated November 1992), in respect of all arrangements headed "Sunday, 29 November - Between Corkerhill CSMD and Paisley Canal Station" has been CANCELLED UNTIL FURTHER NOTICE.

NOTE :

(The arrangements headed "Sunday, 15 November - Between Shields Jn. and Corkerhill CSMD" have already been introduced and remain as described and illustrated in the Special Notice.)

STAFF ALREADY ISSUED WITH THIS SPECIAL NOTICE MUST RETAIN IT UNTIL FURTHER NOTICE.

(39/40)

British Rail

CNE



48

WEEKLY OPERATING NOTICE

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

Saturday, 20th February
to
Friday, 26th February 1993
inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows: - "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32201) to avoid duplication.

PRIVATE
and not for Publication

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 21 FEBRUARY - DIGGLE JN. TO LEEDS HOLBECK EAST JN.

The catchpoints at Bradley Jn. on the Up line at 28m. 23chs. and Hillhouse on the Up line at 26m. 41chs. will be removed and plain line installed.

(51)

DETAILS OF WORK ALREADY CARRIED OUT

CHESTER STATION

The parcels platform line has been temporarily shortened by approximately 33 yards at the buffer stop end. The existing buffer stop lights have been extinguished and a temporary sleeper stop block, fitted with a stop board and red light is provided.

(RRNW/OS/GEN/12) (50)

POOL HEY AHB

The Whistle Boards on the Down and Up Approach side of the crossing have been taken away.

(RRNW/O/LC.600) (49)

WYKE COP AHB

The Whistle Boards on the Down and Up Approach side of the crossing have been taken away.

(RRNW/O/LC.602) (49)

** BIRKDALE

The down platform has been extended by 16 yards at the Liverpool end.

(AMENDED ITEM) (48)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

** MILNTHORPE

The emergency facing and trailing crossovers worked from Milnthorpe No.1 and No.2 ground frames have been temporarily taken out of use.

(OD14/-) (48)

** PHILLIPS PARK NO. 2

The up home 2 (3 aspect - R/Y/G) colour light signal has been renewed and repositioned 40 yards nearer to Ashburys. A telephone has been provided at the signal.

(RRNW/OS/GEN.7) (48)

** BREWERY SIDINGS

The up goods connecting line to down main and down goods semaphore home signals with Thorpes Bridge Jn. distant signals beneath, mounted on a "T" bracket situated on the left of the up goods connecting line, have been renewed in the same position on two adjacent straight posts. The height of the stop signal arms has been reduced to 18 feet and 15 feet 6 inches respectively above rail level. The call plunger has been taken away and replaced by a new call plunger mounted on a box attached to a separate post situated between the signal posts with the "D" sign attached to the right hand signal post.

(RRNW/OS/92/145) (48)

** BETWEEN WINSFORD SOUTH JUNCTION AND CREWE COAL YARD

The following permanent speed restrictions on the up slow line have been removed:-

50 m.p.h. from the slow line junction with the fast line to 164m.20ch.

20 m.p.h. from 164m.20ch. to 160m.20ch.

The 40 m.p.h. permanent speed restriction which applies on the up slow line from 160m.20ch. to 159m.15ch. now applies from 161 m.p. to 159m.15ch. A PSR Warning Indicator and associated permanent magnet has been provided on the approach to this restriction.

(OD14/84/171) (48)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

SHEFFIELD

To allow work to take place on Bridge No. 60 located at 158m 54chs. No. 1 Dead End Siding situated at the North end of Sheffield Station has been shortened by 86 metres. A temporary stop block has been erected at this point. A red stop light has been located on the temporary stop block.

The distance from the stop block to Sheffield Ground Position Light Signal No. 141 is 45 metres.

A safe walking route has been provided under the scaffolding which has been erected while this work is in progress, Restricted Clearance boards have also been erected.

(OD14 Derby) (UFN)

KEIGHLEY (APPROXIMATELY 212M. 20CH.)

The former main to main trailing crossover together with the trailing connection in the down main line to the Keighley and Worth Valley Railway will be brought back into use.

(51)

** MEXBOROUGH TO SWINTON

A Train Operated Warning System has been provided for the area of severe curves between 16m. 653yards (East of Mexborough Station) and 166m. 1516yards (Swinton South Junction) and 167m. 639yards (Swinton North Junction).

This area is split into three sections, named Mexborough T.O.W.S. N 1, Swinton Curve T.O.W.S. and Swinton T.O.W.S. N 3.

The T.O.W.S operates in accordance with Rule Book Section B Clause 3.4.

Each section is operated by control switches, using signal replacement keys, mounted on posts.

The Mexborough T.O.W.S. N 1 section is operated by control switches provided at the lineside at:-

Ferryboat Lane L.C. on the Up Doncaster at 16m. 653yards
 Up Doncaster at 16m. 325yards
 Up Doncaster at 16m. 106yards
 Down Doncaster at 15m. 1666yards
 Up Doncaster at 15m. 1435yards
 Up Doncaster at 15m. 1331yards
 Up & Down Mexborough branch line at 10m. 262yards

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

** MEXBOROUGH TO SWINTON - continued

The Swinton Curve T.O.W.S. section is operated by control switches provided at the lineside at:-

Mexborough Junction on the Up Doncaster at 15m. 1331yards
 Up Doncaster at 15m. 1216yards
 Up Doncaster at 15m. 997yards
 Up Doncaster at 15m. 793yards
 Up Doncaster at 15m. 660yards
 Up Doncaster at 15m. 515yards
 Up Doncaster at 15m. 355yards

The Swinton T.O.W.S. N 3 section is operated by control switches provided at the lineside at:-

Swinton Curve on Up Doncaster at 15m. 355yards
 Swinton Curve on Up Doncaster at 15m. 131yards
 Down Pontefract at 167m 420yards
 Down Pontefract at 167m 219yards
 Down Pontefract at 166m 1753yards
 Down Pontefract at 166m 1546yards
 Down Pontefract at 166m 1516yards

A noticeboard has been provided adjacent to each control switch lettered as follows:-

"Staff Warning System. To operate, turn switch, check that a short intermittent tone is sounding. A continuous tone indicates an approaching train minimum warning time at this point is 25 seconds. Failure to obtain either sound indicates danger. The last person to leave the site must switch off the alarm."

(ROM/S/S/0500/PT) (48)

LEEDS STATION TO LEEDS WEST JN.

3-aspect colour light signal L139 and its associated position light signal at 20m.54chs. reading from platform 12 to C & D lines have been renewed on a straight post situated on the right hand side of the line located at the top of the platform ramp.

3-aspect colour light signal L143 and its associated position light signal at 20m.53chs. reading from the up goods line to D line has been renewed on a straight post.

(49)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

LEEDS - WHITEHALL JN.

Following a derailment, 372 points at Whitehall Junction have been temporarily replaced with plain line. It is not possible for trains to travel from Signal L84 on the Down Main line towards the Down Shipley Fast line until further notice.

Until repairs are effected, trains cannot travel from Leeds platforms 9A, 10, 12 or the Goods lines towards the Down Shipley Fast line, and trains from other platforms travelling towards the Down Shipley Fast line must travel via the Down Shipley line from Leeds West Junction.

Will all concerned please note.

(UFN)

** TORPHIN OCCUPATION LEVEL CROSSING AT 85M.02CHS. (40 YARDS)

A Whistle Board has been provided on Up Main Line 440 yards before reaching the crossing.

(ICEG York)

(48)

GENERAL INSTRUCTIONS AND NOTICES

New or Amended Items in this Notice are indicated by a margin bar |

** Item will not be published in future notices. All concerned to take suitable note.

SECTION D

RULE BOOK APPENDIX NO.1

PAGE 10

VEHICLES ACTIVATING LINESIDE HOT AXLE BOX DETECTORS

RE-PARAGRAPH 1. EXAMINATION OF AXLE BOXES

Instances continue to arise where Drivers, after being informed by the Signalman which axle has activated an alarm, forget to include the locomotive in their axle count.

The count MUST start from the leading axle of the locomotive.

(OP4/RA/W/113)

(13-2-93) (51)

APPENDIX INSTRUCTIONS

SECTIONAL APPENDIX - NORTHERN SECTION DATED APRIL 1991

SECTION 4 - LOCAL INSTRUCTIONS - INDEX

PAGE D3

E

PAGE

ADD

Etruria Yard..... 32

(TLF York) (13-2-93)

RAILFREIGHT DISTRIBUTION
CONTRACT SERVICES RM 503

WON.PUB

B.R.31011

British Rail

CNE



50

WEEKLY OPERATING NOTICE

containing

TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES

Saturday, 6th March

to

Friday, 12th March 1993

inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows:- "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32201) to avoid duplication.

PRIVATE
and not for Publication



WARNING

ENERGISATION OF MANCHESTER AIRPORT LINES

THE OVERHEAD LINE EQUIPMENT WILL BE EXTENDED FROM THE EXISTING ELECTRIFIED STYAL LINES AT HEALD GREEN JN. (3 mile 290 yards) STRUCTURE No.S0/03/05A, OVER THE DOWN AND UP AIRPORT LINES TO THE TERMINATION OF THE EQUIPMENT AT MANCHESTER AIRPORT STATION STOP BLOCKS STRUCTURE Nos.MIA/2/25 & 26 AND WILL BE ENERGISED AT 25,000 VOLTS AT:-

00.01 HOURS ON SATURDAY 27th FEBRUARY 1993

FROM THIS TIME THE AIRPORT LINES OVERHEAD LINE EQUIPMENT MUST BE REGARDED AS ALIVE AT ALL TIMES and the Working Instructions for A.C. Electrified Lines (BR.29987) must be applied. All staff concerned must ensure they are in possession of a copy of these instructions.

(NOTE: until the commissioning of the new signalling arrangements at 05.00 hours on MONDAY, 8th MARCH 1993, the DOWN AND UP AIRPORT lines will be known as "ENGINEERS SIDINGS")

The electrified supply will be controlled by staff at Crewe Electrical Control Room, which is manned continuously and can be contacted by telephone as shown in the "Working Instructions for A.C. Electrified Lines" Section A, page A45, as follows:-

- a) via Railway internal E.T.D. 05-32841/2/3/4 Short code 175
- b) via British Telecom No. 0270-255582

Any queries concerning the electrical information contained in this Special Notice (other than action in an emergency situation covered by the "Working Instructions for A.C. Electrified Lines") should be referred to the:-

Electrification Engineer, (ICWC), Quayside Tower, BIRMINGHAM.

(RRNW/OS/88/39)

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
EDINBURGH WAVERLEY TO HAYMARKET EAST JN. - continued		
SUNDAY, 7 MARCH - continued		
SC47 Waverley West and Haymarket East Jn	Line W/Down South and Up South/Line X BLOCKED	00 30 to 08 00) Trackwork, track) patrolling, tunnel) work (Haymarket
	Line Y/Down North Between Trains	00 30 to 01 30) South) and signalling) work (cable testing).
	Up North/Line Z BLOCKED	00 30 to 05 30) (HARD HAT AREA).) Isolation of electrical
	Line Y/Down North BLOCKED	01 30 to 05 30) sections PCl and 2,) 00 30 to 07 30.
	Line Y/Down North Up North/Line Z Between Trains	05 30 to 08 00) TRAINS TO RUN OVER) NORTH LINES 05 30 TO) 08 00.

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 7 MARCH - MILNTHORPE

The emergency facing and trailing crossovers worked from Milnthorpe No. 1 and No. 2 ground frames will be brought back into use.

(OD14/-) (1)

SUNDAY, 7 MARCH - BETWEEN CHINLEY AND NEW MILLS SOUTH JN.

The 75 m.p.h. temporary speed restriction applying on the down line from 170 miles 40 chains to 170 miles 70 chains will become a permanent speed restriction applying only to trains composed entirely of class 15X units. A Warning Indicator will be provided at 69 miles 70 chains. No A.W.S. magnet will be provided.

(RRNW/OS/GEN/3/2) (1)

SUNDAY, 7 MARCH - BETWEEN CASTLEFIELD JN. AND TRAFFORD PARK WEST JN.

The 50 m.p.h. permanent speed restriction applying on the down line from Castlefield Jn. to 32 miles 60 chains will be abolished. The 30 m.p.h. temporary speed restriction applying on the down line from 32 miles 77 chains to 32 miles 54 chains will become a permanent speed restriction and be extended to apply from Castlefield Jn. to 32 miles 54 chains.

The 50 m.p.h. permanent speed restriction applying on the up line through Cornbrook Jn. and round curves to 33 miles 42 chains will be abolished; the Warning Indicator at 32 miles 11 chains will be removed. The 30 m.p.h. permanent speed restriction applying on the up line from 33 miles 42 chains to and through Castlefield Jn. will be abolished. The 30 m.p.h. temporary speed restriction applying on the up line from 32 miles 54 chains to 32 miles 77 chains will become a permanent speed restriction and be extended to apply from 32 miles 54 chains to and through Castlefield Jn.; a Warning Indicator will be provided at 31 miles 68 chains.

(RRNW/OS/GEN/3/5) (1)

MONDAY, 8 MARCH - MANCHESTER AIRPORT LINK & STYAL LINES RESIGNALLING SPECIAL NOTICE 2000E.

The Manchester Airport link and new signalling on the Styal Lines will be brought into use. Full details will be shown in special notice 2000E which will be issued to all staff concerned. The following amendment must be made on page 2 of the special notice :-

The Permanent Speed Restriction of 40 m.p.h. shown in the table of Warning Indicators as applying from the up Styal line through Jn. to down Airport line at Heald Green Jn. (new), SHOULD READ to up Airport line.

(RRNW/OS/88/39) (1)

CNE50C/2

SECTION C

64

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

PENYFFORDD

The up home 1 and up home 2 signals have each been renewed as a straight post semaphore signal in the same position. The arm of each signal has been reduced in height from 22 feet to 14 feet.

(RRNW/OS/GEN/7) (52)

CHESTER STATION

The parcels platform line has been temporarily shortened by approximately 33 yards at the buffer stop end. The existing buffer stop lights have been extinguished and a temporary sleeper stop block, fitted with a stop board and red light is provided.

(RRNW/OS/GEN/12) (50)

SHEFFIELD

To allow work to take place on Bridge No. 60 located at 158m 54chs. No. 1 Dead End Siding situated at the North end of Sheffield Station has been shortened by 86 metres. A temporary stop block has been erected at this point. A red stop light has been located on the temporary stop block.

The distance from the stop block to Sheffield Ground Position Light Signal No. 141 is 45 metres.

A safe walking route has been provided under the scaffolding which has been erected while this work is in progress, Restricted Clearance boards have also been erected.

(OD14 Derby) (UFN)

GOLCAR

The catchpoints on the Up line at 24 1/4 m.p. have been removed and plain line installed.

(52)

CNE50C/3

SECTION C

65

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GIGGLESWICK AND CLAPHAM

The following Accommodation Level Crossing has been provided with telephones communicating with Settle Jn. S.B.

LEVEL CROSSING	LOCATION
Lawsing	241m. 34chs.

(52)

DIGGLE JN. TO LEEDS HOLBECK EAST JN.

The catchpoints at Bradley Jn. on the Up line at 28m. 23chs. and Hillhouse on the Up line at 26m. 41chs. have been removed and plain line installed.

(51)

KEIGHLEY (APPROXIMATELY 212M. 20CH.)

The former main to main trailing crossover together with the trailing connection in the down main line to the Keighley and Worth Valley Railway will be brought back into use.

(51)

LEEDS - WHITEHALL JN.

Following a derailment, 372 points at Whitehall Junction have been temporarily replaced with plain line. It is not possible for trains to travel from Signal L84 on the Down Main line towards the Down Shipley Fast line until further notice.

Until repairs are effected, trains cannot travel from Leeds platforms 9A, 10, 12 or the Goods lines towards the Down Shipley Fast line, and trains from other platforms travelling towards the Down Shipley Fast line must travel via the Down Shipley line from Leeds West Junction.

Will all concerned please note.

(UFN)

British Rail**CNE****51****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

**Saturday, 13th March
to
Friday, 19th March 1993
inclusive**

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P2/-, Rail House, Crewe" by wire as follows: - "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32201) to avoid duplication.

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WARNING



A.C. ELECTRIFIED LINES LEEDS NORTH WEST ELECTRIFICATION

NEVILLE HILL DEPOT

The existing overhead line equipment within Neville Depot has been extended as follows:-

Along Parkside Road to the Wheel Lathe shed doors from the Down arrival line at Neville Hill West Jn. through the DMU Servicing/Refuelling sidings Nos. 1 to 4 including shed, West/East connections and slip to outgoing road to the DMU Repair Shed road Nos. 1 & 2 and the buffer stops of the DMU Standage (Wallside) Nos. 1 & 2 from and including the yard connections. Along Departure siding Nos. 8 & 9 and Pilot Line, through Train Servicing Shed Road Nos. 1 & 2 to East end connection with No.6 siding.

FROM 00 01 HOURS ON SUNDAY 21 MARCH, 1993 ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation will be:-

From the existing electrified lines at Structure No. EB 49/19 (Down Arrival), to the termination of the equipment at Parkside Structure No. EBN 00/81 and through the DMU Servicing/Refuelling Siding Nos. 1 to 4 to the termination of the equipment within the DMU Repair Shed and the DMU Standage (Wallside) Sidings Structure Nos. EBN 00/120, 121 and 122 and from the existing Electrified lines at Structure No. EBN 00/20 Nos. 8 & 9 Departure Sidings and Structure No. EBN 00/40 (Pilot Line) through Train Servicing Shed Road Nos. 1 & 2 to Structure No. EBN 00/101.

THE WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (B.R. 29987) APPLY



WARNING



ENERGISATION OF MANCHESTER AIRPORT LINES

THE OVERHEAD LINE EQUIPMENT HAS BEEN EXTENDED FROM THE EXISTING ELECTRIFIED STYAL LINES AT HEALD GREEN JN. (3 mile 290 yards) STRUCTURE No.S0/03/05A, OVER THE DOWN AND UP AIRPORT LINES TO THE TERMINATION OF THE EQUIPMENT AT MANCHESTER AIRPORT STATION STOP BLOCKS STRUCTURE Nos.MIA/2/25 & 26 AND HAS BEEN ENERGISED AT 25,000 VOLTS.

THE AIRPORT LINES OVERHEAD LINE EQUIPMENT MUST BE REGARDED AS ALIVE AT ALL TIMES and the Working Instructions for A.C. Electrified Lines (BR.29987) must be applied. All staff concerned must ensure they are in possession of a copy of these instructions.

(NOTE: until the commissioning of the new signalling arrangements at 05.00 hours on MONDAY, 8th MARCH 1993, the DOWN AND UP AIRPORT lines will be known as "ENGINEERS SIDINGS")

The electrified supply will be controlled by staff at Crewe Electrical Control Room, which is manned continuously and can be contacted by telephone as shown in the "Working Instructions for A.C. Electrified Lines" Section A, page A45, as follows:-

- a) via Railway internal E.T.D. 05-32841/2/3/4 Short code 175
- b) via British Telecom No. 0270-255582

Any queries concerning the electrical information contained in this Special Notice (other than action in an emergency situation covered by the "Working Instructions for A.C. Electrified Lines") should be referred to the:-

Electrification Engineer, (ICWC), Quayside Tower, BIRMINGHAM.

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
BYREHILL TO AYR - continued		
TUESDAY 16 TO FRIDAY 19 MARCH		
SC45 Newton Jn and Ayr Station (Limits : signals PA348 to PA324 and PA325 to PA353)	Down and Up BLOCKED	00 15 to 05 15 daily. Trackwork.
WEDNESDAY 17 MARCH		
SC46 Irvine (Limits : signals PK255 to PK259 and PK258 to PK254)	Down and Up BLOCKED	01 00 to 05 30. Signalling work (renew pump units 91, 91A and B and 92). POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF 8R48, 22 17 THORNTON TO FALKLAND OVER DOWN LINE.
EDINBURGH WAVERLEY TO HAYMARKET EAST JN.		
SUNDAY, 14 MARCH		
SC47 Waverley West and Haymarket East Jn	Line W/Down South and Up South/Line X BLOCKED Line Y/Down North Between Trains Up North/Line Z BLOCKED Line Y/Down North BLOCKED Line Y/Down North Up North/Line Z Between Trains Line W/Down South Up South/Line X Between Trains	00 30 to 08 00) Trackwork, construction) work, track patrolling,) tunnel work (Haymarket 00 30 to 01 30) South/North) and) signalling work (cable 00 30 to 05 30) testing/trolley) material). (HARD HAT 01 30 to 05 30) AREA). Isolation of) electrical sections 05 30 to 16 30) PCL and 2, 00 30 to) 07 30. TRAINS TO RUN) OVER NORTH LINES 05 30 08 00 to 16 30) TO 08 00.)))

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SATURDAY, 13 MARCH - LEEDS STATION PLATFORM 12

In connection with a new temporary entrance/exit for platform 12 new train stopping signs for westbound trains have been provided as follows :-

These signs are suspended from the platform awning :-

- 2 car stop - adjacent to refreshment kiosk.
- 3 car stop - approx 10 metres west of refreshment kiosk.
- 4/5 car stop - near platform TV monitor at west end.

Drivers must bring their trains to a stand as close to these signs as practicable.

(UFN)

DETAILS OF WORK ALREADY CARRIED OUT

MILNTHORPE

The emergency facing and trailing crossovers worked from Milnthorpe No. 1 and No. 2 ground frames have been brought back into use.

(OD14/-) (1)

BETWEEN CHINLEY AND NEW MILLS SOUTH JN.

The 75 m.p.h. temporary speed restriction applying on the down line from 170 miles 40 chains to 170 miles 70 chains has become a permanent speed restriction applying only to trains composed entirely of class 15X units. A Warning Indicator has been provided at 169 miles 70 chains. No A.W.S. magnet has been provided.

(RRNW/OS/GEN/3/2) (1)

BETWEEN CASTLEFIELD JN. AND TRAFFORD PARK WEST JN.

The 50 m.p.h. permanent speed restriction applying on the down line from Castlefield Jn. to 32 miles 60 chains has been abolished. The 30 m.p.h. temporary speed restriction applying on the down line from 32 miles 77 chains to 32 miles 54 chains has become a permanent speed restriction and been extended to apply from Castlefield Jn. to 32 miles 54 chains.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CASTLEFIELD JN. AND TRAFFORD PARK WEST JN. - continued

The 50 m.p.h. permanent speed restriction applying on the up line through Cornbrook Jn. and round curves to 33 miles 42 chains has been abolished; the Warning Indicator at 32 miles 11 chains has been removed. The 30 m.p.h. permanent speed restriction applying on the up line from 33 miles 42 chains to and through Castlefield Jn. has been abolished. The 30 m.p.h. temporary speed restriction applying on the up line from 32 miles 54 chains to 32 miles 77 chains has become a permanent speed restriction and been extended to apply from 32 miles 54 chains to and through Castlefield Jn.; a Warning Indicator has been provided at 31 miles 68 chains.

(RRNW/OS/GEN/3/5) (1)

MANCHESTER AIRPORT LINK & STYAL LINES RESIGNALLING SPECIAL NOTICE 2000E.

The Manchester Airport link and new signalling on the Styal Lines have been brought into use. Full details are being shown in special notice 2000E which has been issued to all staff concerned. The following amendment must be made on page 2 of the special notice :-

The Permanent Speed Restriction of 40 m.p.h. shown in the table of Warning Indicators as applying from the up Styal line through Jn. to down Airport line at Heald Green Jn. (new), SHOULD READ to up Airport line.

(RRNW/OS/88/39) (1)

PENYFFORDD

The up home 1 and up home 2 signals have each been renewed as a straight post semaphore signal in the same position. The arm of each signal has been reduced in height from 22 feet to 14 feet.

(RRNW/OS/GEN/7) (52)

SHEFFIELD

To allow work to take place on Bridge No. 60 located at 158m 54chs. No. 1 Dead End Siding situated at the North end of Sheffield Station has been shortened by 86 metres. A temporary stop block has been erected at this point. A red stop light has been located on the temporary stop block.

The distance from the stop block to Sheffield Ground Position Light Signal No. 141 is 45 metres.

A safe walking route has been provided under the scaffolding which has been erected while this work is in progress, Restricted Clearance boards have also been erected.

(OD14 Derby) (UFN)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

GOLCAR

The catchpoints on the Up line at 24 ¼ m.p. have been removed and plain line installed.

(52)

BETWEEN GIGGLESWICK AND CLAPHAM

The following Accommodation Level Crossing has been provided with telephones communicating with Settle Jn. S.B.

LEVEL CROSSING	LOCATION
Lawsing	241m. 34chs.

(52)

** DIGGLE JN. TO LEEDS HOLBECK EAST JN.

The catchpoints at Bradley Jn. on the Up line at 28m. 23chs. and Hillhouse on the Up line at 26m. 41chs. have been removed and plain line installed.

(51)

** KEIGHLEY (APPROXIMATELY 212M. 20CH.)

The former main to main trailing crossover together with the trailing connection in the down main line to the Keighley and Worth Valley Railway will be brought back into use.

(51)

LEEDS - WHITEHALL JN.

Following a derailment, 372 points at Whitehall Junction have been temporarily replaced with plain line. It is not possible for trains to travel from Signal L84 on the Down Main line towards the Down Shipley Fast line until further notice.

Until repairs are effected, trains cannot travel from Leeds platforms 9A, 10, 12 or the Goods lines towards the Down Shipley Fast line, and trains from other platforms travelling towards the Down Shipley Fast line must travel via the Down Shipley line from Leeds West Junction.

Will all concerned please note.

(UFN)

British Rail

CNE



52

WEEKLY OPERATING NOTICE

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS & NOTICES**

Saturday, 20th March

to

Friday, 26th March 1993

inclusive

Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

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SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 21 MARCH - BRANSTY

Platform 3 will be taken out of use and platform 2 will be brought back into use.

At either end of the station the "down and up" main line will be slued into the former down main (platform 2) line which will become the "down and up" platform line.

The platform 3 down direction semaphore starting signal and up direction colour light starting signal will be removed. The platform 2 down direction semaphore starting signal, on a bracket post, will be brought back into use and will apply to movements from platform 2 to the "down and up" main line. The position light aspect will be removed from the platform 2 up direction colour light starting signal which will be brought back into use.

The connection between the bay line and the down main line, previously secured for movements from the bay line to the down main line, will remain secured out of use pending replacement by plain line.

The connection between the down main line and the siding will be secured for movements from the bay line to the down main line pending replacement by plain line. The ground disc signal applying to movements from the siding to the down main line will be removed.

The three-arm ground disc signal applying to up direction movements from the down main line to platform 2, the bay line and the siding will be replaced by a single ground disc signal applying to movements to the bay line.

The route indicators on the down semaphore distant signal (on the same post as Corkickle No.2 down starting signal) and the down home position light signal will each display only one indication, M.

(RRNW/OS/88/90) (3)

SUNDAY, 21 MARCH - COVE A.H.B. LEVEL CROSSING AT 13M. 950YDS. (43 CHAINS)

The above level crossing will be equipped to work automatically when approached in the wrong direction, and for this purpose "X40" m.p.h. speed restriction warning boards will be provided 762 yards either side of the crossing.

The existing Whistle Boards, located 342 yards on both approaches to the crossing, will be removed.

The 90 m.p.h. speed restrictions between 14m. 830 yards (38chs.) and 13m. 950 yards (43 ch.) on the Up Main Line, and between 12m. 1070yds. (48ch.) and 13m. 950yds. (43chs.) on the Down Main Line, will be removed and the lines returned to 100 m.p.h. running.

(See Section D) (3)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

LLANDUDNO STATION

Platform 1, 2 and 3 lines and siding A have been temporarily shortened by approximately 25 yards at the buffer stop end. The existing buffer stop lights have been extinguished and temporary sleeper stop blocks, fitted with stop boards and red lights, have been provided.

(NEW ITEM) (RRNW/OS/GEN/20) (3)

MILNTHORPE

The emergency facing and trailing crossovers worked from Milnthorpe No. 1 and No. 2 ground frames have been brought back into use.

(OD14/-) (1)

BETWEEN CHINLEY AND NEW MILLS SOUTH JN.

The 75 m.p.h. temporary speed restriction applying on the down line from 170 miles 40 chains to 170 miles 70 chains has become a permanent speed restriction applying only to trains composed entirely of class 15X units. A Warning Indicator has been provided at 169 miles 70 chains. No A.W.S. magnet has been provided.

(RRNW/OS/GEN/3/2) (1)

BETWEEN CASTLEFIELD JN. AND TRAFFORD PARK WEST JN.

The 50 m.p.h. permanent speed restriction applying on the down line from Castlefield Jn. to 32 miles 60 chains has been abolished. The 30 m.p.h. temporary speed restriction applying on the down line from 32 miles 77 chains to 32 miles 54 chains has become a permanent speed restriction and been extended to apply from Castlefield Jn. to 32 miles 54 chains.

The 50 m.p.h. permanent speed restriction applying on the up line through Cornbrook Jn. and round curves to 33 miles 42 chains has been abolished; the Warning Indicator at 32 miles 11 chains has been removed. The 30 m.p.h. permanent speed restriction applying on the up line from 33 miles 42 chains to and through Castlefield Jn. has been abolished. The 30 m.p.h. temporary speed restriction applying on the up line from 32 miles 54 chains to 32 miles 77 chains has become a permanent speed restriction and been extended to apply from 32 miles 54 chains to and through Castlefield Jn.; a Warning Indicator has been provided at 31 miles 68 chains.

(RRNW/OS/GEN/3/5) (1)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

MANCHESTER AIRPORT LINK & STYAL LINES RESIGNALLING SPECIAL NOTICE 2000E.

The Manchester Airport link and new signalling on the Styal Lines have been brought into use. Full details are being shown in special notice 2000E which has been issued to all staff concerned. The following amendment must be made on page 2 of the special notice :-

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(RRNW/OS/88/39) (1)

** PENYFFORDD

The up home 1 and up home 2 signals have each been renewed as a straight post semaphore signal in the same position. The arm of each signal has been reduced in height from 22 feet to 14 feet.

(RRNW/OS/GEN/7) (52)

SHEFFIELD

To allow work to take place on Bridge No. 60 located at 158m 54chs. No. 1 Dead End Siding situated at the North end of Sheffield Station has been shortened by 86 metres. A temporary stop block has been erected at this point. A red stop light has been located on the temporary stop block.

The distance from the stop block to Sheffield Ground Position Light Signal No. 141 is 45 metres.

A safe walking route has been provided under the scaffolding which has been erected while this work is in progress, Restricted Clearance boards have also been erected.

(OD14 Derby) (UFN)

RIBBLEHEAD

The Down Siding has been temporarily shortened to 106 yard (97 metres).

(NEW ITEM) (UFN)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN MEADOWHALL AND ECCLESFIELD WEST

The following Accommodation Level Crossing has been provided with telephones communicating with ECCLESFIELD WEST SB.

LEVEL CROSSING	LOCATION
Butterthwaite Lane	164m 12chs

(NEW ITEM) (3)

LEEDS STATION PLATFORM 12

In connection with a new temporary entrance/exit for platform 12 new train stopping signs for westbound trains have been provided as follows :-

These signs are suspended from the platform awning :-

2 car stop - adjacent to refreshment kiosk.
 3 car stop - approx 10 metres west of refreshment kiosk.
 4/5 car stop - near platform TV monitor at west end.

Drivers must bring their trains to a stand as close to these signs as practicable.

(UFN)

** GOLCAR

The catchpoints on the Up line at 24 ¼ m.p. have been removed and plain line installed.

(52)

** BETWEEN GIGGLESWICK AND CLAPHAM

The following Accommodation Level Crossing has been provided with telephones communicating with Settle Jn. S.B.

LEVEL CROSSING	LOCATION
Lawsing	241m. 34chs.

(52)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

LEEDS - WHITEHALL JN.

Following a derailment, 372 points at Whitehall Junction have been temporarily replaced with plain line. It is not possible for trains to travel from Signal L84 on the Down Main line towards the Down Shipley Fast line until further notice.

Until repairs are effected, trains cannot travel from Leeds platforms 9A, 10, 12 or the Goods lines towards the Down Shipley Fast line, and trains from other platforms travelling towards the Down Shipley Fast line must travel via the Down Shipley line from Leeds West Junction.

Will all concerned please note.

(UFN)

GENERAL INSTRUCTIONS AND NOTICES

New or Amended Items in this Notice are indicated by a margin bar |

** Item will not be published in future notices. All concerned to take suitable note.

SECTION D

WORKING MANUAL FOR RAIL STAFF (PINK PAGES) (BR.30054/3)

SECTION F

PAGE F30

CLAUSE 4.9 - RAILWAY CONTROL OFFICES TELEPHONE NUMBERS

NETWORK SOUTHEAST

AMEND entries in respect of London (Waterloo) to read :-

London (Waterloo)	071-928-4616/2240*(S/East Divn)	00-75666
	071-928-2090/2240*(S/West Divn)	00-75511

ADD

Croydon	081-680-5404*(S/Central Divn)	00-72900
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(GO/92/S/0.04)

(20-3-93)

APPENDIX 1

PAGE AP50

1.2 PROVISIONAL NUMBERS ALLOCATED BY THE DEPARTMENT OF TRANSPORT

ADD under UN Number 7032 :-

7033 along side Tars, liquid etc.....then as printed.

(GO/92/S/0.04)

(20-3-93)