

**BRITISH RAILWAYS**  
**LONDON MIDLAND REGION**

**ME**

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, ETC.  
SATURDAY, 12 JULY  
to  
FRIDAY, 18 JULY 1980**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and drivers must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows :- 'Nile Not ME', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

CREWE  
8 July, 1980

J.M. GREGORY  
Chief Operating Manager

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\*.\* Item will not be published in future notices.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

### DETAILS OF WORK REFERRED TO IN SECTION B

#### Sunday, 13 July—Swadlincote

No. 3 siding will be secured out of use pending removal.

(OD.14/—)

#### Sunday, 13 July—Derby

Sidings No. 4, 5 and 6, situated in St. Andrews Goods Yard, will be secured out of use pending removal.

(OD.14/—)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Bedford North.

A temporary level crossing over the down and up slow lines has been provided at the North end of Bedford Station for the use of the Chief Civil Engineer during the re-construction of the island platform.

(OD.14/LC/1046) (29)

#### Bingham.

The down shunting siding has been shortened by 350 yards and the stop block repositioned accordingly.

(OD.14/—) (29)

#### Rectory Junction.

Bank Sidings Nos. 2 to 6 have been taken out of use.

No.1 Bank Sidings has been retained and a shunt neck, 50 yards long, provided.

(OD.14/—) (29)

## SECTION C

### Signalling and Permanent Way Alterations—continued Details of Work Already Carried Out—continued

#### Sleights Sidings East.

The level crossing gates have been replaced by lifting barriers controlled from the box. Amber and flashing red road traffic lights have been provided on each side of the crossing for the guidance of road users.

(OD.14/79/184) (29)

#### Leagrave Station.

A temporary level crossing over the down and up slow line at the north end of the station has been provided for the use of Chief Civil Engineers vehicles during alterations to the island platform.

(OD.14/LC/1040) (28)

#### \*.\* Between Bearley Junction and Stratford-upon-Avon.

The catch points situated in the up line at 10m. 62ch. have been taken away.

(OD.14/76/156) (28)

#### \*.\* Toton (down side)

The northern trailing connection from the down goods line to the Depot line together with the connection from the Depot line to the engine line have been secured out of use, pending removal.

The engine line has been abolished and the depot line has become part of the neck.

Ground position light signal TT.202 controlling movements from the neck to the former Depot line together with ground position light signal TT.203 controlling movements from the former depot line to the neck or down goods line, have been taken away.

(OD.14/77/46) (28)

#### Eastern Region :—

##### Brocklesby—Great Coates.

The Automatic Warning System has been brought into use at the following signals:—

##### Brocklesby.

Down Distant from Ulceby Jn. combined with the Ulceby Down Starting Signal.  
Down Distant from Habrough colour light signal BJ.96.

##### Habrough.

Up Distant from Brocklesby.  
Up Distant from Ulceby.  
Down Distant from Cleethorpes.

##### Roxton Sidings.

Down and Up Distant signals.

##### Stallingborough.

Down and Up Distant signals.

##### Great Coates.

Up Distant.

(30)



## SECTION C

**Signalling and Permanent Way Alterations—continued**  
**Details of Work Already Carried Out—continued**

**Eastern Region—continued****Peterborough East.**

The ground frame operated connection from the up line to the up siding has been secured out of use in the normal position pending removal.

(29)

**Shepcote Lane (Broughton Lane).**

The trailing crossover between the down and up main lines together with the associated slip connection (part of the Broughton Lane ladder crossing) have been abolished. The trailing crossover together with the associated ground position light signal with 4-way route indicator has been replaced 200 yards further from the signalbox. The route to the up goods (indication UG) or to up yard (indication UY) is now via the up main.

The route to the up yard, will however require the hand-worked points within the yard to be set to the correct position for the movement, and for the plunger situated within the siding to be depressed before the signal will clear for the movement towards the up yard.

Up main signal SL.24 has been repositioned 20 yards further from the signalbox.

(29)

**\* \* Mill Green and Gosberton—**

The up main has been slued into the down main immediately north of Mill Green level crossing and the down line has been severed at this point and used as an Engineer's siding to Gosberton.

The up line between Gosberton and Mill Green has become a single line worked in accordance with the Electric Token Block Regulations.

Up trains will travel onto the down line at Mill Green via the slue and return to the up main via the (trailing) crossover.

Down trains will return to the down main via the (trailing) crossover at Gosberton.

**Mill Green—**

The up goods loop will be used as a siding with access at the signalbox end only. The facing points—up main to up goods loop have been secured out of use in the normal position.

**Signalling Alterations (Mill Green)—**

The down home signal applies—down main to single (up) line via the slue.

The down starting signal has been taken out of use.

The up main colour light 2nd home signal (MG.16) has been maintained at RED and movements towards the down main via the slue will be controlled by handsignals under the direction of the signalman.

The up 1st home to up goods loop will be maintained at Danger.

**Gosberton—**

The down goods loop has been converted to a siding with access at the signalbox end only. The facing points—down main (Engineer's siding) to down goods loop have been secured out of use in the normal position. The points—single line leading to up sidings has been secured out of use in the normal position and the associated disc signals taken out of use.

## SECTION C

**Signalling and Permanent Way Alterations—continued**  
**Details of Work Already Carried Out—continued**

**Signalling Alterations (Gosberton)**

The up main home signal applies up main to single (up) line.

The up main starting signal has been taken out of use.

The down distant; down 1st home and down 2nd home signals applies to movements along the single (up) line.

The down 2nd home applies single line to down main via the crossover.

The down 1st home to down goods loop will be maintained at Danger.

The disc signal normally applying—set-back—up main to down main has been taken out of use.

**A.W.S.—**

An A.W.S. Inductor has been provided 200 yards before reaching the Gosberton up distant.

Drivers of down trains on the up line must be prepared for audible indicators applicable to up direction signals and speed restrictions.

Drivers of up trains must be prepared for audible indicators applicable to down direction signals and speed restrictions.

(28)

**Sheffield Victoria No. 3 and No. 4****\* \* Sheffield Victoria No. 3**

The down main starting signal (S3.109) has been abolished.

The down goods home (S3.123) now displays red or green aspects.

The down main home (S3.107) has been resited at the bottom of the platform ramp, 38 yards nearer to the signalbox. The new signal is a standard 2-aspect colour light signal displaying red or green aspects. The signal post telephone has been abolished and replaced by a 'diamond' sign on the post of the signal.

**Sheffield Victoria No. 4**

The down main home (S4.41) now ceases to display a double yellow aspect.

(28)

**Western Region:—****Malago Vale Carriage Sidings.**

No.6 Road has been shortened by 70 feet.

(30)

**Winchester.**

A Hot Axle Box Detector has been brought into use and situated adjacent to the down line approximately 20 yards Eastleigh side of signal WA.326 with in Eastleigh Signal Box.

(B/H1/681/2)

(29)

## SECTION C

Signalling and Permanent Way Alterations—continued  
 Details of Work Already Carried Out—continued

## Southern Region :—

## Victoria Panel Box Area.

B.R. A.W.S. has been brought into use at the undermentioned signals controlled from Victoria Box:—

Line	Signal(s)
Down Chatham Fast/Main	VS31 — VS105 inclusive
Down Chatham Slow	VS33 & VS37
Up Chatham Fast	VS28 — VS92 inclusive
Up Chatham Slow	VS30, VS34, VS84 & VS94
Chatham Reversible (Down direction)	VS57 & VS77
Chatham Reversible (Up direction)	VS40 & VS58
Down Stewarts Lane	VS45 & VS79
Up Stewarts Lane	VS42 & VS60
Up Battersea	VS68
Battersea Reversible (Down direction)	VS47 & VS65
Battersea Reversible (Up direction)	VS62
Down Ludgate	VS63 & VS69
Up Ludgate	VS66, VS70 & VS81
Up Kensington	VS72
Down Atlantic	VS83, VS87 & VS99
Up Atlantic	VS86 & VS96

The inductors have been positioned approximately 200 yards in rear of the signal to which they apply.

(R/SB 892/27) (29)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

- ★ New item.  
 \*\*\* Item will not be published in future notices. All concerned to take suitable note.

## MISCELLANEOUS INSTRUCTIONS

## MOTORAIL — PROTECTIVE WINDSCREEN PADS

Motor vehicles conveyed by certain motorail services are fitted with protective windscreen pads. Occasionally these pads will be seen to have moved up the windscreen. This presents no hazard and for train working purposes may be ignored.

(04/TS.259)

(14-6-80)

Repairs to Motive Power Depots, Carriage Sheds etc. — In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of work	Duration	Commencing date
Lawley Street Freightliner Terminal	Repairing overhead cranes Loading and unloading of containers restricted.	Until further notice	7-6-80
Cricklewood TMD	Alterations to sidings and structure. <b>Crane and machines working</b>	07 30 to 18 30 Until further notice	30-3-80
<b>Eastern Region :—</b>			
Lincoln Diesel Depot Nos. 2 & 3 sidings BLOCKED	Trackwork	07 30 to 17 00 Until further notice	
March M.P.D.	Installing cables and lighting masts	07 30 to 17 00 Until further notice	3-11-79
Whitemoor Up Departure etc. Sidings (South end)			



# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**42**

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 18 OCTOBER**

to

**FRIDAY, 24 OCTOBER, 1980**

**inclusive**

Trainmen 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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Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—  
'Nile Not ME', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

#### Sunday, 19 October—Between St. Pancras and Engine Shed Jn.

The down slow line between St. Pancras and Engine Shed Jn. will be renamed down fast line.

(OD.14/73/410/J)

#### Sunday, 19 October—Finchley Road

The following connections will be taken away:—

Facing connection between up fast and up goods lines situated at West Hampstead station. Crossover between down and up local lines situated north of the box. The connections between down and up fast/local lines situated outside the box will be replaced by plain line and the fast lines south of the box renamed down and up local lines.

The down and up fast lines, north of the box, will be slued into the slow lines, outside the box, and the slow lines will be renamed fast lines throughout.

The following signalling alterations will be carried out:—

The up goods, 4-aspect colour light home 1 signal will be converted to a 2-aspect R/Y colour light signal and the junction indicator will be taken away. The main aspect will be displayed with no junction indicator to the up fast line. A new subsidiary signal will be provided beneath this signal with stencil indication "SDG" applying to movements to the siding.

A new 3-aspect colour light home signal will be provided, 115 yards south of the box, 790 yards in rear of the down fast starting signal, 11 feet above rail level. A diamond sign will be provided on this signal. Catch points will be provided 300 yards in advance of this signal. The down fast distant signal will be 1940 yards in rear of the down fast home signal.

The former down slow line, from a point opposite Finchley Road box to the up goods to down slow line trailing connection, north of West Hampstead station will become a siding. All signals on that line will be removed and all points in the down sidings worked from the box will be converted to hand worked connections.

A new facing connection, from the up goods line to the down sidings, will be provided, situated 220 yards north of West Hampstead station and the up goods line beyond this point will be taken out of use. A position light shunting signal will be provided, adjacent to the down siding applying to movements from down sidings to down slow line. A telephone to Finchley Road box will be provided at this signal.

(OD.14/73/410J)

Signalling and Permanent Way Alterations—continued

Details of work referred to in Section B—continued

#### Sunday, 19 October—Between Carlton Road Junction and West Hampstead.

The following alterations will be made to permanent speed restrictions:—

The 30 m.p.h. restriction on the existing down slow line from 2¼ m.p. to Cricklewood South Jn. will be raised to 60 m.p.h. on the portion from 2¼ m.p. to Finchley Road, which becomes the down fast line. This 60 m.p.h. restriction will continue on the down fast line from Finchley Road to the south end of West Hampstead Station.

A 60 m.p.h. line speed will apply from Carlton Road Junction to Finchley Road on the existing down fast line (to be renamed down local).

The 40 m.p.h. restriction through the junction at Finchley Road from the existing down fast line (to be renamed down local) to the down local line will remain and be extended to join up with the 40 m.p.h. restriction through West Hampstead Station.

The 30 m.p.h. restriction on the existing up slow line from West Hampstead to 2¼ m.p. will be raised to 60 m.p.h. on the portion from Finchley Road to 2¼ m.p. which becomes the up fast line. Thus 60 m.p.h. restriction will commence on the up fast line at the south end of West Hampstead Station.

A 50 m.p.h. restriction will commence on the up local line at the south end of West Hampstead Station and continue through the junction from the up local to existing up fast line (to be renamed up local) at Finchley Road as far as the 3½ m.p. A 60 m.p.h. line speed will apply from the 3½ m.p. to Carlton Road Junction on the existing up fast line (to be renamed up local).

(OD.14/73/410)

#### Eastern Region:—

##### Sunday, 19 October—Whitemoor Junction—

The down hump reception sidings Nos. 1 to 10 and the entry line from Norwood arrival roads will be secured out of use. The associated signalling, together with the routes to down hump reception sidings from down west curve home signal and down through 2nd home will be abolished.

The Peterborough road, adjacent to the down hump reception sidings will be taken out of use and the associated signals abolished. The points adjacent to the depot between the Peterborough road and engine road will be secured for movement along the engine road only.

The short connecting line between the Peterborough road and No.1 engine road will be secured out of use and the associated signalling abolished. Movements to and from the engine depot will be via No.1 engine road or "up & down" goods only.

No.2 engine spur and the engine line leading to the down reception line will be secured out of use and the associated signalling, including the routes from the down west curve first line abolished.

The miniature arm associated with the exit from No. 1 siding Norwood Yard—Whitemoor Jn. end to engine spur No.1 will be taken out of use until further notice.

(45)



## SECTION C

Signalling and Permanent Way Alterations—continued  
 Details of Work Referred to in Section B—continued

## Eastern Region—continued

## Monday, 20 October—Twenty Feet River and Whitemoor Up Yard—

The up hump reception roads Nos. 1 to 10, and the up hump control tower and associated signalling will be taken out of use pending removal.

## Twenty Feet River

The facing connection — up main to up hump reception lines will be secured out of use pending removal.

The associated shunting signals and the up main 2nd home to up reception sidings will be abolished.

(45)

## Western Region :—

## Sunday, 19 October—Between Acton and Ladbroke Grove—

Signals 0039, 0041, 0045 and 0047 will be converted to Multi-Unit 4 aspect type, on the same site as present.

## DETAILS OF WORK ALREADY CARRIED OUT

## Fiskerton Station—

The up platform is obstructed at the west end during rebuilding of the platform. Drivers of stopping trains must be prepared to bring their trains to a stand at the special stop board provided.

(OD.14/—) (44)

## Wellingborough

The following sidings have been taken out of use pending removal.

## Wellingborough Station Yard

Two back roads.

## Wellingborough Finedon Road Old Yard

Siding No.3.

## Wellingborough Neilsons Sidings

Departure Sidings Nos.10 to 14 inclusive, 16 and 18.

New Sidings Nos.1 to 8 inclusive.

Two back roads.

Bank side road.

Henlow Sidings Nos.3 to 14 inclusive.

## Wellingborough Sidings North Frame.

Head shunt has been shortened to 47 yards.

(OD.14/—) (43)

## Stanton Gate—Old Iron Works Branch

Exchange Siding No.7, slip road and coal sidings Nos.1, 2 and 3 have been secured out of use pending removal.

(OD.14/—) (43)

## SECTION C

Signalling and Permanent Way Alterations—continued  
 Details of Work Already Carried Out—continued

## \* \* Between Netherfield Jn. and Lowdham

## Carlton Station

The signalbox has been abolished and the level crossing is now monitored by C.C.T.V and the barriers controlled from Netherfield Jn. box.

All signals, with the exception of the up Midland distant and home 1 signals, have been taken away and the trailing crossover between the down and up Midland lines has been secured out of use, pending removal.

## \* \* Netherfield Jn.

The former up Midland distant signal for Carlton Station has become the up Midland distant signal for Netherfield Jn.

The former up Midland home 1 signal for Carlton Station has become a three aspect (R/Y/G) home signal for Netherfield Jn. and is 1220 yards from the present up Midland home signal which has become the up Midland starting signal.

A new 3 aspect (R/Y/G) down Midland home 2 signal has been provided 12 feet above rail level, 54 yards on the Nottingham side of Carlton Station level crossing and 1127 yards after passing the down Midland home 1 signal.

A new 2 aspect colour light down Midland starting signal has been provided 12 feet above rail level at the Newark end of Carlton Station platform.

Telephones giving communication with the box have been provided at the up Midland home signal and at the down Midland home 2 and starting signals. The telephones at Stoke Lane A.H.B. level crossing now give communication with Netherfield Jn. box.

The train ready to start plungers on the down Midland platform at Carlton Station now indicate to the Signaller at Netherfield Jn. box that a stopping train is ready to depart.

(OD.14/76/259) (42)

## \* \* Finchley Road

The up fast home 2 signal has been repositioned 15 yards further north onto West Hampstead station platform.

(OD.14/73/410) (42)

## \* \* Kettering Station

The Cransley branch has been taken out of use.

(OD.14/80/199) (42)

## \* \* Babbington Colliery Ground Frame

The connection from the "up & down" branch line to the loaded wagon sidings has been repositioned 26 yards nearer to Basford Junction and the sand drag replaced by trap points.

(OD.14/—) (42)



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—

**Burton Salmon—**

The connections leading from down branch to down main have been secured out of use pending removal.

The trailing crossover between the down and up main lines has also been secured out of use pending removal and the associated disc signals abolished.

**Altered Signals—**

The junction indicator position "4" has been removed from the down branch home signal (No.12) to down main and the signal now applies (main aspect) down branch to down Pontefract.

The ground disc signal applying up Pontefract to down Pontefract has been repositioned on the right-hand (cess) side of the up Pontefract.

(44)

## Eastern Region—continued

**Bottesford West Junction**

Attendance at Bottesford Station level crossing has been withdrawn and adjacent telephones connected to the signalbox have been provided.

(43)

## Western Region:—

**Worcester Shrub Hill**

No.1 Bay Siding has been reduced in length by 196 yards (stop block now at 120m. 36.9 ch.)

(44)

**Between Portobello Jn. and Friars Jn.—**

Signals DM.2.00 16.00 and 00 20 have been converted to Multi-unit 4 aspect type, on the same site as present.

(44)

**\* \* \* Winchester**

The hot axle box detector situated approximately 20 yards Eastleigh side of signal WA.326 has been temporarily removed.

(R/M1/681/2) (42)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

## GENERAL APPENDIX TO WORKING TIMETABLES AND BOOKS OF RULES AND REGULATIONS DATED 1 OCTOBER, 1972 BR.29944

Pages 85 to 86 (Pages 40 and 41 Supplement No.3)

## STANDARD CLASSIFICATION OF TRAINS

Page 86

Amend note 3 to:—

## 3. Fully-fitted train:—

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s) a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guards valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guards valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van.

(OD.15/Pad.66/448)

## SECTION D

## MISCELLANEOUS INSTRUCTIONS

\* \* \* ENGINEERING OPERATIONS AT FINCHLEY ROAD (MIDLAND) ON  
FRIDAY/SUNDAY, 17/19 OCTOBER

During engineering operations in connection with the remodelling at Finchley Road, trains will be worked over the down and up fast lines and down and up slow/goods lines between Engine Shed Junction box and Cricklewood Junction box from 22 00 hours Friday, 17th October to 00 15 hours Sunday, 19th October in accordance with the following arrangements :-

Each train will be brought to a stand at the appropriate undermentioned signal and the Driver must not proceed until he has been instructed to do so by the Signalman's Agent and has been given a printed ticket.

## Signal at which train will be brought to a stand

down fast line	-	Engine Shed Jn. down fast starting signal
down slow line	-	Engine Shed Jn. down slow starting signal
up fast line	-	Cricklewood Jn. up fast, up local or depot line starting signal
up goods/slow line	-	Cricklewood Jn. up goods, up local or depot line starting signal

After the Driver has been authorised to pass the above signal concerned at Danger, he must proceed cautiously, ignoring any aspect which may be displayed at the following signals :-

## Signals to be ignored by Drivers

down fast line	-	Finchley Road down fast home and starting signals
down slow line	-	Finchley Road down slow home and starting signals
up fast line	-	Finchley Road up fast home 1, home 2 and starting signals
up goods/slow line	-	Finchley Road up goods home 1, up slow home 2 and starting signals

All connections at Finchley Road will be secured for through running on the fast and slow lines.

On arrival at the appropriate undermentioned signal, the Driver must act in accordance with the aspect displayed. These signals will bear an identification plate as shown in brackets and the plates will be illuminated during the hours of darkness :-

## First signal beyond affected area to be observed by Driver

down fast line	-	Cricklewood Jn. down fast home 1 signal (CJ.77)
down slow line	-	Cricklewood Jn. down slow home 1 signal (CJ.135)
up fast line	-	Engine Shed Jn. up fast home signal (ES.101)
up goods/slow line	-	Engine Shed Jn. up slow home signal (ES.102)

After passing the signal concerned, the Driver must dispose of the printed ticket.

(OD.14/73/410/K)

(42)

INSTRUCTIONS IN THE OPERATION OF PULLMAN 'BUCK-EYE'  
AUTOMATIC COUPLERS AND PULLMAN GANGWAYS

★ Page 91 (Page 19 MED 40)

INSTRUCTIONS IN THE OPERATION OF 'ALLIANCE'  
BUCKEYE AUTOMATIC COUPLERS - CLASS 253/254 TRAINS

Delete Heading and item.

## SECTION D

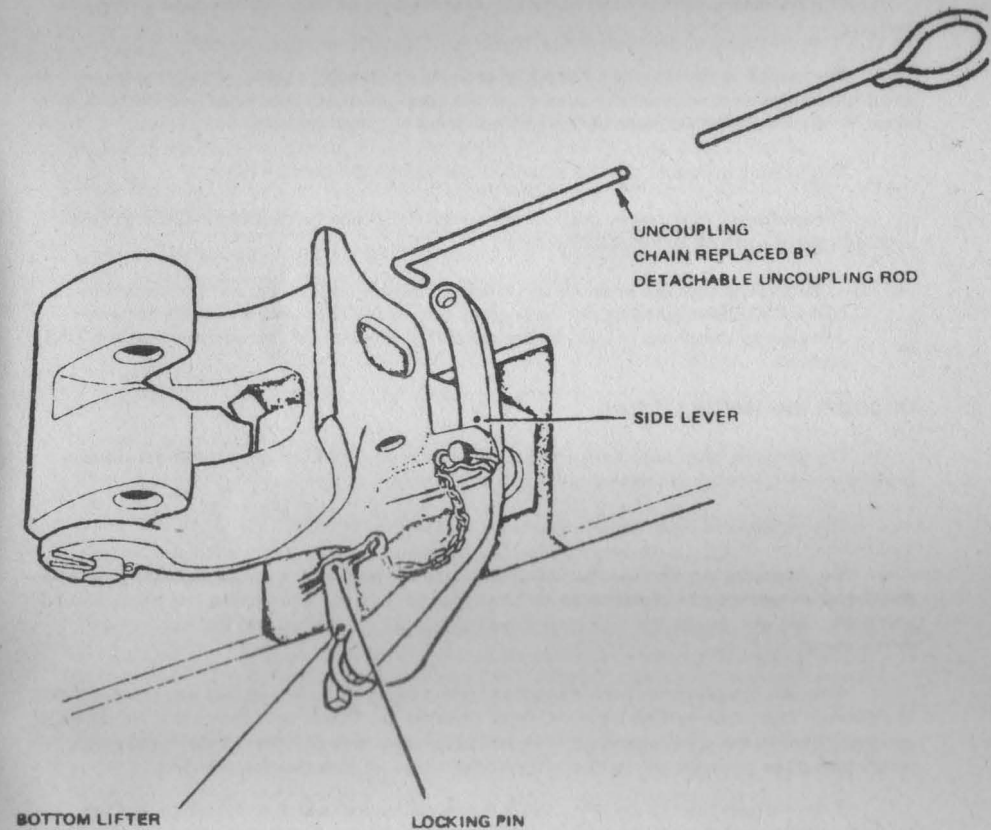
## Miscellaneous Instructions—continued

INSTRUCTIONS IN THE OPERATION OF PULLMAN 'BUCK-EYE'  
AUTOMATIC COUPLERS AND PULLMAN GANGWAYS

★ Page 91—Add—

INSTRUCTIONS IN THE OPERATION OF 'ALLIANCE'  
BUCKEYE AUTOMATIC COUPLERS - CLASS 253/254 TRAINS

Whilst the principle of operation is similar to that of the drop-head 'buck-eye' couplers fitted to locomotive hauled vehicles, the 'Alliance' type are fixed and no side buffers are fitted.



"ALLIANCE" TYPE MODIFIED COUPLER

## WARNING—

When coupling, staff must not, in any circumstances, stand between vehicles, but must wait until the vehicles have been brought together before passing between the vehicles to connect the brake pipes, etc.

## 1. COUPLING INSTRUCTIONS

The knuckle of the coupler head of ONE of the vehicles must be opened by placing the end of the uncoupling rod into the hole at the top of the side lever and pulling, in the same way as the release chain on drop-head couplers.