

Spare

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

SIGNALLING

School

3

WEEKLY OPERATING NOTICE containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations**

General Instructions and Notices

SATURDAY, 15 JANUARY

to

FRIDAY, 21 JANUARY 1983

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.

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.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Saturday, 15 January — Hall Green Station —

The up platform will be shortened by 60 yards at the Shirley end. Drivers of trains booked to call at the up platform must bring their train to a stand at the notice board provided.

(OD.14/—) (6)

Monday, 17 January — Between Sherwood Colliery Sidings South and Shirebrook Sidings —

The 20 m.p.h. T.S.R. which applies on the down and up lines between 142m. 35ch. and 142½ m.p. will become a 20 m.p.h. P.S.R.

(OD.14/82/329) (6)

Western Region —

Saturday/Sunday, 15/16 January — Gloucester — Cheltenham Lansdown.

The up & down main trailing crossover operated by Lansdown Carriage G.F. will be recovered and replaced by plain line.

(6)

DETAILS OF WORK ALREADY CARRIED OUT

Hall Green Station —

The up platform has now reverted to its previous length at the Birmingham end.

(OD.14/—) (New item) (5)

Draycott Ground Frame —

The ground frame has been replaced by a push button power operated ground frame and all points worked therefrom converted to clamp lock operation.

(OD. 14/82/211) (5)

. (Nuneaton) Abbey Junction —

The down siding has been taken out of use pending removal. The trailing crossover situated 160 yards on the Nuneaton side of the box together with the slip connection to the down siding has been secured out of use pending removal and the associated shunting signals taken away.

The trailing connection from the down siding to the down main situated 60 yards on the Nuneaton side of the box, has been secured out of use pending removal and the associated shunting signal taken away.

The trailing connection from the down siding to the down Birmingham, situated 100 yards on the Saltley side of the box, has been secured out of use pending removal and the associated shunting signal, applying to movements from the down siding to down Birmingham, has been taken away. The shunting signal situated adjacent to the down Birmingham, previously applying to movements to up main/down siding, has been repositioned 25 yards nearer to the box and applies to movements to up siding.

(OD.14/82/96) (3)

Signalling and Permanent Way Alterations — continued

Details of work already carried out — continued

. Mantle Lane —

The 2-armed shunting signal, situated in the down reception line, applying to movements along the down reception line or the the down goods line has been replaced by a position light shunting signal.

(OD.14/81/57) (3)

. Kingsbury S.F. —

No. 1 down sidings has been taken away.

(OD.14/—) (3)

Eastern Region —

Dore West Jn. —

The ground frame operated trailing crossover has been taken out of use pending track remodelling. Dore West Ground Frame has been abolished.

(5)

Sheffield (Dore South Junction) —

The ground frame operated trailing crossover has been taken out of use pending track remodelling and resignalling. Dore South ground frame will continue to operate the facing crossover.

(5)

Spalding No. 1

The junction points leading to/from the March branch have been secured out of use in the normal position pending removal.

The up main starting signal to March direction together with the Welland Bridge distant below has been abolished.

The Associated A.W.S. track inductor has been removed.

(5)

. High Ferry Level Crossing at 111m. 23ch. (between Sibsey and Maud Foster) —

The level crossing gates have been replaced by Automatic Half Barriers. Telephone communication is provided between the level crossing and Sibsey.

High Ferry Gate Box together with all signals worked therefrom has been abolished.

(3)

SECTION C

Signalling and Permanent Way Alterations — continued

Details of work already carried out — continued

Eastern Region — continued

. Between Adwick Jn. and Ardsley Tunnel (Down) also between Wakefield Westgate South Jn. and Fitzwilliam Station (Up).—

The following catchpoints have been secured out of use pending replacement by plain line:—

Down —

163m. 64ch. (990 yards before reaching signal L659).
 164m. 42ch. (1060 yards before reaching signal L657).
 165m. 22ch. (880 yards before reaching signal L653).
 168m. 21ch. (860 yards before reaching signal L629).
 168m. 79ch. (840 yards before reaching signal L627).
 177m. 34ch. (1067 yards before reaching signal L223).

Up —

172m. 38ch. (726 yards before reaching signal L260).
 171m. 18ch. (1012 yards before reaching signal L620).

(3)

Western Region —

Gloucester — Brookthorpe L.C. —

The vehicular gates have been padlocked out of use and the level crossing reduced in status to a pedestrian crossing. The crossing-keeper has been withdrawn, and the signalling equipment associated with the crossing has been secured pending recovery.

(New item) (5)

. Between Hayes and Southall West —

The temporary restriction of speed on the up relief line between 10m. 20ch. and 10m. 18ch. at 40 m.p.h. has been made permanent.

(3)

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES.

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
Bounds Green Siding Nos. 13 and 14	Drainage work Mechanical equipment in use.	Until further notice	
Hornsey and Wood Green	Down carriage BLOCKED (Washer Plant maintenance)	13 30 to 17 30	Sunday 2-1-83

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BRITISH RAILWAYS

LONDON MIDLAND REGION

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8

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY 19 FEBRUARY

to

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inclusive

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WARNING



A.C. ELECTRIFIED LINES

MIDLAND SUBURBAN ELECTRIFICATION

The Overhead Line Equipment between the Buffer Stops on all platforms St. Pancras Station and F.01/25 (Down Fast) F.01/26 (Up Fast), F.01/27 (Down and Up Slow) at Dock Jn. has been energised at 25,000 Volts and must be regarded as being **ALIVE** at all times.

Working Instructions for A.C. Electrified Lines (BR. 29987) and amendments thereto will apply.

(OD.15/31/18) (11-9-82)

REMOVAL OF A.C. ELECTRIFICATION TELEPHONES

The A.C. electrification telephones have now been removed between Euston and Rugby via Weedon and Northampton, Rugby to Penkridge via Dudley Port and Perry Barr, and Rugby to Brinklow. This work is now being extended from Brinklow/Penkridge to Stafford.

Train crews, station staff and others requiring to communicate with the Electrical Control Room should use signal post telephones, or any other lineside/station telephone if this would save time. Staff in possession of a National Radioc Network handset should use it for this purpose.

The necessary amendments to the Working Instructions for A.C. Electrified Lines, BR.29987 are contained in Supplement No. 2 (dated 6-10-79).

(OD.15/411)(Further Amended 12-2-83)

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 20 February—Between Water Orton East Jn. and Bromford Bridge—

The following connections at Water Orton West Jn. will be taken out of use pending removal:—

- the trailing connection between the up main line and the "up & down" Water Orton curve.
- the facing connection from the up main line to the up goods line.
- the facing crossover between the down and up main lines.

The trailing connections from the up main line to the up goods line between Water Orton station and Water Orton East Junction will be secured out of use pending removal.

The up goods line will be slued to form a trailing connection with the up main line at Water Orton West Jn. and the position of the existing up goods line between the slue and Water Orton East Jn. will be taken out of use.

A new facing crossover will be provided between the down and up main lines at Water Orton West Jn.

Signal SY.285 on the former up goods line at Water Orton East Jn. will be taken away.

Permissive Working will be withdrawn on the following lines:—

Down goods line between signals SY.286/288 (Water Orton East Jn.) and signal SY.236 (Bromford Bridge).

Up goods line between signal SY.243 (Castle Bromwich) and signal SY.271 (Water Orton West Jn.).

The following signals will have their subsidiary aspects removed:—

- SY.254 (down main approaching Castle Bromwich Jn.)
- SY.286 (down slow) approaching Water Orton East Jn.
- SY.288 (down fast) approaching Water Orton East Jn.

The following signals will have their subsidiary aspects and stencil 'G' route indicators removed:—

- SY.256 (down goods approaching Castle Bromwich Jn.)
- SY.242 (down goods approaching Bromford Bridge)
- SY.243¹ up goods between Bromford Bridge and Castle Bromwich Jn.
- SY.249¹ up goods between Bromford Bridge and Castle Bromwich Jn.

The following signals will have their subsidiary aspects and position 1 junction route indicators removed:—

- SY.273 (up main approaching Water Orton West Jn.)
- SY.275 ("up & down" Water Orton curve at Water Orton West Jn.)

Sunday, 20 February—Between Water Orton East Jn. and Bromford Bridge—continued

The 2-way stencil type indicator on signal SY.248 (down goods) will be converted to a 1-way stencil displaying the indication 'SDG' for movements to the down sidings at Castle Bromwich.

Signal SY.271 on the up goods line approaching Water Orton West Jn. will be converted to a 3-aspect (R/Y/G) colour light signal and will apply to movements to the up main line. The subsidiary aspect and stencil indicator applying to movements to the former up goods line will be removed.

A.W.S. track equipment will be provided 200 yards before reaching signals SY.271 and SY.249 (up goods line approaching Castle Bromwich Jn.).

(OD.14/82/144)

(11)

Monday, 21 February—Between Abbey Junction and Water Orton East Junction—

The maximum permissible speed on the down and up lines between Abbey Junction and Water Orton East Junction will be reduced to 70 m.p.h.

(OD.14/GEN/168)

(11)

Eastern Region—

Sunday, 20 February—Ancaster

The trailing crossover will be secured out of use pending removal.

The associated signalling will be abolished.

(11)

Sunday, 20 February—Whittlesea

The trailing crossover situated adjacent to the Loading Dock will be secured out of use in the normal position pending removal.

The associated ground disc shunting signal applying Up Main to Down Main will be abolished.

The associated ground disc shunting signal applying Down Main to Up Main or to Down Sidings will now apply towards Down Sidings only and the signal will be moved 65 yards nearer to the points — Down Main to Down Sidings.

(11)

Wednesday, 23 February—Boston Grand Sluice

The Down Main Starting signal will be repositioned 4 yards farther from the signal box at a reduced height of 17ft. above rail level.

(11)

Western Region—

Between 10 00 and 16 00 Tuesday, 22 February—Reading

The 3-aspect signal R.53 will be raised to 12ft. 6ins. above rail level, allowing the subsidiary signal to be repositioned below the red aspect. The Route Indicator will be renewed and placed above the signal.

(11)

From 10 00 Monday, 21 February—Oxford

The existing permanent speed restriction of 25 m.p.h. over the Down/Up Goods line will be REDUCED to 20 m.p.h. in both directions.

(11)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region—continued

Between 08 00 and 16 00 Sunday, 20 February or until completion—Cardiff—Long Dyke

The facing crossover between the Up and Down Main and the trailing crossover between the Down Main and Up Relief will be taken out of use pending recovery.

The following routes will be disconnected :—

- Signal C.31 Up Main to the Up Relief
- Signal C.108 Down Relief to the Down Main
- GPLS.620 Down Relief to the Down Main

(11)

DETAILS OF WORK ALREADY CARRIED OUT

Stratford-Upon-Avon —

The Carriage Siding and the connection from the down goods loop to the Carriage Siding have been removed.

(OD.14/—) (New item) (10)

Water Orton West Junction—

The right-hand bracket structure carrying signals SY.276 (down main) and SY.278 (down goods) approaching Water Orton West Junction have been re-positioned 110 yards nearer Water Orton Station.

The subsidiary aspect and stencil 'G' indicator on signal SY.278 has been removed and the ~~down~~ goods line has become Non-Permissive between signal SY.278 and signal SY.256.

(OD.14/82/144) (10)

Sherwood Colliery Sidings South—

A double sided "OFF" indicator has been provided situated adjacent to the up goods line, 455 yards on the Mansfield side of the box. The "OFF" indicator works in conjunction with the set-back signal for movements from the up goods line to the "Running line".

(OD.14/82/212) (9)

Between Manton Junction and Melton—

The maximum permissible speed on the down and up main lines between Manton Junction and Melton (105m. 62ch.) has been reduced to 70 m.p.h.

(OD.14/82/314) (9)

Between Trent South Junction and Meadow Lane Junction—

The 20 m.p.h. T.S.R. which applies on the down goods line from 119m. 60ch. to 120m. 20ch. has become a 20 m.p.h. P.S.R.

(OD.14/82/336) (9)

St. Andrews Yard (Derby)—

Sidings No.1 & 2 and Back Dock Road have been temporarily secured out of use.

(OD.14/—) (9)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of work already carried out—continued

. Kentish Town Station—

The "up and down" Carriage line platform has been taken out of use and closed to passengers permanently.

(OD.14/—) (8)

. Kentish Town Station—

The "up and down" slow line platform has been brought back into use.

(OD.14/—) (8)

. West Hampstead Midland Station—

The up slow platform has reverted to its full length and the stop board has been removed.

(OD.14/—) (8)

. St. Pancras—

The permanent speed restriction of 20 m.p.h. on the down fast line from ¼ m.p. to 1 mile 14 chains has been raised as follows:—

¼ m.p. to 0m. 45 chains	—	40 m.p.h.
0m. 45 chains to 1 mile 14 chains	—	45 m.p.h.

(OD.14/—) (8)

. Between Cricklewood Curve Jn. and Silkstream Jn.—

The maximum permissible speed on the down and up slow lines between Cricklewood Curve Jn. and Silkstream Jn. has been raised from 60 m.p.h. to 75 m.p.h. except that permanent speed restrictions of 60 m.p.h. will apply as follows:—

Down slow	—	7 miles 50 chains to 7 miles 75 chains
Up slow	—	7 miles 68 chains to 7 miles 33 chains

(OD.14/—) (8)

Eastern Region:—

Between Attercliffe Junction and Woodburn Junction

The catch points in the Down Main line at 0m. 23chs. (320 yards before reaching the Woodburn Junction Home signal) have been secured out of use pending removal and replacement by plain line.

(New item) (11)

Between Moorhorpe Station Jn. and South Kirkby Jn.—

A 30 m.p.h. P.S.R. has been introduced on the Up line from 0m. 52ch. to 0m. 57ch.

(10)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Holmes Jn. L.C. and Rotherham—

A 75 m.p.h. Permanent Speed Restriction has been introduced on the Up and Down main lines between 163m. 74ch./161m. 77ch. and 162½ m.p.

(9)

York—Clifton Coaching Stock Depot—

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom has been brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower (CS = Clifton Sidings Y = York (Y) = York controlled ground position light signal:—

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank loop
CS7	Short Shunt	Bank loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4 Up Clifton loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal
CS12	Short Shunt	CS4 CS7 Up Clifton loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal
CS13	Short Shunt	Reception Sidings lines 21 to 26
CS14	Main Shed Line 20	CS4 Up Clifton Loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal
CS15	Main Shed line 19	CS4 Up Clifton loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/Standage Sidings	Lines 4 to 17

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

York—Clifton Coaching Stock Depot—continued

Signal No.	Line	Destination
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23, 24, 25 and 26	CS12

All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction), are jointly controlled by York signal box and by Clifton Sidings Control Tower.

"STOP—TELEPHONE" notice boards have been provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones communicate with the Control Tower).

(9)

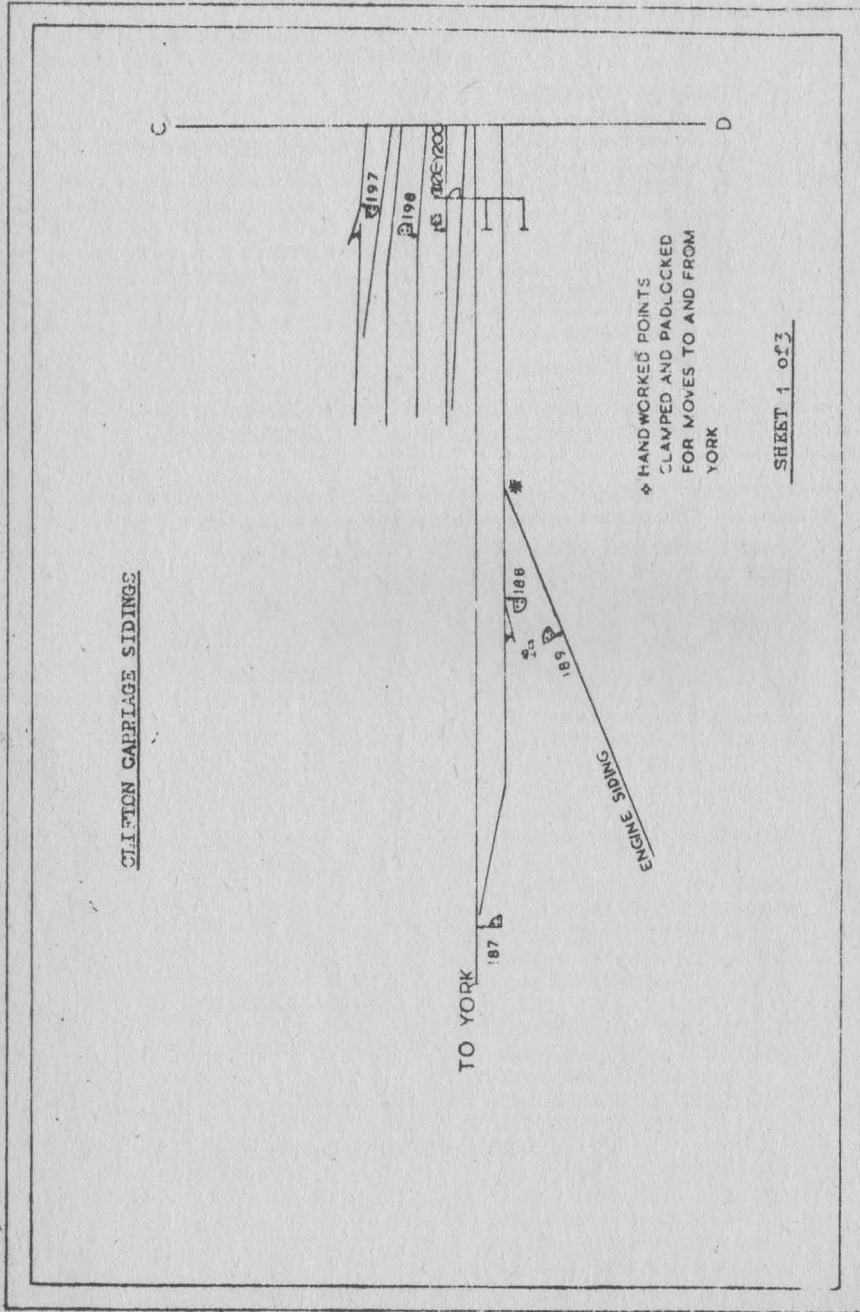
SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

York—Clifton Coaching Stock Depot—continued



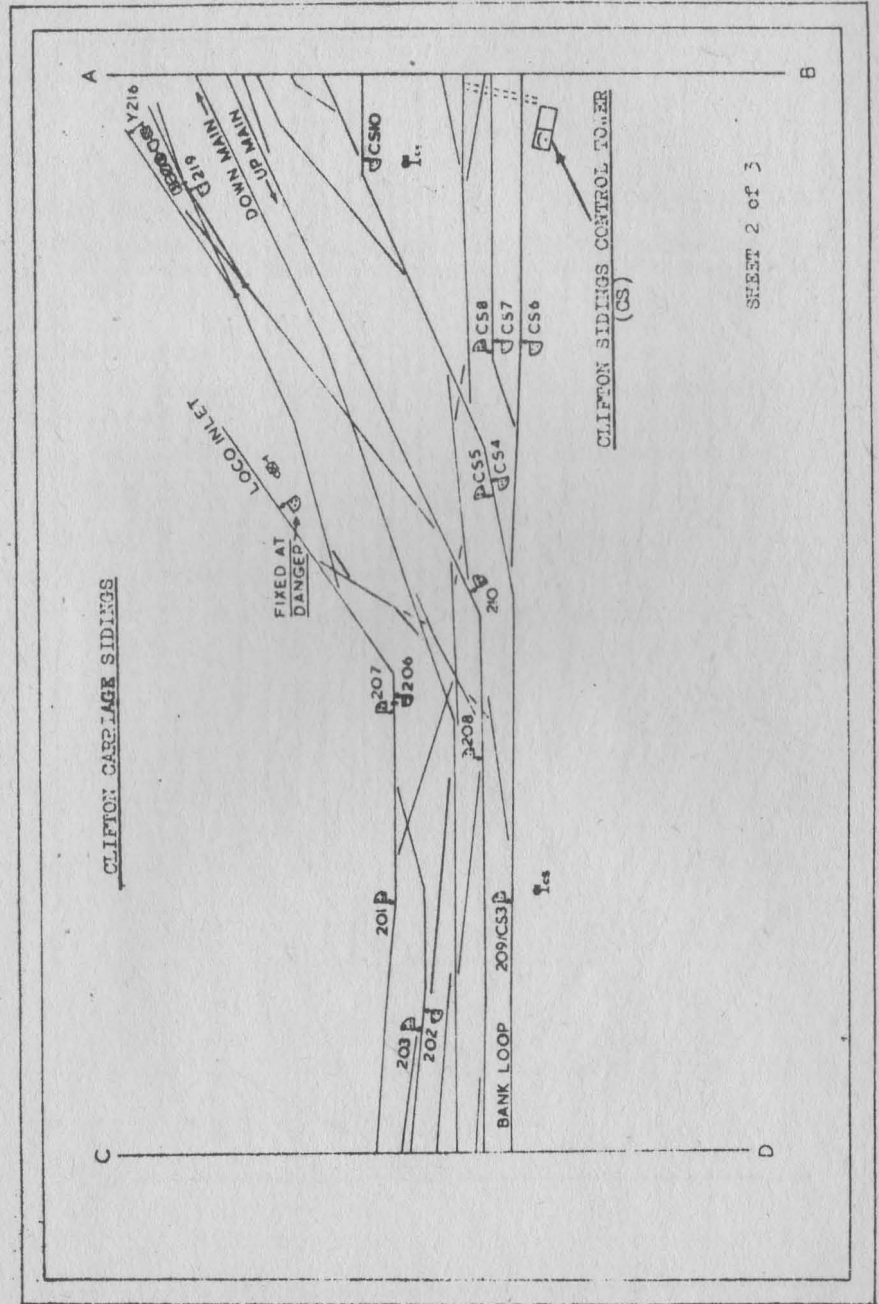
SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

York—Clifton Coaching Stock Depot—continued

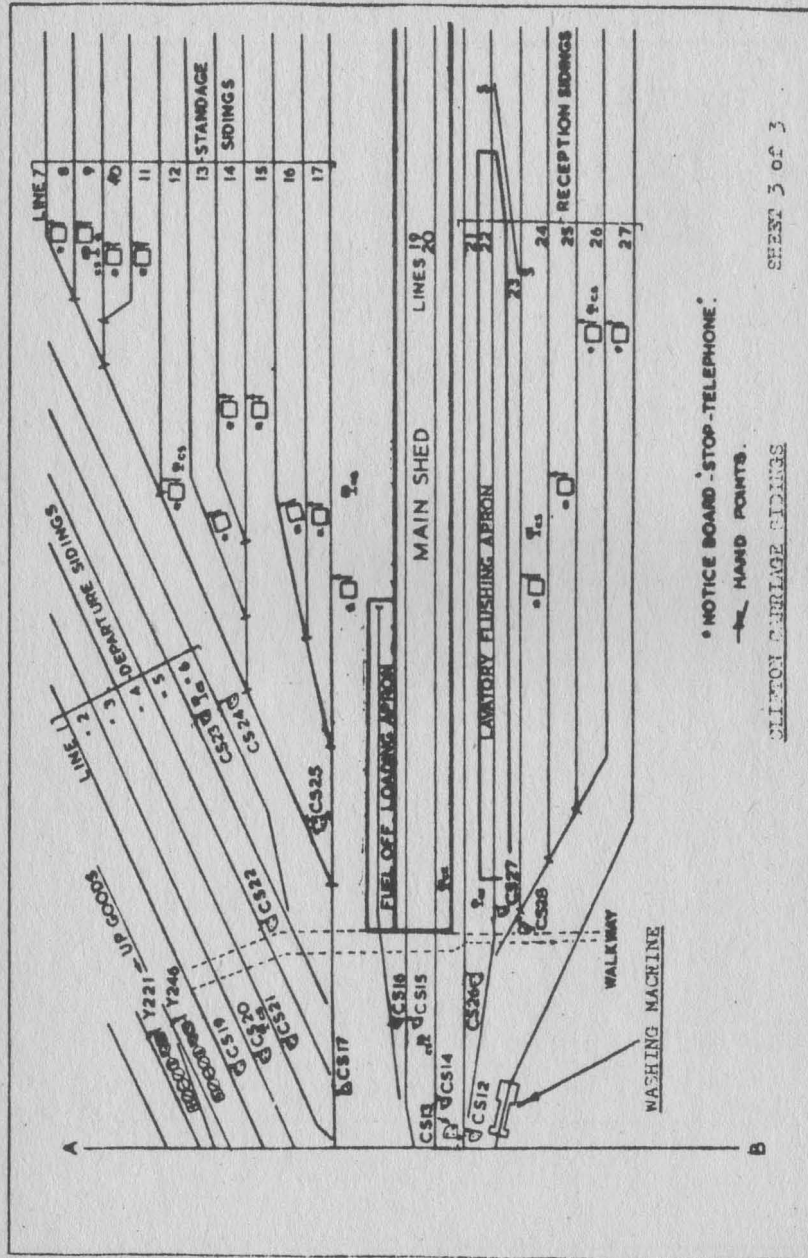


SECTION C

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

Eastern Region:—continued

York—Clifton Coaching Stock Depot—continued



SECTION C

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

Eastern Region:— continued

Fryston—

A "whistle" board located at 19m. 03ch. on the up side has been provided to give warning to persons walking the track through the cutting.

(9)

Western Region:—

** Gloucester (Brookthorpe Level Crossing)—

Brookthorpe Level Crossing Groundframe and associated signalling equipment have been recovered. The level crossing was closed to vehicular traffic on Thursday, 23 December.

(8)

** Worcester Shrub Hill—

The Trap Point at the exit from the Down siding to Down main has been relayed 10 yards further from the signalbox.

The associated signal has been re-positioned accordingly and placed at ground level.

(8)

Southern Region:—

Between Belvedere and Crabtree Crossing—

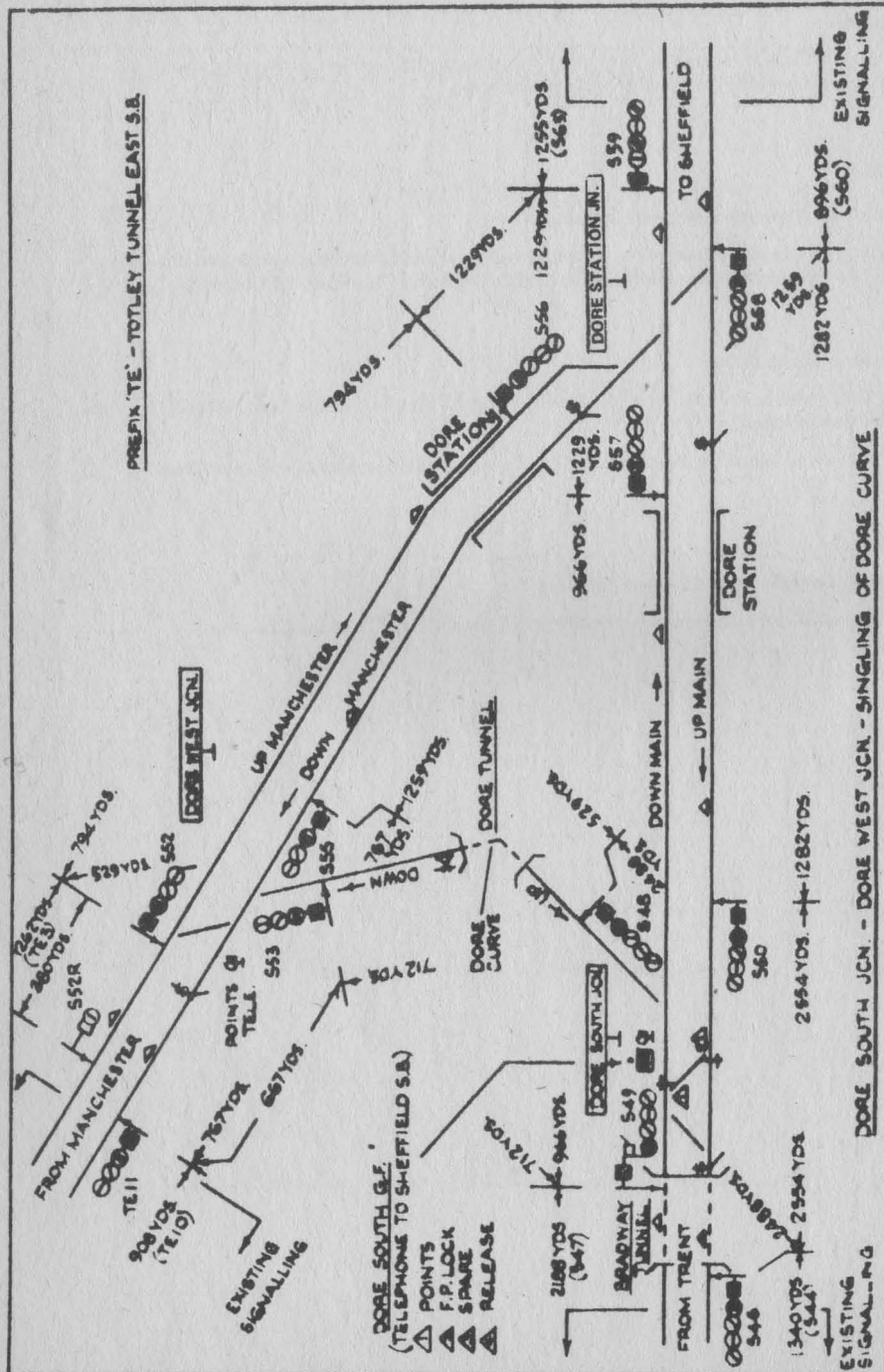
Up line signal D.153 has been repositioned 15 yards nearer Crabtree Crossing.

(9)

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

Eastern Region:—

Between Dore South Jn. and Dore West Jn.—continued



GENERAL INSTRUCTIONS AND NOTICES

New item.

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GENERAL APPENDIX TO WORKING TIMETABLES AND BOOKS OF RULES AND REGULATIONS DATED 6 JUNE, 1981

PART 1

SECTION 1 – STANDARD CLASSIFICATION OF TRAINS

Page 1.6 (Page 13 MED.6)

Amend Page 1.6 Paragraph to read Page 1.6 note 3.

Page 1.6

Amend note at the bottom of Notes 1.2 and 3 to read:—

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

(OD.15/16)

(19-2-83)

SECTION 4—WORKING OF DEPARTMENTAL TRAINS

Page 4.7 Engineers self-propelled on-track machines—Ballast Cleaning Machines.

Amend—

Clause 21.1 Maximum permitted speed of Ballast Cleaning machines. RM 62(2) RM 62(3) RM 62 (4) when in train formations to read 50 m.p.h.

(OD.15/12)

(19-2-83)

PART II

SECTION 16 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ETC.

Page 16. 8/9 (Page 17 MED 6) –

Clause 3.6 2nd paragraph 4th line –

Delete reference to "two vehicles" and substitute "three vehicles".

(OD.15/16)

(19-2-83)

APPENDIX INSTRUCTIONS—continued
SECTIONAL APPENDIX — SOUTHERN SECTION, DATED APRIL 1980—continued

LOCAL INSTRUCTIONS

TRENT TO CLAY CROSS AND BRANCHES

Page 325 — SHERWOOD COLLIERY SIDINGS SOUTH —

Add — Working of train from the north —

The Guard of a train arriving from the Shirebrook direction, after checking the points into Derby Tops Sidings, must advise the Signaller at Sherwood Colliery Sidings South box that he may clear the signal for the Colliery Running line. The illumination of the "OFF" Indicator, working in conjunction with the signal applying to movements from the up goods line to the Colliery Running line will be the Driver's authority to commence the setting back movement and the provisions of Rule Book, Section J, clause 4.1. are exempt. The setting back movement must be made at walking pace and the Driver must be prepared to act on a hand signal from the Guard when he comes into view.

Working within Colliery Sidings —

The permission of the N.C.B. Person-in-charge must be obtained before a movement is made into the Loaded Wagon Sidings.

(6-2-83)

SECTION D INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING OVER THE EASTERN REGION BR.30063/4
SECTION D

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down	Up m.p.h.		
ELY DOCK JUNCTION TO PETERBOROUGH CRESCENT JUNCTION Page D10 Delete at:—	URS 55	Peterborough Crescent Junction				(5-2-83)	
Page D10/11 Between Whitthess and Kings Dyke L.C. Add "AB" in both directions	URS 55 Whitthess	Whitthess				(5-2-83)	
ALLINGTON JR. TO SKEGNESS Page D17 Amend		High Ferry L.C. (AHB)				(5-2-83)	

Safety 1st

You may not
have a 2nd
chance ! ! !

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

9

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY 26 FEBRUARY

to

FRIDAY, 4 MARCH 1983

inclusive

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SECTION B

At or between	Lines affected	Remarks
SOUTHERN REGION – continued		
BALHAM TO SELHURST (via Norwood Jn.)		
Sunday, 27 February		
435 Balham and Leigham Jn.	Down & up BLOCKED	00 40 to 06 20. Track maintenance, 5 and 5½ m.p. Traffic cannot pass to or from Leigham Spurs.
436 Norwood Jn.	All	00 05 to 08 00. Signalling work. Points and signals disconnected.
BRIXTON STATION TO STREATHAM COMMON		
Sunday, 27 February		
437 Brixton and Herne Hill	Down & up main BLOCKED	00 40 to 03 55. Bridgeworks (painting), 3 and 3¾ m.p.
438 Herne Hill	Down main BLOCKED	00 40 to 03 55. Track renewals, 3¾ and 4¼ m.p.
439 Herne Hill	Down & up main Up loop BLOCKED	00 40 to 06 15. Track renewals, 3¾ and 4¼ m.p. Possession to be given up and current restored for the passage of 03 55 Victoria to Dover Priory 04 00 Victoria to Hastings 04 12 Victoria to Sheerness and 04 15 Victoria to Margate (via down loop).
Tuesday, 1 to Friday, 4 March		
440 Brixton and Herne Hill	Down & up BLOCKED	00 40 to 04 15. Bridgeworks (painting), 3 and 3¾ m.p. Possession to be given up and current restored for the passage of 001156 Selhurst to Clapham Jn. and 02 15 Redhill to Manchester.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Western Region –

Sunday, 27 February—West Drayton—

The Down Relief platform will be shortened by 70 yards at the Reading end. Stopping trains must use the London end of the platform.

(12)

Between 08 00 Saturday, 26 February and 06 00 Monday, 28 February—West Drayton—

The exit connection from the Up Goods to Up Relief and the facing crossover between the Up and Down Relief will be recovered. The former Back Siding will be extended and a new connection to the Up Relief brought into use as shown on the following diagram.

Position light signals nos. 287, 202 and 204 and the Down Relief "Limit of Shunt" will be recovered.

The position light signal and stencil route indicators associated with signal S.104 will be recovered.

New colour light signals S.106 and S.141 will be provided as shown on the attached diagram. An A.W.S. inductor will be provided for signal S.141 200 yards in rear of the signal.

The following existing signals will be altered :—

Signal S.2 will be provided with an additional junction indicator, position 5, and draw ahead signal for movements to the Up Goods line.

Signal S.102 will be converted to 4-aspect with the second yellow aspect blanked out until further notice, and equipped with a new junction indicator, position 4, and position light indication for movements to the Up Goods line.

Signals S.137 and S.139 will be converted to 4-aspect signals.

An additional stencil route indicator "G" will be brought into use on signal S.135.

All stop signals will be provided with telephones giving exclusive communication with Slough Panel. The telephone for signal S.141 will be mounted on a post situated at the foot of the ramp of the Up Relief Platform adjacent to signal S.139.

Note : The new connection from the Up Goods to Up Relief will be operated by means of electro-hydraulic clamp locks. A cabinet containing the emergency handle will be provided at the London end of the station. A telephone will be provided.

Occupation of Slough Panel will be required for the purpose of altering and testing the interlocking.

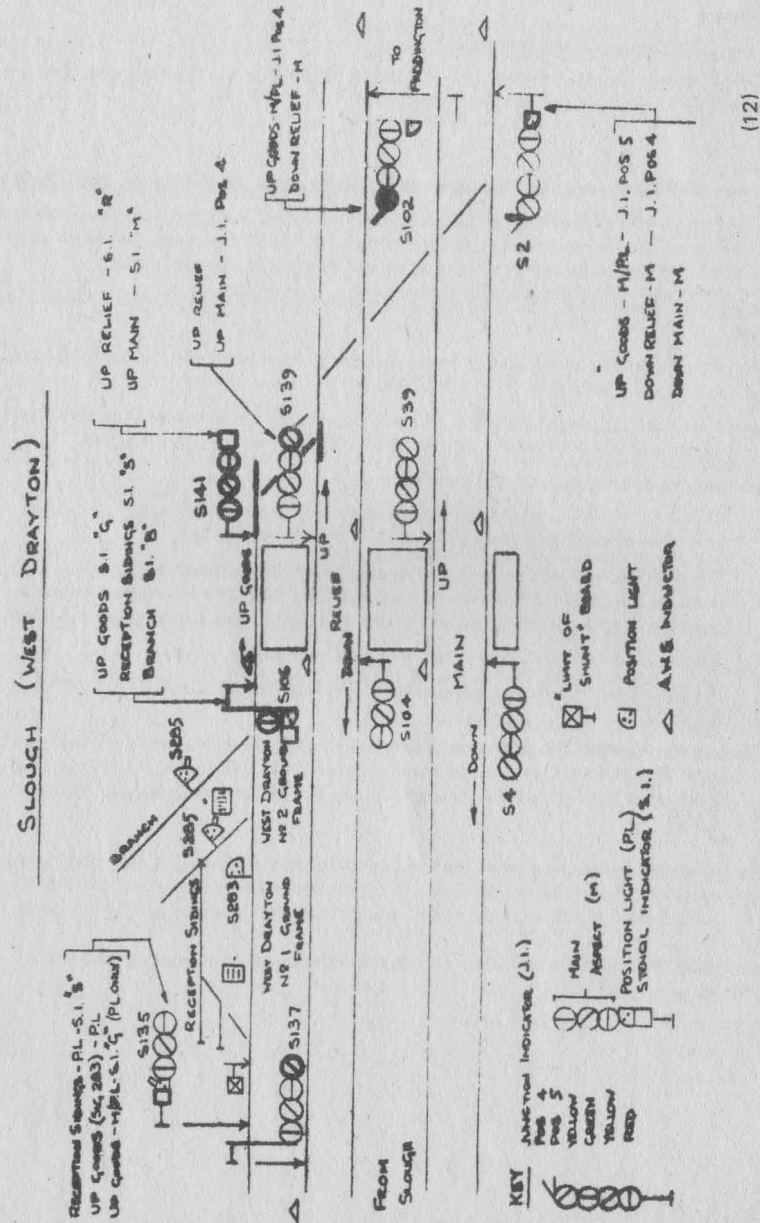
(12)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—

Between 08 00 Saturday, 26 February and 06 00 Monday, 28 February—West Drayton—



(12)

SECTION C

Signalling and Permanent Way Alterations—continued

Southern Region —

TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS

Tuesday, 1 March.—

The use of A.W.S. audible warning indications for temporary speed restriction warning boards will be extended and introduced between the following points:—

- Denmark Hill and Dartford (via Sidcup)
- Lewisham and Dartford Jn. (via Woolwich Arsenal)
- Hither Green and Lee Spur Jn.
- Lee Spur Jn. and Lee Loop Jn.
- Tulse Hill and West Norwood Jn.
- Clapham Jn. and Norbury.
- Balham and Bromley Jn.
- Herne Hill and Streatham Common.

(12)

DETAILS OF WORK ALREADY CARRIED OUT

Between Water Orton East Jn. and Bromford Bridge —

The following connections at Water Orton West Jn. have been taken out of use pending removal:—
 the trailing connection between the up main line and the "up & down" Water Orton curve.
 the facing connection from the up main line to the up goods line.
 the facing crossover between the down and up main lines.

The trailing connections from the up main line to the up goods line between Water Orton station and Water Orton East Junction have been secured out of use pending removal.

The up goods line has been slued to form a trailing connection with the up main line at Water Orton West Jn. and the portion of the existing up goods line between the slue and Water Orton East Jn. has been taken out of use.

A new facing crossover has been provided between the down and up main lines at Water Orton West Jn.

Signal SY.285 on the former up goods line at Water Orton East Jn. has been taken away.

Permissive Working has been withdrawn on the following lines:—

Down goods line between signals SY.286/288 (Water Orton Jn.) and signal SY.236 (Bromford Bridge).

Up goods line between signal SY.243 (Castle Bromwich) and signal SY.271 (Water Orton West Jn.).

The following signals have had their subsidiary aspects removed:—

- SY.254 (down main approaching Castle Bromwich Jn.).
- SY.286 (down slow)
- SY.288 (down fast) approaching Water Orton East Jn.

SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out — continued

Between Water Orton East Jn. and Bromford Bridge — continued —

The following signals have had their subsidiary aspects and stencil 'G' route indicators removed:—

SY.256 (down goods approaching Castle Bromwich Jn.).
 SY.242 (down goods approaching Bromford Bridge).
 SY.243)
 SY.249) up goods between Bromford Bridge and Castle Bromwich Jn.

The following signals have had their subsidiary aspects and position 1 junction route indicators removed:

SY.273 (up main approaching Water Orton West Jn.)
 SY.275 ("up & down" Water Orton curve at Water Orton West Jn.).

The 2-way stencil type indicator on signal SY.248 (down goods) has been converted to a 1-way stencil displaying the indication 'SDG' for movements to the down sidings at Castle Bromwich.

Signal SY.271 on the up goods line approaching Water Orton West Jn. has been converted to a 3-aspect (R/Y/G) colour light signal and applies to movements to the up main line. The subsidiary aspect and stencil indicator applying to movements to the former up goods line have been removed.

A.W.S. track equipment has been provided 200 yards before reaching signals SY.271 and SY.249 (up goods line approaching Castle Bromwich Jn.).

(OD.14/82/144) (11)

Between Abbey Junction and Water Orton East Junction —

The maximum permissible speed on the down and up lines between Abbey Junction and Water Orton East Junction has been reduced to 70 m.p.h.

(OD.14/GEN/168) (11)

Stratford-Upon-Avon —

The Carriage Siding and the connection from the down goods loop to the Carriage Siding have been removed.

(OD.14/—) (10)

Water Orton West Junction —

The right-hand bracket structure carrying signals SY.276 (down main) and SY.278 (down goods) approaching Water Orton West Junction have been re-positioned 110 yards nearer Water Orton Station.

The subsidiary aspect and stencil 'G' indicator on signal SY.278 has been removed and the down goods line has become Non-Permissive between signal SY.278 and signal SY.256.

(OD.14/82/144) (10)

SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out — continued

* * * Sherwood Colliery Sidings South —

A double sided "OFF" indicator has been provided situated adjacent to the up goods line, 455 yards on the Mansfield side of the box. The "OFF" indicator works in conjunction with the set-back signal for movements from the up goods line to the "Running line".

(OD.14/82/212) (9)

* * * Between Manton Junction and Melton—

The maximum permissible speed on the down and up main lines between Manton Junction and Melton (105m. 62ch.) has been reduced to 70 m.p.h.

(OD.14/82/314) (9)

* * * Between Trent South Junction and Meadow Lane Junction —

The 20 m.p.h. T.S.R. which applies on the down goods line from 119m. 60ch. to 120m. 20ch. has become a 20 m.ph. P.S.R.

(OD.14/82/336) (9)

* * * St. Andrews Yard (Derby) —

Sidings No. 1 & 2 and Back Dock Road have been temporarily secured out of use.

(OD.14/—) (9)

Eastern Region —

Ancaster —

The trailing crossover has been secured out of use pending removal.
 The associated signalling has been abolished.

(11)

Whittlesea —

The trailing crossover situated adjacent to the Loading Dock has been secured out of use in the normal position pending removal.

The associated ground disc shunting signal applying Up Main to Down Main has been abolished.

The associated ground disc shunting signal applying Down Main to Up Main or to Down Sidings now applies towards Down Sidings only and the signal has been moved 65 yards nearer to the points — Down Main to Down Sidings.

(11)

Boston Grand Sluice —

The Down Main Starting signal has been repositioned 4 yards farther from the signal box at a reduced height of 17ft. above rail level.

(11)

SECTION C

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

Eastern Region — continued —

Between Attercliffe Junction and Woodburn Junction —

The catch points in the Down Main line at 0m. 23chs. (320 yards before reaching the Woodburn Junction Home signal) have been secured out of use pending removal and replacement by plain line.

(11)

Between Moorthorpe Station Jn. and South Kirkby Jn. —

A 30 m.p.h. P.S.R. has been introduced on the Up line from 0m. 52ch. to 0m. 57ch.

(10)

* * * Between Holmes Jn. L.C. and Rotherham—

A 75 m.p.h. Permanent Speed Restriction has been introduced on the Up and Down main lines between 163m. 74ch./161m. 77ch. and 162½ m.p.

(9)

* * * York—Clifton Coaching Stock Depot—

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom has been brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower (CS = Clifton Sidings Y = York (Y) = York controlled ground position light signal:—

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank loop
CS7	Short Shunt	Bank loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4 Up Clifton loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal
CS12	Short Shunt	CS4 CS7 Up Clifton loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal
CS13	Short Shunt	Reception Sidings lines 21 to 26
CS14	Main Shed Line 20	CS4 Up Clifton Loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal

SECTION C

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

Eastern Region:—continued

* * * York—Clifton Coaching Stock Depot—continued

Signal No.	Line	Destination
CS15	Main Shed line 19	CS4 Up Clifton loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station line (Y)202 Signal Down Main (Y)199 Signal Up Station line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/Standage Sidings	Lines 4 to 17
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23, 24, 25 and 26	CS12

All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction), are jointly controlled by York signal box and by Clifton Sidings Control Tower.

"STOP—TELEPHONE" notice boards have been provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones communicate with the Control Tower).

(9)

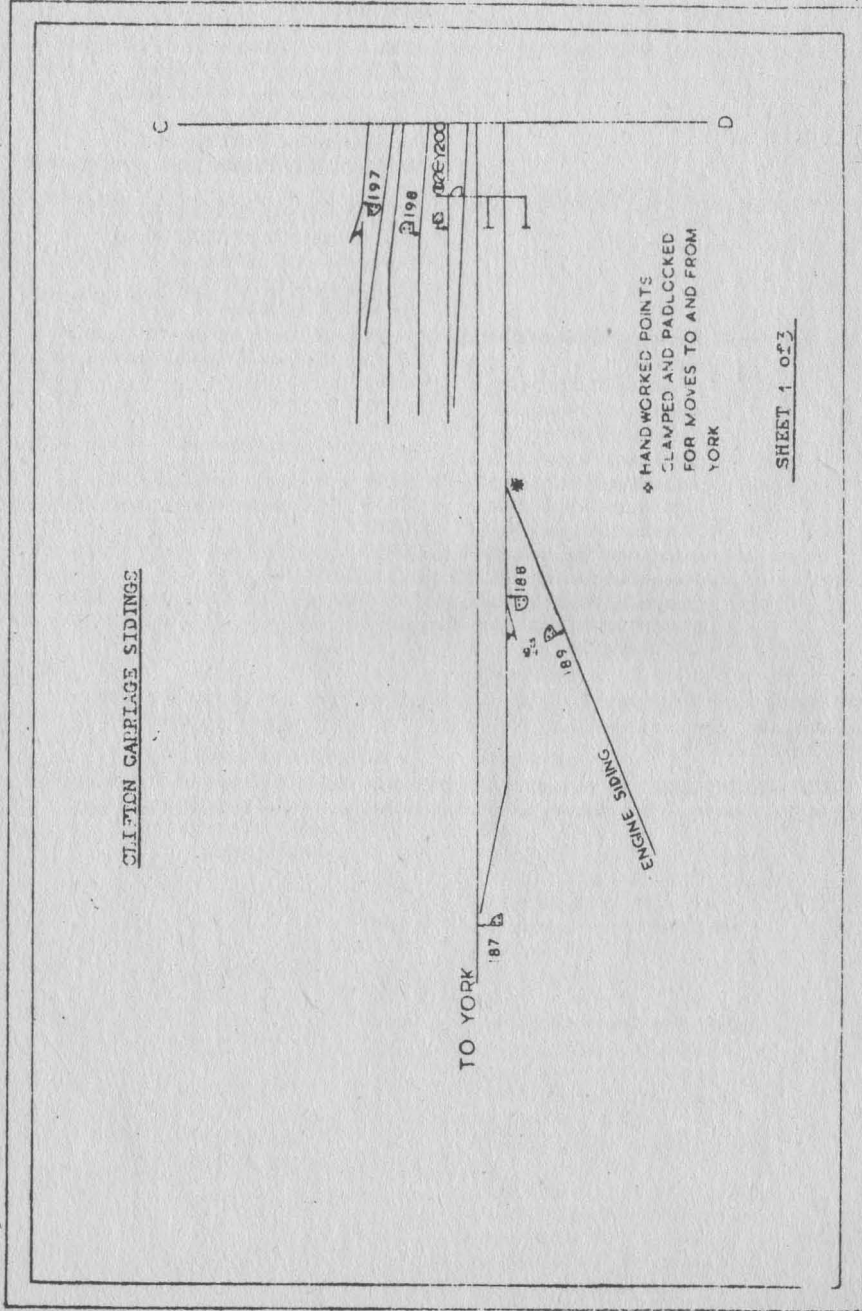
SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

** York—Clifton Coaching Stock Depot—continued



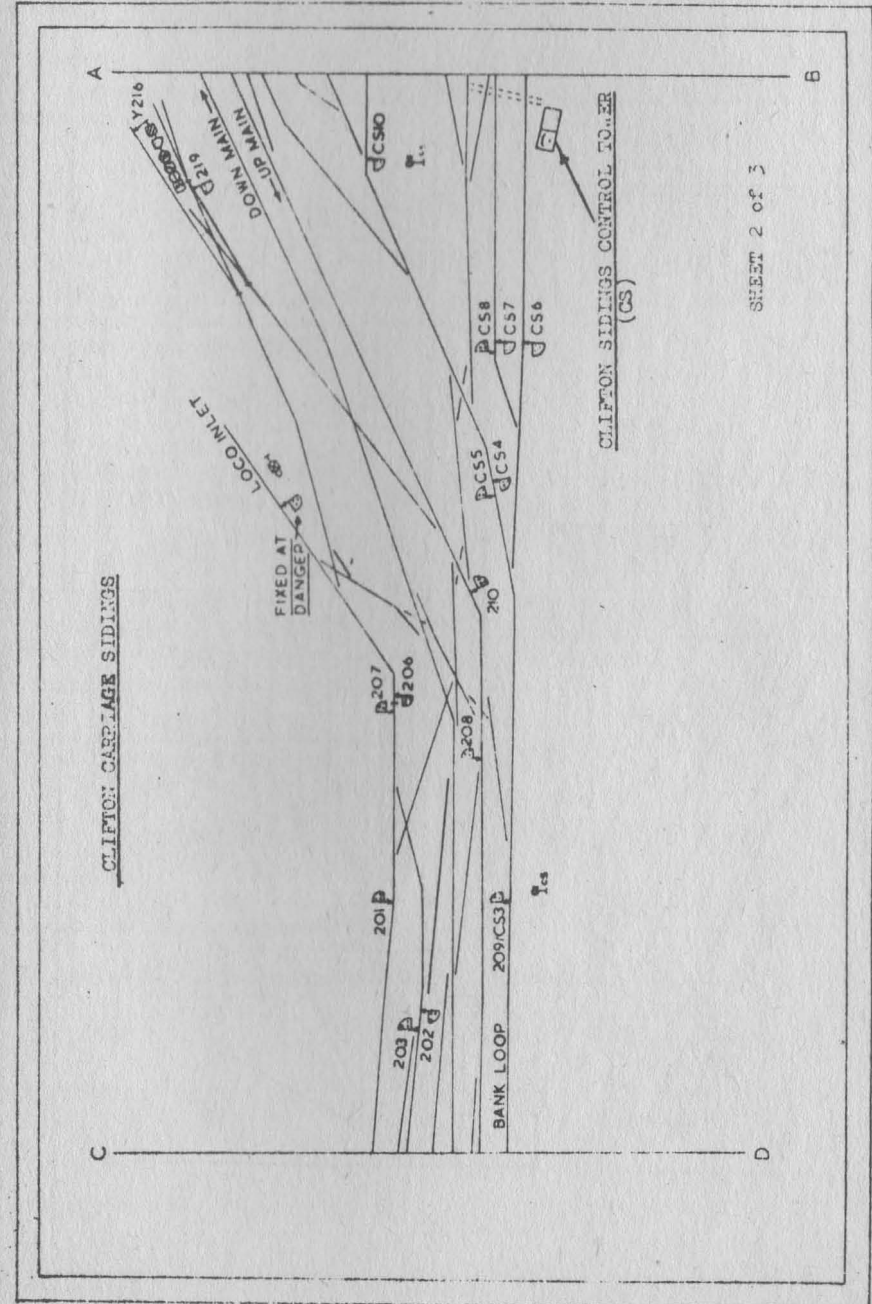
SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

** York—Clifton Coaching Stock Depot—continued



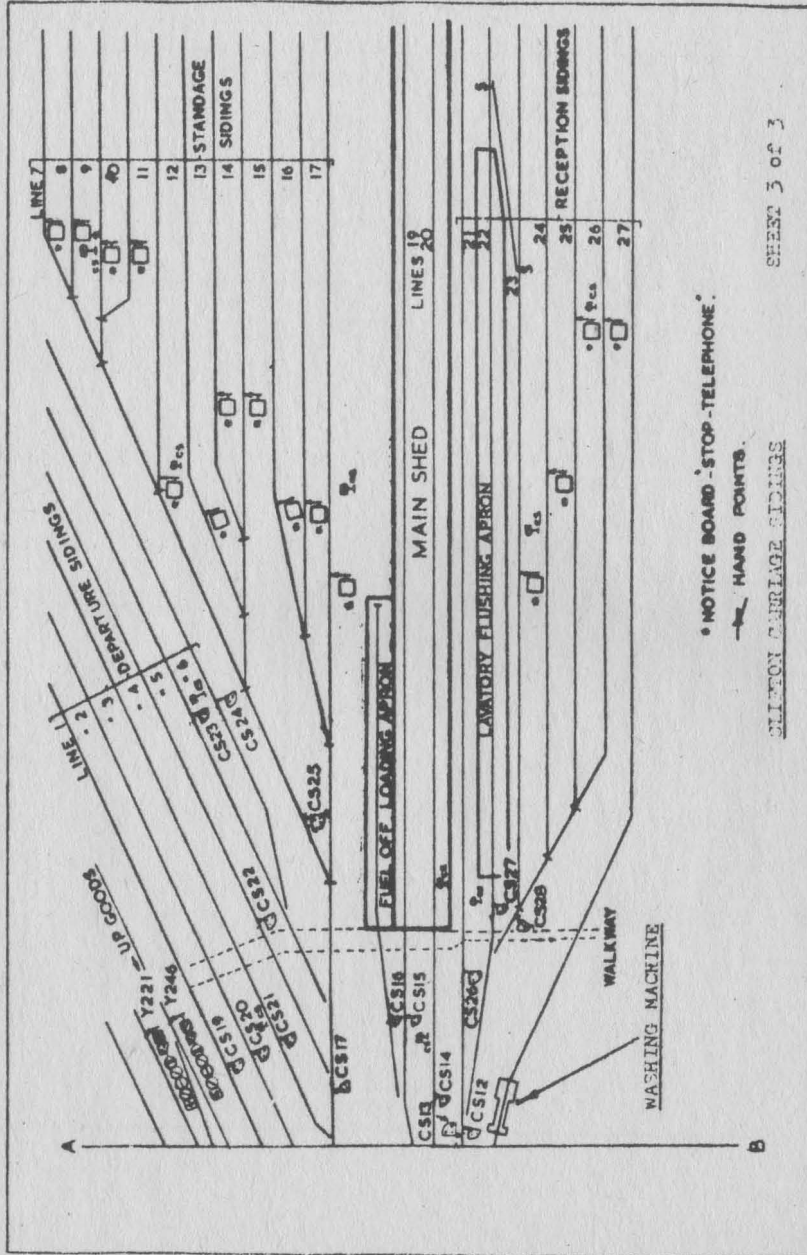
SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

** York—Clifton Coaching Stock Depot—continued



SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out — continued

Eastern Region — contineud —

** Fryston —

A "whistle" board loacted at 19m. 03ch. on the up side has been provided to give warning to persons walking the track through the cutting.

(9)

Western Region —

Reading —

The 3-aspect signal R.53 has been raised to 12ft. 6ins. above rail level, allowing the subsidiary signal to be repositioned below the red aspect. The Route Indicator has been renewed and placed above the signal.

(11)

Oxford —

The existing permanent speed restriction of 25 m.p.h. over the Down/Up Goods line has been REDUCED to 20 m.p.h. in both directions.

(11)

Cardiff — Long Dyke —

The facing crossover between the Up and Down Main and the trailing crossover between the Down Main and Up Relief have been taken out of use pending recovery.

The following routes have been disconnected:—

- Signal C.31 Up Main to the Up Relief
- Signal C.108 Down Relief to the Down Main
- GPLS.620 Down Relief to the Down Main

(11)

Southern Region —

** Between Belvedere and Crabtree Crossing —

Up line signal D.153 has been repositioned 15 yards nearer Crabtree Crossing.

(9)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

10

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY 5 MARCH

to

FRIDAY, 11 MARCH 1983

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.

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.

SECTION B

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
LEWISHAM TO DARTFORD JN. (via Woolwich Arsenal).—continued		
Saturday/Sunday, 5/6 and Sunday, 6 March		
446 Lewisham and Blackheath	Down BLOCKED Up BLOCKED	00 10 (Sun) to 06 30. } Trackwork, 6 and 7½ m.p. 23 10 (Sat) to 06 30. }
447 Plumstead and Erith	Down BLOCKED Up BLOCKED	01 05 (Sun) to 07 00. } Bridgework (Picardy), 10 and 14½ m.p. 23 45 (Sat) to 06 00. }
Saturday/Monday, 5/7 March		
448 Blackheath and Charlton	Down & up BLOCKED	00 25 (Sat) to 04 00 (Mon). Tunnel work and unloading and loading materials, 7 and 8½ m.p.
Tuesday/Wednesday, 8/9 and Wednesday, 9 and Wednesday/Thursday, 9/10 and Thursday, 10 March		
449 Woolwich Dockyard and Erith	Down BLOCKED Up BLOCKED	00 55 (Wed & Thurs) to 05 10. } Loading materials, 8½ and 14½ m.p. 23 45 (Tues & Wed) to 04 00 (Wed & Thurs). }
Friday, 11 March		
450 Bexleyheath/Slade Green and Crayford Creek Jn.	Down & up BLOCKED	00 05 to 04 00. Loading rails, 12½ and 15½ m.p.
CLAPHAM JN. TO SELHURST		
Saturday, 5 March		
451 Clapham Jn.	Down Brighton slow BLOCKED	00 55 to 06 00. Trackwork, 2¼ and 2¾ m.p. Down trains to travel over Brighton fast line.
452 Balham and Selhurst	Down & up Brighton fast and reversible fast spur BLOCKED	00 20 to 05 00. Trackwork, 5 and 9½ m.p. Trains to travel over Brighton slow lines.
BALHAM TO SELHURST (via Norwood Jn.).		
Sunday, 6 March		
453 Norwood Jn.	All	08 00 to 17 00. Track maintenance, and signalling work.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 6 March — Wood End —

A temporary level crossing will be installed over the down and up lines approximately ¼ mile on the Shirley side of Wood End Station.

(OD.14/LC/1118)

(13)

Sunday, 6 March — Spondon Station —

The connection at the Derby end of the Down Through siding leading to the down main line will be clipped and padlocked out of use pending recovery.

(OD.14/82/138)

(13)

Eastern Region —

Sunday, 6 March — Malting Lane Level Crossing at 52m. 29chs. (Between Gosberton and Blotofts Siding). —

The level crossing gates will be replaced by automatic half-barriers.

Telephone communication will be provided between the crossing and Gosberton signal box.

A combined 35 m.p.h./St. Andrews Cross notice board will be provided 633 yards from the crossing in each direction. These signs are applicable to trains approaching the level crossing in the wrong direction only.

(13)

Sunday, 6 March — Dearne Valley Colliery Sidings and Cudworth Station —

Following the abolition of Dearne Valley Colliery Sidings signal box and all points worked therefrom, the Down Through Sidings (former Down Goods) will be abolished south of Ground position light signal No. 92.

The Up Through Siding (former Up Goods) will be renamed "Reversing Siding". A "STOP-BLOCK" will be provided in the reversing siding 440 yards south of ground position light signal No. 95.

The points at the Down Houghton Colliery Siding end of the crossover between the Down and Up Houghton Colliery Siding lines will be replaced by plain line for through running between Reversing Siding and Down Houghton Colliery Siding.

Cudworth Station

Down Grimethorpe Colliery Branch signal "A" (colour light Distant to C.88 signal) will be replaced C.88R.

(13)

SECTION C

Signalling and Permanent Way Alterations — continued

Western Region —

Wednesday, 9 March — Old Oak Common (Kensal Green) —

“Right away” indicators will be provided on the following signals below the position light signal:—

00.236 and 00.369 (North Carriage Line 1)

00.234 and 00.249 (North Carriage Line 2)

Operating plungers for these RA indicators will be provided on the carriage servicing platform adjacent to the “train ready to start” plungers and similarly duplicated.

Two double sided ‘Off’ indicators will be provided on the overhead girder at the approximate mid-point of the carriage servicing Platform, applying to the North Carriage Line 1 and 2 respectively. The sides of the indicators facing Paddington will be labelled ‘Down’ and will apply to signals 00.234 and 00.236 and the sides facing Old Oak Common will be labelled ‘Up’ and will apply to signals 00.249 and 00.369.

(13)

DETAILS OF WORK ALREADY CARRIED OUT

Between Water Orton East Jn. and Bromford Bridge —

The following connections at Water Orton West Jn. have been taken out of use pending removal:—

the trailing connection between the up main line and the “up & down” Water Orton curve.

the facing connection from the up main line to the up goods line.

the facing crossover between the down and up main lines.

The trailing connections from the up main line to the up goods line between Water Orton station and Water Orton East Junction have been secured out of use pending removal.

The up goods line has been slued to form a trailing connection with the up main line at Water Orton West Jn. and the portion of the existing up goods line between the slue and Water Orton East Jn. has been taken out of use.

A new facing crossover has been provided between the down and up main lines at Water Orton West Jn.

Signal SY.285 on the former up goods line at Water Orton East Jn. has been taken away.

Permissive Working has been withdrawn on the following lines:—

Down goods line between signals SY.286/288 (Water Orton Jn.) and signal SY.236 (Bromford Bridge).

Up goods line between signal SY.243 (Castle Bromwich) and signal SY.271 (Water Orton West Jn.).

The following signals have had their subsidiary aspects removed:—

SY.254 (down main approaching Castle Bromwich Jn.).

SY.286 (down slow)

SY.288 (down fast) approaching Water Orton East Jn.

SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out — continued

Between Water Orton East Jn. and Bromford Bridge — continued —

The following signals have had their subsidiary aspects and stencil ‘G’ route indicators removed:—

SY.256 (down goods approaching Castle Bromwich Jn.).

SY.242 (down goods approaching Bromford Bridge).

SY.243)

SY.249) up goods between Bromford Bridge and Castle Bromwich Jn.

The following signals have had their subsidiary aspects and position 1 junction route indicators removed:

SY.273 (up main approaching Water Orton West Jn.)

SY.275 (“up & down” Water Orton curve at Water Orton West Jn.).

The 2-way stencil type indicator on signal SY.248 (down goods) has been converted to a 1-way stencil displaying the indication ‘SDG’ for movements to the down sidings at Castle Bromwich.

Signal SY.271 on the up goods line approaching Water Orton West Jn. has been converted to a 3-aspect (R/Y/G) colour light signal and applies to movements to the up main line. The subsidiary aspect and stencil indicator applying to movements to the former up goods line have been removed.

A.W.S. track equipment has been provided 200 yards before reaching signals SY.271 and SY.249 (up goods line approaching Castle Bromwich Jn.).

(OD.14/82/144)

(11)

Between Abbey Junction and Water Orton East Junction —

The maximum permissible speed on the down and up lines between Abbey Junction and Water Orton East Junction has been reduced to 70 m.p.h.

(OD.14/GEN/168)

(11)

* * * Stratford-Upon-Avon —

The Carriage Siding and the connection from the down goods loop to the Carriage Siding have been removed.

(OD.14/—)

(10)

* * * Water Orton West Junction —

The right-hand bracket structure carrying signals SY.276 (down main) and SY.278 (down goods) approaching Water Orton West Junction have been re-positioned 110 yards nearer Water Orton Station.

The subsidiary aspect and stencil ‘G’ indicator on signal SY.278 has been removed and the down goods line has become Non-Permissive between signal SY.278 and signal SY.256.

(OD.14/82/144)

(10)

SECTION C

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

Eastern Region —

Ancaster —

The trailing crossover has been secured out of use pending removal.
 The associated signalling has been abolished.

(11)

Whittlesea —

The trailing crossover situated adjacent to the Loading Dock has been secured out of use in the normal position pending removal.

The associated ground disc shunting signal applying Up Main to Down Main has been abolished.

The associated ground disc shunting signal applying Down Main to Up Main or to Down Sidings now applies towards Down Sidings only and the signal has been moved 65 yards nearer to the points — Down Main to Down Sidings.

(11)

Boston Grand Sluice —

The Down Main Starting signal has been repositioned 4 yards farther from the signal box at a reduced height of 17ft. above rail level.

(11)

Between Attercliffe Junction and Woodburn Junction —

The catch points in the Down Main line at 0m. 23chs. (320 yards before reaching the Woodburn Junction Home signal) have been secured out of use pending removal and replacement by plain line.

(11)

* * * Between Moorthorpe Station Jn. and South Kirkby Jn. —

A 30 m.p.h. P.S.R. has been introduced on the Up line from 0m. 52ch. to 0m. 57ch.

(10)

SECTION C

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

Western Region:—

West Drayton—

The Down Relief platform has been shortened by 70 yards at the Reading end. Stopping trains must use the London end of the platform.

The exit connection from the Up Goods to Up Relief and the facing crossover between the Up and Down Relief have been recovered. The former Back Siding has been extended and a new connection to the Up Relief brought into use as shown on the following diagram.

Position light signals nos. 287, 202 and 204 and the Down Relief "Limit of Shunt" have been recovered.

The position light signal and stencil route indicators associated with signal S.104 have been recovered.

New colour light signals S.106 and S.141 have been provided as shown on the attached diagram. An A.W.S. inductor has been provided for signal S.141 200 yards in rear of the signal.

The following existing signals have been altered:—

Signal S.2 has been provided with an additional junction indicator, position 5, and draw ahead signal for movements to the Up Goods line.

Signal S.102 has been converted to 4-aspect with the second yellow aspect blanked out until further notice, and equipped with a new junction indicator, position 4, and position light indication for movements to the Up Goods line.

Signals S.137 and S.139 have been converted to 4-aspect signals.

An additional stencil route indicator "G" has been brought into use on signal S.135.

All stop signals have been provided with telephones giving exclusive communication with Slough Panel. The telephone for signal S.141 has been mounted on a post situated at the foot of the ramp of the Up Relief Platform adjacent to signal S.139.

Note : The new connection from the Up Goods to Up Relief is operated by means of electro-hydraulic clamp locks. A cabinet containing the emergency handle has been provided at the London end of the station. A telephone has been provided.

(12)

Reading —

The 3-aspect signal R.53 has been raised to 12ft. 6ins. above rail level, allowing the subsidiary signal to be repositioned below the red aspect. The Route Indicator has been renewed and placed above the signal.

(11)

Oxford —

The existing permanent speed restriction of 25 m.p.h. over the Down/Up Goods line has been REDUCED to 20 m.p.h. in both directions.

(11)

Cardiff — Long Dyke —

The facing crossover between the Up and Down Main and the trailing crossover between the Down Main and Up Relief have been taken out of use pending recovery.

The following routes have been disconnected:—

Signal C.31 Up Main to the Up Relief
 Signal C.108 Down Relief to the Down Main
 GPLS.620 Down Relief to the Down Main

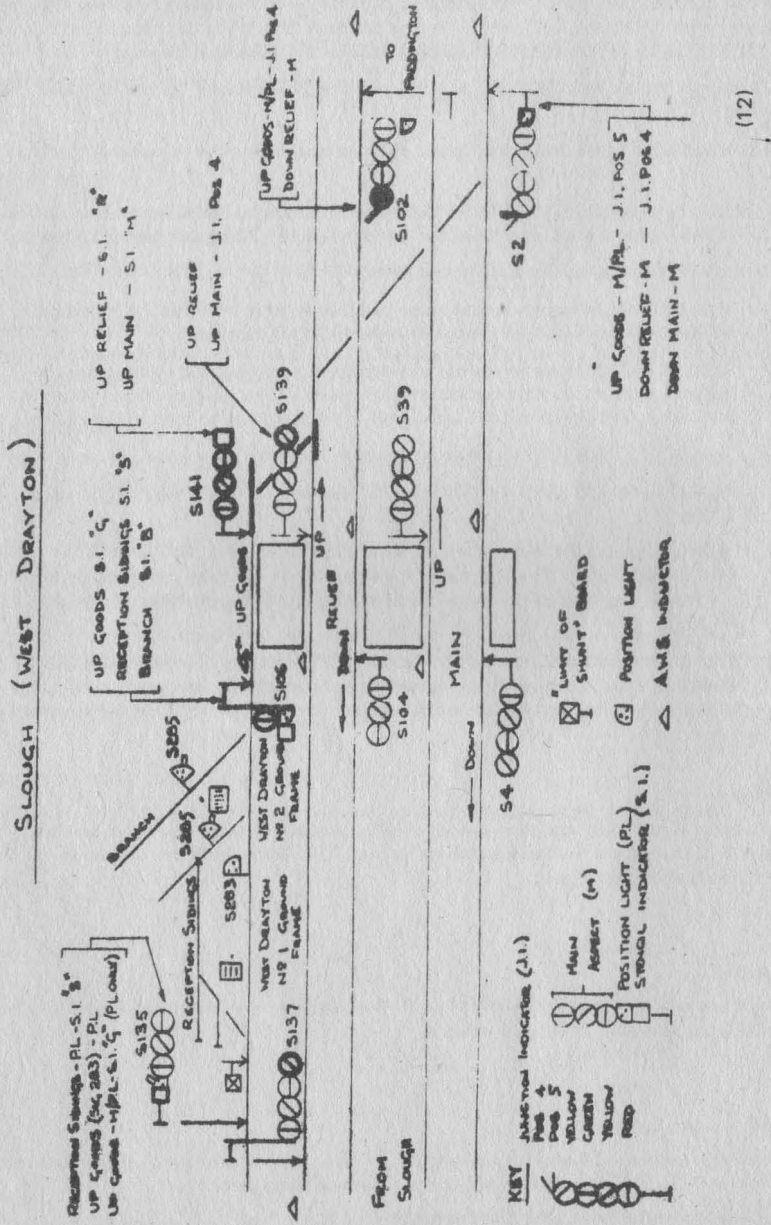
(11)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—continued

West Drayton—



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:—

TEMPORARY SPEED RESTRICTIONS - WARNING ARRANGEMENTS

The use of A.W.S. audible warning indications for temporary speed restriction warning boards has been extended and introduced between the following points:—

- Denmark Hill and Dartford (via Sidcup)
- Lewisham and Dartford Jn. (via Woolwich Arsenal)
- Hither Green and Lee Spur Jn.
- Lee Spur Jn. and Lee Loop Jn.
- Tulse Hill and West Norwood Jn.
- Clapham Jn. and Norbury
- Balham and Bromley Jn.
- Herne Hill and Streatham Common.

MISCELLANEOUS INSTRUCTIONS

GRANTHAM STATION

Guards of passenger trains stopping at Western Platform at Grantham Station should advise passengers to take care when alighting as platform work is taking place.

(15-11-82)

GRANTHAM STATION

Drivers of through services booked to call at Grantham (Western Platform) must bring their trains to a stand at the Notice Board provided. This will be repositioned as the work progresses. **Until further notice.**

(27-11-82)

BEIGHTON JN.

As from Tuesday, 15th February, until further notice, the spur will be temporarily shortened by 17 yards.

(15-2-83) (UFN)

ROUTE AVAILABILITY—MARK III COACHING STOCK

(Page 320 MED No.6)

Add

(60) Shrewsbury—Golwen—Wrexham Gen—Chester and vice versa.

(015/407/MK III)

(19-2-83)

MISCELLANEOUS INSTRUCTIONS—continued

** ENGINEERING OPERATIONS BETWEEN HASLAND AND WINGFIELD ON SUNDAY, 6 MARCH, 1983

During engineering operations involving the disconnection of the signalling equipment between Hasland and Wingfield, trains will be worked over the down and up main/Derby lines in accordance with the following arrangements :—

Up Trains

Between Hasland and Clay Cross South Junction

Each train will be brought to a stand at signal SD.2 and the Driver must not proceed until he is instructed to do so by the Signalman's agent and is given a printed ticket.

After the Driver has been authorised to pass signal SD.2 at Danger, he must proceed cautiously as far as signal TT.26 at Clay Cross South Junction ignoring any aspect which may be displayed at the following intermediate signals :— TT.2, TT.6, TT.11 and TT.17.

Between Clay Cross South Junction and Wingfield

Each train must be brought to a stand at signal TT.26 and the Driver must not proceed until he is instructed to do so by the Signalman's agent and is given a printed ticket.

After the Driver has been authorised to pass signal TT.26 at Danger, he must proceed cautiously as far as signal DY.587 at Wingfield, ignoring any aspect which may be displayed at the intermediate signals (TT.29 and TT.35).

On arrival at signal DY.587, the Driver must act in accordance with the aspect displayed. After passing the signal, the Driver must dispose of the printed tickets.

The identification plates on signals TT.26 and DY.587 will be illuminated during the hours of darkness.

Down Trains

Between Wingfield and Clay Cross North Junction

Each train will be brought to a stand at signal DY.586 and the Driver must not proceed until he is instructed to do so by the Signalman's agent and is given a printed ticket.

After the Driver has been authorised to pass signal DY.586 at Danger, he must proceed cautiously as far as signal TT.23 at Clay Cross North Junction ignoring any aspect which may be displayed at the following intermediate signals :— TT.38, TT.36, TT.34, and TT.28.

Between Clay Cross North Junction and Hasland

Each train must be brought to a stand at signal TT.23 and the Driver must not proceed until he is instructed to do so by the Signalman's agent and is given a printed ticket.

After the Driver has been authorised to pass signal TT.23 at Danger, he must proceed cautiously as far as signal SD.1 at Chesterfield, ignoring any aspect which may be displayed at the following intermediate signals :— TT.15, TT.13, TT.8 and TT.4.

On arrival at signal SD.1, the Driver must act in accordance with the aspect displayed. After passing the signal, the Driver must dispose of the printed tickets.

The identification plates on signals TT.23 and SD.1 will be illuminated during the hours of darkness.

(OD.14/80/167)

CREWE
2 March, 1983

D.J. MAIDMENT
Chief Operating Manager

CARE

is the

PASSWORD

to

SAFETY

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

*SIGNALLING
School.*

14/15

WEEKLY OPERATING NOTICE containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY 2 APRIL

to

FRIDAY 15 APRIL 1983

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.

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.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. TO SELHURST—continued		
Tuesday, 12 to Thursday, 14 April		
604 Streatham Jn. and Selhurst	Down Brighton fast BLOCKED Up Brighton slow BLOCKED	00 20 to 05 15. Trackwork, 6% and 9½ m.p. Down trains to travel over down Brighton slow. Up trains to travel over up Brighton fast. Up traffic cannot pass to up Streatham Spur.
Friday, 15 April		
605 Balham and Selhurst	Down & up Brighton fast and reversible fast spur BLOCKED	00 20 to 05 15. Trackwork, 5 and 9½ m.p. Trains to travel over Brighton slow lines.
BALHAM TO SELHURST (via Norwood Jn.).		
Sunday, 3 April		
606 Norwood Jn.	All	08 00 to 17 00. Signalling work. Points and signals disconnected.
BRIXTON STATION TO STREATHAM COMMON.		
Tuesday, 12 April		
607 Brixton and Herne Hill	Down & up Chatham main BLOCKED	00 55 to 03 40. Bridgework, 3 and 3½ m.p. Possession to be given up and current restored for the passage of 001156 Selhurst to Clapham 02 15 Redhill to Manchester.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 10 April — Wellingborough Station —

The down goods home signal will be taken away and the down goods starting signal will now become the down goods home signal.

The down goods outer and inner distant signals will be 1113 yards and 447 yards before reaching the down goods home signal respectively.

(OD.14/82/170)

(18)

Sunday, 10 April — Sawley L.C. —

The "whistle" boards situated either side of the crossing, will be taken away.

(OD.14/GEN.1)

(18)

Sunday, 10 April — Water Orton West Junction —

Signal SY.275 applying to movements from the Water Orton Curve will be re-positioned 25 yards nearer Park Lane Junction.

(OD.14/82/144)

(18)

Monday, 11 April — Banbury South —

The connection from the up sidings to up main will be secured out of use pending removal and the associated shunting signals taken out of use.

(OD.14/—)

(18)

Monday, 11 April — Between Draycott and Spondon —

The following permanent speed restrictions will be introduced:—

Down line.

60 m.p.h. P.S.R. from 122m. 75ch. to 123m. 40ch.

$\frac{20}{50}$ m.p.h. P.S.R. from 123m. 40ch. to 123m. 46ch.

Up line

60 m.p.h. P.S.R. from 124m. 12ch. to 123m. 46ch.

$\frac{20}{50}$ m.p.h. P.S.R. from 123m. 46ch. to 123m. 40ch.

(OD.14/82/29)

(18)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region—

Sunday, 10 and Monday, 11 April—Newark Castle to Newark Crossing East—

The trailing connections from the down main to down yard and from up main to up yard between Newark Castle and Newark Crossing East Jn. will be clamped out of use pending removal.

(18)

Sunday, 10 April—Colton Junction — Hambleton Junctions —

The new northern section of the re-routed East Coast Main line will be opened to traffic in accordance with Stage 1 of the Signalling Notice No.117.

All concerned must be in possession of a copy of this Notice.

The date of implementation of Stage 2 will be published in the Weekly Notice in due course.

Flashing Yellow Aspects at High Speed Junctions—

The Flashing Single and Flashing Double Yellow aspects referred to in Notice No.117 will not be brought into use at this stage.

(18)

Sunday, 10 April—Between Hambleton West Junction and Gascoigne Wood—

The trailing crossover between the down and up Hull lines (between 5 m.p. and 4¼ m.p.) will be secured out of use pending removal and the associated signalling (GW5931) will be abolished.

Hambelton Construction Sidings—

The adjacent facing connection from down Hull to Hambleton Construction Sidings (arrival line) will be secured out of use pending removal of the Construction Sidings.

Down Hull 4-aspect signal GW1851 (with offset subsidiary applying down Hull towards the Construction Sidings) will be abolished.

(18)

Sunday, 10 April—Shepcote Lane—

Signal SL 33 acting as Tinsley East Distant will in future display Red and Yellow aspects only.

(18)

SECTION C

Signalling and Permanent Way Alterations — continued

DETAILS OF WORK ALREADY CARRIED OUT

Desford Colliery Sidings —

The down refuge siding and associated shunting signal has been removed.

(OD.14/80/320) (New item) (17)

Stratford-upon-Avon—

No. 1 down platform line and No. 2 up platform line have been shortened by 248 yards. at the Cheltenham end of the station.

(OD.14/—) (16)

Hall End Sidings (Kingsbury Branch) —

Hall End sidings have been secured out of use pending removal.

(OD.14/—) (16)

*** * * Spondon Station —**

Spondon No. 1 Ground Frame together with the associated signals has been taken out of use pending removal.

The Celanese Sidings have been connected to the Down Through Siding by hand operated points.

The down main line semi-auto signal DY.406 on the Derby side of the station has become an automatic signal.

(OD.14/82/138) (15)

*** * * Stratford-upon-Avon —**

The ground disc shunting signal situated 265 yards on the station side of the box and applying to set-back movements from the down goods loop to the former down siding, has been taken away.

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

*** * * Kings Sutton Station —**

Miniature red/green warning lights have been provided at the pedestrian crossing.

(OD.14/81/198) (14)

Eastern Region —**Woodhouse Junction —**

The existing West Siding A has been abolished along with all associated signalling and route indications. West Siding B has been renamed West Siding A, West Siding C has been renamed West Siding B and their respective outlet signals moved back to the new clearance point. A new West Siding C has been provided with its own outlet signal. The Sheffield end of these sidings has been remodelled to provide additional standage.

The existing subsidiary signal and route indicator on WH.33 have been replaced by an off-set subsidiary signal applying to the West Sidings, preceded by an existing routing signal to the West Siding. This existing routing signal now applies to Sidings A, B and C with the respective route indication.

(16)

SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out — continued

Eastern Region — continued

Leeds Hunslet Sidings (Hunslet Holdings Ltd.)

The points at 194m. 34ch. on the up Hunslet Goods line leading to Hunslet Holdings Ltd. Private Sidings have been secured out of use pending removal.

(16)

Between Whitwell and Steeley Colliery Sidings —

A 40 m.p.h. P.S.R. has been introduced on the down line between 150½ m.p. and 151m. 12ch.

(16)

Sheffield Victoria No. 4 —

The trailing lead from down goods No. 2 to down main has been secured out of use pending removal.

(16)

**** Between Moorthorpe Station Junction and Pontefract Baghill —**

The catch points in the down line at 7m. 11ch., 1,090 yards before reaching signal F.601 have been removed and plain line installed.

(15)

**** Between Church Fenton and York (Chalonsers Whin) —**

Revised signalling has been commissioned in preparation for the commissioning of new Colton Junction and the diversion of the East Coast Main Line.

Full details are shown in Eastern Region Signalling Notice No. 119 and all concerned should be in possession of a copy of this notice.

(14)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of work already carried out — continued

Western Region —

Reading —

Modifications permit earlier clearance of signals R.332 and R.330 approaching platforms 4A and 4B.

(16)

Reading —

"Right Away" indicators have been provided as follows:—

- Platform 4 — Down Main (Down direction) — mounted on R.38/238/240 gantry support, beneath and to the left of R.38.
- Platform 5 — Down direction — mounted on R.38/238/240 gantry, to the right of R.240.
- Platform 5 — Up direction — mounted on signal R.53 to the left of the main aspect.
- Platform 8 — Down Relief (Down direction) — mounted on signal R.138, to the left of the main aspect.
- Platform 9 — Up Relief (Down direction) — mounted on R.242 signal cantilever post.
- Platform 9 — Up Relief (Up direction) — mounted on signal R.151 to the left of the main aspect.

Operating plungers for these indicators are sited adjacent to the existing "Train Ready to Start" plungers on each platform.

(16)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:— continued

* * * West Drayton—

Signal S.104, at the Reading end of the down relief platform line has been repositioned approximately 50 yards towards Paddington. The signal has been provided with a 4-aspect head, but the second yellow aspect has been blanked out pending its introduction at a later date.

(15)

* * * West Drayton—

The down relief platform has been shortened by 165 yards and a new 3-coach length platform has been opened at the London end of the station.

(15)

* * * Twyford—

The Dock siding and connection from the Henley Branch have been recovered. The controlling Twyford Branch ground frame and associated position light signal (R.518) have been recovered. Signal R.307 will now apply towards the Bay line or up relief line only and the subsidiary Dock siding route indicator has been recovered.

(15)

* * * Reading NCL/BR Freight Depot—

The head shunt from Chalk Sidings has been shortened by 610 feet and a temporary stop block has been provided at 35m. 28½ch. pending the recovery of the connections to the three S.G.B. private sidings and the provision of a permanent stop block.

(14)

* * * Reading—

A new position light signal (No.557) has been provided on the left hand side of the Middle Siding at the West end of the station as shown on the diagram. It controls movements to the Middle Siding or to No.9 platform line.

Position light 555 will in future control movements to position light 557 only.

Position light 553 formerly controlling movements to No.9 platform line, or Middle Siding or back along the Down relief line now controls movements to position light 557 or back along the Down Relief line.

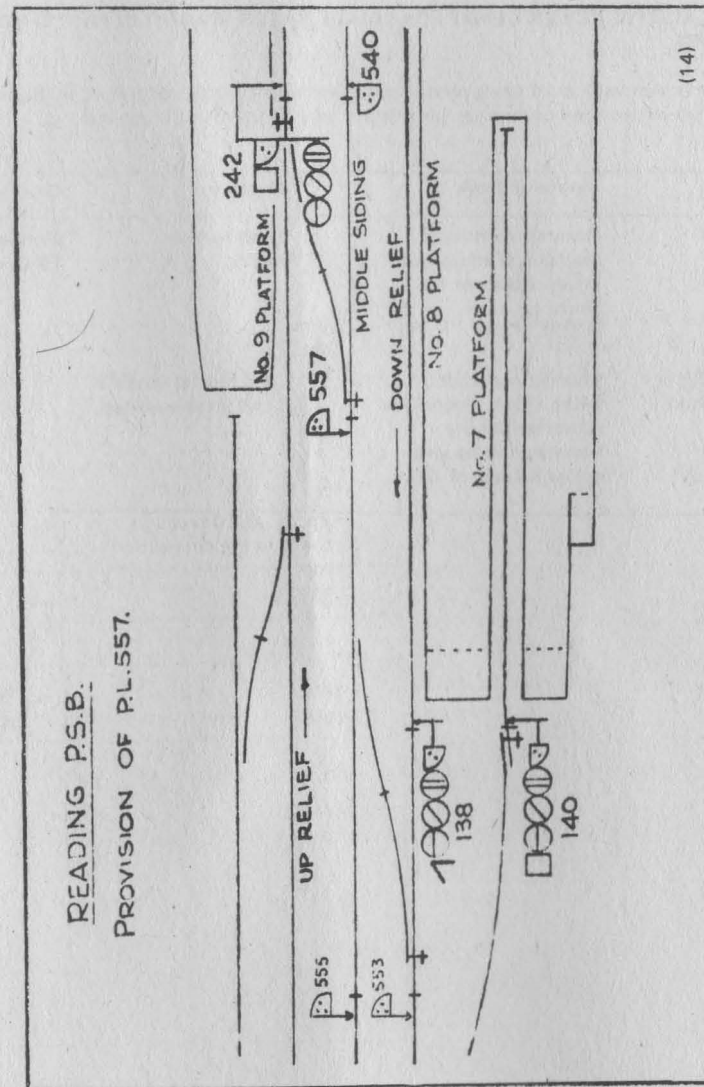
(14)

SECTION C

Signalling and Permanent Way Alterations — continued

Western Region — continued

Reading—continued



BRITISH RAILWAYS

LONDON MIDLAND REGION *NIL*

ME

17

WEEKLY OPERATING NOTICE containing

Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY 23 APRIL

to

FRIDAY, 29 APRIL 1983

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.

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Monday, 25 April — Between Burton Joyce L.C. and Bulcote L.C. —

A 60 m.p.h. P.S.R., applicable to all trains except D.M.U. trains, will be introduced on the down line from 5 m.p. to 5m. 20ch.

Monday, 25 April — Between Staythorpe Crossing L.C. and Newark Castle L.C. —

A 60 m.p.h. P.S.R. applicable to all trains except D.M.U. trains, will be introduced on the up line from 15m. 40ch. to 14m. 23ch.

(OD.14/83/54) (20)

DETAILS OF WORK ALREADY CARRIED OUT

Cromford Station —

The platform has been reduced in length by 70 yards at the Willersley tunnel end of the platform. Drivers of trains booked to call at the down platform must bring their trains to a stand with the driving cab adjacent to the barrier and Drivers of up trains must bring their trains to stand with the driving cab adjacent to the top of the platform ramp.

(OD.14/—) (19)

Between Ilkeston G.F. and Bennerley Jn. G.F.—

The catch points in the down main line at 127m. 17ch. have been repositioned at 127m. 25ch.

(OD.14/80/167) (18)

Wellingborough Station —

The down goods home signal has been taken away and the down goods starting signal has become the down goods home signal.

The down goods outer and inner distant signals are 113 yards and 447 yards before reaching the down goods home signal respectively.

(OD.14/82/170) (18)

Sewley L.C. —

The "whistle" boards situated either side of the crossing, have been taken away.

(OD.14/GEN.1) (18)

Water Orton West Junction —

Signal SY.275 applying to movements from the Water Orton Curve has been repositioned 25 yards nearer Park Lane Junction.

(OD.14/82/144) (18)

Banbury South —

The connection from the up sidings to up main has been secured out of use pending removal and the associated shunting signals taken out of use.

(OD.14/—) (18)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Draycott and Spondon

The following permanent speed restrictions have been introduced:—

Down line.

60 m.p.h. P.S.R. from 122m. 75ch. to 123m. 40ch.

$\frac{20}{60}$ m.p.h. P.S.R. from 123m. 40ch. to 123m. 46ch.

Up line

60 m.p.h. P.S.R. from 124m. 12ch. to 123m. 46ch.

$\frac{20}{60}$ m.p.h. P.S.R. from 123m. 46ch. to 123m. 40ch.

(OD.14/82/29) (18)

. **Desford Colliery Sidings**

The down refuge siding and associated shunting signal has been removed.

(OD.14/80/320) (17)

Eastern Region:—

Newark Castle to Newark Crossing East

The trailing connections from the down main to down yard and from up main to up yard between Newark Castle and Newark Crossing East Jn. have been clamped out of use pending removal.

(18)

Colton Junction—Hambleton Junctions

The new northern section of the re-routed East Coast Main line has been opened to traffic in accordance with Stage 1 of the Signalling Notice No.117.

All concerned must be in possession of a copy of this Notice.

Flashing Yellow Aspects at High Speed Junctions

The Flashing Single and Flashing Double Yellow aspects referred to in Notice No.117 have not been brought into use at this stage.

(18)

SECTION C

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

Eastern Region —

Between Hambleton West Junction and Gascoigne Wood —

The trailing crossover between the down and up Hull lines (between 5 m.p. and 4¾ m.p.) has been secured out of use pending removal and the associated signalling (GW.5931) abolished.

Hambleton Construction Sidings —

The adjacent facing connection from down Hull to Hambleton Construction Sidings (arrival line) has been secured out of use pending removal of the Construction Sidings.

Down Hull 4-aspect signal GW.1851 (with offset subsidiary applying down Hull towards the Construction Sidings) has been abolished.

(18)

Shepcote Lane —

Signal SL.33 acting as Tinsley East Distant now displays Red and Yellow aspects only.

(18)

Western Region —

West Drayton —

Until further notice the London end of the up relief platform has been taken out of use. Stopping trains must use the Reading end of the platform.

(19)

GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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
Toton C & W Depot	Removal of Bridge. Mechanical equipment in use. Adjacent to Shunting Neck (121m. 22ch).	Until further notice.	Monday, 11 April 1983
Barrow Hill Depot Arrival/Departure Line BLOCKED	Loading materials 149m. 30ch. Mechanical equipment in use. Possession to be given up for passage of trains.	08 00 to 18 00 daily Until further notice	—

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

20

WEEKLY OPERATING NOTICE containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices**

**SATURDAY 14 MAY
to
FRIDAY, 20 MAY 1983
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.

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:—
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WARNING



ENERGISATION OF CONDUCTOR RAIL AND ITS CONNECTIONS BETWEEN EAST CROYDON AND NORWOOD JN.

On and from 04 00 hours on Monday, 16 May it must be assumed that the conductor rail and all of its connections on the New Up Through and the New Down Through line from 9m. 35ch. at Norwood Fork Junction and 9m. 68ch. at Windmill Bridge Junction complete with all points and crossings there to are always alive unless the traction current has been switched off in accordance with Electrified Lines Working Instructions Nos. 29, 31 or 32.

(OD.15/62) (16-5-83)

At or between	Lines affected	Remarks
SOUTHERN REGION – continued		
BALHAM TO SELHURST (via Norwood Jn.)		
Friday/Saturday, 13/14 May		
486 Norwood Jn.	Down & up fast BLOCKED	00 05 to 05 30. Track maintenance, 8½ and 9 m.p. Trains to travel over slow lines.
Sunday, 15 May		
487 Norwood Jn.	All	08 00 to 17 00. Signalling work.
Thursday/Friday, 19/20 May		
488 Balham and Norwood Jn.	Down & up Crystal Palace. BLOCKED	01 00 to 04 20. Track renewals, 4¼ and 9½ m.p. Traffic cannot pass to or from Leigham Spurs, West Norwood Spurs, Sydenham Spurs and Crystal Palace single.
BRIXTON TO STREATHAM COMMON		
Monday/Tuesday, 16/17 to Thursday/Friday, 19/20 May		
489 Herne Hill	Down main down loop long sdg BLOCKED	00 40 to 04 30. Station renovation, 3¼ and 5 m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 15 May – Nuneaton –

The derailleurs in siding 1 and 2, situated at the trailing end of the connection from the down & up platform line will be taken away and replaced by trap points. Siding 2, will be connected to Siding 1, by hand points situated 4 yards from the trap points.

The position light shunting signal, situated adjacent to siding 1 will be repositioned between the trap points and the hand points.

(OD.14/81/295)

(23)

Tuesday, 17 May – Between Melton Junction GF and Melton GF –

The double-sided notice board lettered "Commencement/End Edwalton Staff Section" situated at the Melton end of the Research line will be replaced by a single-sided notice board, facing Edwalton and lettered, "Stop, Operate G.F. End of Staff Section."

A single-sided notice board, facing Melton and lettered, "Stop, Operate G.F. Commencement of Staff Section" will be provided adjacent to the Through Siding on the Melton side of the ground frame. A telephone to Melton box will be provided.

A maximum permissible speed of 15 m.p.h. will be introduced over the "up & down through siding" between Melton G.F. and Melton Junction G.F.

(OD.14/81/170)

(23)

SECTION C

Signalling and Permanent Way Alterations — continued

Eastern Region —

Sunday, 15 May — Between Harringay Park Junction and Woodgrange Park Junction —

The Automatic Warning System will be brought into use in connection with the following signals:—

Harringay Park Junction

Signal No.

1	Down T & H Distant 2-aspect colour-light.
HP3	Down T & H Home 3-aspect colour-light.
HP17	Single line Up Home 3-aspect colour-light

Semaphore Distant for Up Main I.B.H.
Semaphore Up Main Distant.

South Tottenham Station Junction

Signal No.

S11	Down T & H Home 3-aspect colour-light
S12	Up T & H Starting 2-aspect colour-light
S19	Down T & H Starting 2-aspect colour-light.
S20	Up T & H Distant 2-aspect colour-light

Leytonstone High Road

Down and Up Distant signals

Woodgrange Park Junction

Signal No.

10	Up Main I.B.H. 2-aspect colour-light
48	Down Main Distant 2-aspect colour-light

(22)

SECTION C

Signalling and Permanent Way Alterations — continued

DETAILS OF WORK ALREADY CARRIED OUT

Nottingham Station —

The facing crossover between the down fast and down slow lines at the West end of the station has been repositioned 40 yards further west. The associated position light shunting signals have been repositioned accordingly.

(OD.14/—)

(22)

Between Croft Sidings and Hinckley —

The ²⁰/₃₀ m.p.h. P.S.R. which applied on the down line from 9m. 10ch. to 8m.60ch. together with the 60 m.p.h. P.S.R. which applied from 9m. 49ch. to 9m. 10ch. has been withdrawn.

(OD.14/82/281)

(22)

Redland Roadstone Sidings, Radlett —

The 'Stop and Await Illuminated Signals' board has been repositioned and is now on the exit side of the Discharge Hopper.

(OD.14/76/177)

(21)

Saltley —

G.E.C. siding situated in the Diesel depot has been taken away.

(OD.14/—)

(21)

SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out — continued

. Between Burton Joyce L.C. and Bulcote L.C. —

A 50 m.p.h. P.S.R. applicable to all trains except D.M.U. trains, has been introduced on the down line from 5 m.p. to 5m. 20ch.

. Between Staythorpe Crossing L.C. and Newark Castle L.C. —

A 50 m.p.h. P.S.R. applicable to all trains except D.M.U. trains, has been introduced on the up line from 15m. 40ch. to 14m. 23ch.

(OD.14/83/54) (20)

Western Region:—

NAAS Level Crossing (Lydney) —

An automatic open crossing, remotely monitored (AOCR) has been provided in place of the miniature red and green warning lights.

Amber and flashing red road lights will illuminate and a audible device will sound on the approach of rail traffic. An indicator has been provided on each side of the crossing which will flash to indicate when a second train is approaching the crossing. A telephone has been provided on each side of the crossing communicating directly to the monitoring point, Newport panel signalbox.

Whistle boards have been provided 205 yards on the approach side of the level crossing.

(22)

Southall East —

A new position light signal, 00.483R, routed to Down Relief, has been provided on the Up side of the Down Relief line at the Paddington end of the platform.

Between Reading (Scours Lane) and Foxhall Junction —

The maximum permissible speed over the Down Relief line has been raised to 90 m.p.h.

(22)

. Gloucester —

The trap points associated with the connection from Sharpness Branch to the up main line have been repositioned approximately 20 yards towards Sharpness.

The associated position light signal G.401 has been repositioned accordingly.

(20)

. West Drayton —

The Reading end of the up relief platform is out of use. Stopping trains must use the new platform at the London end of the station.

(20)

GENERAL INSTRUCTIONS AND NOTICES

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

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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
Toton C & W Depot	Removal of Bridge. Mechanical equipment in use. Adjacent to Shunting Neck (121m. 22ch).	Until further notice.	Monday, 11 April 1983
Barrow Hill Depot Arrival/Departure Line BLOCKED	Loading materials 149m. 30ch. Mechanical equipment in use. Possession to be given up for passage of trains.	08 00 to 16 00 daily Until further notice	—

SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN
WORKING OVER THE EASTERN REGION BR. 30063/4 – continued
SECTION D – continued

TABLE J – LOCOMOTIVES ASSISTING IN REAR OF TRAINS RULE BOOK, SECTION H,
CLAUSE 3.20 –

From	To	Class of Trains	Conditions	Remarks
Page D26 – Delete –				
Whitemoor Norwood Yard	Yard Outlet Signal	F	N	Up trains may be assisted by a diesel shunting locomotive. (2-4-83)
Page D26 – Add –				
Lincoln Pelham St.	Monks Abbey	F	N	—
Monks Abbey	Reepham Station	F	N	—
Lincoln East Goods	Pelham St.	F	N	— (7-5-83)

SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN
WORKING OVER THE EASTERN REGION BR.30063/4 – continued
SECTION D – continued

LOCAL INSTRUCTIONS

Add new page D35 –

IMMINGHAM EAST JN. TO PELHAM ST. JN.

IMMINGHAM EAST JN.

Working at junction of Up Locomotive Line and Up Goods Line at East End of Locomotive Shed. Before locomotives leaving the Locomotive Depot upon the Up Locomotive line at the east end of the Locomotive Depot are permitted to foul the Up Through Siding, Drivers must satisfy themselves that no train is approaching on the Up Goods line. Similarly before trains running on the Up Through Siding are permitted to foul the Up Locomotive line, Drivers must satisfy themselves that no locomotives are leaving the Locomotive Depot.

Fisons Fertilizers Limited Sidings.

Inward Trains. Drivers must draw their trains along the Dock Inwards line up to the stop board. The train locomotive must then be uncoupled and returned to East Jn. via the Grain Store Outwards line. Fisons locomotive will put the train into the Nitrate Sidings. The Transit Shed Yard Foreman will advise the Signalman at East Jn. Signal Box when the train has been drawn inside, clear of the Docks Inwards line.

Outward Trains. Trains are marshalled by Fisons in the Nitrate Sidings and placed complete at the sidings exit where the BR locomotive will be attached. When ready to depart, the Guard or Docks Supervisor must so advise the Signalman at East Jn. Guards must not place a lighted tail lamp on the last vehicle until the train has been drawn clear of the Nitrate Sidings, but do so immediately the train occupies the Grain Store Outwards line.

UP THROUGH SIDINGS : IMMINGHAM RECEPTION SIDINGS TO EAST JN.

1. Drivers must proceed cautiously, not exceeding 5 m.p.h. and be prepared to stop short of any obstruction.
2. Except in emergency, no movement must be made towards Immingham Reception Sidings.
3. In the event of emergency, before a movement is made towards the Reception Sidings, permission must be obtained from the Docks Supervisor at Reception Sidings.
4. A shunting movement must not foul the Up Through Siding when a train is approaching.
5. Propelling movements must only take place in daylight and clear weather.

IMMINGHAM : RECEPTION SIDINGS TO HUMBER ROAD JN.

1. Before a movement leaves the Reception Sidings on the Down line or the Storage Sidings on the Up line for Humber Road Jn. the Guard or Shunter must advise the Signalman if the train is fully fitted and if it is not fully fitted whether there is a brakevan at the rear of the train.
2. When the movement has arrived complete to the rear of signal 212, the Guard or Shunter must so advise the Signalman.

SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN WORKING OVER THE EASTERN REGION BR.30063/4 - continued
SECTION D - continued

LOCAL INSTRUCTIONS - continued

Add new page D35 - continued

LINDSEY OIL REFINERY & HUMBER OIL REFINERY

Train Departures . When a train or locomotive is ready to leave the Departure Sidings, the Driver must operate the appropriate 'train ready to start' plunger.

BARNETBY

Nos. 1 and 2 Reception Sidings. Drivers of trains arriving in Nos. 1 and 2 reception sidings in the Up direction must as far as practicable, stop clear of the inlet points and Guards must signal the Drivers accordingly when the train is inside clear.

(7-5-83)

SECTION D

APPENDIX INSTRUCTIONS
INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN WORKING OVER THE EASTERN REGION BR.30063/5
SECTION E

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h. At or Between		
HASLAND TO STOP BOARD NEVILLE HILL EAST JN. Page E4 Between Hasland Sidings and Fryston Jn. Add 'A' to Up and Down Goods lines Add Page E7 At Sheffield Add Amend Page E8 At Holmes Jr. L.C. (CCTV) Amend		Chesterfield	146.20	40 25 25 80	No.6 Platform South End 158m. 32ch. and 158m. 20ch. No.6 Platform 156m. 47ch. and 158m. 32ch. No.8 Platform 158m. 47ch. and 158m. 20ch. 163m. 43ch. and 163m. 52ch.		

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

21

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY 21 MAY

to

FRIDAY, 27 MAY 1983

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.

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.



WARNING



ENERGISATION OF CONDUCTOR RAIL AND ITS CONNECTIONS BETWEEN EAST CROYDON AND NORWOOD JN.

On and from 04 00 hours on Monday, 16 May it must be assumed that the conductor rail and all of its connections on the New Up Through and the New Down Through line from 9m. 35ch. at Norwood Fork Junction and 9m. 68ch. at Windmill Bridge Junction complete with all points and crossings there to are always alive unless the traction current has been switched off in accordance with Electrified Lines Working Instructions Nos. 29, 31 or 32.

(OD.15/62) (16-5-83)

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 22 May—Tutbury Yard—

Tutbury Yard signal box will be abolished and all signals worked therefrom will be taken away. All box worked connections will be secured out of use in the normal position pending removal. The block section will now become Tutbury Crossing to Scropton.

(OD.14/83/110)

Monday, 23 May — Finchley Road —

Finchley Road Coal Depot will be closed and a stop block provided at the south end of the run round road giving a head-shunt of 60 yards.

(OD.14/—) (24)

Monday, 23 May — Between Trent South Junction and Meadow Lane Junction —

The 20 m.p.h. P.S.R. which applies on the down H.L. goods line from 119m. 80ch. to 120m. 20ch. will be removed.

(OD.14/82/336)

Western Region —

Between 07 00 hours Sunday, 22 May and 05 30 hours Monday, 23 May — Southall West—

An additional route will be provided at Signal 00.11 (Up Main) and signal 00.111 (Up Relief) to the Down Yard, with the route indication "Y".

These routes will be released by a shunter's plunger in the Down Yard.

(24)

Monday, 23 May — Severn Tunnel Junction East —

The Up Main Goods Loop will be spiked, clipped and padlocked out of use.

(24)

Wednesday, 25 May — Westbourne Park —

"Off" Indicators, suspended from the platform canopy, will be provided for the following Signals:—

00.153 — Up Relief Platform, 33 yards on the approach side of Signal
00.110 — Down Relief Platform, 112 yards on the approach side of Signal.

(24)

Signalling and Permanent Way Alterations — continued

DETAILS OF WORK ALREADY CARRIED OUT

Nuneaton —

The derailleurs in siding 1 and 2 situated at the trailing end of the connection from the down & up platform line has been taken away and replaced by trap points. Siding 2, has been connected to Siding 1, by hand points situated 4 yards from the trap points.

The position light shunting signal, situated adjacent to siding 1 has been repositioned between the trap points and the hand points.

(OD.14/81/295) (23)

Between Melton Junction G.F. and Melton G.F.—

The double-sided notice board lettered "Commencement/End Edwalton Staff Section" situated at the Melton end of the Research line has been replaced by a single-sided notice board, facing Edwalton and lettered, "Stop, Operate G.F. End of Staff Section".

A single-sided notice board, facing Melton and lettered, "Stop, Operate G.F. Commencement of Staff Section", has been provided adjacent to the Through Siding of the Melton side of the ground frame. A telephone to Melton box has been provided.

A maximum permissible speed of 15 m.p.h. has been introduced over the "up & down through siding" between Melton G.F. and Melton Junction G.F.

(OD.14/81/170) (23)

Eastern Region —

Between Harringay Park Junction and Woodgrange Park Junction —

The Automatic Warning System has been brought into use in connection with the following signals:—

Harringay Park Junction

Signal No.

1	Down T & H Distant 2-aspect colour-light.
HP3	Down T & H Home 3-aspec colour-light.
HP17	Singls line Up Home 3-aspect colour-light

Semaphore Distant for Up Main I.B.H.
Semaphore Up Main Distant.

South Tottenham Station Junction

Signal No.

S11	Down T & H Home 3-aspect colour-light
S12	Up T & H Starting 2-aspect colour-light
S19	Down T & H Starting 2-aspect colour-light.
S20	Up T & H Distant 2-aspect colour-light

Leytonstone High Road

Down and Up Distant signals

Woodgrange Park Junction

Signal No.

10	Up Main I.B.H. 2-aspect colour-light
48	Down Main Distant 2-aspect colour-light

(22)

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

Eastern Region —

Between Elsham and Brocklesby

Signal-Post Telephones have been provided at the following signals:—

Elsham

Down Home and Down Starting Signal

Wrawby Junction

Down Slow Home signal gantry
 Down Goods Home signal gantry
 Down Fast Home signal gantry
 Down Duncaster Starting

Barnetby East

Down Main 1st Home
 Down Main 2nd Home signal gantry
 Down Goods Home signal gantry
 Down Fast Starting
 Down Slow Starting
 Up Slow 1st Home
 Up Fast 1st Home
 Up Fast 2nd Home
 Up Slow 2nd Home signal
 Up Main Starting

Brocklesby Junction

Down Main Starting
 Up Main Home
 Up Goods Home signal gantry
 Up Goods Starting

(New Item) (24)

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out— continued

Nottingham Station —

The facing crossover between the down fast and down slow lines at the West end of the station has been repositioned 40 yards further west. The associated position light shunting signals have been repositioned accordingly.

(OD.14/—) (22)

Between Croft Sidings and Hinckley —

The ²⁰/₃₀ m.p.h. P.S.R. which applied on the down line from 9m. 10ch. to 8m. 60ch. together with the 30 m.p.h. P.S.R. which applied from 9m. 49ch. to 9m. 10ch. has been withdrawn.

(OD.14/82/281) (22)

* * Redland Roadstone Sidings, Radlett —

The 'Stop and Await Illuminated Signals' board has been repositioned and is now on the exit side of the Discharge Hopper.

(OD.14/76/177) (21)

* * Saltley —

G.E.C. siding situated in the Diesel depot has been taken away.

(OD.14/—) (21)

Western Region:—

NAAS Level Crossing (Lydney) —

An automatic open crossing, remotely monitored (AOCR) has been provided in place of the miniature red and green warning lights.

Amber and flashing red road lights will illuminate and a audible device will sound on the approach of rail traffic. An indicator has been provided on each side of the crossing which will flash to indicate when a second train is approaching the crossing. A telephone has been provided on each side of the crossing communicating directly to the monitoring point, Newport panel signalbox.

Whistle boards have been provided 205 yards on the approach side of the level crossing.

(22)

Southall East —

A new position light signal, 00.483R, routed to Down Relief, has been provided on the Up side of the Down Relief line at the Paddington end of the platform.

Between Reading (Scours Lane) and Foxhall Junction —

The maximum permissible speed over the Down Relief line has been raised to 90 m.p.h.

(22)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

27

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY 2 JULY

to

FRIDAY, 8 JULY 1983

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.

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SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 3 July — Grindleford —

The 3-aspect colour light down distant, signal situated 272 yards in rear of the down home signal, will be taken away.

The two co-acting 3-aspect colour light down distant repeater signals, mounted on the tunnel wall, between the running lines inside Totley tunnel, 1350 yards in rear of the down home signal will be taken away and a new ground mounted 2-aspect colour light down distant signal, with the yellow aspect uppermost, 2 feet above rail level, will be provided in the tunnel 1350 yards from the down home signal.

The up home, up home banner repeater and up distant signals will be taken away.

A diamond sign will be provided on the following signals:—

Up main to up sidings, set-back along up main,
down starter,
up main to down main,
down main to up main or down sidings

A new 3-aspect colour light up home signal will be provided 613 yards on the Bamford side of the box, 11 feet above rail level, a telephone to the box will be provided at this signal.

A new 2-aspect colour light up distant signal will be provided 1300 yards from the up home signal, 11 feet above rail level.

(OD.14/82/324) (30)

Eastern Region —

Sunday, 3 July — Between Leeds Engine Shed Jn. and Hunslet Goods Jn. —

The up Hunslet goods line between Engine Shed Jn. and Hunslet Goods Jn. will be abolished.

Engine Shed Jn. —

The points leading to the up Hunslet Goods line from the Up Midland will be secured out of use pending removal.

Signalling Alterations —

The offset position light signal and the position "1" Junction Indicator on up Whitehall signal L.871; also, the position "1" Junction Indicator and route indication to Up goods on Up Midland signal L.870, together with all other associated signalling will be abolished.

Hunslet Goods Jn. —

The points leading from the up goods to the goods yard will be secured and set for the arrival line.

The stencil route indicator on position light signal No. 898 will be abolished and the signal will apply towards the arrival line without route indication.

(30)

Signalling and Permanent Way Alterations — continued DETAILS OF WORK ALREADY CARRIED OUT

Dunlop Sidings Castle Bromwich—

The trailing connection in the up goods line together with sidings 1, 2 and 3 have been taken out of use.

(OD.14/—) (New Item) (29)

Heanor (Trent PSB Area)—

The gantry signal (TT22) applying to the down main line has been changed from a semi automatic to a full automatic signal.

(OD.14/77/240) (New Item) (29)

Clay Mills Junction —

The trap points in the down goods line have been replaced by plain line.

(OD.14/77/16) (New item) (29)

Cromford Station —

The platform has now reverted to its original length.

(OD.14/—) (New item) (29)

Belper Station —

Due to reconstruction work the down platform has been shortened at the south end and Drivers of trains booked to call at the down platform must bring their train to a stand at the north end of the platform.

(OD.14/—) (28)

Proof House Jn. —

The catch points in the down Stour line, 100 yards before reaching signal NS.143 together with the spring points in the down Vauxhall line, 430 yards before reaching signal NS.82, have been replaced by plain line.

(OD.14/GEN/117) (28)

* * * Willington L.C. —

The "whistle" boards situated either side of the crossing have been taken away.

(OD.14/82/146) (27)

* * * Findern L.C. —

The "whistle" boards situated either side of the crossing have been taken away.

(OD.14/82/146) (27)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

** Between Narborough and Croft Sidings —

The $\frac{20}{50}$ m.p.h. P.S.R. which applies on the down and up lines between 11m. 32ch. and 11m. 30ch. together with the 60 m.p.h. P.S.R. which applies on the down line from 11m. 75ch. to 11m. 32ch. on the up line from 10m. 67ch. to 11m. 30ch. has been removed.

(OD.14/82/142) (27)

Eastern Region:—

Woodhouse Station—

The Engineer has carried out work to raise the level of the Down Platform. Drivers of trains booked to stop at this station to bring their trains to a stand at the board provided.

(29)

Beighton Station Junction—

The trailing connection — Down Beighton to the former Arkwright Branch single line has been secured out of use pending its removal.

The following signals have been abolished:—

Down Arkwright Single Line Distant

Down Arkwright Single Line Home

Shunting — Down Beighton to Arkwright Single Line
(Position 4 Junction indicator (applying towards the Arkwright Single Line) on the Up Beighton 3-aspect Home signal No.BX7.

The 2-way route indicator has been removed from the Engineer's Siding exit shunting signal and this signal now applies (without route indication) towards the Up Beighton.

(29)

Neville Hill West Jn. —

The trailing crossover between the down & up main lines has been replaced 109 yards further west.

(28)

** Tottenham South Jn. —

The 40 m.p.h. Temporary Speed Restriction and the 20 m.p.h. Temporary Speed Restriction on the down and up lines respectively between 5m. 38ch. and 5m. 44ch. (Over Bridge 1393) have become Permanent Speed Restrictions and attention is drawn to the altered Permanent Speed Restrictions in Section 'D'.

(27)

** Between Harringay Park Jn. and South Tottenham —

All existing Temporary Speed Restrictions have become Permanent Speed Restrictions and attention is drawn to the revised Permanent Speed Restrictions on the down and up lines shown in Section 'D'.

(27)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

** Royal Oak Level Crossing at 43m. 4chs. (between Hunmanby and Filey) —

Royal Oak level crossing has been converted to an automatic half-barrier level crossing.

Associated Signalling

The Gate Box together with all signals worked therefrom has been abolished.

The Hunmanby Down Main Starting Signal is capable of displaying Red or Green aspect only.

Wrong Direction Working.

A combined St. Andrews Cross/30 m.p.h. speed restriction sign ^X30 has been provided 558 yards from the crossing in each direction applicable to movements towards the crossing in the wrong direction only.

(27)

Western Region —

West Drayton —

The length of the main line platform has been reduced to accommodate 6 cars only.

(28)

** Slough —

The up parcels siding has been shortened in length by 60 yards. A temporary stop block has been erected at 18m. 39ch.

(27)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

45

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices

SATURDAY, 5 NOVEMBER

to

FRIDAY, 11 NOVEMBER, 1983

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.

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At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
LEWISHAM TO DARTFORD JN. (via Woolwich Arsenal)—continued		
Saturday/Sunday, 5/6 and Sunday, 6 November		
463 Blackheath and Charlton	Down BLOCKED Up BLOCKED	00 35 (Sun) to 06 30. } Trackwork, 7½ 23 15 (Sat) to 06 15. } and 8¾ m.p.
Sunday, 6 November		
464 Slade Green	Down sidings BLOCKED	07 30 to 17 00. Track renewal clear of main line, 15½ and 16m. 10ch.
CLAPHAM JN. TO SELHURST.		
Saturday, 5 November		
465 New Wandsworth Jn. and Balham	Down & up Brighton slow BLOCKED	00 15 to 05 00. Track maintenance, 3¼ and 4½ m.p. Trains to travel over Brighton fast lines.
Sunday, 6 November		
466 New Wandsworth Jn. and Balham Jn.	All BLOCKED	01 00 to 06 30. Track maintenance, 3¼ and 5¼ m.p.
467 Balham Jn. and Streatham Jn.	Down Brighton fast and up Brighton slow BLOCKED	01 00 to 20 00. Drainage work and signalling work, 5½ and 6½ m.p. Down trains to travel over down Brighton slow. Up trains to travel over Brighton fast.
Tuesday, 8 to Friday, 11 November		
468 Streatham Jn. and Selhurst	Down & up Brighton slow Down & up Streatham spurs BLOCKED	00 20 to 04 20. Track maintenance, 6½ and 9 m.p. Trains to travel over Brighton fast lines.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 6 November—Between Melton Station and Saxby Junction—

Melton Station up I.B. distant signal will be renewed as a 2-aspect (Y/G) signal, 510 yards nearer Saxby Jn. The new signal will be situated 1400 yards before reaching the new I.B. home signal (see below).

Melton Station up I.B. home signal together with Saxby Junction up distant signal will be taken away and a new 3-aspect (R/Y/G) colour light I.B. home signal provided at the site of the former distant signal. The new I.B. home signal will also act as up distant signal for Saxby Junction. A telephone to Melton Station box will be provided at this signal.

(OD.14/82/189)

DETAILS OF WORK ALREADY CARRIED OUT

Bedford St. Johns—

The Cambridge arm of the triangle together with the connection from the down and up platform line to the headshunt and coal wharves and Kings Place ground frames has been clipped out of use pending removal.

All associated signalling has been disconnected.

(OD.14/81/124)

(47)

Horninglow Bridge Jn.—

Signals DY.157 and DY.159 on the up goods line and the up main line respectively on the Derby side of Burton Station have become automatic.

(OD.14/82/5)

(47)

Kingsbury—

Signal SY.388 approaching Kingsbury Sidings on the down line has been moved back 40 yards towards Tamworth together with its A.W.S. inductor.

(OD.14/—)

(47)

. Derby St. Andrews—

The Back Dock Road and Siding No.1 have been brought back into use and both roads reduced by 11 yards.

Sidings No.3, 4 and 5 have been taken out of use and removed. The connection to the sidings has been secured out of use pending removal.

(OD.14/—)

(45)

. Mansfield South Junction—

Mansfield South Junction box has been abolished, all signal arms have been taken away and the points secured for through running.

(OD.14/—)

(45)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Between Holgate Jn. and York Yard South—

The following lines have been shortened prior to the installation of a new propane tank:—

- No.1 Road Holgate Dock by 100 yards
- No.2 Road Holgate Dock by 40 yards
- No.3 Road Holgate Dock by 150 yards.

Buffer stops have been erected.

(New Item) (48)

Woodburn Junction—Sheffield Victoria No.4 and Sheffield Victoria No.3 (also Nunnery Junction and Nunnery Main Line Junction)—

Sheffield Victoria No.3 signal box, together with all signals worked therefrom has been abolished. (The double junction has been secured for through running between Wadsley Bridge and Woodburn Junction over the down and up goods lines).

The Absolute Block Regulations apply between Sheffield Victoria No. 4 and Wadsley Bridge.

Between Nunnery Junction and Sheffield Victoria No.3—

The main lines have been secured out of use pending removal and all associated signalling abolished. The points at Nunnery Junction have been secured for through running between Sheffield and Woodhouse.

Between Woodburn Junction and Sheffield Victoria No.4—

The down goods No.2 has been secured out of use pending removal and all associated signalling abolished.

Re-naming of Lines—

The up goods line and the down goods No.1 line between Woodburn Junction and Sheffield Victoria No.4 (and the main lines beyond), have been re-named up Stocksbridge and down Stocksbridge respectively. The Absolute Block Regulations apply on the down and up Stocksbridge lines between Woodburn Junction and Wadsley Bridge.

Nunnery Main Line Junction—Nunnery Junction—Woodburn Junction—

The direction of travel from Nunnery Main Line Junction to Nunnery Junction is now the up direction. The Nunnery Curve line from Nunnery Main Line Junction (former down direction), and its continuation into the up main to Woodburn Junction has become the up Worksop throughout.

The down main from Woodburn Junction and its continuation into the Nunnery Curve (former up direction to Nunnery Main Line Junction) has become the down Worksop throughout.

Nunnery Junction—

The trailing main to main crossover and connection through siding to the down goods No.2 have been secured out of use. The associated signals/signal routes and the "STOP" boards have been abolished.

The junction indicator on down Worksop (former down main) 4-aspect signal S4 210, has been abolished and the main aspect applies towards Sheffield (without route indication).

Woodburn Junction—

The Spur on the through siding has been secured out of use.

The L.M.R. siding and Spur, have been secured out of use and the associated signalling abolished.

The Darnall Loco line has been re-named through siding. The existing (gantry mounted) signal applicable to the through siding (former Darnall Loco line) has been renewed as a straight post 3-aspect signal on the left hand side of the line. A Junction Indicator position "4" and offset position light have been provided with the following indications:—

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Woodburn Junction—Sheffield Victoria No.4 and Sheffield Victoria No.3 (also Nunnery Junction and Nunnery Main Line Junction)—continued**Woodburn Junction—continued**

Aspect	Route Indication	Destination
Main		Down Worksop
Main	Junction Indicator Position "4"	Down Stocksbridge (former Down Goods No.1)
Position Light		Through siding

A new 2-aspect colour light distant signal WJ88R has been provided on the up Stocksbridge (former up goods) line situated 888 yards before reaching the up Stocksbridge home signal WJ88.

Between Shepcote Lane and Woodburn Junction—

The position "1" Junction Indicator; position light and stencil route indicator has been removed from the gantry mounted down Worksop home signal WJ37. A new off set position light has been provided and the following indications will apply from this signal:—

Aspect	Route Indication	Destination
Main		Down Worksop
Main	Junction Indicator Position "4"	Down Stocksbridge (former Down Goods No.1)
Position Light		Through siding

Due to the re-naming of lines referred to above, the route indications on stencil type indicators have been altered as shown below:—

Indication "M" (to former Main) has been altered to Indication "W" for the down or up Worksop.

Indication "G" (to former Darnall Loco) has been altered to Indication "T" for the through siding.

Indication "1" (to former down goods No.1) has been altered to Indication "S" for the down Stocksbridge.

Indication "S" (to the through siding) on down branch home signal WJ31 has been changed to Indication "T".

(47)

Leeds Engine Shed Junction—

Holbeck Motive Power Depot has been remodelled as shown on the diagram. (Engines to be stabled during this period.)

(47)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

South Scarle Level Crossing (Swinderby)—

South Scarle level crossing at 24 miles 31 chains has become an Automatic Half-Barrier Crossing. The whistle boards 210 yards on the approach side of the crossing in both directions have been abolished. Telephone communication has been provided between the crossing and Swinderby signalbox.

(47)

Mearsdall Level Crossing (Swinderby)—

The Red/Green road traffic lights have been removed at Mearsdall Level crossing at 24 miles 54 chains and substituted by padlocked gates. The associated whistle boards sited 210 yards on the approach side in both directions have been removed.

(47)

Leeds Engine Shed Junction—

Remodelling

The Junction between the Down and Up Whitehall and Down and Up Midland lines has been remodelled to form a single lead junction. All associated position light signals have been abolished.

A new trailing crossover between the down and up Midland lines at 194m. 75ch. together with a new facing lead, giving access from the down Midland to the Motive Power Depot via the new Motive Power Depot line (former down goods) has been brought into use.

Trap points have been provided at the exit from the Motive Power Depot line.

Notice Boards and associated telephones have been provided at the entrance and exit points of the Motive Power Depot.

A "LIMIT OF SHUNT" indicator has been provided on the down Midland line 100 yards south of L.881 signal (former L.883 replated).

The position of the new and altered signals in relation to the remodelled junction is as shown on the diagram included in this Notice.

Altered Points

The trailing points — Motive Power Depot/Spur have been secured out of use in the reverse position.

The trailing crossover between the down sidings and back sidings has been converted to hand-lever operation. The electrical release has been removed from the Motive Power Depot groundframe and points pending remodelling of the Shed exit.

SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out — continued

Eastern Region — continued

Leeds Engine Shed Jn. — continued

Signalling Alterations

Down Midland 3-aspect signal L.883 has been replated L.881 (the position 1 Junction Indicator and offset position light applies as shown below).

The following table shows the signal routes on all new and renumbered signals.

Signal Line	Aspect Route	Indication	Destination
L881 Down Midland	M	Junction Indicator 1	Down Midland L.93 signal Down Whitehall L.87 signal
	M		
L871 Up Whitehall	PL	Route Indication X	Motive Power Depot Up Midland L.893 signal Down Midland "LIMIT OF SHUNT" indicator
	M		
	PL		

Position Light Signals

Signal Line	Stencil-type Route Indication	Destination
L878 M.P.D. line	"M"	Up Midland L.893 signal
	"X"	Down Midland "LIMIT OF SHUNT"
L879 Up Midland	"L"	Down Midland L.93 signal
	"W"	Down Whitehall L.87 signal
	"D"	Motive Power Depot

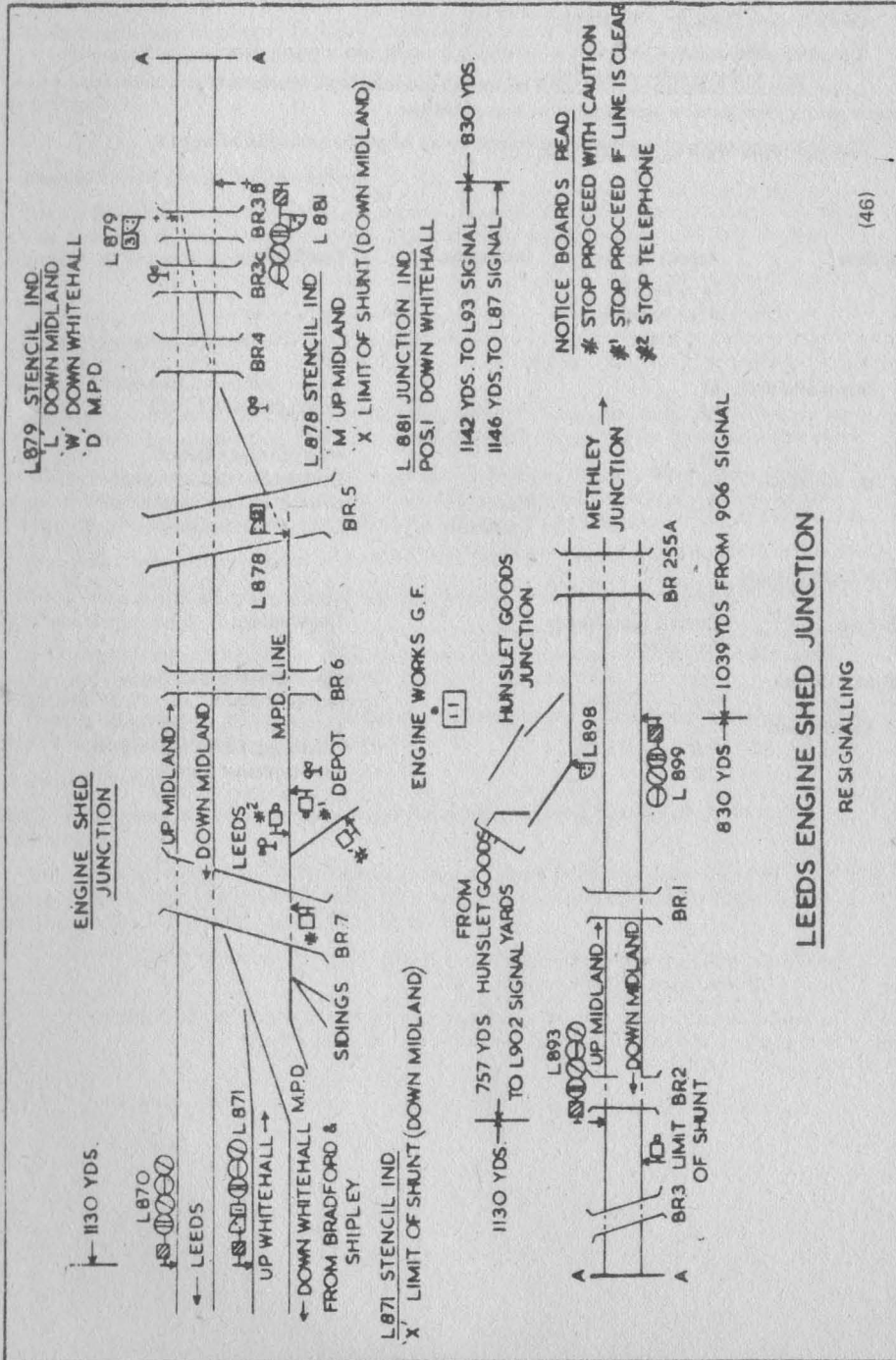
(46)

SECTION C

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

Eastern Region — continued

Leeds Engine Shed Junction — continued



(46)

SECTION C

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

Eastern Region — continued

Between Sheffield and Dore Station Junction—

The catch points in the up main at 157m. 61ch. (630 yards before reaching S78 signal), has been removed and replaced by plain line.

(46)

Between York Yard North and Skelton—

Skelton No.1 up arrival line has been secured out of use.

(46)

Foxlow Jn. and Beighton Jn.—

Until further notice the down Barrow Hill line between 151¼ and 151½ m.p. has been realigned and connected into the Renishaw Park Colliery Shunt Spur at 151m. 32ch. rejoining the down Barrow Hill line at 151½ m.p. In consequence signal S.265 has become right-hand sighted.

The Shunt Spur has therefore, been shortened by 180 yards and a stop-block erected at 151½ m.p.

(Until further notice)

Colton North Jn. —

Flashing Yellow aspects at high speed junctions —

A table below shows the provision of Flashing Double or Flashing Single yellow aspects which the signals will be also capable of displaying (Rule Book Section C.3.1.1(b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Diverging Junction
Down Main Y.983	Y.985	Y.769 cleared with junction route indicator position 1 for the route Down Main to Down Leeds at Colton North Junction.
Up Leeds Y.782	Y.778	Y.770 cleared with Junction route indicator position 1 for the route to Up Main at Colton North Junction.

The flashing yellow aspects referred to above (and in Eastern Region Signalling Notices Nos. 117 and 119) have been brought into use.

The remainder of the flashing yellow aspects referred to in Eastern Region Signalling Notices Nos. 117 and 119 will be brought into use on a date to be advised.

(45)

SECTION C

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

Eastern Region:—continued

. Leeds Engine Shed Junction—

The points leading from the down siding to the down Midland line have been secured out of use in the normal position pending removal.

Signalling Alterations—

The elevated position light signal and stencil-type route indicator on up Midland 4-aspect signal L.870, together with the associated signal route indications on the down sidings position light signal 878 and down Midland position light signal 872 have been abolished.

(45)

. York Dringhouses Up Sidings—

No.7 Siding has been secured out of use.

(45)

Southern Region:—

. Eastleigh—

The down slow line, down direction 2, 3 and 4 car — stopping markers, situated at the country end of the platform canopy, have been repositioned 10 yards nearer to London.

(45)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

New item.

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

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES.

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
Toton C & W. Depot	Removal of Bridge Mechanical equipment in use. Adjacent to Shunting Neck (121m. 22ch.)	Until further notice	Monday, 11 April 1983.
Barrow Hill Depot Arrival/Departure Line	Loading materials 149m. 30ch. Mechanical equipment in use. Possession to be given up for passage of trains.	08 00 to 16 00 daily Until further notice.	—
Peterborough East Sidings BLOCKED	Construction work	Until further notice	—
Bounds Green Depot Back line BLOCKED	Earthworks. Mechanical equipment in use.	08 00 to 18 00. Until further notice.	—

RULE BOOK

SECTION P. Clause 1.1 (As amended in Supplement No.8)

The second paragraph of the clause previously postponed will operate from Saturday, 1 October 1983.

(OD.15/6P)

(1-10-83)

SECTION D

APPENDIX INSTRUCTIONS—continued
SECTIONAL APPENDIX SOUTHERN SECTION DATED APRIL 1980—continued

ST. PANCRAS TO CHESTERFIELD (VIA DERBY) AND BRANCHES

Page 317 — Delete AVENUE SIDINGS item and all particulars.

(25-9-83)

Page 317 — Add — AVENUE COKING PLANT (N.S.F. LTD.)

Arriving Trains. When the elevated position light shunting signal controlling movements to the Hopper Arrival Line is cleared, the Driver may proceed as far as the first Red/White signal approaching the retarders where the Guards must alight. The train must then be drawn forward slowly and, if it is being hauled by one class 56 locomotive, the Driver must bring it to a stand with the leading end of the locomotive opposite the notice board worded 'B.R. Loco, Stop to Uncouple'. This will ensure that the coupling between the locomotive and the first vehicle is positioned mid-way between the two stanchions of the wagon-moving equipment nearest the Discharge Hopper. If the train is being hauled by other than one class 56 locomotive the Guard must assist the Driver by means of the necessary handsignals to ensure that the above condition is fulfilled. In certain circumstances this may necessitate the leading locomotive passing the notice board worded 'B.R. Loco, Stop to Uncouple'.

No attempt must be made to uncouple the locomotive(s) until the 'Uncouple' stencil indicator is illuminated. When the locomotive has been uncoupled, the Guard must advise the Hopper Operator accordingly.

Setting-back movements from the Departure line to the Loaded Wagon Sidings will be controlled initially by a series of white light set-back signals. The Guard must depress the plunger to illuminate the white light signals when he is in a position to allow the setting-back movement to commence. In case of emergency, the white light signals must be immediately extinguished.

When the white light signals are illuminated, the Driver may commence the set-back movement without receiving a handsignal from the Guard but he must proceed cautiously keeping a sharp lookout and be prepared to act on a handsignal from the Guard when he comes into view. Should the white light signal nearest to and facing the Driver not be illuminated or should one or all of the white light signals be extinguished, the Driver must stop immediately and await further instructions from the Guard.

Crippled vehicles. must be detached into either No.2 or No. 3 Loaded Wagon Sidings.

(25-9-83)

TRENT TO CLAY CROSS AND BRANCHES

Page 325—Delete—

Mansfield Colliery Junction item.

(22-10-83)

SECTION D

APPENDIX INSTRUCTIONS—continued
INSTRUCTIONS AFFECTING LMR STAFF WHEN WORKING OVER
THE EASTERN REGION BR.30063/4. SECTION D

LOCAL INSTRUCTIONS

Page D30—PETERBOROUGH STATION

Add—None Carriage Sidings— All staff detraining from vehicles being stabled in siding No.4 must do so only onto the siding 5 side of the vehicles.

(22-10-83)

Page D34—LINCOLN

Add—Holmes Yard : Working of trains on Up and Down Goods lines.

During the times when Holmes Yard is unstaffed, Drivers must, upon arrival of trains at the Stop Board on the Down Goods line, or the Up Goods line, as the case may be, telephone the Signalmen for instructions.

(22-10-83)

SAFETY LINE '83



BE SEEN! — BE SAFE!



tssa

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BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

47

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 19 NOVEMBER

to

FRIDAY, 25 NOVEMBER, 1983

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.

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.

At or between	Lines affected	Remarks
SOUTHERN REGION — continued		
BALHAM TO SELHURST (via Norwood Jn.) — continued		
Tuesday, 22 and Wednesday, 23 November		
444 Selhurst/Norwood Fork Jn. and East Croydon	Down & up Victoria slow/down & up London Bridge slow/down & up slow and platforms 4 and 5 BLOCKED	00 10 to 05 10. Track maintenance, 9 and 10½ m.p. Trains to travel over Victoria/London Bridge fast lines. Fast reversible and up fast and use platforms 1, 2 and 3 at East Croydon. Platform 6 and reversible line available at Country end only.
Windmill Bridge Jn. and East Croydon	Down fast BLOCKED	
Tuesday, 22 to Friday, 25 November		
445 Balham Jn. and West Norwood Jn.	Down & up Crystal Palace and down & up Leigham spurs BLOCKED	00 45 to 04 25. Track maintenance, 5 and 6¾ m.p.
BRIXTON STATION TO STREATHAM COMMON		
Sunday, 20 November		
446 Herne Hill and Tulse Hill	Down & up Chatham main, down & up loops, and down & up Holborn BLOCKED	00 40 to 06 00. Construction work and track maintenance, 3¾ and 5 m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Saturday, 19 November — Between Sileby and Loughborough —

The 20 m.p.h. T.S.R. which applies on the down goods line from 108m. 52ch. to 108m. 70ch. will become a 20 m.p.h. P.S.R.

(OD.14/83/259)

Eastern Region—

Sunday, 20 November — Between Dore South Jn. and the Sheffield end of Bradway Tunnel—

The catch points in the up main line at 153m. 63chs. (1 mile 410 yards before reaching signal S.46) will be removed and plain line installed.

DETAILS OF WORK ALREADY CARRIED OUT

St. Albans City Station—

Banner repeating signals R75 and R77 on the down fast line and R275 on the down slow line have been taken away.

(OD.14/—)

(49)

Wellingborough Junction— (Sun. 13 Nov 1983)

The signal box has been abolished and all associated signal arms worked there from removed.

The trailing crossover between the down and up goods lines has been secured out of use pending removal.

The signal heads of the down fast colour light distant signals have been removed.

Wellingborough Station down fast and down goods distant signals have been repositioned to the top of the signal post.

Wellingborough station down fast and down goods inner distant signals have been taken away.

(OD.14/79/167)

(49)

Derby Station—

The South end of platform No.1 has been shortened by 161 yards until further notice. Drivers of passenger trains entering platform No.1 from the South and West must draw their trains up to DY.451 signal situated at the North end of platform No.1 where a 'S' board has been provided.

In the event of a train signalled into platform No.1 from the South or West under the 'Call on' arrangements, the Driver must proceed as far as the line is clear before bringing his train to a stand.

A 'S' board has also been provided at the South end of platform No.1 161 yards from the end of the original platform.

(OD.14/83/236)

(49)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Matlock Station—

The platform has been shortened by 50 yards at the Ambergate end of the station. Drivers must bring their trains to a stand at the Stop board provided.

(OD.14/—) (49)

Radcliffe—

In connection with engineering work Drivers of trains booked to call at the up platform must bring their trains to a stand at the illuminated stop board provided which will be repositioned as work progresses.

(OD.14/—) (49)

Between Melton Station and Saxby Junction—

Melton Station up I.B. distant signal has been renewed as a 2-aspect (Y/G) signal, 510 yards nearer Saxby Jn. The new signal is situated 1400 yards before reaching the new I.B. home signal (see below).

Melton Station up I.B. home signal together with Saxby Junction up distant signal has been taken away and a new 3-aspect (R/Y/G) colour light I.B. home signal provided at the site of the former distant signal. The new I.B. home signal also acts as up distant signal for Saxby Junction. A telephone to Melton Station box has been provided at this signal.

(OD.14/82/189) (48)

Leicester North —

The elevated miniature arm shunting signal which controlled movement along the up reception line to the up sidings has been taken away.

(OD.14/80/209) (48)

***.* Bedford St. Johns—**

The Cambridge arm of the triangle together with the connection from the down and up platform line to the headshunt and coal wharves and Kings Place ground frames has been clipped out of use pending removal.

All associated signalling has been disconnected.

(OD.14/81/124) (47)

***.* Horninglow Bridge Jn.—**

Signals DY.157 and DY.159 on the up goods line and the up main line respectively on the Derby side of Burton Station have become automatic.

(OD.14/82/5) (47)

***.* Kingsbury—**

Signal SY.388 approaching Kingsbury Sidings on the down line has been moved back 40 yards towards Tamworth together with its A.W.S. inductor.

(OD.14/—) (47)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—**Between Holgate Jn. and York Yard South—**

The following lines have been shortened prior to the installation of a new propane tank:—

- No.1 Road Holgate Dock by 100 yards
- No.2 Road Holgate Dock by 40 yards
- No.3 Road Holgate Dock by 150 yards.

Buffer stops have been erected.

(48)

***.* Woodburn Junction—Sheffield Victoria No.4 and Sheffield Victoria No.3 (also Nunnery Junction and Nunnery Main Line Junction)—**

Sheffield Victoria No.3 signal box, together with all signals worked therefrom has been abolished. (The double junction has been secured for through running between Wadsley Bridge and Woodburn Junction over the down and up goods lines).

The Absolute Block Regulations apply between Sheffield Victoria No. 4 and Wadsley Bridge.

Between Nunnery Junction and Sheffield Victoria No.3—

The main lines have been secured out of use pending removal and all associated signalling abolished. The points at Nunnery Junction have been secured for through running between Sheffield and Woodhouse.

Between Woodburn Junction and Sheffield Victoria No.4—

The down goods No.2 has been secured out of use pending removal and all associated signalling abolished.

Re-naming of Lines—

The up goods line and the down goods No.1 line between Woodburn Junction and Sheffield Victoria No.4 (and the main lines beyond), have been re-named up Stocksbridge and down Stocksbridge respectively. The Absolute Block Regulations apply on the down and up Stocksbridge lines between Woodburn Junction and Wadsley Bridge.

Nunnery Main Line Junction—Nunnery Junction—Woodburn Junction—

The direction of travel from Nunnery Main Line Junction to Nunnery Junction is now the up direction. The Nunnery Curve line from Nunnery Main Line Junction (former down direction), and its continuation into the up main to Woodburn Junction has become the up Worksop throughout.

The down main from Woodburn Junction and its continuation into the Nunnery Curve (former up direction to Nunnery Main Line Junction) has become the down Worksop throughout.

Nunnery Junction—

The trailing main to main crossover and connection through siding to the down goods No.2 have been secured out of use. The associated signals/signal routes and the "STOP" boards have been abolished.

The junction indicator on down Worksop (former down main) 4-aspect signal S4 210, has been abolished and the main aspect applies towards Sheffield (without route indication).

Woodburn Junction—

The Spur on the through siding has been secured out of use.

The L.M.R. siding and Spur, have been secured out of use and the associated signalling abolished.

The Darnall Loco line has been re-named through siding. The existing (gentry mounted) signal applicable to the through siding (former Darnall Loco line) has been renewed as a straight post 3-aspect signal on the left hand side of the line. A Junction Indicator position "4" and offset position light have been provided with the following indications:—

SECTION C

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

Eastern Region:—continued

. Woodburn Junction—Sheffield Victoria No.4 and Sheffield Victoria No.3 (also Nunnery Junction and Nunnery Main Line Junction)—continued

Woodburn Junction—continued

Aspect	Route Indication	Destination
Main		Down Worksop
Main	Junction Indicator Position "4"	Down Stocksbridge (former Down Goods No.1)
Position Light		Through siding

A new 2-aspect colour light distant signal WJ88R has been provided on the up Stocksbridge (former up goods) line situated 888 yards before reaching the up Stocksbridge home signal WJ88.

Between Shepcote Lane and Woodburn Junction—

The position "1" Junction Indicator; position light and stencil route indicator has been removed from the gantry mounted down Worksop home signal WJ37. A new off set position light has been provided and the following indications will apply from this signal:—

Aspect	Route Indication	Destination
Main		Down Worksop
Main	Junction Indicator Position "4"	Down Stocksbridge (former Down Goods No.1)
Position Light		Through siding

Due to the re-naming of lines referred to above, the route indications on stencil type indicators have been altered as shown below:—

Indication "M" (to former Main) has been altered to Indication "W" for the down or up Worksop.

Indication "G" (to former Darnall Loco) has been altered to Indication "T" for the through siding.

Indication "1" (to former down goods No.1) has been altered to Indication "S" for the down Stocksbridge.

Indication "S" (to the through siding) on down branch home signal WJ31 has been changed to Indication "T".

(47)

SECTION C

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

Eastern Region:—continued

. South Scarle Level Crossing (Swinderby)—

South Scarle level crossing at 24 miles 31 chains has become an Automatic Half-Barrier Crossing. The whistle boards 210 yards on the approach side of the crossing in both directions have been abolished. Telephone communication has been provided between the crossing and Swinderby signalbox.

(47)

. Mearsdall Level Crossing (Swinderby)—

The Red/Green road traffic lights have been removed at Mearsdall Level Crossing at 24 miles 54 chains and substituted by padlocked gates. The associated whistle boards sited 210 yards on the approach side in both directions have been removed.

(47)

. Foxlow Jn. and Beighton Jn.—

Until further notice the down Barrow Hill between 151¼ and 151½ m.p. has been realigned and connected into the Renishaw Park Colliery Shunt Spur at 151m. 32ch. rejoining the down Barrow Hill line at 151½ m.p. In consequence signal S.265 has become right-hand sighted.

The Shunt Spur has therefore, been shortened by 180 yards and a stop-block erected at 151½ m.p.

(47)

Western Region:—

Foxhall Junction and Wantage Road—

All connections/signal routes previously taken out of use/disconnected, have been progressively re-instated.

On completion all connections will be operated by electro-hydraulic clamp locks.

The fixed diamond crossing in the Up Relief line has been replaced by switch diamonds.

(49)

Foxhall Jn.—

Further signal disconnections have been made as follows:—

Signal R180 down relief to CEGB reception lines No's 1 and 2 and to Milton Siding.
 Signal R280 Up West Curve to CEGB reception lines No's 1 and 2 and to Milton Siding.
 Signal R211 Up goods line to Didcot West Curve and up relief line.
 Signal R311 Milton Siding to Didcot West Curve and up relief line.

These routes remain available for handsignalman.

(49)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

ITEM 162 UFN
163 SAT/MON

49

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 3 DECEMBER

to

FRIDAY, 9 DECEMBER, 1983

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.

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.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 4 December—Stretton Ground Frame—

The emergency crossover will be fitted with clamp lock type points operated by push button. The installation will become a power operated ground frame and the pump handle for emergency use will be kept in a locked cupboard on site.

(OD.14/83/105)

Monday, 5 December—Between Moira West Junction and Gresley Tunnel—

The 20 m.p.h. T.S.R. which applies on the up line from 118m. 62ch. to 118 m.p. will become a 20 m.p.h. P.S.R. This will extend the existing 20 m.p.h. P.S.R. which applies from 121m. 45ch. to 118m. 62ch.

(OD.14/83/252)

Eastern Region:—

Monday, 5 December, Hunslet Station Junction—

The A.W.S. inductor situated 5 yards after passing the up Hunslet goods line 3-aspect colour light signal L901 will be dispensed with.

Monday, 5 December—Leeds Engine Shed Junction—

The "LIMIT OF SHUNT" indicator on the down midland line will be repositioned 200 yards further south to a position 300 yards south of signal L881.

Western Region —

Monday, 5 December — Didcot C.E.G.B. Station —

Additional 30, 35, 40 and 45 wagon marker boards will be provided on Nos. 1 and 2 Hopper, to indicate where Drivers of propelling movements from the Hopper Plant towards signals D.1 or D.2 must bring them to a stand. (See Periodical Operating Notice).

From 10 00 hours, Monday, 5 December — Between Llantarnam and Newport (Maidee North) —

The permanent speed restrictions over the down and up lines will be revised and attention is drawn to the Periodical Operating Notice.

DETAILS OF WORK ALREADY CARRIED OUT

Glendon Sidings—

Glendon Sidings box has been abolished and all signals worked therefrom have been taken away. The trailing points up/down line, up/down line/up sidings and the trailing points up sidings/up line have been secured out of use, pending removal.

The new block section is Glendon North Jn. — Corby North.

(OD.14/83/240) (51)

Between Codnor Park Jn. and Langley Mill G.F.—

The 20 m.p.h. T.S.R. which applies on the up goods line from 132m. 20ch. to 131m. 60ch. has become a 20 m.p.h. P.S.R.

(OD.14/83/245) (51)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Sileby and Loughborough —

The 20 m.p.h. T.S.R. which applies on the down goods line from 108m. 52ch. to 108m. 70ch. has become a 20 m.p.h. P.S.R.

(OD.14/83/259) (50)

* * * **St. Albans City Station—**

Banner repeating signals R75 and R77 on the down fast line and R275 on the down slow line have been taken away.

(OD.14/—) (49)

* * * **Wellingborough Junction—**

The signal box has been abolished and all associated signal arms worked there from removed.

The trailing crossover between the down and up goods lines has been secured out of use pending removal.

The signal heads of the down fast colour light distant signals have been removed.

Wellingborough Station down fast and down goods distant signals have been repositioned to the top of the signal post.

Wellingborough station down fast and down goods inner distant signals have been taken away.

(OD.14/79/167) (49)

* * * **Derby Station—**

The South end of platform No.1 has been shortened by 161 yards until further notice. Drivers of passenger trains entering platform No.1 from the South and West must draw their trains up to DY.451 signal situated at the North end of platform No.1 where a 'S' board has been provided.

In the event of a train signalled into platform No.1 from the South or West under the 'Call on' arrangements, the Driver must proceed as far as the line is clear before bringing his train to a stand.

A 'S' board has also been provided at the South end of platform No.1 161 yards from the end of the original platform.

(OD.14/83/236) (49)

* * * **Matlock Station—**

The platform has been shortened by 50 yards at the Ambergate end of the station. Drivers must bring their trains to a stand at the Stop board provided.

(OD.14/—) (49)

NOT
IN
No.50

(52/1)



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Purfleet Deep Wharf Level Crossing at 16m. 67ch. (Between Purfleet and West Thurrock Junction)—

Three new STOP boards worded "PRESS PLUNGER, OBTAIN WHITE LIGHT BEFORE PROCEEDING" have been brought into use.

Each board has been situated 28 yards from the level crossing on the approach from the (a) Arrival/Long Siding (b) Long Siding and (c) Deep Wharf Siding.

Methley North Occupation Level Crossing across the down and up Midland lines at 188½ m.p. (Between Methley Junction and Woodlesford Junction)—

Miniature warning lights for the benefit of road users have been brought into use at Methley North occupation level crossing.

Telephone communication has been provided between the level crossing and Methley Junction signal box.

(51)

Between Dore South Jn. and the Sheffield end of Bradway Tunnel—

The catch points in the up main line at 153m. 63ch. (1 mile 410 yards before reaching signal S.46) have been removed and plain line installed.

(50)

Western Region:—

*** * * Foxhall Junction and Wantage Road—**

All connections/signal routes previously taken out of use/disconnected, have been progressively re-instated.

On completion all connections will be operated by electro-hydraulic clamp locks.

The fixed diamond crossing in the Up Relief line has been replaced by switch diamonds.

(49)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

*** * * Foxhall Jn.—**

Further signal disconnections have been made as follows:—

Signal R180 down relief to CEGB reception lines No's 1 and 2 and to Milton Siding.
Signal R280 Up West Curve to CEGB reception lines No's 1 and 2 and to Milton Siding.
Signal R211 Up goods line to Didcot West Curve and up relief line.
Signal R311 Milton Siding to Didcot West Curve and up relief line.

These routes remain available for handsignalman.

(49)

Southern Region:—

Norwood Up Yard—

The 'Old Siding' has been taken out of use pending abolition from the 'Fork Road' 9m. 20ch. to clear of Ground Frame 'A' 9m. 4ch., and the associated connections secured out of use.

(R/SB.43/55/31)

(51)

SECTION D

APPENDIX INSTRUCTIONS—continued
**INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
 OVER THE WESTERN REGION AND BETWEEN READING, SOUTHCOTE JN. AND
 EASTLEIGH (SOUTHERN REGION) DATED JULY, 1974 BR.30025—continued**

Page 67 (MED 40 pages 184 and 185) — continued

DIDCOT Working of Merry-Go-Round Trains at C.E.G.B. station — continued

Delete complete item and substitute —

**INSTRUCTIONS FOR THE WORKING OF MERRY-GO-ROUND COAL TRAINS AT C.E.G.B.
 STATION — continued**

17. To facilitate shunting in and out of this siding a double sided white shunting light is provided approximately 140 yards in rear of signal R.213, and a duplicate white shunting light approximately 220 yards in advance of this signal.
- These lights will be operated by the guard from a plunger mounted on a concrete post sited in the vee of the Cripple Siding and the Dust loop. A repeater for the guard is provided on the road overbridge so that he may see the signal being exhibited by the white shunting lights.
- When detaching cripples, where, due to the length of the train, the guard and driver may not be able to see each other, the sequence should be as follows:—
- (i) Guard to send train forward and driver to stop at appropriate point clear of handpoints.
 - (ii) Guard to set road into Cripple Siding and operate and maintain depressed the plunger to illuminate the white shunting lights which will be the authority for the driver to set back slowly.
 - (iii) When it is necessary to stop the movement the guard must release the plunger and the white lights will be extinguished. During setting back movements the driver must stop when the white lights are extinguished.
 - (iv) Should it be necessary to ease up in the Cripple Siding, due to a tight coupling, the white lights should be flashed continuously during this movement, and extinguished when completed. When the lights are flashed, the driver must set back at dead slow speed.
 - (v) Having detached the cripple wagon, the guard must send the train forward by two long flashes on the shunting lights and the driver must again stop his train at the appropriate point clear of the handpoints.
 - (vi) The guard should re-set the road for the rear of this train, and the front portion should be set back as detailed in (ii), (iii), and (iv) above.
18. Should the movement proceed beyond signal R.213 prior to setting back into the Cripple Siding, after the movement has set back into the Cripple Siding the Signalman must again clear signal R.213 for the subsequent outward shunting movement.

(OD.15/62)

(26-11-83)

SECTION D

MISCELLANEOUS INSTRUCTIONS

LEYLAND MK I VEHICLE — RDB.977091

(MED 40 Page 39)

To be replaced by the following:—

1A31 09 40	DLY	Shrewsbury — Euston
1G31 13 10	SX	Euston — Birmingham
1J45 15 10	SO	Euston — Shrewsbury
1A54 15 18	SX	Birmingham — Euston
1D37 17 40	SX	Euston — Chester
1A84 19 50	SO	Shrewsbury — Euston
2G07 21 56	SX	Chester — Wolverhampton
1G24 10 00	SUN	Euston — Wolverhampton
1A25 16 00	SUN	Wolverhampton — Euston
1G43 18 40	SUN	Euston — Wolverhampton

Add the following after the final paragraph of the entry:—

"The passenger alarm system is the standard MK III Coach type in saloon and toilet. Reset with carriage key. If the apparatus cannot be reset it must be isolated by closing the cock situated underneath the vehicle at the toilet end and on the same side as the other isolating cocks. At the start of work each day the cock should be checked to ensure it is open. It is essential that drivers are informed that the coach is in the train formation so that if a passenger communication brake application is made the driver is aware of the necessary procedure to follow in respect of the position of the brake controller for audible indication on the vehicle, the same procedure for MK III vehicles should be followed.

The door handles are MK III pattern recessed in the door. The profile of the vehicle is such that from certain positions it is not possible to see whether a door is closed properly therefore care must be taken to ensure that this is so.

(O15/407/964/143)

(26-11-83)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

51

WEEKLY OPERATING NOTICE containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations**

General Instructions and Notices

SATURDAY, 17 DECEMBER

to

FRIDAY, 23 DECEMBER, 1983

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.

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items will not appear in future issues.

Sunday, 18 December—St. Pancras—

Position light shunting signal No. WH.508 applying to movements into platforms No.6 and No.7 will be repositioned 20 yards further north.

(OD.14/—) (2)

Monday, 19 December—Between Lock Lane L.C. and Castle Donington—

The 20 m.p.h. T.S.R. which applies on the down and up lines between 120m. 56ch. and 120m. 62ch. will become a 20 m.p.h. P.S.R.

(OD.14/83/262) (2)

Eastern Region:—

Sunday, 18 December—Whittlesea—

A new power-operated facing crossover between the down and up main lines at 94m. 52ch. will be brought into use adjacent to and immediately on the March side of the signal box. A new shunting signal (applying towards the up main), will be provided at the down main point ends of the trailing crossover.

The trailing connection in the down main line leading from the down siding, will be secured out of use pending removal of the connection and down sidings. The associated shunting signals will be abolished.

(2)

Sunday, 18 December—Wyberton Level Crossing—

Wyberton Level Crossing Gate Box, together with all signalling worked therefrom will be abolished. The Level Crossing Gates will be replaced by lifting barriers controlled from Boston West Street Signal Box.

New colour-light signalling controlled from Boston West Street will be provided on the approaches to the crossing as follows:—

WS35 2-aspect RED/GREEN, 200 yards before reaching the Level Crossing on the Down approach.

WS35R 2 aspect colour light Down Distant, 1000 yards before reaching WS35 signal.

WS34 2-aspect RED/GREEN, 200 yards before reaching the Level Crossing on the Up approach.

WS34R 2-aspect colour-light Up Distant, 1000 yards before reaching WS34 signal.

Signal-post telephones, connected to Boston West Street Signal Box will be provided on WS35 and WS34 signals.

(2)

Signalling and Permanent Way Alterations—continued

Eastern Region—continued

Sunday, 18 December—Horbury Junction—

The Down Branch line 3-aspect colour light 2nd Home signal No.H23 applying towards Down Slow (or to Down Fast, with junction indicator position 1) will be abolished and replaced by a straight post 3-aspect colour light signal 220 yards further from the signal box.

This new colour light signal H23 will become the Down Branch Home to Down Fast or to Down Slow and the existing semaphore Down Branch 1st Home will be abolished.

The Down Branch semaphore Distant signal will be abolished and replaced by a 2-aspect colour light Distant signal (No.22) 1800 yards before reaching new H23 signal.

The Up Branch semaphore starting signal will be abolished and replaced by a new 3-aspect colour light signal plated H32 50 yards further from the signal box. (H32 signal will display RED OR GREEN aspects only at this stage).

(2)

Sunday, 18 December—Gascoigne Wood—

The former Down Reception will be removed.

(2)

Southern Region:—

Between Monday, 19 and Friday, 23 December—Between Selhurst and Thornton Heath—

B.R. A.W.S. equipment will be progressively provided at the following signals:—

Up fast line—CA 101, CA 53, CA 55, and CA 95

Down fast line—CA 96, CA 128 and CA 100

Up slow line—CA 99, CA 57 and CA 97

Down slow line — CA 98, CA 130 and CA 102

(R/SB 43/55/31)

(2)

SECTION C

Signalling and Permanent Way Alterations — continued

DETAILS OF WORK ALREADY CARRIED OUT

Washwood Heath —

The following sidings at the West End have been reduced in length as follows:—

- down sidings Nos. 6 & 7 by 48 yards
- down siding No. 9 by 58 yards
- down siding No. 11 by 94 yards.

Down siding No. 10 has been increased in length by 130 yards.

(OD.14/—) (New item) (52/1)

Derby Station—

The south end of platforms 4 and 6 have been temporarily shortened by approximately 161 yards. Drivers of trains entering these platforms from the south and west must draw their trains up to signal DY.454 or DY. 456 at the north end where 'S' boards have been provided.

Drivers of trains entering platforms 4 and 6 from the north must bring their trains to a stand at the 'S' boards situated approximately 161 yards before reaching the south end of the platforms.

Drivers of trains signalled into an occupied platform, must bring their trains to a stand as directed by the platform supervisor.

(OD.14/83/236) (New Item) (52/1)

Stretton Ground Frame —

The emergency crossover has been fitted with clamp lock type points operated by push button. The installation has become a power operated ground frame and the pump hands for emergency use is kept in a locked cupboard on site.

(OD.14/83/105) (52/1)

Between Moira West Junction and Gresley Tunnel —

The 20 m.p.h. T.S.R. which applies on the up line from 118m. 62ch. to 118 m.p. has become a 20 m.p.h. P.S.R. This extends the existing 20 m.p.h. P.S.R. which applies from 121m. 45ch. to 118m. 62ch.

(OD.14/83/252) (52/1)

* * * Glendon Sidings —

Glendon Sidings box has been abolished and all signals worked therefrom have been taken away. The trailing points up/down line, up/down line/up sidings and the trailing points up sidings/up line have been secured out of use, pending removal.

The new block section is Glendon North Jn. — Corby North.

(OD.14/83/240) (51)

* * * Between Codnor Park Jn. and Langley Mill G.F. —

The 20 m.p.h. T.S.R. which applies on the up goods line from 132m. 20ch. to 131m. 60ch. has become a 20 m.p.h. P.S.R.

(OD.14/83/245) (51)

SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out — continued

Eastern Region —

Between Sleaford East Junction and Heckington —

Kirkby Laythorpe Level Crossing at 122m. 52ch.

The gate box, together with all signals worked therefrom has been abolished. The Level crossing has been converted to an Automatic Open (A.O.C.R.) level crossing.

Burton Lane No. 1 Level Crossing at 123m. 55ch.

The level crossing has been converted to an Automatic Open (A.O.C.R.) level crossing.

These crossings are remotely monitored from Heckington Signal box and telephone communication has been provided.

"WHISTLE" boards have been provided 205 yards from the crossings on each rail approach.

(52/1)

Mansfield Concentration Siding Signalbox —

The following signalling/track alterations have taken place and should be read in conjunction with the diagram included herein—

The Rufford Colliery Branch has been renamed Blidworth Branch.

The line from Mansfield South Junction has been severed and a new connecting line has been installed between the former Clipstone Branch and the Blidworth Branch. The 'ON TRAIN WORKING' Regulations without Train staff now applies.

An Arrival/Departure and a Run-round line has been formed using the former single line as the Arrival/Departure and the former Rufford siding as the Run-round on the London Midland Region side of Rufford Colliery ground frame.

Rufford Colliery ground frame and Blidworth Junction ground frame has been abolished.

Reflectorisid Distant boards having the same function as the caution aspect of a semaphore Distant signal have been provided as shown on the diagram.

New colour light signalling will be provided as follows:—

Signal	Line	Aspect	Destination
C = Concentration Siding Signalbox			
C400 (2-aspect red/ green colour light)	Up Blidworth	Main	Up Blidworth
		Junction Indicator Position 4	Up Rufford
C401 3-aspect colour light	Down Rufford	Main	Down Blidworth
C403 3-aspect colour light	Down Blidworth	Main	Down Blidworth

Signal-post telephones have been provided.

Up main signal C202; Down Blidworth signal C201 and down Bilsthorpe C203 signal have been converted from 2-aspect to 3-aspect signals.

(52/1)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:— continued

** Methley North Occupation Level Crossing across the down and up Midland lines at 188½ m.p. (Between Methley Junction and Woodlesford Junction).—

Miniature warning lights for the benefit of road users have been brought into use at Methley North occupation level crossing.

Telephone communication has been provided between the level crossing and Methley Junction signal box.

(51)

Western Region:—

Didcot C.E.G.B. Station—

Additional 30, 35, 40 and 45 wagon marker boards have been provided on Nos. 1 and 2 Hopper, to indicate where Drivers of propelling movements from the Hopper Plant towards signals D.1 or D.2 must bring them to a stand. (See Periodical Operating Notice).

(52/1)

Southern Region:—

Norwood Up Yard—

The 'Old Siding' has been taken out of use pending abolition from the 'Fork Road' 9m. 20ch. to clear of Ground Frame 'A' 9m. 4ch., and the associated connections secured out of use.

(R/SB.43/55/31)

(51)

NOT IN 52/1

GENERAL INSTRUCTIONS AND NOTICES

New item.

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

** The next issue of this Notice will cover a period of two weeks, combining No's. 52 and 1, Saturday, 24 December 1983 to Friday, 6 January 1984

"WORKING MANUAL FOR RAIL STAFF—BR.30054/6 WHITE PAGES, SECTION K—
CLASSIFICATION OF LOCOMOTIVES"

Table K1—Diesel Main—Line Locomotives

Class 58, amend route availability to 7.

(P7/G/500)

(10-11-83)

**BE ALIVE
TO THE
HAZARD!**

**SAFETY
LINE '83**

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BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

ITEMS 123 (UFN)
124

3

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 14 JANUARY

to

FRIDAY, 20 JANUARY, 1984

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.

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.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. 'B' TO SELHURST		
Saturday, 14 January		
385 Clapham Jn. and New Wandsworth Jn.	Down & up Brighton fast BLOCKED	00 05 to 05 00. Track maintenance, 2½ and 3¼ m.p. Trains to travel over Brighton slow lines.
386 New Wandsworth Jn. and Balham	Down & up Brighton slow BLOCKED	00 05 to 06 45. Track maintenance, 3½ and 4½ m.p. Trains to travel over Brighton fast lines.
387 Balham and Selhurst	Down & up Brighton fast and reversible fast spur BLOCKED	00 15 to 05 50. Track maintenance, 5 and 9½ m.p. Trains to travel over Brighton slow lines.
Sunday, 15 January		
388 Clapham Jn./ Latchmere Jn. and Balham	Down & up Brighton slow/ down & up West London BLOCKED	00 05 to 06 00. Track maintenance, 2½ and 4¼ m.p. Trains to travel over Brighton fast lines.
Tuesday, 17 January		
389 New Wandsworth Jn. and Balham	Down & up Brighton slow BLOCKED	00 10 to 05 30. Track maintenance, 3½ and 4¼ m.p. Trains to travel over Brighton fast lines.
390 Balham and Selhurst	Down & up Brighton fast and reversible fast spur BLOCKED	00 15 to 04 10. Track maintenance, 5 and 9½ m.p. Trains to travel over Brighton slow lines.
BALHAM TO SELHURST (via Norwood Jn.)		
Sunday, 15 January		
391 Herne Hill and Tulse Hill	Down & up main, down & up loop, down & up Holborn BLOCKED	08 00 to 18 00. Loading S & T scrap, 3¼ and 4¼ m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

Sunday, 15 January—Hall Green—

The trailing crossover between the down and up main lines, immediately opposite the box will be secured out of use pending removal.

(OD.14/81/36)

(6)

Monday, 16 January—Between Sutton Park G.F. and Park Lane Jn.—

The 20 m.p.h. P.S.R. which applies on the up goods line from 37m. 17ch. to 36m. 60ch. will be **withdrawn**.

(OD.14/81/183)

(6)

Eastern Region:—

Sunday, 15 January—Between Sheffield (South End of East Bank Tunnel) and Dore Station Junction—

The following catch points in the up main line will be removed and plain line installed:—

Mileage	Distance to next Signal ahead
157m. 22ch.	660 yds before reaching S76 signal
156m. 65ch.	810 yds before reaching S68 signal
156m. 08ch.	653 yds before reaching S62 signal
155m. 45ch.	582 yds before reaching S60 signal

(6)

York Yard South—Remodelling—

Commencing on Sunday, 15 January track remodelling (and signalling alterations) will take place over a period of weeks in the area of York Yard South Signalbox.

A diagram which illustrates the final layout when all remodelling has been completed will be included herein throughout this period to assist in following the weekly progress of the work.

The following will be carried out on **Sunday, 15 January**.

The facing connection — leading from Down Goods to Down Reception No.1 will be secured out of use pending replacement further north.

Signalling Alterations:—

Position light signal No.39, on the Down Reception No.1 will be repositioned 15 yards further north, and will only apply along Down Reception No.1 (towards No.27 signal) until **Sunday, 22 January**.

(The signal routes from Down Leeds Goods and Up Scarborough Goods signals to Down Reception No.1 will not be available until the facing connection leading from Down Goods to Down Reception No.1 is replaced further north on **Sunday, 22 January**).

(6)

*Am
in
No. 6*

SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out—continued

Toton Diesel Depot

A new connection has been provided in the line leading to the Diesel Depot, approximately 63 yards from the existing hand-worked points on the Engine Line. The connection which is worked from a new 1-lever ground frame, gives access to the new Plant & Machinery Central Training area. When not in use the ground frame is padlocked and the key retained by the Person in charge of the new Depot.

A notice board lettered 'Stop & Telephone', and applicable to movements leaving the Training area has been provided on the left-hand side of the line approaching the new ground frame connection. An existing telephone to the Depot is located adjacent to the notice board.

(OD.14/83/83) (4)

Little Eaton Village L.C.—

A telephone to Derby P.S.B. has been provided immediately on the Denby side of Little Eaton Village level crossing. The telephone is for use by Drivers of up trains (see Sectional Appendix — Local Instructions)..

(OD.14/83/264) (4)

Between Little Eaton Jn. and Denby —

The '36 MGR' marker boards situated 400 yards from the following level crossings have been taken away and new '42 MGR' marker boards provided 470 yards from the crossings :—

Crossing	Direction of travel
Little Eaton Village	Down
Coxbench	Up
Holbrook	Down
Kilburn	Up
Kilburn	Down

(OD.14/83/264) (4)

Bardon Hill—

The head shunt and stop block at the Cliffe Hill end of the up siding have been taken away. The up siding end of the trailing connection from the up goods line has been left as trap points.

(OD.14/--) (4)

Hotchley Hill—

The head shunt at the Loughborough end of the sidings (portion of former up line) has been reduced in length to 317 yards.

The head shunt behind the former up platform has been abolished and the points leading to the head shunt have been secured out of use pending removal.

(OD.14/--) (4)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

York Yard South—

The Down Reception No.2/Back Siding has been taken out of use pending removal. All associated signals or signal routes have been abolished. The following points have been secured out of use in the normal position pending removal:—

Facing connection leading from Down reception No.1 to Down Reception No.2.

Facing connection leading from 'B' line in the vicinity of the signal box to Down Scarborough Goods.

Trailing points in Down Scarborough Goods from Up Goods No.1.

Facing connection (in the vicinity of Branches Yard) from 'B' line to Down Scarborough Goods

The signal routes on the following position — light signals have been abolished:—

No.2 applying from Down Scarborough Goods towards Departure line 'A' or to Up Sidings.

No.13 (Branches Yard area) applying from 'B' line towards Down Scarborough Goods.

Down Scarborough Goods signal No.18 applying towards 'B' line No.29 position light signal.

'B' line No.31 signal applying towards Down Scarborough Goods Signal YYS19.

(New Item) (5)

BRITISH RAILWAYS



LONDON MIDLAND REGION

ME

22/23

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices**

SATURDAY, 26 MAY

to

FRIDAY 8 JUNE 1984

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.

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WARNING



A.C. ELECTRIFIED LINES

Extension of Electrification
Brent Sidings (Willesden). No's 15 and 17 Sidings

The Overhead Line Equipment has been extended southwards for 450 yards along No's. 15 and 17 Brent Sidings at Willesden from the existing anchor structure. WB.06/20 to structure GO6/12.

The Overhead Line Equipment has been energised at 25,000 volts and must be regarded as alive at all times.

(OD.15/31/417) (11-2-84)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Trent East Junction—

The new crossover, situated between the down main and up fast lines, has been provided together with a position light shunting signal situated at the connection from the up slow to the up fast, and applying to movements to the down main, down goods loop and down Erewash.

(OD.14/83/166) (24)

Between Clay Cross North Junction and Hasland—

The 20m.p.h. T.S.R. which applied on the down and up goods lines between 143m. 20ch. and 143m. 40ch. has become a 20m.p.h. P.S.R.

(OD.14/84/89) (24)

Colwick Estates Branch—

A buffer stop has been provided at No.8 level crossing giving a shunt neck of 67 yards and a new crossover has been provided at No.9 level crossing.

The crossover at No.10 level crossing has been removed.

(OD.14/—) (23)

Bedford St. Johns—

The section of line between Bedford St. Johns station and Bedford St. Johns West Jn. has been closed pending removal and all associated signalling equipment taken away.

Between Bedford St. Johns West Jn. and Bedford St. Johns Single line Jn.—

The "up & down St. Johns goods" line has become a passenger line and known as the "up & down Bletchley" line. The trap points in this line have been taken away.

Between Bedford St. Johns Single line Jn. and Bedford Midland—

The down St. Johns goods line between Bedford St. Johns Single line Jn. (signal WH.471) and its connection with the up St. Johns goods line ahead of signal WH.473 has become a bi-directional passenger line known as the "up & down Bletchley" line. Signal WH.494, applicable to trains approaching Bedford St. Johns Single line Jn. on the up St. Johns goods line has been re-positioned adjacent to the "up & down Bletchley" line, 50 yards nearer Bedford Midland.

The up St. Johns goods line between Bedford St. Johns Single line Jn. and its connection with the former down St. Johns goods line ahead of signal WH.473, has become a double-ended siding. Position light shunting signal WH.628 situated adjacent to the former down St. Johns goods line at the Bedford St. Johns end has been re-positioned, adjacent to the new siding and applies to movements in the up direction to the "up & down Bletchley" line.

Signals WH.358 and WH.498 at the south end of Bedford Midland station have been provided with an additional position light route indication (SDG) to the new siding.

The Midland Yard ground frame has been abolished and the connections worked therefrom, converted to hand operation.

The down St. Johns goods line between its connection with the up St. Johns goods line and the south end of Bedford Midland station has become a Non-Permissive bi-directional goods line known as the "up & down Bletchley goods" line.

The up St. Johns goods line between these points has become a bi-directional passenger line known as the "up & down Bletchley" line. The route indicator (DG) on position light shunting signal WH.632 on this line has been removed and the signal applies only to movements to the new siding.

All signal routes to the former up St. Johns goods line now apply to the "up & down Bletchley" line.

The route indicator (UG) on signal WH.471 has been replaced by an indicator (SDG) for movements to the new siding.

Details of the revised track layout and signalling are shown on the accompanying diagram.

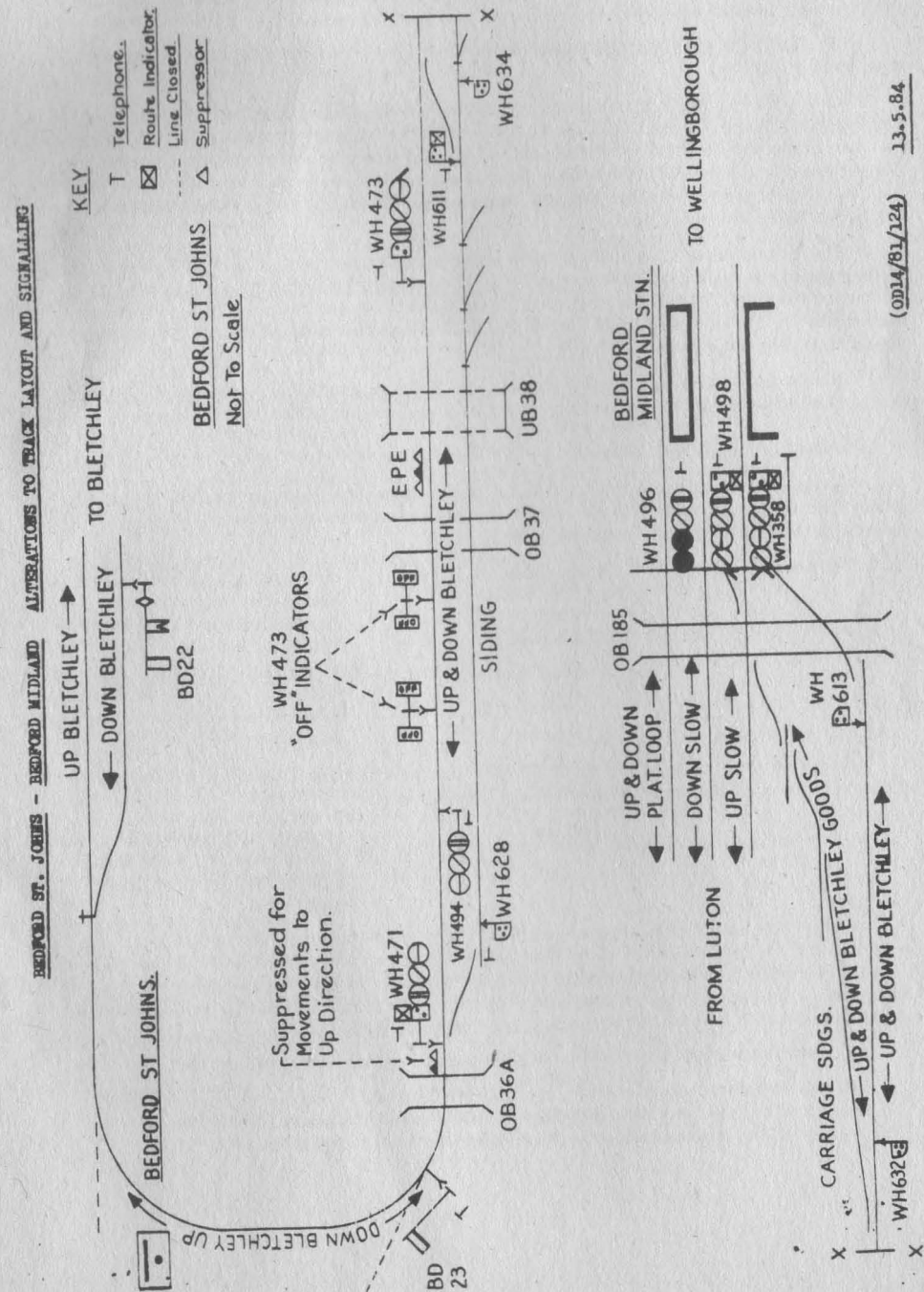
(23)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Bedford St. Johns Single line Jn. and Bedford Midland—



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * Between Washwood Heath No.1 and Bromford Bridge—

Esso Sidings Shunt Frame at Bromford Bridge, has been abolished, all signals taken away and all points worked therefrom, secured out of use, pending removal.

The up goods line from Washwood Heath No.1 Shunt Frame to Bromford Bridge has become bi-directional.

A new trailing connection has been provided from the down goods line to the down main line, opposite Washwood Heath Sidings No.1 Shunt Frame. Together with the existing connections, this new connection forms a ladder connection from the reception lines to the down goods line. The various points are worked from Washwood Heath No.1 Shunt Frame, but when this Frame is closed, the connection between the new 'down and up' goods line and the down goods line, can be worked from Saltley box.

The 'up and down' Camp Hill through siding has been severed at a point 600 yards on the Saltley side of the signal reading from the 'up and down' Camp Hill through siding at the Washwood Heath No.2 end. The portion of through siding beyond the point of severance has been removed. The points at the Saltley end have been retained to act as a trap. The associated signals have been taken away.

The facing connection from the up main line to the up goods line on the Bromford Bridge side of Washwood Heath No.1 Shunt Frame has been secured out of use, pending removal.

Washwood Heath No.1 Area—

A new position light ground signal (SY.479) has been provided at the points in the down goods of the ladder connection to the reception lines, immediately on the Saltley side of Washwood Heath No.1 Shunt Frame and reads:—

'set back'	—	down goods	—	to reception lines (also controlled by Washwood Heath No.1 Shunt Frame).
"	—	"	—	to the 'down and up' goods,
"	—	"	—	to the up main
"	—	"	—	to the down through siding, also controlled by Washwood Heath No.2
"	—	"	—	to the down siding and Metro Cammells

A new position light ground signal (SY.477) has been provided on the down main line, adjacent to the signal on the down goods (SY.479) and reads:—

'set back'	—	down main	—	to reception lines (also controlled by Washwood Heath No.1 Shunt Frame)
"	—	"	—	to the 'down and up' goods,
"	—	"	—	to up main

A new three aspect colourlight signal (SY.214), 11 feet above rail level, with a telephone to Saltley box, has been provided at the Washwood Heath No.1 end of the 'down and up' goods. A position light signal and route indicator have been provided beneath the main aspects. Position 1 and position 2 junction indicators have been provided on the signal. An A.W.S. inductor has been installed at a point 200 yards before reaching the signal. The signal reads:—

with main aspect and position 1 junction indicator — to the down main,
with main aspect or position light, and position 2 junction indicator — to down goods,
with position light and route indication 'SDG' — to 'up and down' Lawley Street through siding (also controlled by Washwood Heath No.1 Shunt Frame).

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * Between Washwood Heath No.1 and Bromford Bridge—continued

Washwood Heath No.2 Area—

A position 1 junction indicator has been provided on down main signal SY.216 located opposite Washwood Heath No.2 Shunt Frame and reads:—

with position light and route indicator 'SDG'	—	to 'up and down' Lawley Street through siding (also controlled from Washwood Heath No.1 Shunt Frame),
with main aspect only	—	to down main
with main aspect, or position light, and position 1 junction indicator	—	to down goods.

Between Washwood Heath No.5 Shunt Frame and Washwood Heath Up Sidings Ground Frame—

The position light ground signal (SY.478) on the 'down and up' goods line, down direction at the points of the connection to the reception lines, has been taken away.

Washwood Heath Up Sidings Ground Frame Area—

A new three aspect colourlight signal, SY.226, with a position light bracketed out to the right, has been provided on the 'down and up' goods line, down direction, opposite Washwood Heath Up Sidings Ground Frame. The Red aspect is 11 feet above rail level. A telephone to Saltley box has been provided at this signal. An A.W.S. inductor has been installed at a point 200 yards before reaching this signal.

The signal reads:—

with main aspect	—	along the 'down and up' goods
with position light	—	to reception lines (also controlled by Washwood Heath Sidings No.5 Shunt Frame).

Between Washwood Heath Up Sidings and Bromford Bridge—

Signal SY.229 at the exit from the up sidings now reads:—

with main aspect and route indication 'G'	—	to 'down and up' goods
with main aspect and route indication 'M'	—	to up main,
with position light and no indication of route	—	to 'down and up' goods,
with position light and route indication 'SDG'	—	to the up siding

The position light and stencil route indicator on signal SY.227 on the up main line has been removed and the signal now only reads along the up main line.

Bromford Bridge Area—

A position light ground signal (SY.485) with a route indicator has been provided on the 'down and up' goods line at the points of the connection from the 'down and up' goods to the up main or up siding and reads:—

with route indication 'SDG'	—	to up siding
with route indication 'G'	—	to 'down and up' goods',
with route indication 'M'	—	to up main.

A telephone to Saltley box has been provided at this signal.

SECTION C

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

. Between Washwood Heath No.1 and Bromford Bridge—continued

The position light ground signal (SY.488) on the up main line, opposite Esso Sidings Shunt Frame has been repositioned at the points of the connection to the 'down and up' goods and reads:— 'Set back up main to 'down and up' goods'.

The position light ground signal (SY.486) at the exit from the up sidings has been repositioned at the points of the connection to the 'down and up' goods and reads to the 'down and up' goods.

(OD.14/82/144) (23)

. Toton Up Yard—

The connection to No.17 and No.18 roads in Fan. No.2 on the up hump and controlled from the up hump Control Tower has been converted from motor operation to two-way hand points.

(OD.14/—) (23)

. Luton (Vauxhall Sidings)—

The release key for Vauxhall Sidings is now kept in the Luton Station Supervisors office.

(OD.14/—) (22)

. Hotchley Hill (Ruddington Branch)—

A double sided notice board, lettered on the side facing Loughborough "END OF SINGLE LINE. COMMENCEMENT OF YARD WORKING", and lettered on the side facing Ruddington "COMMENCEMENT OF SINGLE LINE" has been provided situated 25 yards on the Loughborough side of the fouling point of the first hand worked connection from the down and up single line to Hatchley Hill Sidings.

(OD.14/81/220) (22)

. Clay Cross—

Position light shunting signal TT.18 applying to movements to the Reception line have been elevated to 10 feet above rail level.

(OD.14/—) (22)

. Bedford Midland—

The double banner repeating signal R.147 on the down fast line has been abolished.

(OD.14/—) (22)

SECTION C

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

Eastern Region:—

Sheffield (Between Attercliffe Road Station and Nunnery Main Line Junction)

Up Main line signal No. S.156 has been repositioned 148 yards further from Nunnery Main Line Junction.

(24)

Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The 35m.p.h. Permanent Speed Restriction on the Down Fast line between 47½m.p. and 47m. 38chs. has been removed.

(24)

Ancaster—

The Up starting signal has been repositioned 219 yards ahead of the signal box (340 yards nearer that before).

(24)

Between Swinderby Road Level Crossing and Eagle Barnsdale Level Crossing—

The 70m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the Down line between 24m. 54ch. and 29m. 49ch. (Hykeham) has been extended to commence at 23½m.p.

The 70m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the Up line between 30m. 19ch (Doddington Road L.C.) and 25½m.p. has been extended to terminate at 24m. 31ch. (South Searle L.C.).

(24)

. Between Dearne Jn. and Milford Jn.—

Attention is drawn to the alterations to the Maximum Permissible Speeds and Permanent Speed Restrictions shown in Section D.

(23)

. Moorthorpe Jn.—

The 30 m.p.h. Permanent Speed Restriction through the junction on the up line from South Kirkby Jn. has been removed and the 50 m.p.h. line speed applies through the junction.

(23)

. Stamford—

Stamford signal box, together with all signals worked therefrom has been abolished. All points have been secured out of use pending the removal.

The Absolute Block Regulations now apply between Uffington & Barnack and Ketton.

(23)

. Peterborough Station—

Platform No.3 has been shortened by 110 yards from the North end and drivers must stop their trains at the temporary stop board.

(22)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

. Newark Crossing East Junction—

The position light signal No. 1320 applying — set back down Lincoln to up Lincoln has been replaced 60 yards nearer to Lincoln by a 3-aspect colour light signal No. D88 (adjacent to the 18m.p.)

D88 signal has been mounted at ground level with the Red aspect uppermost. A 2-way stencil-type route indicator has been provided and the following indications apply:—

Signal	Line	Route Indication	Application towards
(D88)	Down Lincoln	"C"	Up Lincoln, Newark Castle Signal No. 8.
		"N"	Newark Passenger Loop Signal D78.

An adjacent telephone to Doncaster Signal box has been provided.

A reformed 3-car marker board 8ft. above rail level has been provided on the down Lincoln line situated 66 yards on the Lincoln side of D88 signal.

(22)

Western Region—

Severn Tunnel Junction—

The Up main goods loop and associated facing and trailing connections in the Up Main line, together with signal N.155, have been recovered.

The position light signal and position 1 junction indicator on signal N.153 (up main) has been recovered. The position 5 junction indicator on signal N.181 (up tunnel) has been recovered and the position 4 junction indicator on this signal now applies to movements to the up main line.

The facing connection in the Down main line to the down goods loop has been relaid with trap point connection provided in the down goods loop. The down spur and position light signal J.2 have been recovered.

The down spur and associated position light signal J.2 have been recovered. The down main line to down goods loop connection has been relaid to provide a trap point in the down goods loop. The relaid connection is operated by electro-hydraulic clamp locks. A "limit of Shunt" lamp has been provided on the down goods loop, at the trap point, applicable to movements from position light signals J.27, J.35 and J.37 (down goods loop, No. 1 down through line and No. 2 down through line respectively).

A new route has been provided at ground position light signal J.5 (down relief) reading to ground position light signal J.9 (down main).

(24)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

. Acton West—

Acton West Signal box and all associated signals have been recovered.

Permanent Way Alteration—

New track layout has been brought into use as shown in bold lines in the following diagram. The up and down goods lines from Acton West to Ealing Broadway, together with the connection to the up and down relief lines at Ealing Broadway has been recovered.

Signalling Alterations—

Existing signals have been altered and new signals brought into use controlled from Old Oak Common signal box as shown in the following diagram. Signal 00.230 reading from down goods line at Ealing Broadway has been recovered. Signal 00.126 (down relief) has been renumbered DR4.

The following signals have been fitted with multi-unit type heads:—

00.26 and DM5 (down main)
00.33 (up main)
DR4, 00.128 and 00.130 (down relief)
00.133 (up relief)

The position 1 junction indicator on signal 00.131 (up relief) has been recovered. Signal 00.133 (up relief) has been provided with a new position 1 junction indicator and position light signal. Signal 00.33 (up main) has been provided with new position 1 and 2 junction indicators and position light signal. All main aspect signals have been provided with telephone connections to Old Oak Common Signal box.

All new connections shown in bold lines in the following diagram are operated by Electro-Hydraulic clamp locks.

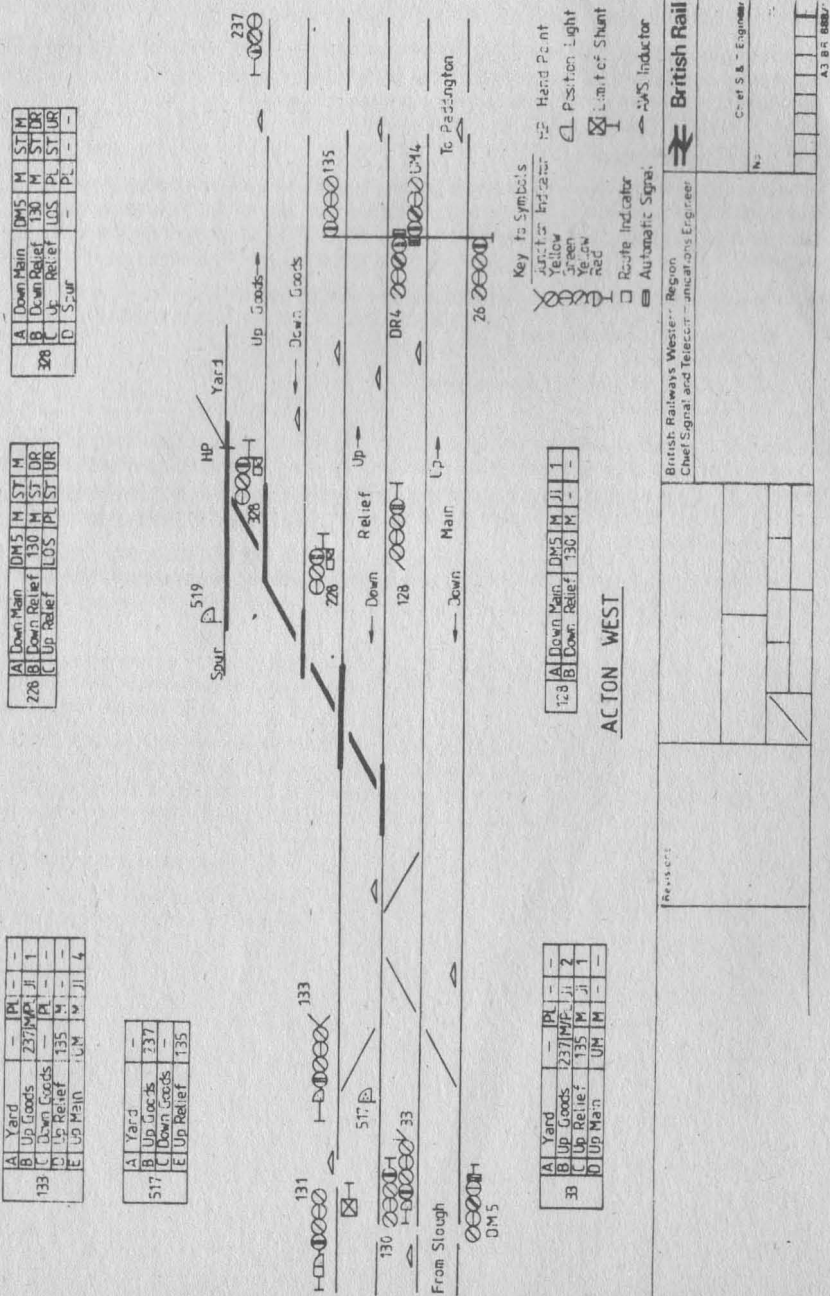
(23)

SECTION C

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

Western Region:—

** Acton West—continued



SECTION C

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

Southern Region:—

** Selhurst Depot/Norwood Yard—

Revised signalling has been introduced as shown on the enclosed diagram.

(R/SB 43/55/31)

(23)

** Norwood Junction—

A facing crossover has been laid in between the down and up fast lines 150 yards country side of the station and is secured out of use pending commissioning.

(R/SB 43/55/31)

(22)

SECTION D

SECTIONAL APPENDIX—SOUTHERN SECTION—continued

LOCAL INSTRUCTIONS

DERBY TO BLACKWELL AND BRANCHES

Page 290—Add—BIRMINGHAM NEW STREET—

Starting of class 253, 254, E.M.U. and D.M.U. trains—Rule Book, General Appendix and Working Instructions.

Class 253, 254, E.M.U. and D.M.U. trains must not be started by means of the bell/buzzer.

As soon as the 'R' indication on the signal becomes illuminated, the train may depart.

(19-5-84)

ST. PANCRAS TO CHESTERFIELD (VIA DERBY) AND BRANCHES

Page 314 (page 198 MED No.23) — BETWEEN BELL LANE AND LEICESTER NORTH—
Withdrawal of Guards from Terminating Freight Trains—Rule Book Section H, clause 4.16—
Delete item and substitute:—

Providing permission has been obtained from the Signaller at Leicester North box, the Guard of a terminating freight train on the up goods line from Bell Lane to Leicester North, may leave his train even though a Shunter, relieving Guard or other authorised person has not taken charge of the train.

(13-5-84)

Page 314—HUMBERSTONE ROAD—Delete Up terminating freight trains and substitute:—

Down Sidings—Staff are normally on duty from 06 00 to 22 00 Mondays, Tuesdays, Wednesdays and Thursdays and from 06 00 to 20 00 on Fridays.

When Yard Staff are not present, the Guard of a freight train standing on the up goods line and requiring to enter the down sidings must proceed on foot into the sidings and check that the handpoints have been correctly set and that the siding is sufficiently clear to accommodate the train. When this has been done the Guard must advise the Signaller at Bell Lane box accordingly.

When Yard Staff are not present, the Guard must authorise the Driver to pass the 'Stop' board at the North end of Nos. 1 and 2 down reception lines. Before doing so, the Guard must be satisfied that a conflicting movement will not be made.

As soon as a movement has proceeded beyond the 'Stop' board, the Guard must advise the Signaller at Bell Lane box accordingly.

A movement must not be made from Humberstone Road Sidings towards Bell Lane box, along No.1 or No.2 reception line unless the Guard has obtained the permission of the Signaller at Bell Lane box. The Signaller at Bell Lane box must be advised as soon as the line on the Bell Lane side of the 'Stop' board is again clear.

When Yard Staff are not present, the Guard must inform the Signaller at Bell Lane box when a train is ready to leave the sidings giving its description and destination.

(13-5-84)

Page 318—RUDDINGTON BRANCH—Hotchley Hill—Delete all particulars and substitute:—

On arrival, the Guard must ensure that the British Gypsum locomotive is not shunting in the sidings and secure the chain across the shunting neck leading to the works to indicate that the British Gypsum locomotive must not leave the works.

On completing shunting operations the Guard must remove the chain, across the shunting neck, prior to departure.

(12-5-84)

SECTION D

SECTIONAL APPENDIX—SOUTHERN SECTION—continued

LOCAL INSTRUCTIONS—continued

TRENT TO NEWARK AND BRANCHES

Page 320 (Page 201 MED No.23)—LOWDHAM

Delete—THURGARTON LEVEL CROSSING (A.O.C.L.)

Add—THURGARTON (A.O.C.L.) AND BURTON JOYCE (A.O.C.L.) LEVEL CROSSINGS

(8-4-84)

TRENT TO CLAY CROSS AND BRANCHES

Page 324 (Page 203, MED No. 23)(Page 27 MED No. 14)—BENNERLEY SIDINGS

Delete heading and all particulars and substitute:—

BENNERLEY NCB SIDINGS

Arriving trains must be brought to a stand on the Arrival/Departure line with the rear of the train clear of the connection to the Bunker line.

Movements through the Bunker. The illumination of the "OFF" indicator working in conjunction with the position light signal applying to movements from the Arrival/Departure line to the Bunker will be the Driver's authority to commence the setting-back movement which must be made at a speed not exceeding 3 m.p.h. The vehicles will be tare weighed as they are propelled through the Bunker and Drivers must stop immediately if the 'Off' indication is extinguished or the M.G.R. signal nearest and facing the Driver displays the 'Stop' indication. The movement must not be recommenced until the 'Off' indicator is re-illuminated or the M.G.R. signals display a 'Proceed' indication.

Loading and gross weighing will be carried out as the vehicles are drawn through the Bunker. Drivers must work to the indications displayed by the MGR signals, and the speed during loading/gross weighing must not exceed ½ m.p.h. Should an emergency arise while the train is passing through the Bunker in either direction, the guard must operate the emergency STOP plunger to place the MGR signals to Danger.

When the loading and gross weighing has been completed, the train must be drawn onto the Arrival/Departure line to enable the locomotive to run-round the train. The Guard must ensure that sufficient brakes are applied to secure the vehicles before the locomotive is detached. When the running-round movement has been completed and the brake continuity test carried out, the train must be drawn to the exit signal, TT.130 to await departure.

Cripple Siding. When it is necessary to detach a vehicle(s) in the Cripple Siding, the following procedure must be carried out. After the running-round has been completed and the locomotive attached to the train, the Guard must uncouple behind the vehicle(s) to be detached and the front portion of the train drawn forward onto the Bunker line when the appropriate signal is cleared. The Guard must then operate the switch to clear the elevated position light signal applying to movements from the Bunker prior to operating the plunger to illuminate the double-sided white 'set back' signals on the Bunker line. These signals will be the Drivers authority to commence the setting back movement, which must be made at walking pace and the Driver must act on the Guard's handsignals when he comes into view, or stop immediately if the white lights are extinguished.

When the defective vehicle(s) has been detached, the front portion of the train must again be drawn forward onto the Bunker line before being 'set back' onto the rear portion standing on the Arrival/Departure line. When the movement has been completed, the Guard must restore the signal by operating the switch. When the two portions have been re-coupled and the brake continuity test carried out, the train must be drawn to the exit signal, TT.130, to await departure.

(Amended 13-5-84)

SECTION D

SECTION APPENDIX—SOUTHERN SECTION—continued

LOCAL INSTRUCTIONS—continued

Page 326 (page 204 MED No.23 page 27 MED No.14)—

BETWEEN TIBSHELF EAST SHUNTER'S CABIN AND SILVERHILL COLLIERY—

Add—

'No Signalman' Token System—

1. The single line is worked in accordance with the Instructions for the Working of Single Lines by the 'No Signalman' Token System, so far as it can be applied when the token is not released from a signalbox.
2. If the section be obstructed by an accident or by a disabled train, or should the token be lost or damaged, or should a token instrument fail, the Chargeman at Tibshelf East must be advised.
3. When it is necessary to institute Working by Pilotman, the Instructions in the General Appendix will not apply but the following instructions must be observed:—
 - (a) A competent person must be appointed to act as a Pilotman and he must wear on his left arm an armet with the word 'Pilotman' on it in white letters on a red background. If this armet is not immediately available, the Pilotman must wear a red flag until a proper armet is obtained.
 - (b) Working by Pilotman may be commenced from either end. If at the time of damage to the token/failure of instruments, a token is out of the instrument, or one can be withdrawn at the end of the section where the Pilotman is appointed, the Pilotman must take possession of that token and keep it in his possession until it is required to be taken away by the S. & T. Technician or until the token instrument is again in working order.
 - (c) The Pilotman must accompany every train over the single line. If he be in possession of a token he must show it to the Driver of each train.
 - (d) When normal working can be resumed, Working by Pilotman may be withdrawn from either end of the section.

(14—4—84)

**INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF
WHEN WORKING OVER THE WESTERN REGION AND BETWEEN READING,
SOUTHCOTE JN. AND EASTLEIGH (SOUTHERN REGION) DATED JULY 1974.
BR.30025**

INDEX TO LOCAL INSTRUCTIONS

Page iv

Delete Acton Yard — pages 63—64

(14—5—84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

601A

24

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 9 JUNE

to

FRIDAY 15 JUNE 1984

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.

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.



WARNING



A.C. ELECTRIFIED LINES

Extension of Electrification
Brent Sidings (Willesden). No's 15 and 17 Sidings

The Overhead Line Equipment has been extended southwards for 450 yards along No's. 15 and 17 Brent Sidings at Willesden from the existing anchor structure. WB.06/20 to structure GO6/12.

The Overhead Line Equipment has been energised at 25,000 volts and must be regarded as alive at all times.

(OD.15/31/417) (11-2-84)

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood)		
Saturday, 9 June		
443 Anerley/Bromley Jn. and Norwood Jn.	Down London Bridge slow, Down Crystal Palace spur/ Down Platform Loop BLOCKED	00 30 to 05 40. Track maintenance and station reconstruction, 9m 25ch/9m 65ch and 8½ m.p. Down trains to travel over down London Bridge fast.
Tuesday, 12 to Friday, 15 June		
444 Norwood Jn. and Norwood Fork Jn.	Down & up London Bridge	00 30 to 05 00. Track maintenance and station reconstruction, 8m 50ch and 8m 78ch. Down trains to travel via down platform loop and down London Bridge slow. Up trains to travel over up London Bridge slow.
TULSE HILL TO WEST NORWOOD JN.		
Sunday, 10 June		
445 Tulse Hill and West Norwood Jn.	Down & up Portsmouth, Down & up West Norwood Spurs BLOCKED	00 30 to 08 00. S & T work, 6 and 6½ m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Thursday, 14 June—Trent East Junction—

The revised permanent speed restrictions applicable to the new layout will be introduced. For details see Section 'D' of this notice.

(OD.14/83/166)

(27)

Eastern Region:—

Sunday, 10 June—Royston Junction—

The connection from the Monckton Coking & Chemical Company Siding is now redundant, the points spiked Normal pending removal and the associated ground position light signals dispensed with.

The Up Main (Formerly Up Goods) semaphore starting signal R73 will be abolished.

(27)

Monday, 11 June—Between Peterborough and Werrington Jn.—

The 115 m.p.h. Permanent Speed Restriction on the **Down** and **Up Fast** lines between 76m. 31ch. and 79 m.p. will be **shortened** at the North end to apply on the **Down** and **Up Fast** lines between 76m. 31ch. (Peterborough Station) and 78m. 10ch. (New England Ladder Crossing). (See Section 'D').

(27)

DETAILS OF WORK ALREADY CARRIED OUT

Whitacre Junction—

Signal SY.308 on the down slow line approaching Whitacre Junction has been renewed in the same position as a straight post signal, 12 feet in height.

(OD.14/—)

(26)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Trent East Jn.—

A new connection from the up fast line has been brought into use.

The route indicator on signal TT.229 has been taken away.

(OD.14/83/166) (26)

** Clay Cross—

Position light shunting signal TT.18 applying to movements from the Reception line, and position light shunting signal TT.21, applying to movements to the Reception line have been elevated to 10 feet above rail level.

(OD.14/—) (Amended item) (24)

** Trent East Junction—

The new crossover, situated between the down main and up fast lines, has been provided together with a position light shunting signal situated at the connection from the up slow to the up fast, and applying to movements to the down main, down goods loop and down Erewash.

(OD.14/83/166) (24)

** Between Clay Cross North Junction and Hasland—

The 20 m.p.h. T.S.R. which applied on the down and up goods lines between 143m. 20ch. and 143m. 40ch. has become a 20 m.p.h. P.S.R.

(OD.14/84/89) (24)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Wrawby Junction

The up Gainsborough 2nd home signal and associated up Barnetby East slow distant, reading to the up slow have been repositioned further from the running line at a reduced height.

(New item) (26)

South Kirkby Colliery

Altered Signals (for movements out of the Colliery)

"B" line position — light signal L650/652R, situated on the right-hand (cess) side of "B" line, has been replaced L650R. A 3-way stencil route indicator has been provided to repeat the indications of "B" line position — light signal L650 as follows:—

Indication

L	L656 (Up Main)
B	M28 (Up Branch)
L	L652 (Marshalling Loop)

New position — light signals have been provided as follows:—

- (1) L652R — elevated position light 6ft. above rail level applicable to and on the right-hand (cess) side of the Marshalling Loop.

This signal acts as repeating signal, 377 yds. before reaching and on the Bunker side of L652 position light signal to which it applies.

- (2) New "A" line position light signal No. L648T, situated between A and B lines opposite L650R signal (277 yds. before reaching and on the bunker side of L648 position light signal). A 3-way stencil route indicator has been provided to repeat the indications of "A" line position — light signal L648 as follows:—

Indication

L	L656 (Up Main)
B	M28 (Up Branch)
L	L652 (Marshalling Loop)

Alterations to Notice Boards (for movements into the colliery).

The Notice Boards on "B" line worded "Propelled trains locomotive stop" etc. and "Propelled 34 wagon trains" etc., have been replaced by new notice boards worded "PROPELLED TRAINS STOP" (applicable to movements towards the Bunker) as follows:—

(a) Marshalling Loop

On the left of the Marshalling Loop, 415 yds on the Bunker side of L652 position light signal.

(b) B Line

On the left of "B" line (adjacent to the Bunker Control Room) 373 yds on the bunker side of L650 position — light signal.

(c) A Line

On the right-hand (cess) side of A line, 353 yds. on the Bunker side of L648 signal. An adjacent telephone to Leeds Signal Box has been provided adjacent to this Notice Board.

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Cudworth Station and Royston Junction—

The Down Main line between Cudworth Station and Royston Junction has become redundant. All signals appertaining thereto have been abolished. The Down Goods line has been reinstated and has become the new Down Main.

Between Stairfoot and Cudworth Station—

The Up and Down Branch lines have become redundant.

Cudworth Station—

The Up Through Siding and Nos. 1 & 2 Sidings have become redundant and all associated signals abolished. Cudworth South Junction and Cudworth North Junction signalboxes, together with all signals worked therefrom (with the exception of the Cudworth South Junction Up Main Distant signal for which see below), have been abolished. All points have been secured out of use in the normal position pending removal.

The Absolute Block Regulations now apply between Cudworth Station and Royston Junction.

Permanent Way Alterations

Cudworth North Junction—

A new trailing connection (with trap protection) has been provided in the new Down Main leading to Redfearn National Glass Private Siding, situated at the site of the former Cudworth North Junction signalbox. This is operated by the new Monk Bretton 2 lever ground frame released from Cudworth Station signalbox. Telephone communication has been provided between the Ground Frame and the signalbox.

A notice board worded "STOP AWAIT INSTRUCTIONS" has been provided at the outlet from National Glass line.

Cudworth Station—

The Junction points leading to and from the Down and Up Stairfoot Branch lines have been secured out of use in the normal position pending removal.

The facing points in the Down Main leading to former Down Goods have been secured out of use in the reverse position for through running to new Down Main.

The trailing points in the Up Main at the opposite end of the connection from the new Up Main (former Up Goods) have been secured out of use in the reverse position.

The trailing connection — Up Goods/Up Sidings has been secured out of use for straight through running along Up Goods.

Royston Junction —

The trailing connection leading from former Down Main to Down Midland Main line has been secured out of use in the normal position pending removal.

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Between Cudworth Station and Royston Junction—continued

Signalling Alterations

Cudworth Station—

The following signals have been abolished:—

Former Up Main Home (with colour light Distant below) and Up Main Home to Up Branch on the same bracket.
Former Up Main Distant (below Cudworth South Junction Home signal).
Former Up Goods Inner and Outer Distant signals.
Former Up Goods Home to Stairfoot Branch.
Down Goods Home with Cudworth South Junction Distant below.

Altered Signals (Cudworth Station)—

The 3-way stencil route indicator has been abolished from Cudworth Station Up Goods shunting signal and this signal now applies (without route indication) towards Down Goods only.

Down Goods 3-aspect automatic signal DG174 has been re-plated C12 and has been converted to a controlled signal.

The Red aspect has been taken out of use on Up Main 4 aspect signal No.C49 and this signal has been re-plated C496R and has become the Up Main Distant.

The Cudworth South Junction Up Main Distant, on the post of the Cudworth North Junction Up Main Home signal, has been retained as the Cudworth Station Up Main Distant Signal 1710 yards before reaching the Cudworth Station Up Main Home to Up Goods/Up Main signal gantry. A.W.S. has been provided. The notice board at former Cudworth North Junction worded:— "32 S.L.U." has been transferred to the left of the new Down Main 235 yards from the new connection to Redfearn National Glass.

Automatic Warning System on Down Goods Line

An A.W.S. inductor has been provided before reaching each of the following:—

DG173 3aspect colour light
C12 (former DG174)

The "COMMENCEMENT OF GAP" sign (provided on the Up Main after passing Royston Junction Up Main Home signal) and the "TERMINATION OF GAP" sign provided on the Up Main before reaching Cudworth Station colour light signal C496R (former C49), have been abolished.

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

. Sheffield (Between Attercliffe Road Station and Nunnery Main Line Junction)—

Up Main line signal No. S.156 has been repositioned 148 yards further from Nunnery Main Line Junction.

(24)

. Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The 35 m.p.h. Permanent Speed Restriction on the Down Fast line between 47½ m.p. and 47m. 38ch. has been removed.

(24)

. Between Swinderby Road Level Crossing and Eagle Barnsdale Level Crossing—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the Down line between 24m. 54ch. and 29m. 49ch. (Hykeham) has been extended to commence at 23¾ m.p.

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the Up line between 30m. 19ch. (Doddington Road L.C.) and 25¼ m.p. has been extended to terminate at 24m. 31ch. (South Searle L.C.).

(24)

Western Region:—

. Severn Tunnel Junction—

The Up main goods loop and associated facing and trailing connections in the Up Main line, together with signal N.155, have been recovered.

The position light signal and position 1 junction indicator on signal N.153 (up main) has been recovered. The position 5 junction indicator on signal N.181 (up tunnel) has been recovered and the position 4 junction indicator on this signal now applies to movements to the up main line.

The facing connection in the Down main line to the down goods loop has been relaid with trap point connection provided in the down goods loop. The down spur and position light signal J.2 have been recovered.

The down spur and associated position light signal J.2 have been recovered. The down main line to down goods loop connection has been relaid to provide a trap point in the down goods loop. The relaid connection is operated by electro-hydraulic clamp locks. A "limit of Shunt" lamp has been provided on the down goods loop, at the trap point, applicable to movements from position light signals J.27, J.35 and J.37 (down goods loop, No.1 down through line and No.2 down through line respectively.)

A new route has been provided at ground position light signal J.5 (down relief) reading to ground position light signal J.9 (down main).

(24)

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED
LINES BR.29987 DATED 3 MAY 1975

NEUTRAL SECTIONS—LONDON MIDLAND REGION

Page 189—EUSTON—LIVERPOOL AND MANCHESTER

Insert	Armitage	G/121/15	121 + 2640 (20—5—84)
Delete	Rugeley	G/123/27	123 + 5030 (27—5—84 (fast lines)) (3—6—84 (slow lines)) (OD.15/Pad. 31/28) (19—5—84)

30 Through connections to up main and

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

boia

25

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 16 JUNE

to

FRIDAY, 22 JUNE 1984

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.

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.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. 'B' TO SELHURST		
Sunday, 17 June		
457 Balham and Selhurst	Down & up Brighton/ and Reversible fast spur BLOCKED	00 05 to 07 00. Track maintenance, 4m 78ch and 9m 35ch. Trains to travel over slow lines.
Wednesday, 20 to Friday, 22 June		
458 Balham and Selhurst	Down & up Brighton/ Victoria fast and Reversible fast spur BLOCKED	00 05 to 05 15. Track maintenance, 4m 78ch and 9m 35ch. Trains to travel over Brighton/ Victoria slow lines.
BALHAM TO SELHURST (via Norwood)		
Saturday, 16 June		
459 Norwood Jn. and Norwood Fork Jn.	Down & up London Bridge fast BLOCKED	00 05 to 20 00. Track renewals. 8m 59ch and 8m 78ch. Trains to travel over London Bridge slow lines.
Sunday, 17 June		
460 Norwood Jn. and Norwood Fork Jn.	Down London Bridge slow/ down Wallington and down platform loop/down London Bridge slow BLOCKED	00 20 to 20 00. Track renewals and station reconstruction. 8m 50ch and 8m 79ch. Down trains to travel over down London Bridge fast line.
Tuesday, 19 to Friday, 22 June		
461 Norwood Jn. and Norwood Fork Jn.	Down London Bridge fast, Down London Bridge slow and down platform loop BLOCKED	00 30 to 04 20. Track maintenance and station reconstruction. 8m 50ch and 8m 79ch. Down traffic cannot pass.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 17 June—Beeston North Junction—

The facing connection from the down goods to the down main line together with the slip connection to the up main line will be secured out of use, pending removal.

(OD.14/82/323)

(28)

Eastern Region:—

Monday, 18 June—Between Hykeham and Lincoln West—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the down line between 23¼ m.p. and Hykeham (29m. 49ch.) will be extended to terminate at 30m. 50ch. (Between Doddington Road L.C. and Boultham Crossing).

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the up line between Doddington Road L.C. (30m. 19ch.) and South Scarle L.C. (24m. 31ch.) will be extended to commence at Lincoln West (32m. 22ch.) (See Section D).

(28)

Southern Region:—

Sunday, 17 June—Norwood Junction—

A facing crossover will be laid in from the down London Bridge slow line to the down London Bridge fast line 60 yards country side of platforms 4 and 5 and will be secured out of use pending commissioning.

The associated permanent speed restrictions are shown in Periodical Operating Notice 23.

(28)

SECTION C

62

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Trent East Junction—

The revised permanent speed restrictions applicable to the new layout have been introduced. For details see Section 'D' of this notice.

(OD.14/83/166) (27)

Whitacre Junction—

Signal SY.308 on the down slow line approaching Whitacre Junction has been renewed in the same position as a straight post signal, 12 feet in height.

(OD.14/—) (26)

Trent East Jn.—

A new connection from the up fast line has been brought into use.

The route indicator on signal TT.229 has been taken away.

(OD.14/83/166) (26)

Eastern Region:—

Between Nunnery Main Line Junction and Woodburn Junction—

The catch points in the Up Worksop at 159m. 23ch. (708 yards before reaching WJ63 signal), have been removed and plain line installed.

(New Item) (28)

Royston Junction—

The connection from the Monckton Coking & Chemical Company Siding is now redundant, the points spiked Normal pending removal and the associated ground position light signals dispensed with.

The Up Main (formerly Up Goods) semaphore starting signal R73 has been abolished.

(27)

Between Peterborough and Werrington Jn.—

The 115 m.p.h. Permanent Speed Restriction on the Down and Up Fast lines between 76m. 31ch. and 79 m.p. have been shortened at the North end to apply on the Down and Up Fast lines between 76m. 31ch. (Peterborough Station) and 78m. 10ch. (New England Ladder Crossing). (See Section 'D').

(27)

SECTION C

63

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Wrawby Junction

The up Gainsborough 2nd home signal and associated up Barnetby East slow distant, reading to the up slow have been repositioned further from the running line at a reduced height.

(New Item) (26)

* * * South Kirkby Colliery

Altered Signals (for movements out of the Colliery)

"B" line position — light signal L650/652R, situated on the right-hand (cess) side of "B" line, has been replaced L650R. A 3-way stencil route indicator has been provided to repeat the indications of "B" line position — light signal L650 as follows:—

Indication

L	L656 (Up Main)
B	M28 (Up Branch)
L	L652 (Marshalling Loop)

New position — light signals have been provided as follows:—

- (1) L652R — elevated position light 6ft. above rail level applicable to and on the right-hand (cess) side of the Marshalling Loop.

This signal acts as repeating signal, 377 yds. before reaching and on the Bunker side of L652 position light signal to which it applies.

- (2) New "A" line position light signal No. L648T, situated between A and B lines opposite L650R signal (277 yds. before reaching and on the bunker side of L648 position light signal). A 3-way stencil route indicator has been provided to repeat the indications of "A" line position — light signal L648 as follows:—

Indication

L	L656 (Up Main)
B	M28 (Up Branch)
L	L652 (Marshalling Loop)

Alterations to Notice Boards (for movements into the colliery).

The Notice Boards on "B" line worded "Propelled trains locomotive stop" etc. and "Propelled 34 wagon trains" etc., have been replaced by new notice boards worded "PROPELLED TRAINS STOP", (applicable to movements towards the Bunker) as follows:—

- (a) Marshalling Loop

On the left of the Marshalling Loop, 415 yds on the Bunker side of L652 position light signal.

- (b) B Line

On the left of "B" line (adjacent to the Bunker Control Room) 373 yds on the bunker side of L650 position — light signal.

- (c) A Line

On the right-hand (cess) side of A line, 353 yds. on the Bunker side of L648 signal. An adjacent telephone to Leeds Signal Box has been provided adjacent to this Notice Board.

(25)

SECTION C

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

Eastern Region:—continued

* * Between Cudworth Station and Royston Junction—

The Down Main line between Cudworth Station and Royston Junction has become redundant. All signals appertaining thereto have been abolished. The Down Goods line has been reinstated and has become the new Down Main.

Between Stairfoot and Cudworth Station—

The Up and Down Branch lines have become redundant.

Cudworth Station—

The Up Through Siding and Nos. 1 & 2 Sidings have become redundant and all associated signals abolished. Cudworth South Junction and Cudworth North Junction signalboxes, together with all signals worked therefrom (with the exception of the Cudworth South Junction Up Main Distant signal for which see below), have been abolished. All points have been secured out of use in the normal position pending removal.

The Absolute Block Regulations now apply between Cudworth Station and Royston Junction.

Permanent Way Alterations

Cudworth North Junction—

A new trailing connection (with trap protection) has been provided in the new Down Main leading to Redfearn National Glass Private Siding, situated at the site of the former Cudworth North Junction signalbox. This is operated by the new Monk Bretton 2 lever ground frame released from Cudworth Station signalbox. Telephone communication has been provided between the Ground Frame and the signalbox.

A notice board worded "STOP AWAIT INSTRUCTIONS" has been provided at the outlet from National Glass line.

Cudworth Station—

The Junction points leading to and from the Down and Up Stairfoot Branch lines have been secured out of use in the normal position pending removal.

The facing points in the Down Main leading to former Down Goods have been secured out of use in the reverse position for through running to new Down Main.

The trailing points in the Up Main at the opposite end of the connection from the new Up Main (former Up Goods) have been secured out of use in the reverse position.

The trailing connection — Up Goods/Up Sidings has been secured out of use for straight through running along Up Goods.

Royston Junction —

The trailing connection leading from former Down Main to Down Midland Main line has been secured out of use in the normal position pending removal.

SECTION C

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

Eastern Region—continued

* * Between Cudworth Station and Royston Junction—continued

Signalling Alterations

Cudworth Station—

The following signals have been abolished:—

Former Up Main Home (with colour light Distant below) and Up Main Home to Up Branch on the same bracket.
 Former Up Main Distant (below Cudworth South Junction Home signal).
 Former Up Goods Inner and Outer Distant signals.
 Former Up Goods Home to Stairfoot Branch.
 Down Goods Home with Cudworth South Junction Distant below.

Altered Signals (Cudworth Station)—

The 3-way stencil route indicator has been abolished from Cudworth Station Up Goods shunting signal and this signal now applies (without route indication) towards Down Goods only.

Down Goods 3-aspect automatic signal DG174 has been re-plated C12 and has been converted to a controlled signal.

The Red aspect has been taken out of use on Up Main 4 aspect signal No.C49 and this signal has been re-plated C496R and has become the Up Main Distant.

The Cudworth South Junction Up Main Distant, on the post of the Cudworth North Junction Up Main Home signal, has been retained as the Cudworth Station Up Main Distant Signal 1710 yards before reaching the Cudworth Station Up Main Home to Up Goods/Up Main signal gantry. A.W.S. has been provided. The notice board at former Cudworth North Junction worded:— "32 S.L.U." has been transferred to the left of the new Down Main 235 yards from the new connection to Redfearn National Glass.

Automatic Warning System on Down Goods Line

An A.W.S. inductor has been provided before reaching each of the following:—

DG173 3aspect colour light
 C12 (former DG174)

The "COMMENCEMENT OF GAP" sign (provided on the Up Main after passing Royston Junction Up Main Home signal) and the "TERMINATION OF GAP" sign provided on the Up Main before reaching Cudworth Station colour light signal C496R (former C49), have been abolished.

(25)

Western Region:—

Between Westerleigh Jn. and Yate

Signal B.147 (up line) and associated signal post telephone at 120m. 63ch. has been removed.

(New Item) (27)

SECTION D

ROUTE AVAILABILITY—MK III COACHING STOCK

Paragraph 6— "Alternative Diversions to the Main Route"

Item 15 — Delete Note 1

Amend Note 2 to read 1.

(O15/407/MK III)

(9-8-84)

LEICESTER STATION

In connection with diversions due to engineering work between 22 00 Saturday and 16 00 Sunday, the following will apply if required to avoid congestion in the station area.

Down passenger trains are authorised to travel over the down goods line from Leicester, London Road Jn. to Bell Lane (Humberstone Road) and up passenger trains are authorised to travel over the up goods line from Leicester North to Leicester London Road Jn. and the Absolute Block System will apply to all trains.

(P13/5) (16-6-84 to 28-10-84)

PARTING OF AIR PIPES

Problems are still occurring with air pipes parting and the attention of staff is drawn to the item appearing in MED No. 23—page 307.

(O15/407/26/32)

(16-6-84)

CREWE

D. J. MAIDMENT

13, June 1984

Regional Operations Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

26

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 23 JUNE

to

FRIDAY, 29 JUNE 1984

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.

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Eastern Region:—

Sunday, 24 June—Three Horse Shoes—

Down line automatic signal THS 763 will be replaced as a controlled signal THS 30. (29)

Sunday, 24 June—Between Honington and Ancaster—Sudbrook Level Crossing at 113m. 72ch.—

The level crossing will be converted to an Automatic Open (A.O.C.R.) Level Crossing Remotely monitored from Ancaster signal box. Telephone communication will be provided.

"WHISTLE" boards will be provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossing on each line applicable to movements towards the crossing in the wrong direction.

Speed restriction signs in the form of a Black St. Andrews Cross/Speed restriction sign will be provided 477 yards from the crossing on each wrong direction approach.

Ancaster—

A new 2-lever ground frame released from Ancaster signalbox, will be provided to operate the up main/up siding connection.

The up main starting signal will be repositioned 340 yards nearer to the signal box. (29)

Southern Region:—

Sunday, 24 June—Selhurst Depot—

Controlled barriers will be installed to protect the road crossing over the "IN and OUT" electric lines 315 yards from Selhurst station.

Control will be from the adjacent Crossing Keepers hut. Elevated position light shunt signals will be installed on each approach to the crossing, on the left hand side of the line concerned.

(R/SB.43/55/31) (29)

Sunday, 24 June—Norwood Junction—

The existing facing crossover country end of platforms 6 and 5 leading from the down platform loop to the down London Bridge slow line will be repositioned 62 yards nearer to Norwood Junction station.

A new facing crossover (lefthand turnout) will be laid in 170 yards country end of platforms 5 and 6 to complete the down London Bridge slow line.

Signal applications for T 19 and position light(s) will be as follows:—

Signal No.	Aspect	Indication	Application
T19	Main	Nil Position 1 Position 4	Down Wallington Down London Bridge Slow Down London Bridge Fast
	Position Light	T X A D	Through Road Up London Bridge Slow L.O.S. Fork Arrival Road Selhurst Depot
1018	Position Light	XS XL XR	Down London Bridge Slow Down Platform Loop Reception Siding

The associated permanent speed restrictions are shown in PON 23.

(R/SB 43/55/31) (29)

Signalling and Permanent Way Alterations—continued DETAILS OF WORK ALREADY CARRIED OUT

Beeston North Junction—

The facing connection from the down goods to the down main line together with the slip connection to the up main line have been secured out of use, pending removal.

The facing connection from the up goods to the up main line has been secured out of use, pending removal.

The position 4 junction route indicator on signal TT.329 (up goods) has been taken away and the signal now only applies to movements proceeding on the up goods line.

(OD.14/82/323) (28)

Gerrards Cross—

The facing connection from the up main line to the up platform line together with the station end of the facing connection from the down platform line to the down main line have been replaced by plain line.

(OD.14/81/93) (New Item) (28)

Trent East Junction—

The revised permanent speed restrictions applicable to the new layout have been introduced. For details see Section 'D' of this notice.

(OD.14/83/166) (27)

. **Whitacre Junction—**

Signal SY.308 on the down slow line approaching Whitacre Junction has been renewed in the same position as a straight post signal, 12 feet in height.

(OD.14/—) (26)

. **Trent East Junction—**

A new connection from the up fast line has been brought into use.

The route indicator on signal TT.229 has been taken away.

(OD.14/83/166) (26)

Eastern Region:—

Between Hykeham and Lincoln West—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the down line between 23¼ m.p. and Hykeham (29m. 49ch.) has been extended to terminate at 30m. 50ch. (Between Doddington Road L.C.) and Boutham Crossing.

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the up line between Doddington Road L.C. (30m. 19ch.) and South Scarle L.C. (24m. 31ch.) has been extended to commence at Lincoln West (32m. 22ch.). (See Section D).

(28)

Between Nunnery Main Line Junction and Woodburn Junction—

The catch points in the Up Worksop at 159m. 01ch. (340 yards before reaching S4/206 signal), have been removed and plain line installed.

(Amended item) (28)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Royston Junction—

The connection from the Monckton Coking & Chemical Company Siding is now redundant, the points spiked Normal pending removal and the associated ground position light signals dispensed with.

The Up Main (formerly Up Goods) semaphore starting signal R73 has been abolished.

(27)

Between Peterborough and Werrington Junction—

The 115 m.p.h. Permanent Speed Restriction on the Down and Up Fast lines between 76m. 31ch. and 79 m.p. has been shortened at the North end to apply on the Down and Up Fast lines between 76m. 31ch. (Peterborough Station) and 78m. 10ch. (New England Ladder Crossing). (See Section 'D').

(27)

*** Wrawby Junction—

The up Gainsborough 2nd home signal and associated up Barnetby East slow distant, reading to the up slow have been repositioned further from the running line at a reduced height.

(26)

Western Region:—

Between Westerleigh Junction and Yate—

Signal B.147 (up line) and associated signal post telephone at 120m. 63ch. has been removed.

(27)

Southern Region:—

Norwood Junction—

A facing crossover has been laid in from the down London Bridge slow line to the down London Bridge fast line 60 yards country side of platforms 4 and 5 and has been secured out of use pending commissioning.

The associated permanent speed restrictions are shown in Periodical Operating Notice 23.

(28)

GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED
LINES BR.29987 DATED 3 MAY 1975

NEUTRAL SECTIONS—LONDON MIDLAND REGION

Page 189—EUSTON—LIVERPOOL AND MANCHESTER

Insert	Armitage	G/121/15	121 + 2640 (20—5—84)	
Delete	Rugeley	G/123/27	123 + 5030 (27—5—84 (fast lines)) (3—6—84 (slow lines))	(19—5—84)
			(OD.15/Pad. 31/28)	

WORKING MANUAL FOR RAIL STAFF BR.30054
PART 6 WHITE PAGES PREPARATION AND WORKING OF FREIGHT TRAINS

The re-issue of the White Pages dated May 1984 has pages B3/4, C11 and K1/2 dated May, 1982. All staff issued with a copy of the White Pages of the Working Manual please amend these dates to be May 1984 as shown in the index.

(04/15/771/6)

(16—6—84)

BR.33076/4 ISSUE 1 ONE MAN ONLY OPERATION OF FULLY FITTED
TRAINS NOT CONVEYING PASSENGERS—WORKING INSTRUCTIONS

This publication is now withdrawn, the Instructions previously contained in Part 'A' are now within the Rule Book or other relevant publications whilst those in Part 'B' will be transferred to the particular Regional Sectional Appendix as necessary.

(T8/10/3)

(23—6—84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

27

WEEKLY OPERATING NOTICE containing

Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 30 JUNE

to

FRIDAY, 6 JULY 1984

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.

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.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood)—continued		
Saturday/Sunday, 30 June/1 July		
384 Norwood Jn. and Norwood Fork Jn./ Gloucester Road Jn.	Down London Bridge slow/ Wallington, Down platform loop/London Bridge slow BLOCKED Reception siding/through road	00 30 (Sat) to 22 00 (Sun). Track renewal, 8½ and 9¼ m.p. Down trains to travel over down London Bridge fast.
Sunday, 1 July		
385 Norwood Jn. and Norwood Fork Jn.	Down London Bridge fast BLOCKED	00 30 to 07 00. Track renewal, 8½ and 9 m.p.
Tuesday, 3 to Friday, 6 July		
386 Norwood Jn.	Up London Bridge slow BLOCKED	00 20 to 05 00. Track maintenance, 9 and 8½ m.p. Up trains to travel over up London Bridge fast.
387 Norwood Jn. and Norwood Fork Jn./ Gloucester Road Jn.	Down London Bridge slow/ Wallington, down platform loop/London Bridge slow BLOCKED Reception road/ through road	00 30 to 05 00. Track maintenance and track renewal, 8½ and 9¼ m.p. Down trains to travel over down London Bridge fast.
388 Norwood Fork Jn./ Selhurst and West Croydon	Down & up Wallington, Down & up Selhurst spurs BLOCKED	00 25 to 05 00. Track maintenance, 9¼ and 10¼ m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Saturday, 30 June—Between Blackwell East Jn. and New Hucknall Tip—

The section of line between Blackwell East Jn. (exclusive) and New Hucknall Tip will be taken out of use, pending removal.

(OD.14/81/17)

(30)

Sunday, 1 July—Beeston North Junction—

The facing connection from the up goods to the up main line will be secured out of use pending removal.

(OD.14/82/323)

(30)

Eastern Region:—

Sunday, 1 July—Between March West Junction and Whittlesea—

The following level crossings will be converted to Automatic Half-Barriers:—

- Three Horse Shoes No.2 level crossing at 90m. 42ch.
- Three Horse Shoes No.3 level crossing at 91 m.p.
- Burnt House Drove level crossing at 91m. 22ch.

These will work automatically when approached in the wrong direction.

Three Horse Shoes No.1 automatic half barriers (90m. 2ch.) will be altered so as to work automatically when approached in the wrong direction.

Telephone communication will be provided between the crossings and Three Horse Shoes signalbox.

Signalling Alterations—

The Three Horse Shoes Up Distant; Up Home and Up Starting signals will be abolished.

A new Up Main 3-aspect colour light signal (capable of displaying RED or GREEN aspects only at this stage) plated TH2, will be provided 654 yards before reaching Three Horse Shoes signalbox (280 yards before reaching Burnt House Drove level crossing).

The Whittlesea Up Intermediate Block Home signal will be altered to display RED or YELLOW aspects.

Combined St. Andrews cross/speed restriction signs X 20 will be provided applying to wrong direction movements as follows.

On the **Up Main** line, 480 yards from Three Horse Shoes No.1 applicable to movements towards the crossing in the **Down** (wrong direction of travel), and on the **Down Main** line 480 yards from Three Horse Shoes No.1 level crossing, applicable to movements towards the level crossing in the wrong (**Up** direction) of travel.

On the **Up Main** line, 362 yards from Three Horse Shoes No.2 level crossing applicable to movements towards the level crossing in the wrong (**Down** direction) of travel.

On the **Down Main** line, 364 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the crossing in the wrong (**Up** direction) of travel.

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 1 July—Between March West Junction and Whittlesea—continued

On the **Up Main** line, 470 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (**Down**) direction of travel.

On the **Down Main** line, 430 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (**Up**) direction of travel.

On the **Up Main** line, 430 yards before reaching Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (**Down**) direction of travel.

On the **Down Main** line, 362 yards from Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (**Up**) direction of travel.

(30)

Western Region:—

Sunday, 1 July—Paddington—

From 07 30 in connection with the provision of friction buffers platforms 3 and 4 will be shortened by approximately 35 yards.

(30)

Sunday, 1 July—Gloucester (Westbury Crossing)—

Signal G.111 (up main) will be repositioned 55 yards towards Newport.

Signal DM.122 will be repositioned 55 yards towards Gloucester.

The associated AWS indicators will be repositioned accordingly.

(30)

DETAILS OF WORK ALREADY CARRIED OUT

Beeston North Junction—

The facing connection from the down goods to the down main line together with the slip connection to the up main line have been secured out of use, pending removal.

The facing connection from the up goods to the up main line has been secured out of use, pending removal.

The position 4 junction route indicator on signal TT.329 (up goods) has been taken away and the signal now only applies to movements proceeding on the up goods line.

(OD.14/82/323)

(28)

. Trent East Junction—

The revised permanent speed restrictions applicable to the new layout have been introduced.

For details see Section 'D' of this notice.

(OD.14/83/166)

(27)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Three Horse Shoes—

Down line automatic signal THS 763 has been replaced as a controlled signal THS 30.

(29)

Between Honington and Ancaster—Sudbrooke Level Crossing at 113m. 72ch.—

The level crossing has been converted to an Automatic Open (A.O.C.R.) Level Crossing remotely monitored from Ancaster signal box. Telephone communication has been provided.

"WHISTLE" boards have been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossing on each line applicable to movements towards the crossing in the wrong direction.

Speed restriction signs in the form of a Black St. Andrews Cross/Speed restriction sign **X 25** have been provided 477 yards from the crossing on each wrong direction approach.

Ancaster—

A new 2-lever ground frame released from Ancaster signalbox, has been provided to operate the up main/up siding connection.

The up main starting signal has been repositioned 340 yards nearer to the signal box.

(29)

Between Hykeham and Lincoln West—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the down line between 23½ m.p. and Hykeham (29m. 49ch.) has been extended to terminate at 30m. 50ch. (Between Doddington Road L.C. and Boultham Crossing.)

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains on the up line between Doddington Road L.C. (30m. 19ch.) and South Scarle L.C. (24m. 31ch.) has been extended to commence at Lincoln West (32m. 22ch.). (See Section D).

(28)

Between Nunnery Main Line Junction and Woodburn Junction—

The catch points in the Up Worksop at 159m. 01ch. (340 yards before reaching S4/206 signal), have been removed and plain line installed.

(28)

. Royston Junction—

The connection from the Monckton Coking & Chemical Company Siding is now redundant, the points spiked Normal pending removal and the associated ground position light signals dispensed with.

The Up Main (formerly Up Goods) semaphore starting signal R73 has been abolished.

(27)

SECTION C

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

Eastern Region:—continued

. Between Peterborough and Werrington Junction—

The 115 m.p.h. Permanent Speed Restriction on the Down and Up Fast lines between 76m. 31ch. and 79 m.p. has been shortened at the North end to apply on the Down and Up Fast lines between 76m. 31ch. (Peterborough Station) and 78m. 10ch. (New England Ladder Crossing). (See Section D).

(27)

Western Region:—

Paddington—

In connection with the provision of friction buffers platforms 1 and 2 have been shortened by approximately 35 yards.

(New Item) (29)

. Between Westerleigh Junction and Yate—

Signal B.147 (up line) and associated signal post telephone at 120m. 63ch. has been removed.

(27)

Southern Region:—

Selhurst Depot—

Controlled barriers have been installed to protect the road crossing over the "IN and OUT" electric lines 315 yards from Selhurst station as shown on the diagram below.

Control is from the adjacent Crossing Keepers hut. Elevated position light shunt signals have been installed on each approach to the crossing, on the left hand side of the line concerned.

(R/SB.43/55/31)

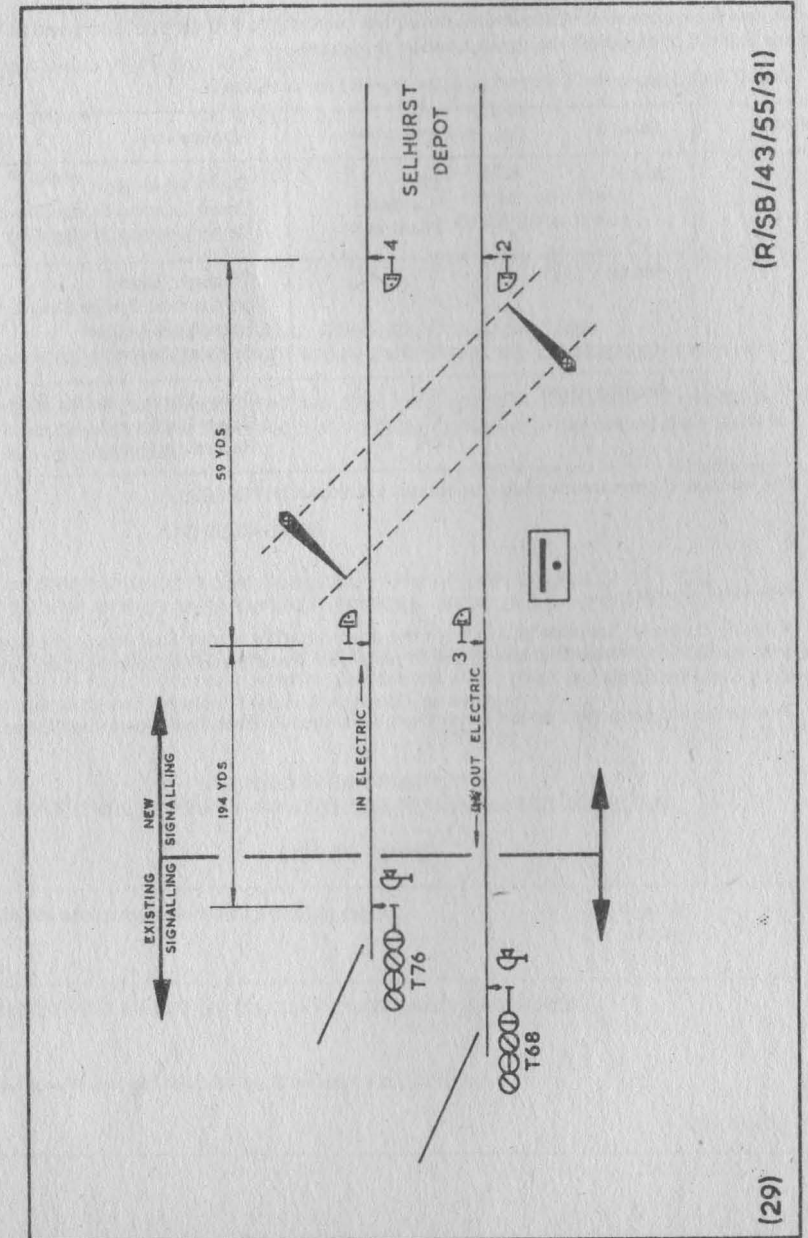
(29)

SECTION C

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

Southern Region:—continued

Selhurst Depot—continued



BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

28

WEEKLY OPERATING NOTICE containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices**

SATURDAY, 7 JULY

to

FRIDAY, 13 JULY 1984

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.

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.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood)—continued		
Sunday, 8 July		
413 Norwood Jn.	Down platform loop and up London Bridge slow BLOCKED	00 05 to 06 45. Platform work, 8½ and 8¾ m.p. Down trains to travel over down London Bridge fast or down London Bridge slow. Up trains to travel over up London Bridge fast.
Tuesday, 10 to Friday, 13 July		
414 Norwood Jn.	Up London Bridge slow BLOCKED	00 20 to 05 00. Platform work, 8¾ and 8½ m.p. Up trains to travel over up London Bridge fast.
Thursday, 12 and Friday, 13 July		
415 Norwood Jn.	Down platform loop BLOCKED	00 20 to 05 00. Platform work, 8½ and 8¾ m.p. Down trains to travel over down London Bridge slow or down London Bridge fast.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 8 July—Beeston North Junction—

A new facing crossover between the down and up main lines together with a new facing connection from the down goods to the down main line will be provided approximately 150 yards on the Nottingham side of Beeston No.3 frame.

The stencil 'SDG' indicator working in conjunction with the position light signal on signal TT.329 (up goods) will be taken away and the indicator will henceforth only display an indication 'G' for movements proceeding on the up goods line.

Signal TT.331 (up main) will no longer apply to movements to the down sidings.

(OD.14/82/323)

(31)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—

Saturday, 7 to Monday, 9 July—Between Darnall West and Orgreaves Colliery—

The up goods from Darnall West to Orgreaves Colliery will be secured out of use pending removal.

The down and up main lines will be renamed down and up Worksop respectively.

Orgreaves Colliery—

The goods line and sidings will be taken out of use pending removal. All associated goods line signals and shunting signals will be abolished.

Darnall West—

The trap points in the connection — down Worksop to Locomotive Sidings will be removed.

Signalling Alterations—

The position 4 Junction Indicator will be removed from the Up branch home signal DW68, and the signal will apply without route indication — Up branch to Up Worksop.

The position 1 Junction Indicator — (applying towards former Up goods) will be removed from the Up Worksop home signal DW47.

The Up goods starting signal DW61 will be abolished.

The Up goods position — light signal No.13 will be repositioned on the Up Worksop at the Sheffield end of Darnall Station. A 3-way stencil route indicator will be provided and the following indications will apply:—

Indication	Application
S	Locomotive Sidings
W	Down Worksop
B	Down Branch

The shunting signal applying — down Worksop to up goods or to up Worksop will be replaced by position-light signal No.16 which will apply down Worksop to up Worksop.

The shunting signal applying Locomotive Spur to Locomotive Sidings will be replaced by position light signal No.1.

The shunting signal (two miniature arms and an elevated disc) applying Locomotive Sidings to Up Goods, Up Worksop or Locomotive Spur will be replaced by an elevated position-light signal No.2/28. A 2-way stencil indicator will be provided and the following indications will apply:—

Indication	Application
W	Up Worksop
S	Locomotive Spur

(3109/14851/19) (31)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:— continued

Tuesday, 10 July—Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The $\frac{20}{40}$ Temporary Speed Restriction on the Down Slow line between 46m. 43ch. and 47m. 10ch. will become a 40 m.p.h. Permanent Speed Restriction.

(31)

Western Region:—

From 22 30 Saturday, 7 July to 16 00 Sunday, 8 July or until completion—Didcot—

Signals R.176 and R.276, situated at the Swindon end of the down relief (No.3) and up relief (No.4) platforms will be repositioned approximately 20 yards towards Reading.

The associated AWS inductors will be repositioned accordingly.

(31)

DETAILS OF WORK ALREADY CARRIED OUT

Luton—Vauxhall Motors Sidings—

The Vauxhall Motors Sidings G.F. and the set back position light ground signal WH.571 on the up slow line have been taken out of use pending removal.

The catch points in the up slow line adjacent to the sidings connection have been converted to Spring Operation.

(OD.14/84/169) (New Item) (30)

Loughborough Goods Yard—

The spring operated points leading to the former Goods Shed Siding have been replaced by Hand Operated points.

The former Goods Shed Siding has been shortened to 149 yards and the Goods Shed demolished.

(OD.14/—) (New Item) (30)

Between Blackwell East Jn. and New Hucknall Tip—

The section of line between Blackwell East Jn. (exclusive) and New Hucknall Tip has been taken out of use, pending removal.

(OD.14/81/323) (30)

Beeston North Junction—

The facing connection from the up goods to the up main line has been secured out of use pending removal.

(OD.14/82/323) (30)

** Beeston North Junction—

The facing connection from the down goods to the down main line together with the slip connection to the up main line have been secured out of use, pending removal.

The facing connection from the up goods to the up main line has been secured out of use pending removal.

The position 4 junction route indicator on signal TT.329 (up goods) has been taken away and the signal now only applies to movements proceeding on the up goods line.

(OD.14/82/323) (28)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:— continued

Three Horse Shoes—

Down line automatic signal THS 763 has been replated as a controlled signal THS 30.

(29)

Between Honington and Ancaster—Sudbrooke Level Crossing at 113m. 72ch.—

The level crossing has been converted to an Automatic Open (A.O.C.R.) Level Crossing — remotely monitored from Ancaster signal box. Telephone communication has been provided.

“WHISTLE” boards have been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossing on each line applicable to movements towards the crossing in the wrong direction.

Speed restriction signs in the form of a Black St. Andrews Cross/Speed restriction sign have been provided 477 yards from the crossing on each wrong direction approach.

X 25

Ancaster—

A new 2-lever ground frame released from Ancaster signalbox, has been provided to operate the up main/up siding connection.

The up main starting signal has been repositioned 340 yards nearer to the signal box.

(29)

* * * Between Hykeham and Lincoln West—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the down line between 23¾ m.p. and Hykeham (29m. 49ch.) has been extended to terminate at 30m. 50ch. (Between Doddington Road L.C. and Boultham Crossing.)

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains on the up line between Doddington Road L.C. (30m. 19ch.) and South Scarle L.C. (24m. 31ch.) has been extended to commence at Lincoln West (32m. 22ch.). (See Section D).

(28)

* * * Between Nunnery Main Line Junction and Woodburn Junction—

The catch points in the Up Worksop at 159m. 01ch. (340 yards before reaching S4/206 signal), have been removed and plain line installed.

(28)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Paddington—

In connection with the provision of friction buffers platforms 3 and 4 have been shortened by approximately 35 yards.

(30)

Gloucester (Westbury Crossing)—

Signal G.111 (up main) has been repositioned 55 yards towards Newport.

Signal DM.122 has been repositioned 55 yards towards Gloucester.

The associated AWS indicators have been repositioned accordingly.

(30)

Paddington—

In connection with the provision of friction buffers platforms 1 and 2 have been shortened by approximately 35 yards.

(29)

Southern Region:—

Selhurst Depot—

Controlled barriers have been installed to protect the road crossing over the “IN and OUT” electric lines 315 yards from Selhurst Station as shown on the following diagram.

Control is from the adjacent Crossing Keepers hut. Elevated position light shunt signals have been installed on each approach to the crossing, on the left hand side of the line concerned.

(R/SB.43/55/31)

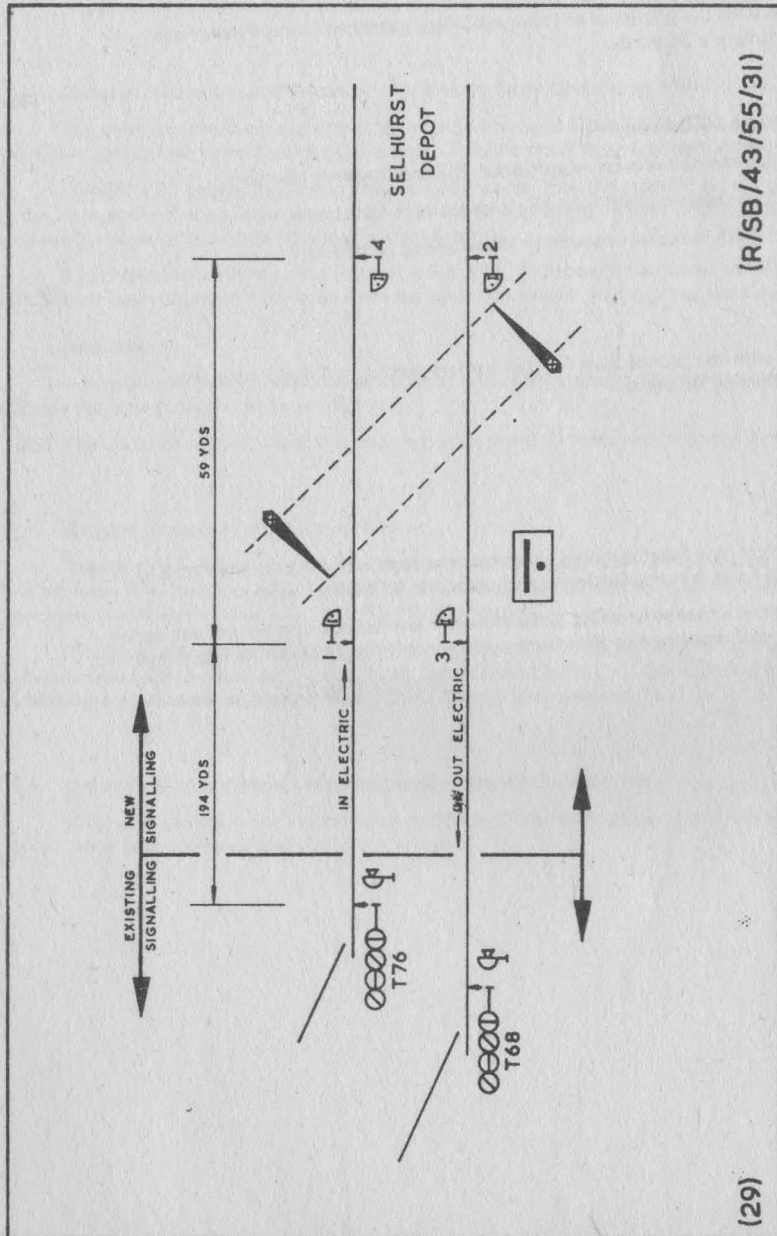
(29)

SECTION C

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

Southern Region:—continued

Selhurst Depot—continued



SECTION C

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

Southern Region:—continued

Norwood Junction—

The existing facing crossover country end of platforms 6 and 5 leading from the down platform loop to the down London Bridge slow line has been repositioned 62 yards nearer to Norwood Junction station.

A new facing crossover (lefthand turnout) has been laid in 170 yards country end of platforms 5 and 6 to complete the down London Bridge slow line.

Signal applications for T 19 and position light (s) are as follows:—

Signal No.	Aspect	Indication	Application
T 19	Main	Nil Position 1 Position 4	Down Wallington Down London Bridge Slow Down London Bridge Fast
	Position Light	T X A D	Through Road Up London Bridge Slow L.O.S. Fork Arrival Road Selhurst Depot
1018	Position Light	XS XL XR	Down London Bridge Slow Down Platform Loop Reception Siding

The associated permanent speed restrictions are shown in PON 23.

(R/SB 43/55/31)

(29)

** Norwood Junction—

A facing crossover has been laid in from the down London Bridge slow line to the down London Bridge fast line 60 yards country side of platforms 4 and 5 and has been secured out of use pending commissioning.

The associated permanent speed restrictions are shown in Periodical Operating Notice 23.

(28)

602.

(PRIVATE and not for publication)

B.R. 31146/1

BRITISH RAILWAYS



LONDON MIDLAND REGION

ME

29

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY 14 JULY

to

FRIDAY 20 JULY 1984

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.

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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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Monday, 13 July—Between Greaves Siding S.F. and Fosse Road G.F.—

The 80 m.p.h. P.S.R. which applies on the down line from 100m. 38ch. to 101½ m.p. together with the 75 m.p.h. P.S.R. which applies on the up line from 102½ m.p. to 100m. 55ch. will be removed.

(OD.14/84/178) (32)

Monday, 16 July—Between Spondon and Derby—

The 65 m.p.h. P.S.R. which applies on the down line from 126m. 25ch. to 126½ m.p. will be removed.

(OD.14/84/177) (32)

Monday, 16 July—Between Spondon and Draycott—

The 60 m.p.h. P.S.R. which applies on the up line from 124m. 12ch. to 123m. 46ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applies on the up line from 123m. 46ch. to 123m. 40ch. will be removed.

(OD.14/82/29) (32)

Tuesday, 17 July—Derby St. Marys—

The existing Middle Siding will become the Down Reception line and the existing Down Reception line will become a siding. The "Stop & Await Instructions" board at the north end of the existing Down Reception line will be repositioned accordingly.

(OD.14/77/13) (32)

Eastern Region:—

Sunday, 15 July—Between Victoria Park and Channelsea—

The following signals will be abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home,	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN I.B. Distant
Victoria Park	DN I.B. Home	to Dalston

The following new colour light signals will be brought into use.

VP510	3-aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
VP29	Down starting to Dalston to Show Red or Green, located 420 yards beyond Victoria Park Signal box.

(32)

From 08 00 Saturday, 14 July—Blackhorse Road and Walthamstow Queens Road—

The catchpoints situated in the down line at 8m. 18ch. will be secured out of use pending removal.

(32)

From 08 00 Saturday, 14 July—Leyton Midland Road and Leytonstone High Road —

The catch points situated in the down line at 9m. 41ch. will be secured out of use pending removal.

(32)

Signalling and Permanent Way Alterations—continued

Western Region:—

From 10 00 Monday, 16 July—Ealing Broadway—

The 30 m.p.h. permanent speed restriction over the up relief line from 6m. 10ch. to 5m. 45ch., will be shortened in length and will apply from 5m. 65ch. to 5m. 45ch. (See Section D).

(32)

DETAILS OF WORK ALREADY CARRIED OUT

Beeston North Junction—

A new facing crossover between the down and up main lines together with a new facing connection from the down goods to the down main line has been provided approximately 150 yards on the Nottingham side of Beeston No.3 frame.

The stencil 'SDG' indicator working in conjunction with the position light signal on signal TT.329 (up goods) has been taken away and the indicator will henceforth only display an indication 'G' for movements proceeding on the up goods line.

Signal TT.331 (up main) no longer applies to movements to the down sidings.

(OD.14/82/323) (31)

Luton—Vauxhall Motors Sidings—

The Vauxhall Motors Sidings G.F. and the set back position light ground signal WH.571 on the up slow line have been taken out of use pending removal.

The catch points in the up slow line adjacent to the sidings connection have been converted to Spring Operation.

(OD.14/84/169) (30)

Loughborough Goods Yard—

The spring operated points leading to the former Goods Shed Siding have been replaced by Hand Operated points.

The former Goods Shed Siding has been shortened to 149 yards and the Goods Shed demolished.

(OD.14/—) (30)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Blackwell East Jn. and New Hucknall Tip—

The section of line between Blackwell East Jn. (exclusive) and New Hucknall Tip has been taken out of use pending removal.

(OD.14/81/323) (30)

Beeston North Junction—

The facing connection from the up goods to the up main line has been secured out of use pending removal.

(OD.14/82/323) (30)

Eastern Region:—

Between Darnall West and Orgreaves Colliery—

The up goods from Darnall West to Orgreaves Colliery has been secured out of use pending removal.

The down and up main lines have been renamed down and up Worksop respectively.

Orgreaves Colliery—

The goods line and sidings have been taken out of use pending removal. All associated goods line signals and shunting signals have been abolished.

Darnall West—

The trap points in the connection — down Worksop to Locomotive Sidings have been removed.

Signalling Alterations—

The position 4 Junction Indicator has been removed from the Up branch home signal DW68, and the signal now applies without route indication — Up branch to Up Worksop.

The position 1 Junction Indicator — (applying towards former Up goods) has been removed from the Up Worksop home signal DW47.

The Up goods starting signal DW61 has been abolished.

The Up goods position — light signal No.13 has been repositioned on the Up Worksop at the Sheffield end of Darnall Station. A 3-way stencil route indicator has been provided and the following indications apply:—

Indication	Application
S	Locomotive Sidings
W	Down Worksop
B	Down Branch

The shunting signal applying — Down Worksop to Up goods or to Up Worksop has been replaced by position-light signal No.16 which applies down Worksop to Up Worksop.

The shunting signal applying Locomotive Spur to Locomotive Sidings has been replaced by position light signal No.1.

The shunting signal (two miniature arms and an elevated disc) applying Locomotive Sidings to Up Goods, Up Worksop or Locomotive Spur has been replaced by an elevated position-light signal No.2/28. A 2-way stencil indicator has been provided and the following indications apply:—

Indication	Application
W	Up Worksop
S	Locomotive Spur

(3109/14851/19) (31)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The $\frac{20}{40}$ Temporary Speed Restriction on the Down Slow line between 46m. 43ch. and 47m. 10ch. has become a 40 m.p.h. Permanent Speed Restriction.

(31)

. Three Horse Shoes—

Down line automatic signal THS 763 has been replaced as a controlled signal THS 30.

(29)

. Between Honington and Ancaster—Sudbrooke Level Crossing at 113m. 72ch.—

The level crossing has been converted to an Automatic Open (A.O.C.R.) Level Crossing remotely monitored from Ancaster signal box. Telephone communication has been provided.

"WHISTLE" boards have been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossing on each line applicable to movements towards the crossing in the wrong direction.

Speed restriction signs in the form of a Black St. Andrews Cross/Speed restriction sign X 25 have been provided 477 yards from the crossing on each wrong direction approach.

Ancaster—

A new 2-lever ground frame released from Ancaster signalbox, has been provided to operate the up main/up siding connection.

The up main starting signal has been repositioned 340 yards nearer to the signal box.

(29)

Western Region:—

Didcot—

The down relief (No.3) platform has been shortened by approximately 130 yards at the Swindon end.

(New Item) (31)

Didcot—

The up relief (No.4) platform has been temporarily shortened by approximately 45 yards at the Swindon end.

(New Item) (31)

Didcot—

Signals R.176 and R.276, situated at the Swindon end of the down relief (No.3) and up relief (No.4) platforms have been repositioned approximately 20 yards towards Reading.

The associated AWS inductors have been repositioned accordingly.

(31)

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

Western Region:—continued

Paddington—

In connection with the provision of friction buffers platforms 3 and 4 have been shortened by approximately 35 yards.

(30)

Gloucester (Westbury Crossing)—

Signal G.111 (up main) has been repositioned 55 yards towards Newport.

Signal DM.122 has been repositioned 55 yards towards Gloucester.

The associated AWS indicators have been repositioned accordingly.

(30)

* * * Paddington—

In connection with the provision of friction buffers platforms 1 and 2 have been shortened by approximately 35 yards.

(29)

Southern Region:—

* * * Selhurst Depot—

Controlled barriers have been installed to protect the road crossing over the "IN and OUT" electric lines 315 yards from Selhurst Station as shown on the following diagram.

Control is from the adjacent Crossing Keepers hut. Elevated position light shunt signals have been installed on each approach to the crossing, on the left hand side of the line concerned.

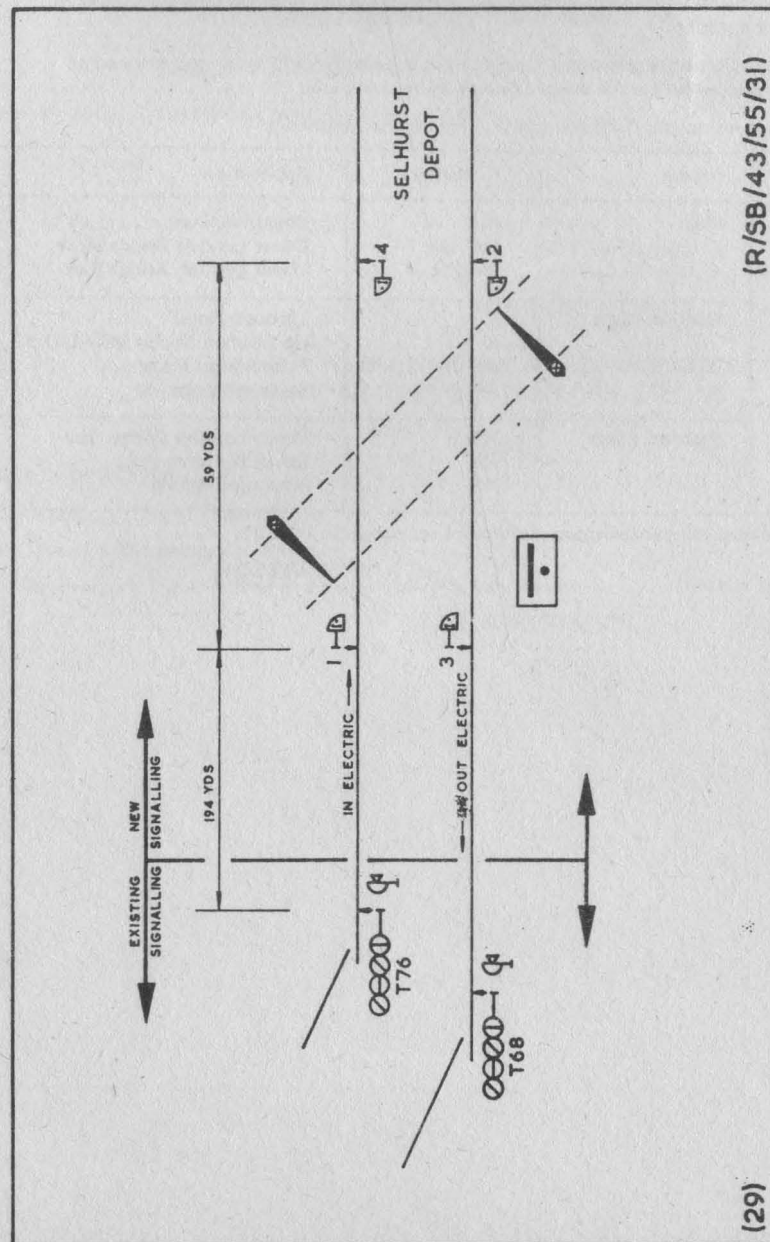
(R/SB.43/55/31)

(29)

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

Southern Region:—continued

* * * Selhurst Depot—continued



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:—continued

* * Norwood Junction—

The existing facing crossover country end of platforms 6 and 5 leading from the down platform loop to the down London Bridge slow line has been repositioned 62 yards nearer to Norwood Junction station.

A new facing crossover (lefthand turnout) has been laid in 170 yards country end of platforms 5 and 6 to complete the down London Bridge slow line.

Signal applications for T 19 and position light (s) are as follows:—

Signal No.	Aspect	Indication	Application
T 19	Main	Nil Position 1 Position 4	Down Wallington Down London Bridge Slow Down London Bridge Fast
	Position Light	T X A D	Through Road Up London Bridge Slow L.O.S. Fork Arrival Road Selhurst Depot
1018	Position Light	XS XL XR	Down London Bridge Slow Down Platform Loop Reception Siding

The associated permanent speed restrictions are shown in PON 23.

(R/SB 43/55/31)

(29)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED
LINES BR.29987 DATED 3 MAY 1975

NEUTRAL SECTIONS—LONDON MIDLAND REGION

Page 189—EUSTON—LIVERPOOL AND MANCHESTER

Insert	Armitage	G/121/15	121 + 2640 (20-5-84)
Delete	Rugeley	G/123/27	123 + 5030 (27-5-84 (fast lines)) (3-6-84 (slow lines)) (OD.15/Pad. 31/28) (19-5-84)

GENERAL APPENDIX TO WORKING TIMETABLES AND BOOKS
OF RULES AND REGULATIONS, DATED 6 JUNE, 1981

PART 1

SECTION 2—TRACTION

Page 2.9—Hauling of "dead" locomotives

Amend Clause 1.5 2nd paragraph to read:—

"However, one "dead" diesel or electric main line locomotive " then as printed.
(OD.15/64/421) (14-7-84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

30

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 21 JULY

to

FRIDAY, 27 JULY 1984

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.

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.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. 'B' TO SELHURST		
Sunday, 22 July		
354 Clapham Jn. and Balham	Down & up Brighton fast and up Brighton slow BLOCKED	00 45 to 05 45. Track maintenance, 2½ and 4¾ m.p. Down trains to travel over down Brighton slow. Up traffic cannot pass.
Thursday, 26 and Friday, 27 July		
355 Balham and Thornton Heath	Down & up Brighton slow, down & up slow spurs, down & up Streatham spurs BLOCKED	00 05 to 04 35. Track maintenance, 4m. 78ch. and 8m. 9ch. Trains to travel over Brighton fast lines.
BALHAM TO SELHURST (via Norwood)		
Saturday, 21 July		
356 Norwood Jn.	Down platform loop BLOCKED	00 20 to 05 00. Station work, 8m. 50ch. and 8¾ m.p. Down trains to use alternative down platforms.
Sunday, 22 July		
357 Norwood Jn.	Down platform loop BLOCKED	00 20 to 06 00. Station work, 8m. 50ch. and 8¾ m.p. Down trains to use alternative down platforms.
Tuesday, 24 to Friday, 27 July		
358 Norwood Jn.	Down platform loop BLOCKED	00 20 to 05 00. Station work, 8m. 50ch. and 8¾ m.p. Down trains to use alternative down platforms.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Monday, 23 July—Dorridge—

Dorridge goods yard will be abolished. The ground frame and all associated connections will be secured out of use, pending removal.

(OD.14/—)

(33)

Thursday, 26 July—Between Leagrave and Flitwick

Repeating signals WH. R. 307 at Leagrave, WH. R. 317 at Harlington and WH. R. 325 at Flitwick will be taken out of use until further notice.

(OD14/GEN/237)

(33)

Eastern Region:—

Sunday, 22 July—Between South Tottenham Station Junction and Leytonstone High Road—

The following catch-points in the down line will be secured out of use pending removal and replacement by plain line:—

Between South Tottenham Station Junction and Walthamstow—

In the down main at 8m. 8ch.

Between Leyton Midland Road and Leytonstone High Road —

In the down main at 9m. 41ch. (683 yards before reaching Leytonstone Home signal).

(33)

Western Region:—

From 22 40 Saturday, 21 July to 18 15 Sunday, 22 July, or until completion—Hayes & Harlington—

A new trailing crossover, spiked, clipped and padlocked out of use, will be provided between the down and up relief lines at approximately 11m. 2ch. (West end of station).

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region—continued

From 22 30 Saturday, 21 July to 04 30 Monday, 23 July, or until completion—Didcot—

In connection with the remodelling of Chester line Junction, the existing double junction in the down and up relief lines between 53m. 13ch. and 53m. 17ch. and the two fixed diamond crossings in the down and up Oxford lines will be recovered.

A new facing crossover between the down and up relief lines at approximately 53m. 13ch., clipped out of use, and a new trailing connection in the up relief line at approximately 53m. 14ch., with temporary connection to the up Oxford line, will be provided.

The following signal routes will be disconnected until further notice.

Signal R.111 (Up Oxford)	—	All routes
R.113 (Up Relief)	—	All routes
R.174 (Down Relief)	—	To Nos. 3, 4 and 5 Platforms
R.176 (Down Relief)	—	All routes
R.276 (Up Relief)	—	All routes
(Down direction)		
R.278 (No.5 Platform)	—	All routes
(Down direction)		

Position light signals R.430, R.432, R.441, R.443, R.445 — All routes and R.447

All trains proceeding via the down Oxford line will be routed via the up relief (No.4 Platform) line or No.5 platform line and the existing trailing crossover between the down and up Oxford lines.

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

Southern Region:—

Saturday, 21 July—Norwood Junction—

Norwood Fork Arrival Road signal T10 will be moved 42 yards towards East Croydon and will apply as hitherto.

(R/SB 43/55/31)

(33)

Saturday, 21 July—Norwood Down Yard—

C, D and E Sections will be abolished together with 27 chains of Slate Road.

(R/SB 43/55/31)

(33)

Sunday, 22 July—Clapham Junction—

The signal post telephone at signal VC610 (up Brighton slow line country side of the station) will be replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signalman from the open driving cab window without the driver having to alight from his train.

The white diamond sign superimposed by a 'T' will remain but the white flashing light in the sign will not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signalman. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signalman to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signalman, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signalman answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button.

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this trial installation.

(I.306)

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Greaves Siding S.F. and Fosse Road G.F.—

The 80 m.p.h. P.S.R. which applied on the down line from 100m. 38ch. to 101½ m.p. together with the 75 m.p.h. P.S.R. which applied on the up line from 102½ m.p. to 100m. 55ch. has been removed.

(OD.14/84/178) (32)

Between Spondon and Derby—

The 65 m.p.h. P.S.R. which applied on the down line from 126m. 25ch. to 126½ m.p. has been removed.

(OD.14/84/177) (32)

Between Spondon and Draycott—

The 60 m.p.h. P.S.R. which applied on the up line from 124m. 12ch. to 123m. 46ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applied on the up line from 123m. 46ch. to 123m. 40ch. has been removed.

(OD.14/82/29) (32)

Derby St. Marys—

The existing Middle Siding has become the Down Reception line and the Down Reception line has become a siding. The "Stop & Await Instructions" board at the north end of the existing Down Reception line has been repositioned accordingly.

(OD.14/77/13) (32)

Beeston North Junction—

A new facing crossover between the down and up main lines together with a new facing connection from the down goods to the down main line has been provided approximately 150 yards on the Nottingham side of Beeston No. 3 frame.

The stencil 'SDG' indicator working in conjunction with the position light signal on signal TT.329 (up goods) has been taken away and the indicator will henceforth only display an indication 'G' for movements proceeding on the up goods line.

Signal TT.331 (up main) no longer applies to movements to the down sidings.

(OD.14/82/323) (31)

. Luton—Vauxhall Motors Sidings—

The Vauxhall Motors Sidings G.F. and the set back position light ground signal WH.571 on the up slow line have been taken out of use pending removal.

The catch points in the up slow line adjacent to the sidings connection have been converted to Spring Operation.

(OD.14/84/169) (30)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

. Loughborough Goods Yard—

The spring operated points leading to the former Goods Shed Siding have been replaced by Hand Operated points.

The former Goods Shed Siding has been shortened to 149 yards and the Goods Shed demolished.

(OD.14/—) (30)

. Between Blackwell East Jn. and New Hucknall Tip—

The section of line between Blackwell East Jn. (exclusive) and New Hucknall Tip has been taken out of use pending removal.

(OD.14/81/323) (30)

. Beeston North Junction—

The facing connection from the up goods to the up main line has been secured out of use pending removal.

(OD.14/82/323) (30)

Eastern Region:—

Between Victoria Park and Channelsea—

The following signals have been abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN I.B. Distant
Victoria Park	DN I.B. Home	to Dalston

The following new colour light signals have been brought into use.

VP510	3-aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
VP29	Down starting to Dalston to Show Red or Green, located 420 yards beyond Victoria Park Signal box.

Blackhorse Road and Walthamstow Queens Road—

The catchpoints situated in the down line at 8m. 18ch. have been secured out of use pending removal.

(32)

Leyton Midland Road and Leytonstone High Road—

The catch points situated in the down line at 9m. 41ch. have been secured out of use pending removal.

(32)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Darnall West and Orgreaves Colliery—

The up goods from Darnall West to Orgreaves Colliery has been secured out of use pending removal.

The down and up main lines have been renamed down and up Worksop respectively.

Orgreaves Colliery—

The goods line and sidings have been taken out of use pending removal. All associated goods line signals and shunting signals have been abolished.

Darnall West—

The trap points in the connection — down Worksop to Locomotive Sidings have been removed.

Signalling Alterations—

The position 4 Junction Indicator has been removed from the Up branch home signal DW68, and the signal now applies without route indication — Up branch to Up Worksop.

The position 1 Junction Indicator — (applying towards former Up goods) has been removed from the Up Worksop home signal DW47.

The Up goods starting signal DW61 has been abolished.

The Up goods position — light signal No.13 has been repositioned on the Up Worksop at the Sheffield end of Darnall Station. A 3-way stencil route indicator has been provided and the following indications apply:—

Indication	Application
S	Locomotive Sidings
W	Down Worksop
B	Down Branch

The shunting signal applying — Down Worksop to Up goods or to Up Worksop has been replaced by position-light signal No.16 which applies down Worksop to Up Worksop.

The shunting signal applying Locomotive Spur to Locomotive Sidings has been replaced by position light signal No.1.

The shunting signal (two miniature arms and an elevated disc) applying Locomotive Sidings to Up Goods, Up Worksop or Locomotive Spur has been replaced by an elevated position-light signal No.2/28. A 2-way stencil indicator has been provided and the following indications apply:—

Indication	Application
W	Up Worksop
S	Locomotive Spur

(3109/14851/19) (31)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The $\frac{20}{40}$ Temporary Speed Restriction on the Down Slow line between 46m. 43ch. and 47m. 10ch. has become a 40 m.p.h. Permanent Speed Restriction.

(31)

Western Region:—

Ealing Broadway—

The 30 m.p.h. permanent speed restriction over the up relief line from 6m. 10ch. to 5m. 45ch., has been shortened in length and now applies from 5m. 65ch. to 5m. 45ch. (See Section D).

(32)

Didcot—

The down relief (No.3) platform has been shortened by approximately 130 yards at the Swindon end.

(31)

Didcot—

The up relief (No.4) platform has been temporarily shortened by approximately 45 yards at the Swindon end.

(31)

Didcot—

Signals R.176 and R.276, situated at the Swindon end of the down relief (No.3) and up relief (No.4) platforms have been repositioned approximately 20 yards towards Reading.

The associated AWS inductors have been repositioned accordingly.

(31)

Paddington—

In connection with the provision of friction buffers platforms 3 and 4 have been shortened by approximately 35 yards.

(30)

Gloucester (Westbury Crossing)—

Signal G.111 (up main) has been repositioned 55 yards towards Newport.

Signal DM.122 has been repositioned 55 yards towards Gloucester.

The associated AWS indicators have been repositioned accordingly.

(30)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

31

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 28 JULY

to

FRIDAY, 3 AUGUST 1984

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.

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 29 July—Between Tyseley South Jn. and Spring Road

The catch points in the down line at Om. 07ch. (433 yards before reaching signal SY. 161) will be replaced by plain line.

(OD14/81/36) (34)

Sunday, 29 July—East Langton

East Langton box will be taken out of use together with all associated signalling.

East Langton down I.B. home signal, also acting as Kibworth down distant signal will have the red aspect removed and henceforth act as Kibworth down distant signal only.

(OD14/84/20) (34)

Sunday, 29 July—Grindleford—

The up main starting signal will be renewed as a semaphore signal 445 yards from the signalbox at a height of 16 feet, and 8 feet from the running edge of the rail.

(34)

Eastern Region:—

Sunday, 29 July—Between Barkston East Junction and Ancaster—

Honington signal box together with all points and signals worked therefrom will be abolished.

The Block section will then be between Barkston East Junction and Ancaster

Level Crossings

Hough Lane Level Crossing at 111m. 8ch. and Frinckley Lane Level Crossing at 111m. 52ch.

These level crossings will be converted to Automatic Open (A.O.C.R.) level crossings remotely monitored in Ancaster Signal box.

A "WHISTLE" board will be provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossings on each rail approach in the wrong direction of travel.

Hough Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 will be provided 538 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Frinckley Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 will be provided 489 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Signalling and Permanent Way Alterations—continued

Eastern Region—continued

Sunday, 29 July—Between Barkeston East Junction and Ancaster—continued Honington—

The Level Crossing will be converted to automatic half-barriers. (telephone communication will be provided between the Crossing and Ancaster Signal box).

A combined St. Andrews Cross/Speed Restriction Sign X 25 applicable to movements towards the Crossing in the wrong direction of travel will be provided:—

- (a) On the Down Main (Sudbrook Lane side of the crossing), 500 yards from the crossing in the wrong (Up) direction of approach.
- (b) On the Up Main (immediately on the Honington side of Frinckley Lane Level Crossing) 370 yards from Honington automatic half barriers, applicable to the wrong (Down) direction of travel.

(34)

Flashing Yellow Aspects at High Speed Junctions—

The table below shows the provision of Flashing Double or Flashing Single Yellow aspects which the signals will also be also capable of displaying (Rule Book Section C3.1.1 (b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
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(Sunday, 29 July—Hambleton South Junction)

Down main Y943	Y945	Y947 cleared with Junction Indicator Position 1 for the route to down Hambleton South Curve.
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(Sunday, 5 August—Colton North Junction and Colton South Junction)

Down Normanton Y757	Y763	Y769 cleared with Junction Indicator position 1 for the route to down Leeds at Colton North Junction
Up Leeds Y770	Y764	Y758 cleared with Junction Indicator position 1 for the route to up Normanton at Colton South Junction
Down Normanton Y743	Y747	Y757 cleared with Junction Indicator Position 1 for the route to down Leeds at Colton South Junction

(34)

Wednesday, 1 August—Holbeck Loco Depot—

All Two Way Hand Lever Points from Holbeck Outlet to the Washer Road will be changed to Hand Spring Point Levers. This will make a route from Outlet to Washer Road.

(34)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—

From 22 30 Saturday, 28 July to 04 30 Monday, 30 July, or until completion—Didcot—

In connection with the remodelling of Chester Line Junction, Didcot Relief ground frame and associated connection from Provender Sidings to the Up Relief line will be recovered. The trailing crossover between the Down and Up Relief lines at 53m. 21ch. will be recovered.

A new trailing connection will be provided in the Up Relief line at 53m. 17ch. to the new Down Oxford line, which has been laid in approximately 10 yards west of the existing alignment. The existing Down Oxford line will be slewed into the new Down Oxford line at 53m. 28ch.

A new facing connection will be provided in the new Down Oxford line at approximately 53m. 26ch. connection to the realigned Provender Sidings.

To permit the Up Relief line to be slewed, signal R.113 will be renewed and repositioned approximately 6 feet on the cess side of the existing signal.

In addition to previous signal disconnections, position light signal R.431 (at Foxhall Junction) reading to the Down Relief line will be disconnected.

New position light signals R.441, R.442 and R.445 will be provided in connection with the new siding connection and will be disconnected.

(34)

DETAILS OF WORK ALREADY CARRIED OUT

Derby Atlas Works Sidings—

The Atlas Works Siding has been extended by 60 yards.

The length of the Siding between the Trap Points and the buffer stop is now 184 yards.

(OD.14/—) (New Item) (33)

Dorridge—

Dorridge goods yard has been abolished. The ground frame and all associated connections have been secured out of use, pending removal.

(OD.14/—) (33)

Between Legrave and Flitwick

Repeating signals WH. R. 307 at Legrave, WH. R. 317 at Harlington and WH. R. 325 at Flitwick have been taken out of use until further notice.

(OD14/GEN/237) (33)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Greaves Sidings S.F. and Fosse Road G.F.—

The 80 m.p.h. P.S.R. which applied on the down line from 100m. 38ch. to 101½ m.p. together with the 75 m.p.h. P.S.R. which applied on the up line from 102½ m.p. to 100m. 55ch. has been removed.

(OD.14/84/178) (32)

Between Spondon and Derby—

The 65 m.p.h. P.S.R. which applied on the down line from 126m. 25ch. to 126½ m.p. has been removed.

(OD.14/84/177) (32)

Between Spondon and Draycott—

The 60 m.p.h. P.S.R. which applied on the up line from 124m. 12ch. to 123m. 46ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applied on the up line from 123m. 46ch. to 123m. 40ch. has been removed.

(OD.14/82/29) (32)

Derby St. Marys—

The existing Middle Siding has become the Down Reception line and the Down Reception line has become a siding. The " Stop & Await Instructions " board at the north end of the existing Down Reception line has been repositioned accordingly.

(OD.14/77/13) (32)

. Beeston North Junction—

A new facing crossover between the down and up main lines together with a new facing connection from the down goods to the down main line has been provided approximately 150 yards on the Nottingham side of Beeston No. 3 frame.

The stencil 'SDG' indicator working in conjunction with the position light signal on signal TT.329 (up goods) has been taken away and the indicator will henceforth only display an indication 'G' for movements proceeding on the up goods line.

Signal TT.331 (up main) no longer applies to movements to the down sidings.

(OD.14/82/323) (31)

SECTION C

60

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Between South Tottenham Station Junction and Leytonstone High Road—

The following catch-points in the down line have been secured out of use pending removal and replacement by plain line:—

Between South Tottenham Station Junction and Walthamstow—

In the down main at 8m. 8ch.

Between Leyton Midland Road and Leytonstone High Road—

In the down main at 9m. 41ch. (683 yards before reaching Leytonstone Home signal).

(33)

Between Victoria Park and Channelsea—

The following signals have been abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN I.B. Distant
Victoria Park	DN I.B. Home	to Dalston

The following new colour light signals have been brought into use

VP510	3-aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
VP29	Down starting to Dalston to show Red or Green, located 420 yards beyond Victoria Park Signal box.

Blackhorse Road and Walthamstow Queens Road—

The catchpoints situated in the down line at 8m. 18ch. have been secured out of use pending removal.

(32)

Leyton Midland Road and Leytonstone High Road—

The catch points situated in the down line at 9m. 41ch. have been secured out of use pending removal.

(32)

* * * Between Darnall West and Orgreaves Colliery—

The up goods from Darnall West to Orgreaves Colliery has been secured out of use pending removal.

The down and up main lines have been renamed down and up Worksop respectively.

Orgreaves Colliery—

The goods line and sidings have been taken out of use pending removal. All associated goods line signals and shunting signals have been abolished.

Darnall West—

The trap points in the connection — down Worksop to Locomotive Sidings have been removed.

SECTION C

61

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried out—continued

Eastern Region:—continued

* * * Between Darnall West and Orgreaves Colliery—continued

Signalling Alterations—

The position 4 Junction Indicator has been removed from the Up branch home signal DW68, and the signal now applies without route indication — Up branch to Up Worksop.

The position 1 Junction Indicator — (applying towards former Up goods) has been removed from the Up Worksop home signal DW47.

The Up goods starting signal DW61 has been abolished.

The Up goods position — light No. 13 has been repositioned on the Up Worksop at the Sheffield end of Darnall Station. A 3-way stencil route indicator has been provided and the following indications apply:—

Indication	Application
S	Locomotive Sidings
W	Down Worksop
B	Down Branch

The shunting signal applying — Down Worksop to Up goods or to Up Worksop has been replaced by position-light signal No. 16 which applies down Worksop to Up Worksop.

The shunting signal applying Locomotive Spur to Locomotive Sidings has been replaced by position light signal No. 1

The shunting signal (two miniature arms and an elevated disc) applying Locomotive Sidings to Up Goods, Up Worksop or Locomotive Spur has been replaced by an elevated position-light signal No. 2/28. A 2-way stencil indicator has been provided and the following indications apply:—

Indication	Application
W	Up Worksop
S	Locomotive Spur

(3109/14851/19)

(31)

* * * Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The $\frac{20}{40}$ Temporary Speed Restriction on the Down Slow line between 46m. 43ch. and 47m. 10ch. has become a 40 m.p.h. Permanent Speed Restriction.

Western Region:—

Paddington—

In connection with the provision of friction type buffer stops, platforms 5 and 6 have been shortened by approx. 35 yards.

(New Item) (33)

Hayes & Harlington—

A new trailing crossover, spiked, clipped and padlocked out of use, has been provided between the down and up relief lines at approximately 11m. 2ch. (West end of station).

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region—continued

Didcot—

In connection with the remodelling of Chester line Junction, the double junction in the down and up relief lines between 53m. 13ch. and 53m. 17ch. and the two fixed diamond crossings in the down and up Oxford lines have been recovered.

A new facing crossover between the down and up relief lines at approximately 53m. 13ch., clipped out of use, and a new trailing connection in the up relief line at approximately 53m. 14ch., with temporary connection to the up Oxford line, have been provided.

The following signal routes have been disconnected until further notice.

Signal R. 111 (Up Oxford)	—	All routes
R. 113 (Up Relief)	—	All routes
R. 174 (Down Relief)	—	To nos. 3, 4 and 5 Platforms
R. 176 (Down Relief)	—	All routes
R. 276 (Up Relief)	—	All routes
(Down direction)		
R. 278 (No. 5 Platform)	—	All routes
(Down direction)		

Position light signals R.430, R.432, R.441, R.443, R.445 — All routes and R.447

All trains proceeding via the down Oxford line will be routed via the up relief (No. 4 Platform) line or No. 5 platform line and the existing trailing crossover between the down and up Oxford lines.

(33)

Ealing Broadway—

The 30 m.p.h. permanent speed restriction over the up relief line from 6m. 10ch. to 5m. 45ch., has been shortened in length and now applies from 5m. 65ch. to 5m. 45ch. (see Section D).

(32)

*** Didcot—

The down relief (No. 3) platform has been shortened by approximately 130 yards at the Swindon end.

(31)

*** Didcot—

The up relief (No. 4) platform has been temporarily shortened by approximately 45 yards at the Swindon end.

(31)

*** Didcot—

Signals R.176 and R.276, situated at the Swindon end of the down relief (No. 3) and up relief (No. 4) platforms have been repositioned approximately 20 yards towards Reading.

The associated AWS inductors have been repositioned accordingly.

(31)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:—

Norwood Junction—

Norwood Fork Arrival Road signal T10 has been moved 42 yards towards East Croydon.

(R/SB 43/55/31)

(33)

Norwood Down Yard—

C, D and E Sections have been abolished together with 27 chains of Slate Road.

(R/SB 43/55/31)

(33)

Clapham Junction—

The signal post telephone at signal VC610 (up Brighton slow line country side of the station) has been replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signalman from the open driving cab window without the driver having to alight from his train.

The white diamond sign superimposed by a 'T' remains but the white flashing light in the sign does not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signalman. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signalman to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signalman, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signalman answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button.

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this trial installation.

(1.306)

(33)

BRITISH RAILWAYS



LONDON MIDLAND REGION

ME

602

32

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 4 AUGUST

to

FRIDAY, 10 AUGUST 1984

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.

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 5 August—Toton Up Yard

All the double-sided hump speed signals and the application indicators on Arrival Lines 1-5 and 7-11 and the Engine Run-round line will be taken away.

The hump shunting signals in the vicinity of the Hump Room will be taken away and the points worked from the Hump Room will be converted to hand operation.

The Brake Slip line will be taken out of use and the connection to the Up Engine Release line will be secured for movements to the Up Engine Release line.

A new 'Stop & Await Instructions' board will be provided on the Hump Avoiding line on the Stapleford side of the Hump.

New 'Stop & Await Instructions' boards will be provided at the Hump end of the Arrival lines.

The King and Queen points worked from the Control Tower together with all points on Fan 4 (sidings 29-37) will be converted to hand operation.

New 'Stop & Await Instructions' boards, facing the Fans, will be provided at the North end of Fans 3 and 4 adjacent to the existing retarders.

(OD.14/83/83)

(35)

Signalling and Permanent Way Alterations—continued

Eastern Region

Monday, 6 August—Between Hexthorpe Jn. and St. James Jn.—

The 20 m.p.h. Permanent Speed Restriction through the up main and up goods connection at Hexthorpe Jn. will be increased to a 40 m.p.h. Permanent Speed Restriction.

The 20 m.p.h. Permanent Speed Restriction on the up goods line between 21m. 15ch. and 21m. 50ch. will be removed. (See Section D).

(35)

Flashing Yellow Aspects at High Speed Junctions—

The table below shows the provision of Flashing Double or Flashing Single Yellow aspects which the signals will also be capable of displaying (Rule Book Section C3.1.1 (b)). on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
(Sunday, 29 July—Hambleton South Junction)		
Down main Y943	Y945	Y947 cleared with Junction Indicator Position 1 for the route to down Hambleton South Curve.
(Sunday, 5 August—Colton North Junction and Colton South Junction)		
Down Normanton Y757	Y763	Y769 cleared with Junction Indicator position 1 for the route to down Leeds at Colton North Junction
Up Leeds Y770	Y764	Y758 cleared with Junction Indicator position 1 for the route to up Normanton at Colton South Junction
Down Normanton Y743	Y747	Y757 cleared with Junction Indicator Position 1 for the route to down Leeds at Colton South Junction

(35)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—

From 22 30 Saturday, 4 August to 16 00 Friday, 10 August, or until completion—Didcot—Chester Line Junction—

A new layout and new signalling will be brought into use as shown in heavy type on the following diagram. The new down and up Oxford lines from the junction with the relief lines to 53m. 28ch. are repositioned approximately 10 yards to the west of the former Oxford lines.

Signal R.176 (down relief) will be provided with a new position light signal and stencil type route indication 'S' for the Tip Siding.

Signals R.276 (up relief—down direction) and R.278 (No.5 platform—down direction) will be provided with new stencil type route indication 'S' for the Tip Siding.

All new connections will be operated by means of electro hydraulic clamp locks. The exit connections from the up sidings will remain operated by point machines.

NOTE:— The permanent speed restrictions through the junction have been revised and attention is drawn to Section D of this Notice.

(35)

From 08 00 Monday, 6 August until further notice—Heyford—

In connection with the raising of the platform height and construction of a temporary platform, the up platform will be shortened by approximately 44 yards at the London end. A temporary stop board will be provided.

(35)

Southern Region:—

Sunday, 5 August—Selhurst—

No.1 Yard Road will be laid in between the Gullet and No.2 Yard Road.

A position light ground shunt signal No.3 will be installed on No.1 Yard Road 177 yards London side of Norwood Yard ground frame 'B' and will apply to movements into Norwood Yard.

No.2 position light ground shunt signal in Norwood Yard with stencil route indicator 'Y' will now also apply to No.1 Yard Road.

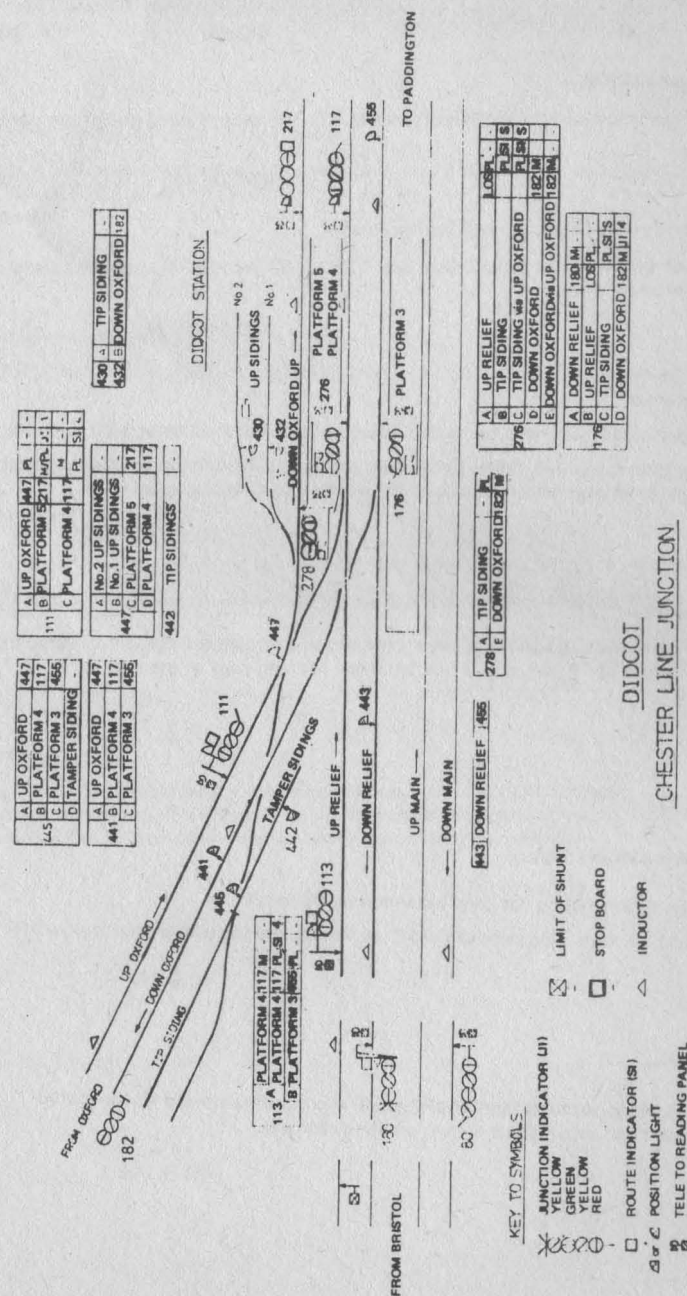
(35)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—continued

From 22 30 Saturday, 4 August to 16 00 Friday, 10 August, or until completion—Didcot—Chester Line Junction—



SECTION C

60

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Nottingham—Clifton Top Siding—

Between Lenton South Junction and Mansfield Junction, Nottingham Clifton Top Siding has been shortened to a length of 206 yards from the connection to the Ministry of Defence (R.O.F.) siding.

(O.D.14/—) (New Item) (34)

Westhouses M.P.D.—

The former trackwork of the Westhouses M.P.D. has been clipped out of use pending recovery.

(O.D.14/—) (New Item) (34)

Between Tyseley South Jn. and Spring Road—

The catch points in the down line at 0m. 07ch. (433 yards before reaching signal SY.161) have been replaced by plain line.

(O.D.14/81/36) (34)

East Langton

East Langton box has been taken out of use together with all associated signalling.

East Langton down 1.B. home signal, also acting as Kibworth down distant signal has had the red aspect removed and now acts as Kibworth down distant signal only.

(O.D.14/84/20) (34)

Grindleford—

The up main starting signal has been renewed as a semaphore signal 445 yards from the signalbox at a height of 16 feet, and 8 feet from the running edge of the rail.

(34)

Derby Atlas Works Sidings—

The Atlas Works Siding has been extended by 60 yards.

The length of the Siding between the Trap Points and the buffer stop is now 184 yards.

(O.D.14/—1) (33)

Dorridge—

Dorridge goods yard has been abolished. The ground frame and all associated connections have been secured out of use, pending removal.

(O.D.14/—) (33)

SECTION C

61

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Leagrave and Flitwick

Repeating signals WH.R. 307 at Leagrave, WH.R. 317 at Harlington and WH.R. 325 at Flitwick have been taken out of use until further notice.

(O.D.14/GEN/237) (33)

* * * Between Greaves Sidings S.F. and Fosse Road G.F.—

The 80 m.p.h. P.S.R. which applied on the down line from 100m. 38ch. to 101½m.p. together with the 75m.p.h. P.S.R. which applied on the up line from 102½m.p. to 100m. 55ch. has been removed.

(O.D.14/84/178) (32)

* * * Between Spondon and Derby—

The 65m.p.h. P.S.R. which applied on the down line from 126m. 25ch. to 126½m.p. has been removed.

(O.D.14/84/177) (32)

* * * Between Spondon and Draycott—

The 60m.p.h. P.S.R. which applied on the up line from 124m. 12ch. to 123m. 46ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applied on the up line from 123m. 46ch. to 123m. 40ch. has been removed.

(O.D.14/82/29) (32)

* * * Derby St. Marys—

The existing Middle Siding has become the Down Reception line and the Down Reception line has become a siding. The "Stop & Await Instructions" board at the north end of the existing Down Reception line has been repositioned accordingly.

(O.D.14/77/13) (32)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—

Between Barkston East Junction and Ancaster—

Honington signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Barkston East Junction and Ancaster

Level Crossings

Hough Lane Level Crossing at 111m.8ch. and Frinckley Lane Level Crossing at 111m. 52ch.

These level crossings have been converted to Automatic Open (A.O.C.R.) level crossings remotely monitored in Ancaster Signal Box.

A "WHISTLE" board has been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossings on each rail approach in the wrong direction of travel.

Hough Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 has been provided 538 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Frinckley Lane Level Crossing—

A combined St. Andrews Cross/Speed Restrictions Sign X 25 has been provided 489 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Honington—

The level crossing has been converted to automatic half-barriers. (telephone communication is provided between the Crossing and Ancaster Signal Box).

A combined St. Andrews Cross/Speed Restriction Sign X 25 applicable to movements towards the Crossing in the wrong direction of travel has been provided:—

- (a) On the Down Main (Sudbrook Lane side of the crossing), 500 yards from the crossing in the wrong (Up) direction of approach.
- (b) On the Up Main (immediately on the Honington side of Frinckley Lane Level Crossing) 370 yards from Honington automatic half barriers, applicable to the wrong (Down) direction of travel.

Holbeck Loco Depot—

All Two Way Hand Lever Points from Holbeck Outlet to the Washer Road have been changed to Hand Spring Point Levers. This makes a route from Outlet to Washer Road.

(34)

(34)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region :—continued

Between South Tottenham Station Junction and Leytonstone High Road—

The following catch-points in the down line have been secured out of use pending removal and replacement by plain line:—

Between South Tottenham Station Junction and Walthamstow—

In the down main at 8m. 8ch.

Between Leyton Midland Road and Leytonstone High Road—

In the down main at 9m. 41ch. (683 yards before reaching Leytonstone Home signal).

(33)

Between Victoria Park and Channelsea—

The following signals have been abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN.I.B. Distant
Victoria Park	DN.I.B. Home	to Dalston

The following new colour light signals have been brought into use

VP510	3—aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
VP29	Down starting to Dalston to show Red or Green, located 420 yards beyond Victoria Park Signal box.

(33)

. Blackhorse Road and Walthamstow Queens Road—

The catchpoints situated in the down line at 8m. 18ch. have been secured out of use pending removal.

(32)

. Leyton Midland Road and Leytonstone High Road—

The catch points situated in the down line at 9m. 41ch. have been secured out of use pending removal.

(32)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Didcot—

In connection with the remodelling of Chester Line Junction, Didcot Relief ground frame and associated connection from Provender Sidings to the Up Relief line has been recovered. The trailing crossover between the Down and Up Relief lines at 53m. 21ch. has been recovered.

A new trailing connection has been provided in the Up Relief line at 53m. 17ch. to the new Down Oxford line, which has been laid in approximately 10 yards west of the existing alignment. The existing Down Oxford line has been slewed into the new Down Oxford line at 53m. 28ch.

A new facing connection has been provided in the new Down Oxford line at approximately 53m. 26ch. connection to the realigned Provender Sidings.

To permit the Up Relief line to be slewed, signal R.113 has been renewed and repositioned approximately 6 feet on the cess side of the existing signal.

In addition to previous signal disconnections, position light signal R.431 (at Foxhall Junction) reading to the Down Relief line has been disconnected.

New position light signals R.441, R.442 and R.445 has been provided in connection with the new siding connection and are disconnected.

(34)

Paddington—

In connection with the provision of friction type buffer stops, platforms 5 and 6 have been shortened by approx. 35 yards.

(33)

Hayes & Harlington—

A new trailing crossover, spiked, clipped and padlocked out of use, has been provided between the down and up relief lines at approximately 11m. 2ch. (West end of station).

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region—continued

Didcot—

In connection with the remodelling of Chester Line Junction, the double junction in the down and up relief lines between 53m. 13ch. and 53m. 17ch. and the two fixed diamond crossings in the down and up Oxford lines have been recovered.

A new facing crossover between the down and up relief lines at approximately 53m. 13ch., clipped out of use, and a new trailing connection in the up relief line at approximately 53m. 14ch. with temporary connection to the Oxford line, have been provided.

The following signal routes have been disconnected until further notice.

Signal R. 111 (Up Oxford)	-	All routes
R. 113 (Up Relief)	-	All routes
R. 174 (Down Relief)	-	To nos. 3,4 and 5 Platforms
R. 176 (Down Relief)	-	All routes
R. 276 (Up Relief)	-	All routes
(Down direction)		
R. 278 (No. 5 Platform)	-	All routes
(Down direction)		

Position light signals R.430, R.432, R.441, R.443, R.445— All routes and R.447

All trains proceeding via the down Oxford line will be routed via the up relief (No. 4 Platform) line or No. 5 platform line and the existing trailing crossover between the down and up Oxford lines.

(33)

* * * Ealing Broadway—

The 30 m.p.h. permanent speed restriction over the up relief line from 6m. 10ch. to 5m. 45ch., has been shortened in length and now applies from 5m. 65ch. to 5m. 45ch. (see Section D).

(32)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:-

Norwood Junction—

Norwood Fork Arrival Road signal T10 has been moved 42 yards towards East Croydon.

(R/SB 43/55/31) (33)

Norwood Down Yard—

C, D and E Sections have been abolished together with 27 chains of Slate Road.

(R/SB 43/55/31) (33)

Clapham Junction—

The signal post telephone at signal VC610 (up Brighton slow line country side of the station) has been replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signaller from the open driving cab window without the driver having to alight from his train.

The white diamonded sign superimposed by a 'T' remains but the white flashing light in the sign does not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signaller. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signaller to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signaller, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signaller answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button.

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this trial installation.

(1.306) (33)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

SIGNALMENS GENERAL INSTRUCTIONS (B.R. 30062)

Instruction 31 Colour light signals (other than Track Circuit Block)

Amend Clause 31.2 to :-

If the Signaller becomes aware, or has reason to believe, that the main filament of a lamp has failed and that the signal is working with the secondary filament, normal working may continue. The S. & T. Technician must be informed immediately of the failure, but if he is not on duty he must be so informed when next taking duty.

Delete Clauses 31.4.1.2 and 31.4.1.3 and substitute :-

31.4.1.2.

When the indicator shows that the main power supply has failed but the standby supply is operative, the provisions of clause 31.2 (second sentence) must be applied, except that if more than 10 hours will elapse before the Technician takes duty, he must be sent for as soon as possible.

31.4.1.3

If both the main and standby indicators show failed, the S. & T. Technician must be sent for

ENDIX INSTRUCT
WHEN WORKING C
SECTION D—oo

Permal		Th	Ap dir	Ap dir	Ap dir	Ap dir
	Down/Up m.p.h.	25	X25	X25	X25	X25
		25	X25	X25	X25	X25

Look TODAY-

or

TOMORROW

may never come

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

33

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 11 AUGUST

to

FRIDAY, 17 AUGUST 1984

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.

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 12 August—Hall Green

Hall Green Signalbox will be abolished and Track Circuit Block working introduced on the down and up main lines between Saltley box (Tyseley South Jn.) and Shirley box.

The existing Hall Green down starting signal, up home signal and up home repeating signals, together with the shunting signals applying to movements through the former trailing crossover, opposite the box, will be taken away.

Signals HG. 5 (up main starting) and HG. 28 (down main home) will be converted to automatic working and replated accordingly. The signals will become Saltley signals and re-numbered SY. 368 and SY. 367 respectively. The signal post telephones will be connected to Saltley box.

The existing 2—aspect up distant signal (HG. 1) will become a Saltley signal and re-numbered SY. 366 R. The signal will be 1078 yards before reaching signal SY. 366 (see below).

A new 3—aspect automatic signal (SY. 366) will be provided on the up main line approximately 230 yards before reaching Hall Green Station. A.W.S. track equipment and a telephone to Saltley box will be provided at the signal.

A new 3—aspect automatic signal (SY. 365) will be provided on the down main line approximately 800 yards before reaching Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box will be provided at the signal.

A new 3—aspect automatic signal (SY. 363) will be provided on the down main line approximately 230 yards after passing Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box will be provided at the signal.

Shirley

The existing down distant and home 1 semaphore signals will be taken away and a new 3—aspect controlled signal (SH. 30) provided, 543 yards before reaching Shirley box. The new signal will be situated 700 yards before reaching the down home 2 semaphore signal. A.W.S. track equipment and a telephone to Shirley box will be provided at signal SJ. 30.

(OD14/81/36) (36)

Sunday, 12 August—Hams Hall C.E.G.B. Sidings

The arrival line will be taken out of use.

The 'Stop & Await Instructions' board on the 'Arrival & Departure' line will be taken away and a new 'Stop & Telephone' board provided on the 'Arrival & Departure' line immediately before reaching the first set of hand points at the entrance to the C.E.G.B. sidings.

The handpoints leading from the 'Arrival & Departure' line to the Shunt Line will be secured for movements along the 'Arrival & Departure' line.

Coleshill

The facing connection from the up slow line to the arrival and departure line will be secured out of use.

Signal SY.512 controlling movements from the up siding will be recovered.

(OD14/84/58) (36)

Signalling and Permanent Way Alterations—continued

Monday, 13 August—Between Knighton South Junction and Burton Leicester Junction.

The maximum permissible speed between Knighton South Junction and Burton Leicester Junction will become 45 m.p.h. for all trains, including passenger trains.

Between Desford Colliery Sidings and Moria West Junction.

The 20 m.p.h. P.S.R. which applies on the down line from 108m. 30ch. to 115m. 30ch. will apply from 109 m.p. to 115m. 30ch.

Between Swannington L.C. and Gresley Tunnel.

The 20 m.p.h. P.S.R. which applies on the down line from 119¼ m.p. to 121m. 45ch. will apply from 119¼ m.p. to 121m. 20ch.

Between Gresley Tunnel and Swannington L.C.

The 20 m.p.h. P.S.R. which applies on the up line from 121m. 45ch. to 118 m.p. will apply from 121m. 20ch. to 118 m.p.

(OD14/82/190) (36)

Monday, 13 August—Between Moira West Junction and Swannington L.C.

The 10 m.p.h. P.S.R. which applies on the up line from 116m. 22ch. to 116m. 20ch. will become a 20 m.p.h. P.S.R. applying from 116m. 22ch. to 116m. 16ch.

Between Moria West Junction and Desford Colliery Sidings.

The 20 m.p.h. P.S.R. which applies on the up line from 114¼ m.p. to 108m. 30ch. will apply from 114 m.p. to 109 m.p.

(OD14/82/190) (36)

Monday, 13 August—Between St. Pancras and Chesterfield (via Derby)

Vairious alterations to maximum permissible speeds and permanent speed restrictions on this route will take effect and full details are included on the Sectional Appendix amendments in Section D of this Notice.

(OD14/Gen. 201) (36)

Monday, 13 August—Between Draycott G.F. and Spondon L.C. S.F.

The 60 m.p.h. P.S.R. which applies on the down line from 122m. 75ch. to 123m. 40ch. together with the 20 m.p.h. P.S.R. which applies on the down line from 123m. 40ch. to 134m. 46ch. will be removed.

(OD.14/82/29) (36)

Eastern Region

Monday, 13 August—Between Treeton Junction and Beighton Junction

The 55 m.p.h. permanent speed restriction on the Up line between 157m. 15ch. and 156m. 55ch. will be removed. (See Section D).

(36)

Western Region

From 08 00 Thursday, 2 August—Didcot

Signal R.111 on the Up Oxford line which has already been disconnected will be removed. A new red aspect will be provided at the same location at ground level.

(36)

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Toton Up Yard

All the double-sided hump speed signals and the application indicators on Arrival Lines 1-5 and 7-11 and the Engine Run-round line have been taken away.

The hump shunting signals in the vicinity of the Hump Room have been taken away and the points worked from the Hump Room have been converted to hand operation.

The Brake Slip line has been taken out of use and the connection to the Up Engine Release line has been secured for movements to the Up Engine Release line.

A new 'Stop & Await Instructions' board has been provided on the Hump Avoiding line on the Stapleford side of the Hump.

New 'Stop & Await Instructions' boards have been provided at the Hump end of the Arrival lines.

The King and Queen points worked from the Control Tower together with all points on Fan 4 (sidings 29-37) have been converted to hand operation.

New 'Stop & Await Instruction' boards, facing the Fans, have been provided at the North end of Fans 3 and 4 adjacent to the existing retarders.

(OD14/83/83) (35)

Nottingham—Clifton Top Siding—

Between Lenton South Junction and Mansfield Junction, Nottingham Clifton Top Sidings has been shortened to a length of 206 yards from the connection to the Ministry of Defence (R.O.F.) Siding.

(OD14/-) (34)

Westhouses M.P.D.—

The former trackwork of the Westhouses M.P.D. has been clipped out of use pending recovery.

(OD14/-) (34)

Between Tyseley South Jn. and Spring Road—

The catch points in the down line at 0m. 07ch. (433 yards before reaching signal SY. 161), have been replaced by plain line.

(OD14/81/36) (34)

East Langton

East Langton box has been taken out of use together with all associated signalling.

East Langton down 1.B. home signal, also acting as Kibworth down distant signal has had the red aspect removed and now acts as Kibworth down distant signal only.

(OD14/84/20) (34)

Grindleford—

The up main starting signal has been renewed as a semaphore signal 445 yards from the signalbox at a height of 16 feet, and 8 feet from the running edge of the rail.

(34)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * Derby Atlas Works Sidings—

The Atlas Works Siding has been extended by 60 yards.

The length of the Siding between the Trap Points and the buffer stop is now 184 Yards.

(OD14/-) (33)

* * Dorridge—

Dorridge goods yard has been abolished. The ground frame and all associated connections have been secured out of use, pending removal.

(OD14/-) (33)

* * Between Leagrave and Flitwick

Repeating signals WH.R. 307 at Leagrave, W.H.R. 317 at Harlington and WH. R. 325 at Flitwick have been taken out of use until further notice.

(OD14/GEN/237) (33)

Eastern Region

Between Hexthorpe Jn. and St. James Jn.—

The 20 m.p.h. Permanent Speed Restriction through the up main and up goods connection at Hexthorpe Jn. has been increased to a 40 m.p.h. Permanent Speed Restriction.

The 20 m.p.h. Permanent Speed Restriction on the up goods line between 21m. 15ch. and 21m. 50ch. has been removed. (See Section D).

(35)

Flashing Yellow Aspects at High Speed Junctions—

The table below shows the provision of Flashing Double or Flashing Single Yellow aspects which the signals are also capable of displaying (Rule Book Section C3. 1.1 (b) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
(Hambleton South Junction)		
Down main Y943	Y945	Y947 cleared with junction indicator Position 1 for the route to down Hambleton South Curve.
(Colton North Junction and Colton South Junction)		
Down Normanton Y757	Y763	Y769 cleared with Junction Indicator position 1 for the route to down Leeds at Colton North Junction.
Up Leeds Y770	Y764	Y758 cleared with Junction indicator position 1 for the route to up Normanton at Colton South Junction.

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Flashing Yellow Aspects at High Speed Junctions—continued

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
(Colton North Junction and Colton South Junction)—continued		
Down Normanton Y743	Y747	Y757 cleared with Junction Indicator Position 1 for the route to down Leeds at Colton South Junction

(35)

Between Barkston East Junction and Ancaster—

Honington signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Barkston East Junction and Ancaster

Level Crossings

Hough Lane Level Crossing at 111m.8ch. and Frinckley Lane Level Crossing at 111m. 52ch.

These level crossings have been converted to Automatic Open (A.O.C.R.) level crossings remotely monitored in Ancaster Signal Box.

A "WHISTLE" board has been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossings on each rail approach in the wrong direction of travel.

Hough Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 has been provided 538 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Frinckley Lane Level Crossing—

A combined St. Andrews Cross/Speed Restrictions Sign X 25 has been provided 489 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Honington—

The level crossing has been converted to automatic half-barriers. (telephone communication is provided between the Crossing and Ancaster Signal Box).

A combined St. Andrews Cross/Speed Restriction Sign X25 applicable to movements towards the Crossing in the wrong direction of travel has been provided :—

- On the Down Main (Sudbrook Lane side of the crossing), 500 yards from the crossing in the wrong (Up) direction of approach.
- On the Up Main (immediately on the Honington side of Frinckley Lane Level Crossing) 370 yards from Honington automatic half barriers, applicable to the wrong (Down) direction of travel.

(34)

Holbeck Loco Depot—

All Two Way Hand Lever Points from Holbeck Outlet to the Washer Road have been changed to Hand Spring Point Levers. This makes a route from Outlet to Washer Road.

(34)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region —continued

* * * Between South Tottenham Station Junction and Leytonstone High Road—

The following catch-points in the down line have been secured out of use pending removal and replacement by plain line:—

* * * Between South Tottenham Station Junction and Walthamstow—

In the down main at 8m. 8ch.

Between Leyton Midland Road and Leytonstone High Road—

In the down main at 9m. 41ch. (683 yards before reaching Leytonstone Home signal).

(33)

* * * Between Victoria Park and Channelsea—

The following signals have been abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN.I.B. Distant
Victoria Park	DN.I.B. Home	to Dalston

The following new colour light signals have been brought into use

VP510	3—aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
-------	---

VP29	Down starting to Dalston to show Red or Green, located 420 yards beyond Victoria Park Signal box.
------	---

(33)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Between Westerleigh Jn. and Gate—

Signal B.147 (up line) and associated signal post telephone has been brought back into use.

(New Item) (35)

Didcot—Chester Line Junction—

A new layout and new signalling have been brought into use as shown in heavy type on the following diagram. The new down and up Oxford lines from the junction with the relief lines to 53m. 28ch. are repositioned approximately 10 yards to the west of the former Oxford lines.

Signal R.176 (down relief) has been provided with a new position light signal and stencil type route indication 'S' for the Tip Siding.

Signals R.276 (up relief—down direction) and R.278 (No. 5 platform—down direction) has been provided with new stencil type route indication 'S' for the Tip Siding.

All new connections have been operated by means of electro hydraulic clamp locks. The exit connection from the up sidings remain operated by point machines.

NOTE:— The permanent speed restrictions through the junction have been revised and attention is drawn to Section D of this Notice.

(35)

Heyford—

In connection with the raising of the platform height and construction of a temporary platform, the up platform has been shortened by approximately 44 yards at the London end. A temporary stop board has been provided.

(35)

Didcot—

In connection with the remodelling of Chester Line Junction, Didcot Relief ground frame and associated connection from Provender Sidings to the Up Relief line has been recovered. The trailing crossover between the Down and Up Relief lines at 53m. 21ch. has been recovered.

A new trailing connection has been provided in the Up Relief line at 53m. 17ch. to the new Down Oxford line, which has been laid in approximately 10 yards west of the existing alignment. The existing Down Oxford line has been slewed into the new Down Oxford line at 53m. 28ch.

A new facing connection has been provided in the new Down Oxford line at approximately 53m. 26ch. connection to the realigned Provender Sidings.

To permit the Up Relief line to be slewed, signal R.113 has been renewed and repositioned approximately 6 feet on the cess side of the existing signal.

In addition to previous signal disconnections, position light signal R.431 (at Foxhall Junction) reading to the Down Relief line has been disconnected.

New position light signals R.441, R.442 and R.445 has been provided in connection with the new siding connection and are disconnected.

(34)

* * * Paddington—

In connection with the provision of friction type buffer stops, platforms 5 and 6 have been shortened by approx. 35 yards.

(33)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region—continued

* * * Hayes & Harlington—

A new trailing crossover, spiked, clipped and padlocked out of use, has been provided between the down and up relief lines at approximately 11m. 2ch. (West end of station).

(33)

* * * Didcot—

In connection with the remodelling of Chester Line Junction, the double junction in the down and up relief lines between 53m. 13ch. and 53m. 17ch. and the two fixed diamond crossings in the down and up Oxford lines have been recovered.

A new facing crossover between the down and up relief lines at approximately 53m. 13ch., clipped out of use, and a new trailing connection in the up relief line at approximately 53m. 14ch. with temporary connection to the Oxford line, have been provided.

The following signal routes have been disconnected until further notice.

Signal R. 111 (Up Oxford)	-	All routes
R. 113 (Up Relief)	-	All routes
R. 174 (Down Relief)	-	To nos. 3,4 and 5 Platforms
R. 176 (Down Relief)	-	All routes
R. 276 (Up Relief)	-	All routes
(Down direction)		
R. 278 (No. 5 Platform)	-	All routes
(Down direction)		

Position light signals R.430, R.432, R.441, R.443, R.445— All routes and R.447

All trains proceeding via the down Oxford line will be routed via the up relief (No. 4 Platform) line or No. 5 platform line and the existing trailing crossover between the down and up Oxford lines.

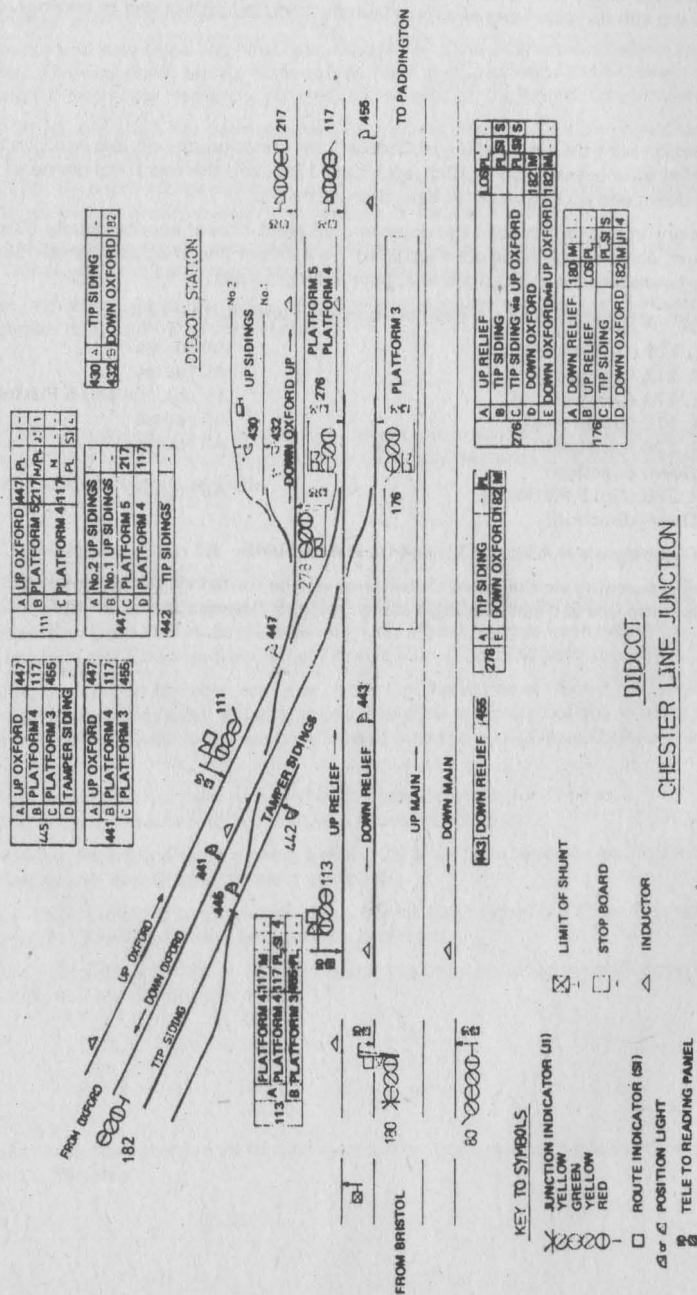
(33)

SECTION C

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

Western Region:—continued

Didcot—Chester Line Junction—



SECTION C

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

Southern Region:-

••• Norwood Junction—

Norwood Fork Arrival Road signal T10 has been moved 42 yards towards East Croydon.

(R/SB 43/55/31) (33)

••• Norwood Down Yard—

C, D and E Sections have been abolished together with 27 chains of Slate Road.

(R/SB 43/55/31) (33)

••• Clapham Junction—

The signal post telephone at signal VC610 (up brighton slow line country side of the station) has been replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signalman from the open driving cab window without the driver having to alight from his train.

The white diamonded sign superimposed by a 'T' remains but the white flashing light in the sign does not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signalman. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signalman to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signalman, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signalman answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button.

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this trial installation.

(1.306) (33)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region —continued

Selhurst—

No. 1 Yard Road has been laid in between the Gullet and No. 2 Yard Road.

A position light ground shunt signal No. 3 has been installed on No. 1 Yard Road 177 yards London side of Norwood Yard ground frame 'B' and applies to movements into Norwood Yard.

No. 2 position light ground shunt signal in Norwood Yard with stencil route indicator 'Y' also applies to No. 1 Yard Road.

(35)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

SIGNALMENS GENERAL INSTRUCTIONS (B.R. 30062)

Instruction 31 Colour light signals (other than Track Circuit Block)

Amend Clause 31.2 to :—

If the Signalman becomes aware, or has reason to believe, that the main filament of a lamp has failed and that the signal is working with the secondary filament, normal working may continue. The S. & T. Technician must be informed immediately of the failure, but if he is not on duty he must be so informed when next taking duty.

Delete Clauses 31.4.1.2 and 31.4.1.3 and substitute :—

31.4.1.2.

When the indicator shows that the main power supply has failed but the standby supply is operative, the provisions of clause 31.2 (second sentence) must be applied, except that if more than 10 hours will elapse before the Technician takes duty, he must be sent for as soon as possible.

31.4.1.3

If both the main and standby indicators show failed, the S. & T. Technician must be sent for.

31.4.1.4

The Signalman must record in the train register the times of failure and restoration.

(OD.15/69/3) (4-8-84)

**INSTRUCTIONS AFFECTING LMR STAFF WHEN WORKING OVER THE
WESTERN REGION AND BETWEEN READING, SOUTHCOLE JN. AND
EASTLEIGH (SOUTHERN REGION) DATED JULY, 1974 BR.30025—continued**

GENERAL INSTRUCTIONS

Page 56—Add—

LONDON TRANSPORT ELECTRIFIED LINES

The London Transport Executive's D.C. electrified lines are adjacent to Western Region lines between the following points:—

Paddington (Platform 14) and Westbourne Park
Acton West and Ealing Broadway
North Acton and Northolt Junction East

Staff must regard these electrified lines as being alive continuously.

Staff must at all times keep clear of the conductor and running rails and avoid touching them with tools, wires or metal equipment.

Cranes or other mechanical equipment must not be allowed to foul any of these lines without prior agreement being reached with the L.T.E.

If the permanent way is flooded to such an extent that the water has reached the conductor rails, staff must be careful not to come in contact with the water until they have ascertained that the current has been switched off.

In the event of fire or arcing, water must not be applied to an electric wire or conductor rail until after the current has been switched off.

Switching off current in emergency. Staff who become aware of:—

- (i) an incident on B.R. lines affecting L.T.E. lines
- (ii) an incident on L.T.E. lines affecting B.R. lines

must, unless L.T. staff are immediately available, contact the B.R. Signaller by the most expeditious means and request him to contact the L.T.E. to arrange for the current to be switched off.

The person contacting, the Signaller must give his name and grade and the precise location and details of the incident. He must also wait until an assurance is given that the current has been switched off.

(4-8-84)

LOCAL INSTRUCTIONS

PADDINGTON TO FOXHALL JUNCTION

Page 66—DIDCOT—Add

No's.4 and 5 Platform lines—terminating Up and Down trains

Drivers of trains entering an unoccupied platform line must be prepared to bring their trains to a stand at the red handsignal exhibited by a handsignalman.

A second train is permitted to enter the same platform, from the opposite direction, in clear weather only, in accordance with Rule Book, Section H, Clause 3.6.

The Driver of a train which has been brought to a stand in the platform must make no further movement unless authorised to do so by the person in charge of the platform, or the appropriate platform starting signal has been cleared for the train to proceed.

(4-8-84)

CREWE

8, August 1984

D.J. MAIDMENT

Regional Operations Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

34

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 18 AUGUST.

to

FRIDAY, 24 AUGUST 1984

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.

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.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 19 August—Derby Station

Double sided "OFF" indicators will be provided approximately 130 yards on the approach to each of the following signals to which they apply.

SOUTH END

DY. 441	—	Platform 1
DY. 442	—	Platform 2
DY. 443	—	Platform 3
DY. 444	—	Platform 4
DY. 446	—	Platform 6

NORTH END

DY. 451	—	Platform 1
DY. 452	—	Platform 2
DY. 453	—	Platform 3
DY. 454	—	Platform 4
DY. 456	—	Platform 6

(OD14/82/334)

(37)

Sunday, 19 August—Netherfield Lane L.C.

The combined speed restriction/whistle board, situated 110 yards on the Gedling Colliery side of the crossing, will be taken away.

A new Stop Board and supplementary notice worded "Telephone Signalman. Wait for White Light and Whistle before proceeding", will be provided below the Driver's flashing white light at the crossing in the up direction.

A telephone to Netherfield Junction signal box will be provided at the notice board.

(OD14/80/45)

(37)

Monday, 20 August—Between Arley Tunnel and Whitacre Junction

The 20 m.p.h. P.S.R. which applies on the down line from 2½ m.p. to 1½ m.p. will be withdrawn and a new 30 m.p.h. P.S.R. introduced from 2m. 05ch. to 1m. 50ch.

The 20 m.p.h. P.S.R. which applies on the up line from 1¾ to 2¼ m.p. will be withdrawn and a new 40 m.p.h. P.S.R. introduced from 1m. 50ch. to 2m. 95ch.

(OD14/79/75)

(37)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region**Sunday, 19 August—Immingham Reception Sidings—**

The trailing connection leading from the Down Main Line to Reception Sidings will be secured out of use pending removal.

The associated shunting signals will be abolished.

(37)

Western Region**Heyford—**

In connection with the raising of the platform height and the provision of temporary platforms the following work has/will be carried out :—

Until 16 00 hours, Sunday, 19 August—

The Up Platform has been shortened by 44 yards at the London end.

Temporary stop board is provided.

From 16 00 hours, Sunday, 19 August, Until further notice—

The Up Platform will be shortened by 55 yards at the Aynho Jn end and a temporary platform erected, 33 yards in length. 10 yards of the platform at the London end will run out of use.

Temporary stop board is provided.

From 08 00 hours, Monday, 20 August, Until further notice—

The Down Platform will be shortened by approximately 60 yards at the London end.

(37)

From 00 01 hours, Sunday, 19 August to 12 00 hours, Monday, 20 August, or until completion—Westbury Level Crossing (Gloucester)—

The remaining level crossing equipment (gates removed on 15 July) will be recovered and an automatic open crossing, remotely monitored (AOCR) provided.

Amber and flashing red road lights will illuminate and an audible device will sound on the approach of rail traffic. An indicator will be provided on each side of the crossing which will flash to indicate when a second train is approaching the crossing. A telephone will be provided on each side of the crossing communicating directly to the monitoring point, Gloucester signal box.

Whistle boards will be provided approximately 257 yards on the approaches to the crossing.

Automatic signal DM.122 will become a controlled signal and re-numbered G.110. (See Section D).

(37)

From 00 01 hours, Sunday, 19 August—Westbury Level Crossing (Gloucester)—

New 75 m.p.h. permanent speed restrictions will apply on the Down line from 122m. 6ch. to 124m. 65ch. and on the Up line from 124m. 65ch. to 121m. 70ch. (See Section D).

(37)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Leicester London Road Junction and Leicester North—

A permanent speed restriction of 15 m.p.h. applies over platforms 1 and 4 throughout.
(OD.14/Gen. 201) (New item) (36)

Hall Green

Hall Green Signal box has been abolished and Track Circuit Block working introduced on the down and up main lines between Saltley box (Tyseley South Jn.) and Shirley box.

Hall Green down starting signal, up home signal and up home repeating signals, together with the shunting signals applying to movements through the former trailing crossover, opposite the box, have been taken away.

Signals HG. 5 (up main starting) and HG. 28 (down main home) have been converted to automatic working and replated accordingly. The signals have become Saltley signals and re-numbered SY. 368 and SY. 367 respectively. The signal post telephones have been connected to Saltley box.

The existing 2—aspect up distant signal (HG. 1) has become a Saltley signal and re-numbered SY. 366 R. The signal will be 1078 yards before reaching signal SY. 366 (see below).

A new 3—aspect automatic signal (SY. 366) has been provided on the up main line approximately 230 yards before reaching Hall Green Station. A.W.S. track equipment and a telephone to Saltley box has been provided at the signal.

A new 3—aspect automatic signal (SY. 365) has been provided on the down main line approximately 800 yards before reaching Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box has been provided at the signal.

A new 3—aspect automatic signal (SY. 363) has been provided on the down main line approximately 230 yards after passing Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box has been provided at the signal. (36)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Shirley

The existing down distant and home 1 semaphore signals have been taken away and a new 3—aspect controlled signal (SH. 30) provided, 543 yards before reaching Shirley box. The new signal is situated 700 yards before reaching the down home 2 semaphore signal. A.W.S. track equipment and a telephone to Shirley box have been provided at signal SJ. 30.

(OD14/81/36) (36)

Hams Hall C.E.G.B. Sidings

The arrival Line has been taken out of use.

The 'Stop & Await Instructions' board on the 'Arrival & Departure' line has been taken away and a new 'Stop & Telephone' board provided on the 'Arrival & Departure' line immediately before reaching the first set of hand points at the entrance to the C.E.G.B. sidings.

The handpoints leading from the 'Arrival & Departure' line to the Shunt Line have been secured for movements along the 'Arrival & Departure' line.

Coleshill

The facing connection from the up slow line to the arrival and departure line has been secured out of use.

Signal SY. 512 controlling movements from the up siding has been recovered.

(OD14/84/58) (36)

Between Knighton South Junction and Burton Leicester Junction.

The maximum permissible speed Between Knighton South Junction and Burton Leicester Junction has become 45 m.p.h. for all trains, including passenger trains.

Between Desford Colliery Sidings and Moria West Junction.

The 20 m.p.h. P.S.R. which applied on the down line from 108m. 30ch. to 115m. 30ch. now applies from 109 m.p. to 115m. 30ch.

Between Swannington L.C. and Gresley Tunnel.

The 20 m.p.h. P.S.R. which applied on the down line from 119½ m.p. to 121m. 45ch. now applies from 119½ m.p. to 121m. 20ch.

Between Gresley Tunnel and Swannington L.C.

The 20 m.p.h. P.S.R. which applied on the up line from 121m. 45ch. to 118 m.p. now applies from 121m. 20ch. to 118 m.p.

(OD14/82/190) (36)

SECTION C

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

Between Moira West Junction and Swannington L.C.

The 10 m.p.h. P.S.R. which applied on the up line from 116m. 22ch. to 116m. 20ch. has become a 20 m.p.h. P.S.R. applying from 116m. 22ch. to 116m. 16ch.

Between Moria West Junction and Desford Colliery Sidings.

The 20 m.p.h. P.S.R. Which applied on the up line from 114¼ m.p. to 108m. 30ch. now applies from 114 m.p. to 109 m.p.

(OD14/82/190) (36)

Between St. Pancras and Chesterfield (via Derby)

Vairious alterations to maximum permissible speeds and permanent speed restrictions on this route have taken effect and full details are included on the Sectional Appendix amendments in Section D of this Notice.

(OD14/GEN.201) (36)

Between Draycott G.F. and Spondon L.C.S.F.

The 60 m.p.h. P.S.R. which applied on the down line from 122m. 75ch. to 123m. 40ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applied on the down line from 123m. 40ch. to 123m. 46ch. has been removed.

(OD14/82/29) (36)

Eastern Region

Between Treeton Junction and Beighton Junction

The 55 m.p.h. permanent speed restriction on the up line between 157m. 15ch. and 156m. 55ch. has been removed. (See Section D).

(36)

Western Region

Didcot

Signal R. 111 on the Up Oxford line which was disconnected has been removed. A new red aspect has been provided at the same location at ground level.

(36)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Toton Up Yard

All the double-sided hump speed signals and the application indicators on Arrival Lines 1-5 and 7-11 and the Engine Run-round line have been taken away.

The hump shunting signals in the vicinity of the Hump Room have been taken away and the points worked from the Hump Room have been converted to hand operation.

The Brake Slip line has been taken out of use and the connection to the Up Engine Release line has been secured for movements to the Up Engine Release line.

A new 'Stop & Await Instructions' board has been provided on the Hump Avoiding line on the Stapleford side of the Hump.

New 'Stop & Await Instructions' boards have been provided at the Hump end of the Arrival lines.

The King and Queen points worked from the Control Tower together with all points on Fan 4 (sidings 29-37) have been converted to hand operation.

New 'Stop & Await Instruction' boards, facing the Fans, have been provided at the North end of Fans 3 and 4 adjacent to the existing retarders.

(OD14/83/83) (35)

* * Nottingham—Clifton Top Siding—

Between Lenton South Junction and Mansfield Junction, Nottingham Clifton Top Sidings has been shortened to a length of 206 yards from the connection to the Ministry of Defence (R.O.F.) Siding.

(OD14/—) (34)

* * Westhouses M.P.D.—

The former trackwork of the Westhouses M.P.D. has been clipped out of use pending recovery.

(OD14/—) (34)

* * Between Tysley South Jn. and Spring Road—

The catch points in the down line at 0m. 07ch. (433 yards before reaching signal SY. 161), have been replaced by plain line.

(OD14/81/36) (34)

* * East Langton

East Langton box has been taken out of use together with all associated signalling.

East Langton down 1.B. home signal, also acting as Kibworth down distant signal has had the red aspect removed and now acts as Kibworth down distant signal only.

(OD14/84/20) (34)

* * Grindleford—

The up main starting signal has been renewed as a semaphore signal 445 yards from the signalbox at a height of 16 feet, and 8 feet from the running edge of the rail.

(34)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region

Between Hexthorpe Jn. and St. James Jn.—

The 20 m.p.h. Permanent Speed Restriction through the up main and up goods connection at Hexthorpe Jn. has been increased to a 40 m.p.h. Permanent Speed Restriction.

The 20 m.p.h. Permanent Speed Restriction on the up goods line between 21m. 15ch. and 21m. 50ch. has been removed. (See Section D).

(35)

Flashing Yellow Aspects at High Speed Junctions—

The table below shows the provision of Flashing Double or Flashing Single Yellow aspects which the signals are also capable of displaying (Rule Book Section C3. 1.1 (b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
(Hambleton South Junction)		
Down main Y943	Y945	Y947 cleared with junction indicator Position 1 for the route to down Hambleton South Curve.
(Colton North Junction and Colton South Junction)		
Down Normanton Y757	Y763	Y769 cleared with Junction Indicator position 1 for the route to down Leeds at Colton North Junction.
Up Leeds Y770	Y764	Y768 cleared with Junction indicator position 1 for the route to up Normanton at Colton South Junction.
Down Normanton Y743	Y747	Y757 cleared with Junction Indicator Position 1 for the route to down Leeds at Colton South Junction

(35)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

* * * Between Barkston East Junction and Ancaster—

Honington signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Barkston East Junction and Ancaster

Level Crossings

Hough Lane Level Crossing at 111m. 8ch. and Frinckley Lane Level Crossing at 111m. 52ch.

These level crossings have been converted to Automatic Open (A.O.C.R.) level crossings remotely monitored in Ancaster Signal Box.

A " WHISTLE " board has been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossings on each rail approach in the wrong direction of travel.

Hough Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 has been provided 538 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Frinckley Lane Level Crossing—

A combined St. Andrews Cross/Speed Restrictions Sign X 25 has been provided 489 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Honington—

The level crossing has been converted to automatic half-barriers. (telephone communication is provided between the Crossing and Ancaster Signal Box).

A combined St. Andrews Cross/Speed Restriction Sign X25 applicable to movements towards the Crossing in the wrong direction of travel has been provided :—

- On the Down Main (Sudbrook Lane side of the crossing), 500 yards from the crossing in the wrong (Up) direction of approach.
- On the Up Main (immediately on the Honington side of Frinckley Lane Level Crossing) 370 yards from Honington automatic half barriers, applicable to the wrong (Down) direction of travel.

(34)

* * * Holbeck Loco Depot—

All Two Way Hand Lever Points from Holbeck Outlet to the Washer Road have been changed to Hand Spring Point Levers. This makes a route from Outlet to Washer Road.

(34)

SECTION C

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

Western Region:—

Between Westerleigh Jn. and Gate—

Signal B.147 (up line) and associated signal post telephone has been brought back into use.
 (New Item) (35)

Didcot—Chester Line Junction—

A new layout and new signalling have been brought into use as shown in heavy type on the following diagram. The new down and up Oxford lines from the junction with the relief lines to 53m. 28ch. are repositioned approximately 10 yards to the west of the former Oxford lines.

Signal R.176 (down relief) has been provided with a new position light signal and stencil type route indication 'S' for the Tip Siding.

Signals R.276 (up relief—down direction) and R.278 (No. 5 platform—down direction) has been provided with new stencil type route indication 'S' for the Tip Siding.

All new connections have been operated by means of electro hydraulic clamp locks. The exit connection from the up sidings remain operated by point machines.

NOTE:— The permanent speed restrictions through the junction have been revised and attention is drawn to Section D of this Notice.

(35)

Heyford—

In connection with the raising of the platform height and construction of a temporary platform, the up platform has been shortened by approximately 44 yards at the London end. A temporary stop board has been provided.

(35)

Didcot—

In connection with the remodelling of Chester Line Junction, Didcot Relief ground frame and associated connection from Provender Sidings to the Up Relief line has been recovered. The trailing crossover between the Down and Up Relief lines at 53m. 21ch. has been recovered.

A new trailing connection has been provided in the Up Relief line at 53m. 17ch. to the new Down Oxford line, which has been laid in approximately 10 yards west of the existing alignment. The existing Down Oxford line has been slewed into the new Down Oxford line at 53m. 28ch.

A new facing connection has been provided in the new Down Oxford line at approximately 53m. 26ch. connection to the realigned Provender Sidings.

To permit the Up Relief line to be slewed, signal R.113 has been renewed and repositioned approximately 6 feet on the cess side of the existing signal.

In addition to previous signal disconnections, position light signal R.431 (at Foxhall Junction) reading to the Down Relief line has been disconnected.

New position light signals R.441, R.442 and R.445 has been provided in connection with the new siding connection and are disconnected.

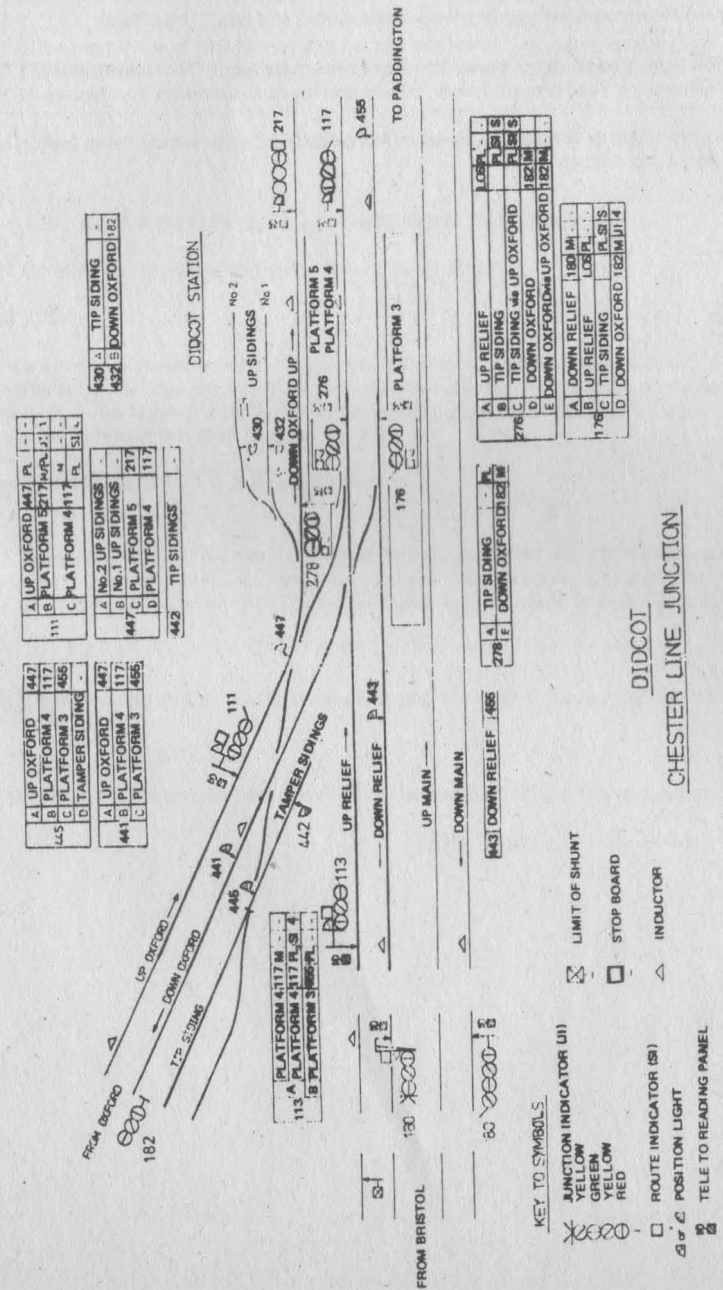
(34)

SECTION C

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

Western Region:—continued

Didcot—Chester Line Junction



SECTION C

70

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region —continued

Selhurst—

No. 1 Yard Road has been laid in between the Gullet and No. 2 Yard Road.

A position light ground shunt signal No. 3 has been installed on No. 1 Yard Road 177 yards London side of Norwood Yard ground frame 'B' and applies to movements into Norwood Yard.

No. 2 position light ground shunt signal in Norwood Yard with stencil route indicator 'Y' also applies to No. 1 Yard Road.

(35)

SECTION D

71

GENERAL INSTRUCTIONS AND NOTICES



New item.

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



The next issue of this Notice will cover a period of two weeks combining Nos. 35 and 36, Saturday, 25 August to Friday, 7 September, 1984.

SIGNALMENS GENERAL INSTRUCTIONS (B.R. 30062)

Instruction 31 Colour light signals (other than Track Circuit Block)

Amend Clause 31.2 to :—

If the Signaller becomes aware, or has reason to believe, that the main filament of a lamp has failed and that the signal is working with the secondary filament, normal working may continue. The S. & T. Technician must be informed immediately of the failure, but if he is not on duty he must be so informed when next taking duty.

Delete Clauses 31.4.1.2 and 31.4.1.3 and substitute :—

31.4.1.2.

When the indicator shows that the main power supply has failed but the standby supply is operative, the provisions of clause 31.2 (second sentence) must be applied, except that if more than 10 hours will elapse before the Technician takes duty, he must be sent for as soon as possible.

31.4.1.3

If both the main and standby indicators show failed, the S. & T. Technician must be sent for.

31.4.1.4

The Signaller must record in the train register the times of failure and restoration.

(OD.15/69/3)

(4-8-84)

SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN WORKING OVER THE WESTERN REGION AND BETWEEN SOUTHCOTE JN. AND EASTLEIGH (SOUTHERN REGION), DATED JULY, 1974, BR.30025—continued

Special Supplement shown pages 167 to 187 MED 32—continued

GLOUCESTER TO CARDIFF

Page 183—Add—

WESTBURY LEVEL CROSSING (A.O.C.R.)

With reference to Clause 5 of the instructions for 'Automatic Open Crossing, Remotely Monitored' in the General Appendix, the following additional instruction (x) applies:—

An Engineer's self-propelled on-track machine, Engineer's Rail Motor which is not shown in Section 4 as being relied upon to operate track circuits, or a Rail Bus requires to pass through the Section. The Crossing Keeper must have taken over local control before the rail movement is authorised. (19-8-84)

MISCELLANEOUS INSTRUCTIONS

CLAPHAM JUNCTION—TELEPHONE AT SIGNAL VC.610

The signal post telephone at signal VC.610 (Up Brighton slow line country side of the station) has been replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signalman from the open driving cab window without the driver having to alight from his train.

The white diamond sign superimposed by a 'T' remains but the white flashing light in the sign does not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signalman. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signalman to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signalman, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signalman answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button.

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this train installation. (18-8-84)(39)

Miscellaneous Instructions—continued

OPERATING PUBLICATIONS

The undermentioned publications are in the course of distribution from the Printers, BUT WILL NOT OPERATE until Saturday, 6 October 1984. The publications should be made available to staff concerned as soon as supplies are received:—

1. Regulations for Train signalling on single lines by the Electric Token Block System (BR 30062/3) (including an explanatory leaflet).
2. Regulations for Train Signalling on Single Lines by the Tokenless Block System (BR 30062/4) (including an explanatory leaflet).
3. Alterations and Additions to Signalmen's General Instructions issue No. 3 (BR 30062/11).
4. Alterations and Additions to the General Appendix — issue No. 5 (BR 29944/32).
5. Alterations and Additions to the Rule Book — issue No. 11 (BR 87109/36).
6. Revised instructions to be observed in connection with the working of Royal Trains (BR 86153/3).
7. Supplement No. 3 to Working Instructions for AC electrified lines (BR 29987/13).

The re-issue of the Single Lines Electric Token and Tokenless Block Regulations will only be issued to those members of the staff directly concerned. Any member of the staff employed in these functions who has not received a copy of the appropriate Signalling Regulation by 25 August 1984, must immediately advise his supervisor.

Any member of the staff who is in possession of the current issue of the Signalmen's General Instructions, the General Appendix, Rule Book, 'Working of Royal Trains' Instructions or AC Electrified Lines Instructions, who does not receive a copy of the appropriate publication listed above by 15, September 1984, must immediately advise his supervisor.

(OD15/61)

(18.8.84)

(37)

CREWE

15, August 1984

D.J. MAIDMENT

Regional Operations Manager