

007

British Rail
London Midland Region

ME



3/4

WEEKLY OPERATING NOTICE

containing

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

Saturday, 14th April
to
Friday, 27th April 1990
inclusive

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

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

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P9/4, Rail House, Crewe" by wire as follows:- "Nile Not ME", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

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SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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WARNING



*
*
* A.C. ELECTRIFIED LINES *
*
* RICHMOND HILL TUNNEL (WEST PORTAL) - LEEDS NEVILLE HILL DEPOT (INCLUSIVE) *
*
* The overhead line equipment has been extended Eastwards from a point 88 yards
* West of the 19½ mile post at the West portal of Richmond Hill Tunnel to a point
* 183 yards East of the 19 mile post on the Main lines and the East end of the
* C.E.T. Sidings including the Leeds Neville Hill Depot 244 yards West of the 18
* mile post.
*
* From 00 01 hours on Monday 30 April 1990, the overhead line equipment will be
* energised at 25,000 volts and must be regarded as being 'ALIVE' at all times.
*
* The limits of energisation will be :-
*
* From the existing electrified line at the West Portal of Richmond Hill Tunnel -
*
* Structure No. EB 48/32 DOWN MAIN LINE, UP MAIN LINE, UP GOODS LINE
*
* To a point 183 yards (167 metres) East of the 19 mile post -
*
* Structure No. EB 49/16 UP MAIN LINE
* EB 49/14 UP GOODS LINE
* EB 49/21 DOWN MAIN LINE
*
* and the East end of the C.E.T Sidings including the Leeds Neville Hill Depot
* 244 yards (223 metres) West of the 18 mile post -
*
* Structure No. EBN 01/09 NO.2 C.E.T. SIDING
* EBN 01/10 NO.1 C.E.T. SIDING
*
* The Working Instructions for A.C. Electrified Lines (BR 29987), and amendments
* thereto, will apply.
*



WARNING



*
* A.C. ELECTRIFIED LINES *
*
* DONCASTER TO LEEDS LINE - ELECTRIFICATION OF THE DOWN HEMSWORTH LOOP *
*
* The overhead line equipment has been extended over the Down Hemsworth Loop from
* a point 162 yards (148 metres) North of the 167¼ mile post to a point 74 yards
* (68 metres) South of the 168¼ mile post.
*
* From 00 01 hours on Sunday, 15 April 1990. The overhead line equipment will be
* energised at 25,000 volts and must be regarded as being 'ALIVE' at all times.
*
* The limits of energisation will be :-
*
* From the Doncaster end of the Down Hemsworth Loop 162 yards (148 metres) North of
* the 167¼ mile post -
*
* Structure No. EB 17/15 DOWN MAIN
*
* To the Leeds end of the Down Hemsworth Loop 74 yards (68 metres) south of the
* 168¼ mile post -
*
* Structure No. EB 18/16 DOWN MAIN
*
* The Working Instructions for A.C. Electrified Lines (BR 29987), and amendments
* thereto, will apply.
*
* (4)
*

AT OR BETWEEN	LINES AFFECTED	REMARKS
SOUTHERN REGION-continued		
TULSE HILL TO NORWOOD JN. (VIA CRYSTAL PALACE)		
Thursday, 19 and Friday, 20 April		
S55 West Norwood Jn. and Bromley Jn./ Sydenham/Birkbeck	All BLOCKED & Isolated	00 10 to 04 50. Trackwork, 6m. 60ch. and 9m. 40ch./6m. 40ch./10m. 26ch.
Sunday, 22 April		
S56 West Norwood Jn. and Bromley Jn./ Sydenham/Birkbeck	All BLOCKED & Isolated	00 10 to 07 00. Trackwork, 6m. 60ch. and 9m. 40ch./6m. 40ch./10m. 26ch.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Tuesday, 17 April - Farringdon Station

Temporary scaffolding will be erected on the down platform. Drivers of trains entering Farringdon Station on the down Moorgate line must be prepared for reduced sighting of signal WH.413 at the Kings Cross end of the station.

(OD14/85/61/B) (6)

Sunday, 22 April - Stratford-Upon-Avon

The down goods loop and all associated signalling will be taken away.

The shunting signal situated approximately 250 yards on the station side of the box and applying to set-back moves through the trailing crossover from the down main to the up main line will be taken away.

The down main end of the trailing crossover will be converted to train operated (hydro-pneumatic) points and altered to lie normally for movements from Platform 1 to the up main line. A 15 m.p.h. permanent speed restriction will apply through these points in each direction.

A new semaphore stop signal applicable to trains departing from Platform 2 will be provided on the left-hand side of the up main line at the signal box end of the platform. The new signal will be 15 feet in height.

(OD14/88/175) (6)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION

Sunday, 22 April - Peterborough (Fletton Jn.)

The new trailing crossover connection between the Up and Down Main lines at Fletton Jn. at 74m. 76chs., at present secured out of use, will be commissioned for operational use as an emergency crossover for single line working of trains in an emergency or during planned engineering work possessions.

The new trailing crossover will be controlled directly from Peterborough Signal Box; and is already protected by existing controlled signals P 417 (Down Main), P 428 (Up Slow) and P 430 (Up Fast).

Saturday, 14 April until completion - Between Thirsk and Darlington/Low Gates

Northallerton Signal Box will be abolished.

Revised signalling will come into operation on the following lines:-

Down Slow - Between 28½m.p. and Longlands Jn.
 Up Slow - Between Northallerton and 29m.p.
 Down Fast - Between 26½m.p. and 32½m.p.
 Up Fast - Between 32½m.p. and 29m.p.
 Up Eaglescliffe - Between 44½m.p. and Northallerton.
 Down Eaglescliffe - Between Northallerton and 43½m.p.
 Redmire Branch - To 1½m.p.
 Down and Up Longlands Loops.
 Down and Up Northallerton Loops.

Details are shown in the diagrams in this notice.

York Signal Box will now work to Darlington Signal Box and Low Gates Signal Box with Track Circuit Block regulations applying throughout. Absolute Block regulations will continue to apply between Low Gates Signal Box and Long Lane Signal Box.

The following existing signals will be replated and will have telephone communication with York Signal Box:-

<u>Line</u>	<u>Old Number</u>	<u>New Number</u>
Down Slow	N 445	Y 445
	N 451	Y 451
	N 455	Y 455
Down Fast	N 447	Y 447
	N 453	Y 453
	N 457	Y 457
Down Main	N 3	Y 971
Up Fast	N 456	Y 456
	N 462	Y 462

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

Saturday, 14 April until completion - Between Thirsk and Darlington/Low Gates - continued

<u>Line</u>	<u>Old Number</u>	<u>New Number</u>
Up Main	U 33	Y 970
	U 34	Y 968
	U 35B	Y 966
Up Slow	N 458	Y 458
	N 464	Y 464

Existing 4-aspect signal LG 29 on the Up Eaglescliffe line will be repositioned and replated LG 8.

Existing 3-aspect signal LG 29R on the Up Eaglescliffe line will be replated LG 8R and will display only a single yellow aspect.

Existing 3-aspect signal LG 45 on the Down Eaglescliffe line will be replated LG 7.

The Redmire Branch Up distant colour light signal will be replaced by a reflectorised Distant board.

All colour light signals with the exception of Y493 and Y496 will be provided with A.W.S. and all new signals will have telephone communication with York Signal Box with the exception of LG 7 and LG 8 which will have telephone communication with Low Gates Signal Box.

Details of main running signals with more than one route and of position light signals:-

DOWN DIRECTION

<u>Signal No.</u>	<u>Aspect</u>	<u>Route/Jn. Indic.</u>	<u>Application to or towards</u>
Y 461	Main	-	Down Main Y 465
	"	Pos. 1	Down Longlands Loop Y 469
Y 463	Main	Pos. 1	Down Longlands Loop Y 469
	"	-	Down Main Y 465
Y 467	Main	-	Down Main Y 497
	"	Pos. 4	Out of use
	"	Pos. 5	Down Northallerton Loop Y 475
Y 497	Main	Pos. 1	Reversing line
	"	-	Down Main Y 501
Y 691	PL	D	Down Main Y 467
	PL	X	Up Main Y 693
Y 693	PL	X	Up Main Y 695
	PL	S	Up Siding
Y 695	PL	X	Up Main occupied
	PL	L	Down Northallerton Loop Y 475
Y 697	PL	D	Down Eaglescliffe LG 7
	PL	X	Up Eaglescliffe LG 5
	PL	Y	Yard
LG 5	PL	-	Down Eaglecliffe LG 43

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

Saturday, 14 April until completion - Between Thirsk and
Darlington/Low Gates - continued

UP DIRECTION

Signal No.	Aspect	Route/Jn. Indic.	Application to or towards
Y 496	Main	M	Down Main Y 476
	"	B	Branch
Y 498	Main	-	Up Main Y 474
	"	Pos. 4	Down Main Y 476
Y 476	Main	S	Up Slow Y 468
	"	M	Up Fast Y 466
	PL	-	Down Main Limit of Shunt 690
Y 474	Main	Pos. 1	Up Slow Y 468
	"	-	Up Fast Y 466
Y 482	Main	Pos. 1	Up Northallerton Loop Y 478
	"	-	Up Longlands Loop Y 480
Y 698	PL	N	Up Northallerton Loop Y 478
	PL	L	Up Longlands Loop Y 480
Y 696	PL	N	Up Northallerton Loop Y 478
	PL	L	Up Longlands Loop Y 480
Y 694	PL	U	Up Main Y 474
	PL	X	Down Main Y 476
Y 692	PL	-	Up Main Y 474

Down Fast 4-aspect signals Y 453 and Y 457 will display Flashing Double Yellow and Flashing Single Yellow respectively when Down Fast Y 463 is cleared with Position 1 junction indicator for a movement to the Down Longlands Loop.

Up Main 4-aspect signals Y 504 and Y 498 will display Flashing Double Yellow and Flashing Single Yellow respectively when Up Main signal Y 474 is cleared with Position 1 junction indicator for a movement to the Up Slow line.

Level Crossing No.88 (at 27m. 13chs.) and Level Crossing No.89 (at 27m.p.) will be provided with telephone communication to York Signal Box.

A new 50 m.p.h. speed restriction warning indicator and associated A.W.S. magnet will be provided on the Down Slow line at approx. 28m. 35chs. applicable to the permanent speed restriction of 50 m.p.h. on the Down Longlands Loop at 28m. 77chs.

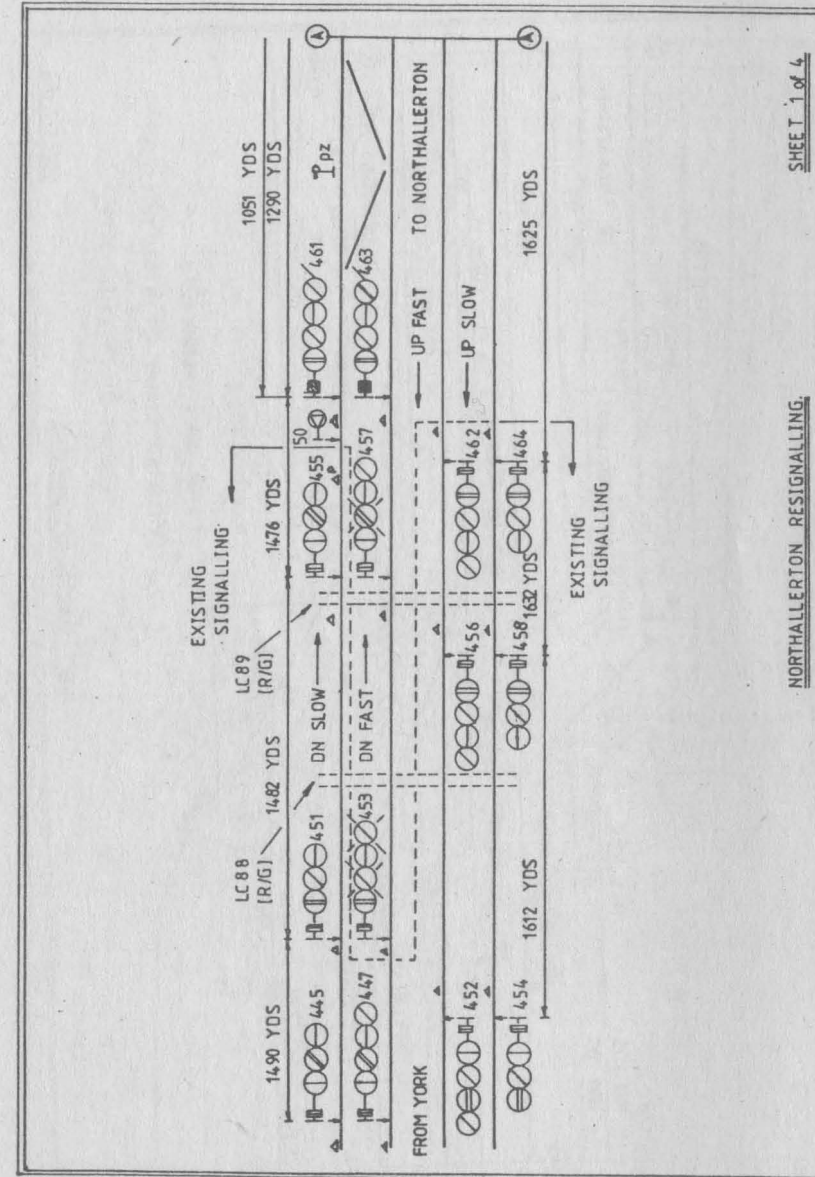
Danby Wiske Up Main Hot Axle Box detector (at approx. 33m.p.) will now be monitored by York Signal Box.

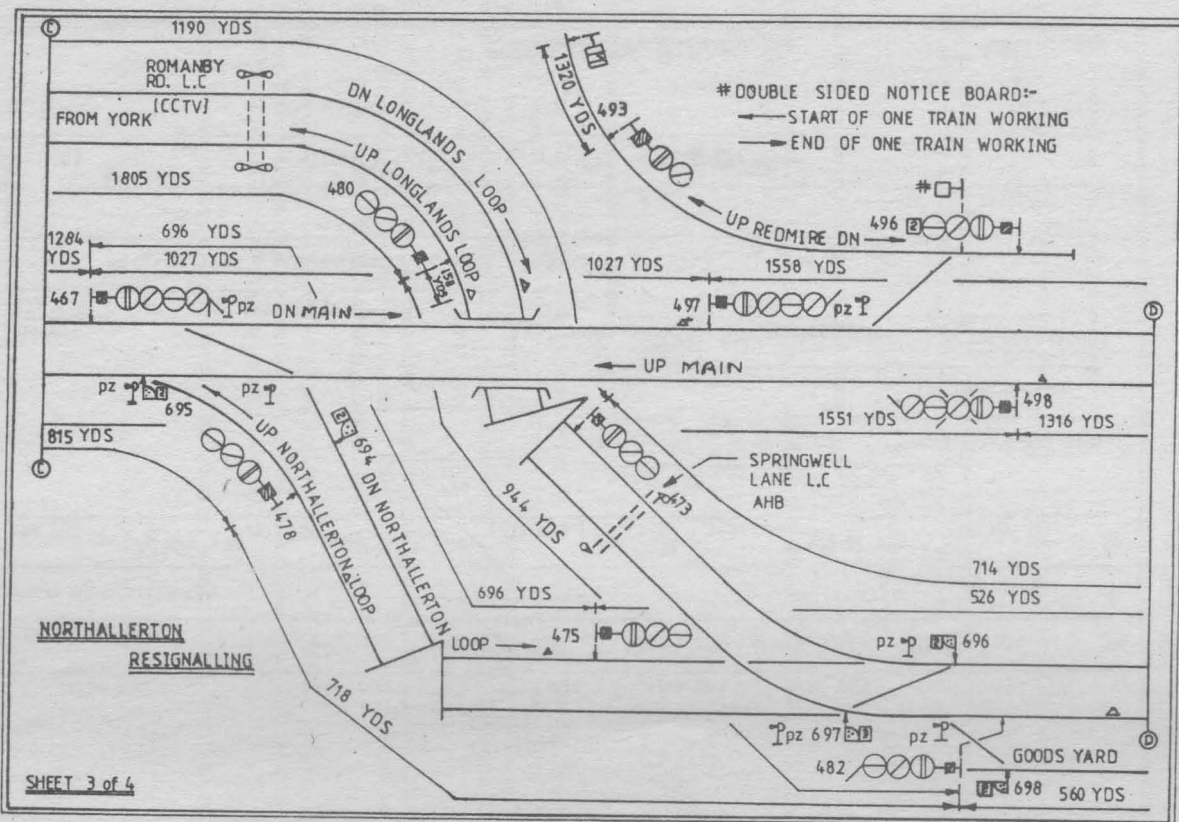
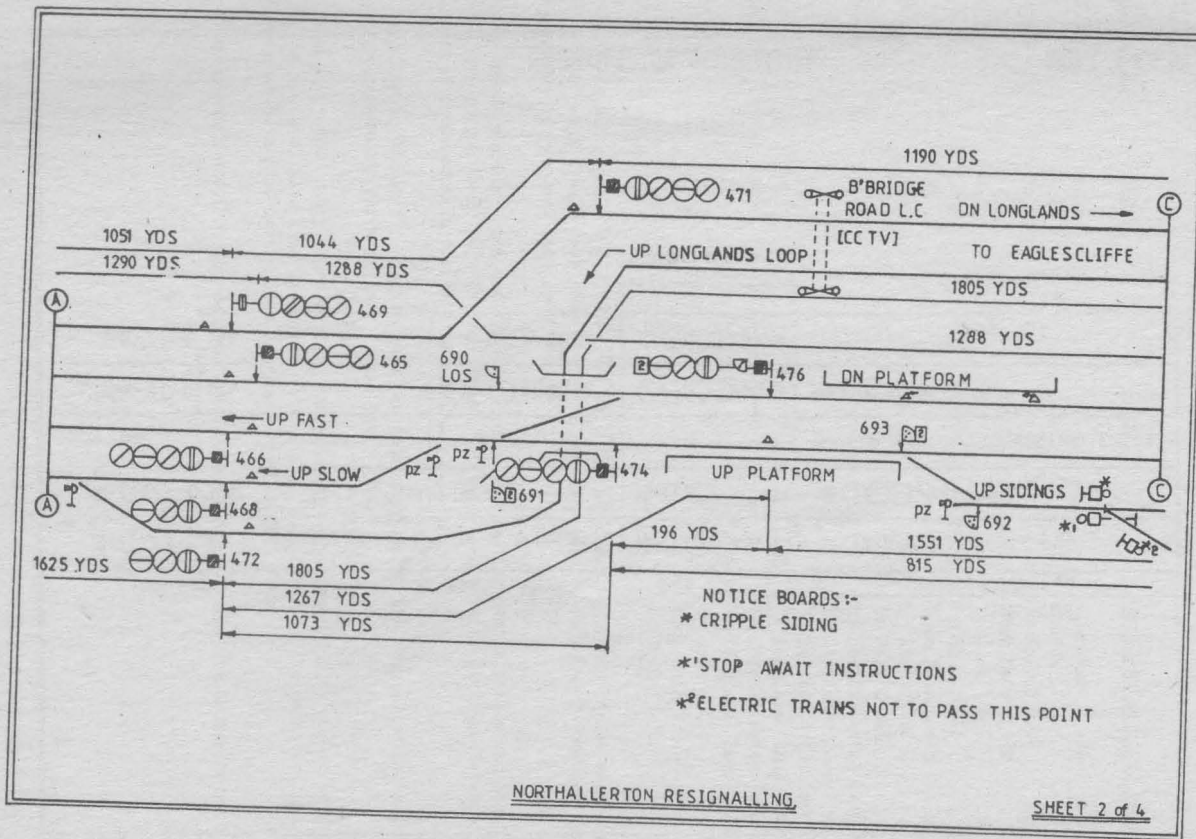
(6)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

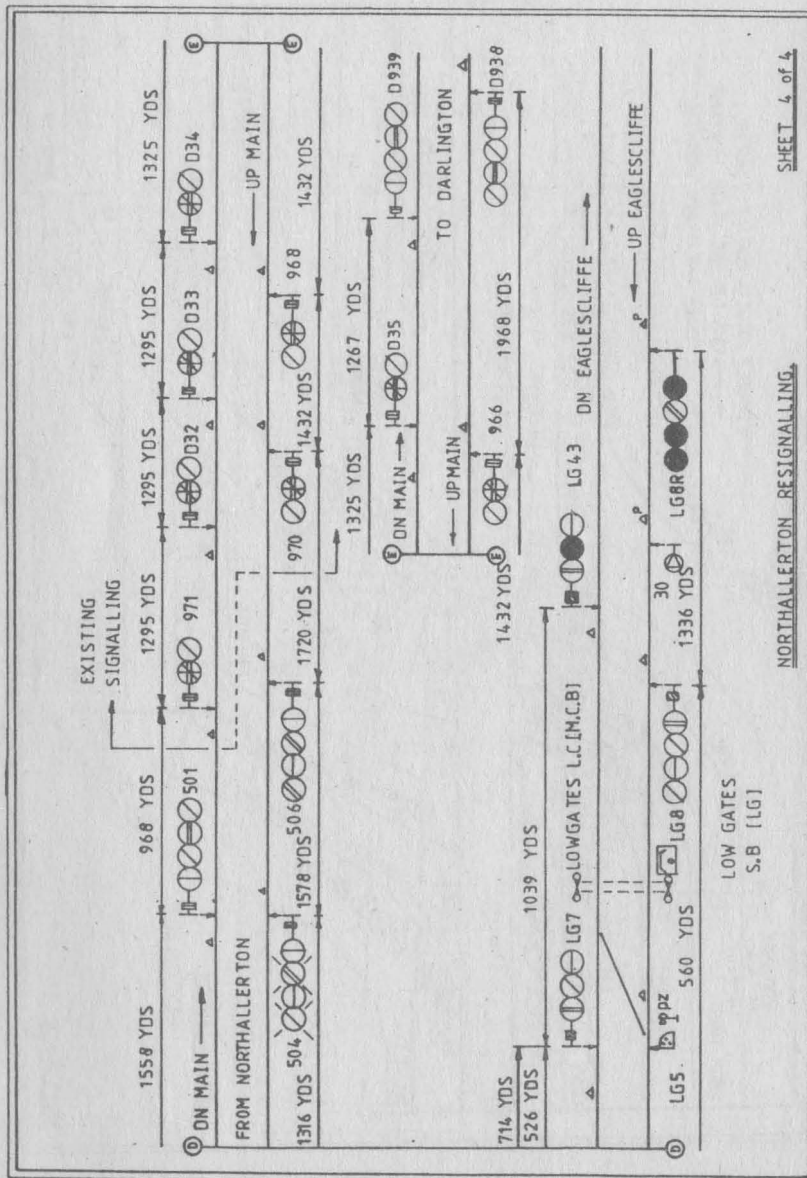
EASTERN REGION - continued





SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

** Trowell Jn.

The trailing and facing connections from the up and down main lines to the Trowell branch have been brought back into use.

(O D 14/86/123)

(3/4)

Between Syston East Jn. and Syston North Jn.

The down and up goods lines between Syston East Jn. and Syston North Jn. have been up-graded to passenger lines.

A 15 m.p.h. maximum permissible speed now applies to trains composed of Class 150 to 158 units. The existing 10 m.p.h. maximum permissible speed now applies to all other trains.

(O D 14/GEN/306/2)

(5)

** Between Harbury Tunnel and Fosse Road Ground Frame

An 80 m.p.h. permanent speed restriction has been introduced on the down main line from 100m. 60ch. to 101m. 60ch.

(O D 1/84/178)

(3/4)

EASTERN REGION

** Between Connington South and Fletton Jn

The new Up Main to Down Main trailing connection at 70m. 75chs. and the new Up Main to Down Main facing connection at 71m. 02chs., at present secured out of use, have been commissioned for use as emergency crossovers only, and are controlled from a new Local Control Panel located at approximately 70m. 78chs., and known as STILTON FEN L.C.P. for identification purposes, released from Peterborough Signal Box.

The existing Up Main 4-aspect controlled signal P 402 at 71m. 24chs., protecting Stilton Fen emergency crossovers, now becomes controlled to RED from the L.C.P. and replated as a SEMI-AUTOMATIC SIGNAL, retaining its existing number.

The existing Down Main 4-aspect controlled signal P 399 at 70m. 56chs., protecting Stilton Fen emergency crossovers, now becomes controlled to RED from the L.C.P. and replated as a SEMI-AUTOMATIC SIGNAL, retaining its existing number.

Telephone communication to Peterborough Signal Box has been provided from the new Local Control Panel location.

(3/4)

SECTION C

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

EASTERN REGION - continued

Brocklesby Jn.

To accommodate track slewing, the Down starting signal to Barnetby has been repositioned on the right hand side of the Down Main line, approximately 875 yards from Brocklesby Jn Signal Box.

The disc signalled route from the Down Main to the Up Main has been temporarily taken out of use.

The down main line has been reinstated to its former alignment between 99 $\frac{1}{4}$ and 98m. 10ch.

(Amended) (5)

Wincobank Jn.

In connection with the construction work for the new Meadowhall Station, Up Main 4-aspect controlled signal S 208, at 161m. 68chs., and protecting Wincobank Jn, has been moved 50 yards South (towards Sheffield) without change to height or format.

The AWS equipment for Signal S 208 has been similarly repositioned 50 yards South.

(5)

SECTION C

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

EASTERN REGION - continued

**** Aldwarke Jn.**

At Aldwarke North Jn. (Midland), a new facing connection in the Up Main line and a portion of new plain line has been brought into use as shown in the diagram accompanying, and to be read in conjunction with this notice.

The existing facing crossover between the former Down and Up Barrow Hill/Pontefract lines at Aldwarke North Jn. (Midland), presently used by trains (routed via Rotherham) from the Up Main to the Down Tinsley line, has been secured out of use in the normal position as shown in the diagram.

The above alterations to the track layout now eliminates the existing single line junction and provides double line junction facilities at Aldwarke North Jn. (Midland), permitting parallel Up and Down movements between the Up/Down Main lines and the Down/Up Tinsley lines.

The above revised layout abolishes the route from Rotherham Engineering Steels Private Sidings (11 Inch Mill) to the Down Tinsley line, and in future all trains departing from these private sidings have been routed to the Up Main line. (Access into 11 Inch Mill remains available from both the Down Main and Up Tinsley lines).

The redundant double line flat crossing, along with the adjacent plain line between the secured out of use Aldwarke South Jn. (Midland) and Aldwarke North Jn. (G.C.) have been removed and replaced by plain double line for Down & Up line routes between Aldwarke South Jn. (G.C.) and Aldwarke North Jn. (Midland).

Signalling Alterations

Up Main Signal SA 4 at Aldwarke North Jn (Mid) - The existing Position 1 and 2 junction indicator has been removed and replaced by a single Position 1 junction indicator unit. The new Position 1 Junction indicator now operates when signal SA 4 is routed and cleared for a movement to Down Tinsley signal S 741 via the new facing connection and associated plain line at Aldwarke North Jn (Mid).

Up Tinsley Signal SA 27 at Aldwarke South Jn. (G.C.) - The existing Position 1 and 2 junction indicator has been retained and altered such that in future the Position 1 junction indicator now operates when signal SA 27 is routed and cleared for a movement to Down Main signal S 455. (The Position 2 junction indicator on signal SA 27 is not now in use and has been blanked out accordingly).

The redundant Position 4 and 5 junction indicators have been removed from the following signals:-

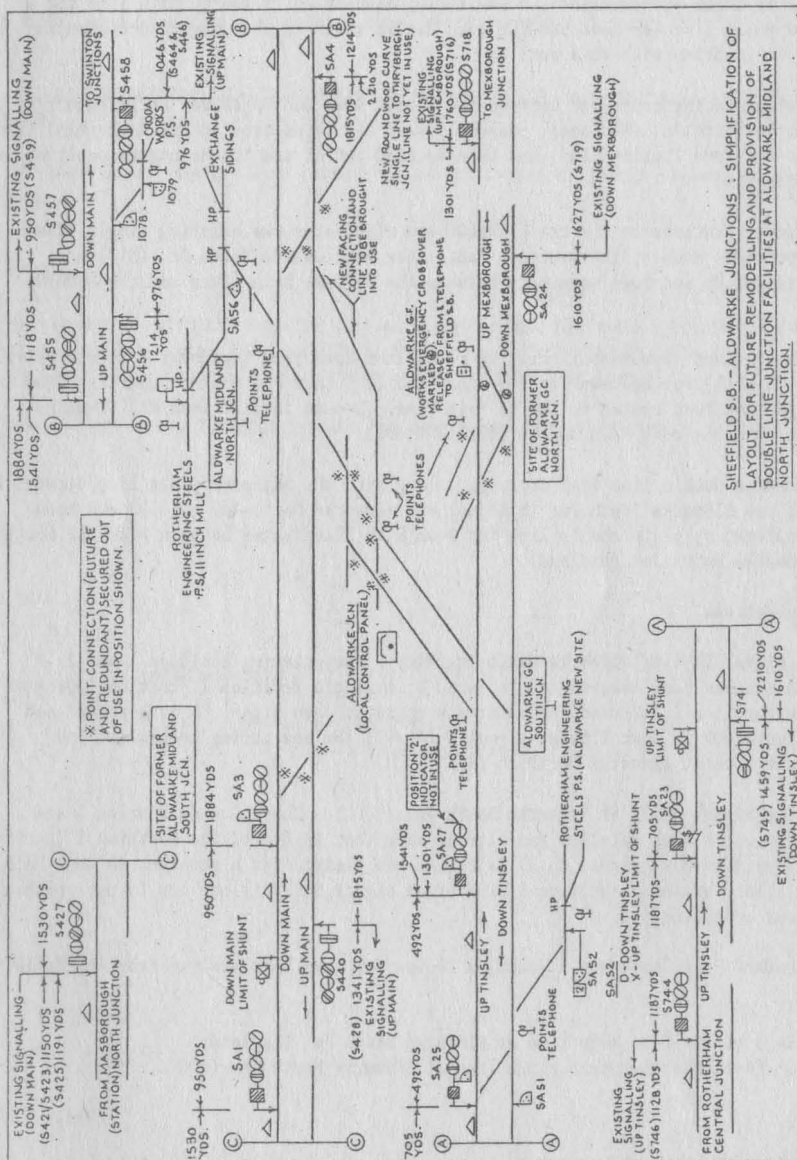
Signal SA 3 on the Down Main line at Aldwarke South Jn. (Midland)
Signal SA 24 on the Down Mexborough line at Aldwarke North Jn. (G.C.)

(3/4)

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

EASTERN REGION - continued

** Aldwarke Jn. - continued



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

EASTERN REGION - continued

** Between Aldwarke North Jn. and Masborough Station North Jn.

In preparation for the future rationalisation and remodelling of Aldwarke Junctions, the Up and Down Barrow Hill lines between Aldwarke South Jn (Mid) and Masborough Station North Jn have been taken out of use pending removal or realignment to form the future Up and Down Main lines.

All Aldwarke South Jn (Mid) connections have been secured out of use in the normal position, pending removal, for through running on the Up and Down Main lines between Swinton Junctions and Masborough Station North Jn only.

Access to and from the out of use Up and Down Barrow Hill lines at Masborough Station North Jn have been retained for use by Engineering trains in connection with the removal or realignment of these lines.

All Aldwarke North Jn (G.C.) connections have been secured out of use in the normal position, pending removal, for through running on the Up and Down Mexborough to the Up and Down Tinsley lines between Thrybergh Jn and Rotherham Central Jn.

It should be noted that the above detailed alterations in the Aldwarke Junctions area does NOT affect the track layout, connections and signalling at the following locations :-

- (1) Rotherham Engineering Steels Private Sidings (11 Inch Mill)

The facing connection in the Down Main line to and from the "11 Inch Mill" Exchange Sidings for the Private Sidings remains as existing.

Access to and from these sidings is available direct to and from the Up and Down Main lines or the Up and Down Tinsley lines only.

- (2) Rotherham Engineering Steels Private Sidings (Aldwarke New Site)

The connections in the Up and Down Tinsley lines to and from these Private Sidings and the associated signalling remain unchanged as existing.

- (3) At Aldwarke Junctions

All signalling over the Aldwarke Junctions which remains operational, including to and from the Rotherham Engineering Steels Private Sidings (11 Inch Mill and Aldwarke New Site) and Croda Works Private Sidings (trailing connection in Up Main between Swinton Jn. North and Aldwarke North Jn. (Mid).

SECTION C

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

EASTERN REGION - continued

** Between Aldwarke North Jn and Masborough Station North Jn - continued

In connection with the securing out of use of Aldwarke South Jn (Mid), Aldwarke North Jn (G.C.) and the Up and Down Barrow Hill lines between Aldwarke South Jn.(Mid) and Masborough Station North Jn., signalled routes are disconnected and taken out of use on all retained existing signals as appropriate. (No alterations has been made to retained signalled routes and indications at this stage).

In connection with the taking out of use of the Up and Down Barrow Hill lines between Aldwarke South Jn. (Mid) and Masborough Station North Jn., the following signals on these lines have been taken out of use and extinguished pending removal or future reinstatement when the Up and Down Main lines are realigned between the above named junctions:-

Up Barrow Hill

Signals S.442 and S.430.

(Signal S.426 protecting Masborough Station North Jn has been retained as operational for use by Engineers trains only working on the removal or realignment of the out of use Barrow Hill lines).

Down Barrow Hill

Signals S.429, S.441 and SA.13

The redundant Position 4 and 5 junction direction indicators on retained Down Main signal SA.3 at Aldwarke South Jn (Mid) have been removed.

(3/4)

** Rotherham Masborough Steel Terminal

The temporary level crossing provided across the East Sidings at approximately 160m. 70chs. has been removed.

(3/4)

SECTION C

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

EASTERN REGION - continued

** Neville Hill West Jn

The notice board worded "STOP FOR ORDERS" situated on the Depot Arrival line (at approximately 19m.p.) has been abolished and replaced by a Ground Position Light signal No.18, operated from Neville Hill West Cabin. A route indicator has been provided as follows :-

Indication	Applying to
'F'	Fuelling or Loco Line West
'R'	Reception Sidings

The new crossover, previously shown installed on 26 November 1989, between the Up Local line and the Reception Sidings Neck at 18m. 75chs. (on the York side of L.779 Ground Position Light signal), has been commissioned. This now allows trains to depart from the Reception Sidings, via L.779 signal, to the Up Goods, Up Main or Shunt Neck. It also provides access from the Down Goods Loop, Down Main and Up Goods Loop to the Reception Sidings.

Additional signalled routes into the Reception Sidings have been previously provided on the following signals which now displays a position light aspect with 'R' stencil route indication:-

Down Goods Loop signal L.772 (route to Down Main)

Down Main Signal L.773

Up Goods Loop (Down direction) Ground Position Light signal L.775

Shunt Neck Ground Position Light signal L.777

(4)

** Between Thirsk and Northallerton

All existing automatic signals between 23 ½ m.p. and 28 ½ m.p. have been abolished and revised signalling now comes into operation. Details are shown in the diagram in this notice.

All new signals prefixed 'N' now indicate to, and have telephone communication with, Northallerton Signal Box.

All other signals have been prefixed 'Y' and now indicate to, and have telephone communication with, York Signal Box.

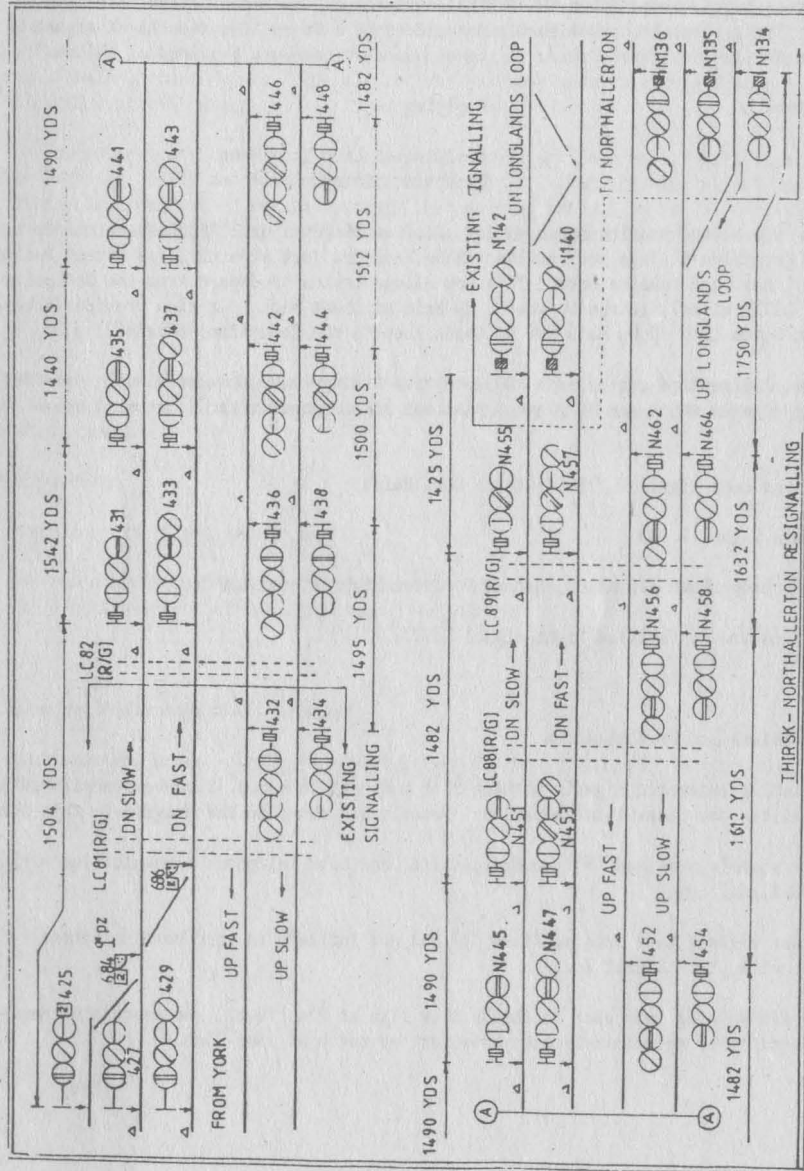
The 40 MPH warning indicator on the Up Slow line at 22m. 70ch., and associated magnet, have been repositioned approximately 550 yards further north at 23m. 15ch.

(3/4)

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

EASTERN REGION - continued

** Between Thirsk and Northallerton - continued



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

EASTERN REGION - continued

Thirsk M.O.D. Sidings

The M.O.D. Siding has been abandoned. The head shunt for the Down Sidings run round loop is now 100 yards.

(5)

Longlands Jn.

The spring trailing points from the Up Longlands Loop to the Up Slow line now becomes power worked.

(5)

Darlington

The Down Goods Loop has been taken out of use until further notice.

(UFN)

** Darlington Station (North End)

The trailing crossover between the Down Main and the Up Main has been abolished.

The facing crossover between the Down Main and the Up Main has been relaid to a new alignment with the Up Main end of the crossover being located 20 yards further north.

The following signalled routes have been abolished :-

Line	Signal	Reading to
Up Goods	GPL D881	Up Main GPL D867
Down Main	GPL D874	Down Main GPL D882
" "	" "	Up Main D892 (4-aspect)
" "	" "	Up Goods line

Up Main line GPL signal D867, located at the south end of the former trailing crossover has been abolished.

(3/4)

SECTION C

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

EASTERN REGION - continued

** Tyne Yard (North End)

Down Departure Line 'C', leading from the Secondary Sorting Sidings to the Down Slow line, have been taken out of use, together with Ground Position Light Signal No.168, located on Down Departure line 'C' at approximately 76m. 42ch.

4-aspect colour light signal TY.146, located on the Up Slow line at approximately 76m. 66chs., has been repositioned 30 yards further north.

The associated AWS has been provided at 200 yards before reaching the signal.

(3/4)

** Low Fell Jn.

4-aspect signal TY 141, on the Down Fast line at approximately 77m.29ch., has been repositioned 80 yards further south.

(3/4)

** King Edward Bridge North Junction

Signal G.139 on the Up Main line, and ground mounted, does not show a Green aspect due to there being insufficient clearance available for a 4-aspect head. The signal can, therefore, show a double Yellow aspect when the next signal ahead, G.146, is showing Green. This arrangement will apply only during the signalling stageworks.

(3/4)

Newcastle Station (East End)

Connections to and from Platforms 9 and 10 and High Level Bridge have been removed and associated signalled routes have been disconnected.

The Up North line has been slued to a new alignment between the east end of Newcastle Station and approximately 0m. 20ch. Signal N106 has been repositioned on a new straight post to the right hand side of the Up North line, 25 yards east of its' present position.

Shunting signals N89 and N95 have been repositioned to the realigned Up North line.

(5)

WESTERN REGION

** Cheltenham

The toe of the facing connection in the Down Main line, leading to the Down Goods Loop, has been moved approximately 40 yards towards Gloucester but there is no change in maximum permissible speed or in the capacity of the Loop.

(3/4)

SECTION C

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

WESTERN REGION - continued

** Ealing Broadway

The Down Relief platform has been temporarily shortened by 5 chains at the London end and the Reading end re-opened. Drivers must bring their trains to a stand clear of the work.

(3/4)

** West Ealing

The London end of the Down Relief Platform has been re-opened and the work transferred to the Reading end which has been temporarily shortened by 4 chains. Drivers must bring their trains to a stand clear of the work.

(3/4)

** Hanwell

The Up Relief platform has been temporarily shortened by 4 chains at the Reading end and the London end re-opened. Drivers must bring their trains to a stand clear of the work.

(3/4)

SOUTHERN REGION

** Three Bridges

Signal T 280 and position light signal T 1192 have been repositioned 10 feet towards Crawley. Signal T 281 has been repositioned 16 feet towards Crawley.

(R/1646/10)

(3/4)

SECTION D

MISCELLANEOUS INSTRUCTIONS

**
ENGINEERING OPERATIONS IN THE HARPENDEN AREA
ON SATURDAY/SUNDAY, 14/15 APRIL, 1990

During engineering operations involving disconnections of the signalling equipment in the Harpenden area, trains will be worked over the down and up fast lines from 16 00 hours on Saturday, 14 April to 12 00 hours on Sunday, 15 April in accordance with the following 'Ticket Working' arrangements :-

Each train will be brought to a stand at the appropriate under-mentioned signal and the Driver must not proceed any further until he is authorised to do so by the Signalman's Agent at the signal and is given a completed printed ticket.

SIGNAL AT WHICH TRAIN WILL BE BROUGHT TO A STAND

DOWN FAST	UP FAST
WH.83	WH.84

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

SIGNALS TO BE IGNORED BY DRIVERS

DOWN FAST	UP FAST
WH.85	WH.82

On arrival at the following signal, the Driver must act in accordance with the aspect displayed and after passing the signal he may dispose of the printed ticket.

FIRST SIGNAL BEYOND AFFECTED AREA TO BE OBEYED BY DRIVERS

DOWN FAST	UP FAST
WH.87	WH.78

The signal identification plate on signal WH.87 and WH.78 will be illuminated during the house of darkness.

(OD14/PAD1/160)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

EASTERN REGION - continued

RE-SIGNALLING AT NORTHALLERTON - continued

4. During the period of work, the undermentioned lines will be out of use :-
- (i) Down Slow between Thirsk and Longlands Junction.
 - (ii) Down and Up Longlands Loops.
 - (iii) Down and Up Northallerton Loops.
 - (iv) Down and Up Eaglescliffe lines between Northallerton and Low Gates signal box.
5. The Driver of each train will be issued with a written authority by the Handsignalman located at the entrance of each Emergency Block Section authorising him to proceed, in accordance with the Rule Book Section D, to the signal detailed in paragraph 1, ignoring all intermediate signals in the section but passing over all facing points i.e. at Northallerton, Longlands Junction, Station South, High Junction and Castle Hill Junction at a speed not exceeding 15 m.p.h..

When the train arrives at the signal at the other end of the Emergency Block Section, where normal signalling is resumed and at which a special illuminated board will be provided, the Driver must observe the aspect displayed at that signal and, provided a proceed aspect is illuminated, he need not stop his train. After passing the signal, the written authority must be destroyed.

 GRANTHAM

The Western Platform is PROHIBITED to the following:- Stopping trains formed of Mark IV stock.

(UFN)

 LINCOLN CENTRAL

Whilst platform work is being carried out on platforms 5, 6 & 7 Drivers of stopping trains are to bring their trains to a stand at the marker boards provided.

(UFN)

 BOSTON STATION

Whilst reconstruction work is taking place on the footbridge, Drivers of stopping trains are to bring their trains to a stand at the marker boards provided.

(UFN)

British Rail
London Midland Region

ME**5****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 28th April

to

Friday, 4th May 1990

inclusive

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

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

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P9/4, Rail House, Crewe" by wire as follows: - "Nile Not ME ", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication



WARNING



* A.C. ELECTRIFIED LINES *

* RICHMOND HILL TUNNEL (WEST PORTAL) - LEEDS NEVILLE HILL DEPOT (INCLUSIVE) *

* The overhead line equipment has been extended Eastwards from a point 88 yards West of the 19½ mile post at the West portal of Richmond Hill Tunnel to a point 183 yards East of the 19 mile post on the Main lines and the East end of the C.E.T. Sidings including the Leeds Neville Hill Depot 244 yards West of the 18 mile post.

* From 00 01 hours on Monday 30 April 1990, the overhead line equipment will be energised at 25,000 volts and must be regarded as being 'ALIVE' at all times.

* The limits of energisation will be :-

* From the existing electrified line at the West Portal of Richmond Hill Tunnel -

* Structure No. EB 48/32 DOWN MAIN LINE, UP MAIN LINE, UP GOODS LINE

* To a point 183 yards (167 metres) East of the 19 mile post -

* Structure No. EB 49/16 UP MAIN LINE

* EB 49/14 UP GOODS LINE

* EB 49/21 DOWN MAIN LINE

* and the East end of the C.E.T Sidings including the Leeds Neville Hill Depot 244 yards (223 metres) West of the 18 mile post -

* Structure No. EBN 01/09 NO.2 C.E.T. SIDING

* EBN 01/10 NO.1 C.E.T. SIDING

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



WARNING



* A.C. ELECTRIFIED LINES *

* DONCASTER TO LEEDS LINE - ELECTRIFICATION OF THE DOWN HEMSWORTH LOOP *

* The overhead line equipment has been extended over the Down Hemsworth Loop from a point 162 yards (148 metres) North of the 167½ mile post to a point 74 yards (68 metres) South of the 168½ mile post.

* From 00 01 hours on Sunday, 15 April 1990. The overhead line equipment will be energised at 25,000 volts and must be regarded as being 'ALIVE' at all times.

* The limits of energisation will be :-

* From the Doncaster end of the Down Hemsworth Loop 162 yards (148 metres) North of the 167½ mile post -

* Structure No. EB 17/15 DOWN MAIN

* To the Leeds end of the Down Hemsworth Loop 74 yards (68 metres) south of the 168½ mile post -

* Structure No. EB 18/16 DOWN MAIN

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

(4)

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
SOUTHERN REGION-continued		
BLACKFRIARS TO WINDMILL BRIDGE JN. (VIA STREATHAM COMMON) - continued		
Monday/Tuesday, 30 April/1 May to Thursday/Friday, 3/4 May - continued		
S51 Herne Hill and Tulse Hill	Down & Up Holborn BLOCKED & Isolated	23 50 (Mon to Thurs) to 04 30 (Tues to Fri). Trackwork, 3m. 70ch. and 4m. 65ch.
Tuesday, 1 to Friday, 4 May		
S52 Balham Jn. and Streatham Jn./ Selhurst	Down & Up Brighton Slow Down & Up Streatham Spurs Down & Up Slow Spurs BLOCKED & Isolated	00 10 to 04 20. Trackwork, 5m. 20ch. and 9 m.p.
Friday, 4 May		
S53 Blackfriars and Loughborough Jn./ Metropolitan Jn.	All Lines BLOCKED & Isolated	01 00 to 04 25. Trolleying materials, 0m. 45ch. and 3m. 30ch.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Sunday, 29 April - St. Pancras to Churchyard Sidings

No.3 Engine siding will be brought back into use and renamed Siding 3.

The stop block at the south end has been recovered.

Position light shunting signal WH.514, applying to movements from Siding 3, together with all signal routes from St. Pancras station into Siding 3, will be brought back into use.

The notice board at the north end of Siding 3, "STOP AND TELEPHONE" and the associated telephone, situated 30 yards in rear of signal WH.511 will be recovered.

(O D 14/73/410/N)

(8)

Sunday, 29 April - Rectory Junction

The catch points on the up main line at approximately 124 miles 658 yard will be recovered and replaced with plain line.

(O D 14/GEN/117)

(8)

EASTERN REGION

Monday, 30 April - Between Wrawby Jn. and Holton-le-Moor

North Kelsey L.C. (AHB-X) at 18m. 03ch.
Moortown L.C. (AHB-X) at 19m. 34ch.

The presently covered over X40 m.p.h. wrong direction speed restriction warning boards applying to the above level crossings will be uncovered and the level crossings will again work automatically when approached in the wrong direction.

(8)

Monday, 30 April-Between Holton-le-Moor and Wickenby

Walesby L.C. (AHB-X) at 24m. 46ch.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above level crossing will continue to be covered over until further notice.

(UFN)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

Sunday, 29 April - Newcastle (East End)

The Down and Up Tynemouth lines between Newcastle East Jn and Pilgrim Street (approx. 00m. 38chs.) will be taken out of use, together with all associated signalling.

The Down Gateshead Main line between High Level Bridge Jn and Newcastle Station will be taken out of use, together with all associated signalling.

The line from Platform 15 at the east end of Newcastle Station will be relaid to a new alignment and will lead directly onto the Up Gateshead Main line.

Colour light signal N 104 at Newcastle East Jn, applicable to the former alignment, will be abolished and Signal N 116 at the east end of Platform 15 will now read to Signal N 86.

Access will no longer be available from Platform 16 or the Provincial Siding to or from the Up Gateshead Main line.

The catch points on the Down Gateshead Slow line at Newcastle East Jn will be secured out of use pending removal.

(8)

Sunday, 29 April - Between Ferryhill and Tursdale Jn.

A new overhead signal gantry will be provided at approximately 57m. 70chs. and the following signal alterations will apply:-

Signal F 427, on the Down Main line, will be moved from its straight post on to the new gantry, approx. 14 yards further south.

Signal F 435, on the Down Slow line, will be moved from its straight post on to the new gantry (same location).

A new 2-aspect colour light signal, plated F 425R, will be provided on the gantry, applying to the Up Main line, but will be hooded over until further notice.

A new overhead signal gantry will be provided at approximately 58m. 56chs. and the following signal alterations will apply:-

Signal F 421, on the Down Main line, will be moved from its straight post on to the new gantry, approx. 47 yards further south.

Signal F 423, on the Down Slow line, will be moved from its straight post on to the new gantry (same location).

A new 3-aspect colour light signal, plated F 425, will be provided on the gantry, applying to the Up Main line, but will be hooded over until further notice.

(8)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

** Between Syston East Jn. and Syston North Jn.

The down and up goods lines between Syston East Jn. and Syston North Jn. have been up-graded to passenger lines.

A 15 m.p.h. maximum permissible speed now applies to trains composed of Class 150 to 158 units. The existing 10 m.p.h. maximum permissible speed now applies to all other trains.

(O D 14/GEN/306/2)

(5)

Farringdon Station

Temporary scaffolding has been erected on the down platform. Drivers of trains entering Farringdon Station on the down Moorgate line must be prepared for reduced sighting of signal WH.413 at the Kings Cross end of the station.

(O D 14/85/61/B)

(UFN)

EASTERN REGION

Peterborough (Fletton Jn.)

The new trailing crossover connection between the Up and Down Main lines at Fletton Jn. at 74m. 76chs., at present secured out of use, has been commissioned for operational use as an emergency crossover for single line working of trains in an emergency or during planned engineering work possessions.

The new trailing crossover has been controlled directly from Peterborough Signal Box, and is already protected by existing controlled signals P 417 (Down Main), P 428 (Up Slow) and P 430 (Up Fast).

SECTION C

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

EASTERN REGION - continued

** Brocklesby Jn.

To accommodate track slewing, the Down starting signal to Barnetby has been repositioned on the right hand side of the Down Main line, approximately 875 yards from Brocklesby Jn Signal Box.

The disc signalled route from the Down Main to the Up Main has been temporarily taken out of use.

The down main line has been reinstated to its former alignment between 99 $\frac{1}{4}$ and 98m. 10ch.

(Amended) (5)

** Wincobank Jn.

In connection with the construction work for the new Meadowhall Station, Up Main 4-aspect controlled signal S 208, at 161m. 68chs., and protecting Wincobank Jn, has been moved 50 yards South (towards Sheffield) without change to height or format.

The AWS equipment for Signal S 208 has been similarly repositioned 50 yards South.

(5)

SECTION C

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

EASTERN REGION - continued

Between Thirsk and Darlington/Low Gates

Northallerton Signal Box has been abolished.

Revised signalling has come into operation on the following lines:-

Down Slow	- Between 28 $\frac{1}{4}$ m.p. and Longlands Jn.
Up Slow	- Between Northallerton and 29m.p.
Down Fast	- Between 26 $\frac{1}{4}$ m.p. and 32 $\frac{1}{4}$ m.p.
Up Fast	- Between 32 $\frac{1}{4}$ m.p. and 29m.p.
Up Eaglescliffe	- Between 44 $\frac{1}{4}$ m.p. and Northallerton.
Down Eaglescliffe	- Between Northallerton and 43 $\frac{1}{4}$ m.p.
Redmire Branch	- To 1 $\frac{1}{4}$ m.p.
Down and Up Longlands Loops.	
Down and Up Northallerton Loops.	

Details are shown in the diagrams in this notice.

York Signal Box will now work to Darlington Signal Box and Low Gates Signal Box with Track Circuit Block regulations applying throughout. Absolute Block regulations will continue to apply between Low Gates Signal Box and Long Lane Signal Box.

The following existing signals have been replated and now have telephone communication with York Signal Box:-

<u>Line</u>	<u>Old Number</u>	<u>New Number</u>
Down Slow	N 445	Y 445
	N 451	Y 451
	N 455	Y 455
Down Fast	N 447	Y 447
	N 453	Y 453
	N 457	Y 457
Down Main	N 3	Y 971
Up Fast	N 456	Y 456
	N 462	Y 462

SECTION C

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

EASTERN REGION - continued

Between Thirsk and Darlington/Low Gates - continued

<u>Line</u>	<u>Old Number</u>	<u>New Number</u>
Up Main	U 33	Y 970
	U 34	Y 968
	U 35B	Y 966
Up Slow	N 458	Y 458
	N 464	Y 464

Existing 4-aspect signal LG 29 on the Up Eaglescliffe line has been repositioned and replated LG 8.

Existing 3-aspect signal LG 29R on the Up Eaglescliffe line has been replated LG 8R and will display only a single yellow aspect.

Existing 3-aspect signal LG 45 on the Down Eaglescliffe line has been replated LG 7.

The Redmire Branch Up distant colour light signal has been replaced by a reflectorised Distant board.

All colour light signals with the exception of Y493 and Y496 have been provided with A.W.S. and all new signals have telephone communication with York Signal Box with the exception of LG 7 and LG 8 which have telephone communication with Low Gates Signal Box.

Details of main running signals with more than one route and of position light signals:-

DOWN DIRECTION

<u>Signal No.</u>	<u>Aspect</u>	<u>Route/Jn. Indic.</u>	<u>Application to or towards</u>
Y 461	Main	-	Down Main Y 465
	"	Pos. 1	Down Longlands Loop Y 469
Y 463	Main	Pos. 1	Down Longlands Loop Y 469
	"	-	Down Main Y 465
Y 467	Main	-	Down Main Y 497
	"	Pos. 4	Out of use
	"	Pos. 5	Down Northallerton Loop Y 475
Y 497	Main	Pos. 1	Reversing line
	"	-	Down Main Y 501
Y 691	PL	D	Down Main Y 467
	PL	X	Up Main Y 693
Y 693	PL	X	Up Main Y 695
	PL	S	Up Siding
Y 695	PL	X	Up Main occupied
	PL	L	Down Northallerton Loop Y 475
Y 697	PL	D	Down Eaglescliffe LG 7
	PL	X	Up Eaglescliffe LG 5
	PL	Y	Yard
LG 5	PL	-	Down Eaglescliffe LG 43

SECTION C

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

EASTERN REGION - continued

Between Thirsk and Darlington/Low Gates - continued

UP DIRECTION

<u>Signal No.</u>	<u>Aspect</u>	<u>Route/Jn. Indic.</u>	<u>Application to or towards</u>
Y 496	Main	M	Down Main Y 476
	"	B	Branch
Y 498	Main	-	Up Main Y 474
	"	Pos. 4	Down Main Y 476
Y 476	Main	S	Up Slow Y 468
	"	M	Up Fast Y 466
	PL	-	Down Main Limit of Shunt 690
Y 474	Main	Pos. 1	Up Slow Y 468
	"	-	Up Fast Y 466
Y 482	Main	Pos. 1	Up Northallerton Loop Y 478
	"	-	Up Longlands Loop Y 480
Y 698	PL	N	Up Northallerton Loop Y 478
	PL	L	Up Longlands Loop Y 480
Y 696	PL	N	Up Northallerton Loop Y 478
	PL	L	Up Longlands Loop Y 480
Y 694	PL	U	Up Main Y 474
	PL	X	Down Main Y 476
Y 692	PL	-	Up Main Y 474

Down Fast 4-aspect signals Y 453 and Y 457 display Flashing Double Yellow and Flashing Single Yellow respectively when Down Fast Y 463 is cleared with Position 1 junction indicator for a movement to the Down Longlands Loop.

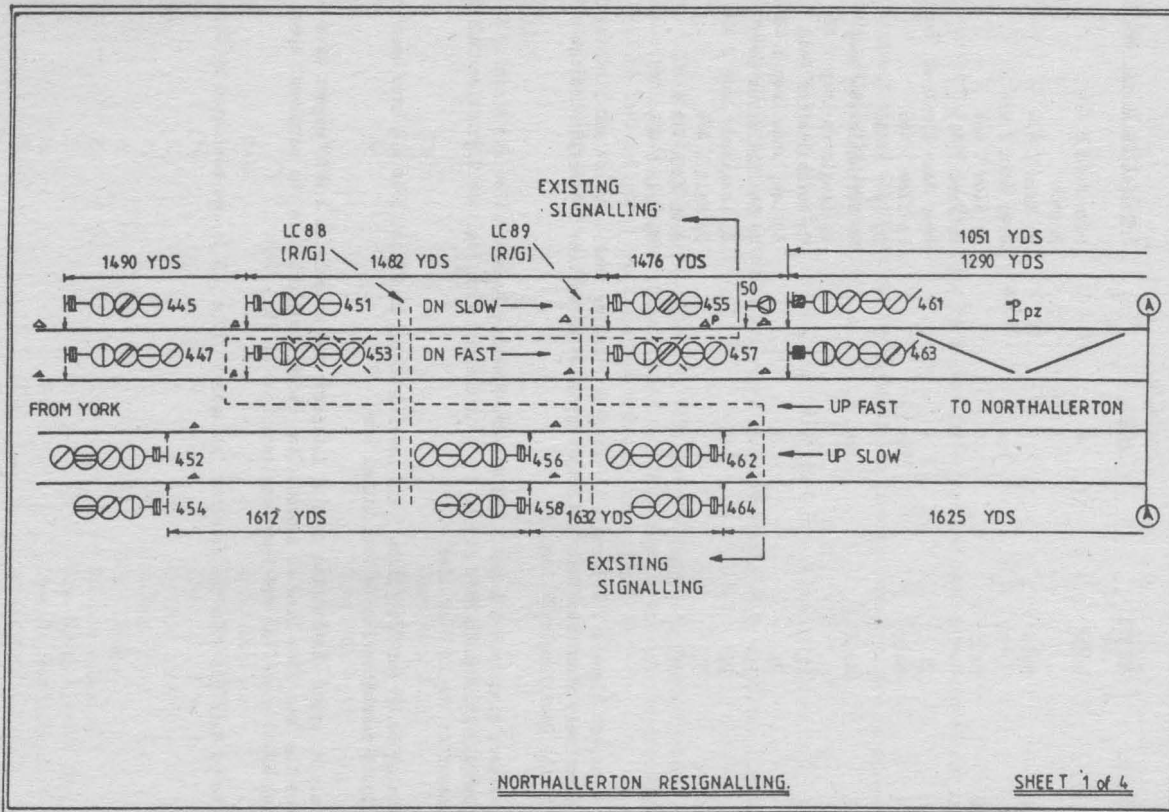
Up Main 4-aspect signals Y 504 and Y 498 display Flashing Double Yellow and Flashing Single Yellow respectively when Up Main signal Y 474 is cleared with Position 1 junction indicator for a movement to the Up Slow line.

Level Crossing No.88 (at 27m. 13chs.) and Level Crossing No.89 (at 27 $\frac{1}{2}$ m.p.) have been provided with telephone communication to York Signal Box.

A new 50 m.p.h. speed restriction warning indicator and associated A.W.S. magnet have been provided on the Down Slow line at approx. 28m. 35chs. applicable to the permanent speed restriction of 50 m.p.h. on the Down Longlands Loop at 28m. 77chs.

Danby Wiske Up Main Hot Axle Box detector (at approx. 33 $\frac{1}{2}$ m.p.) is now monitored by York Signal Box.

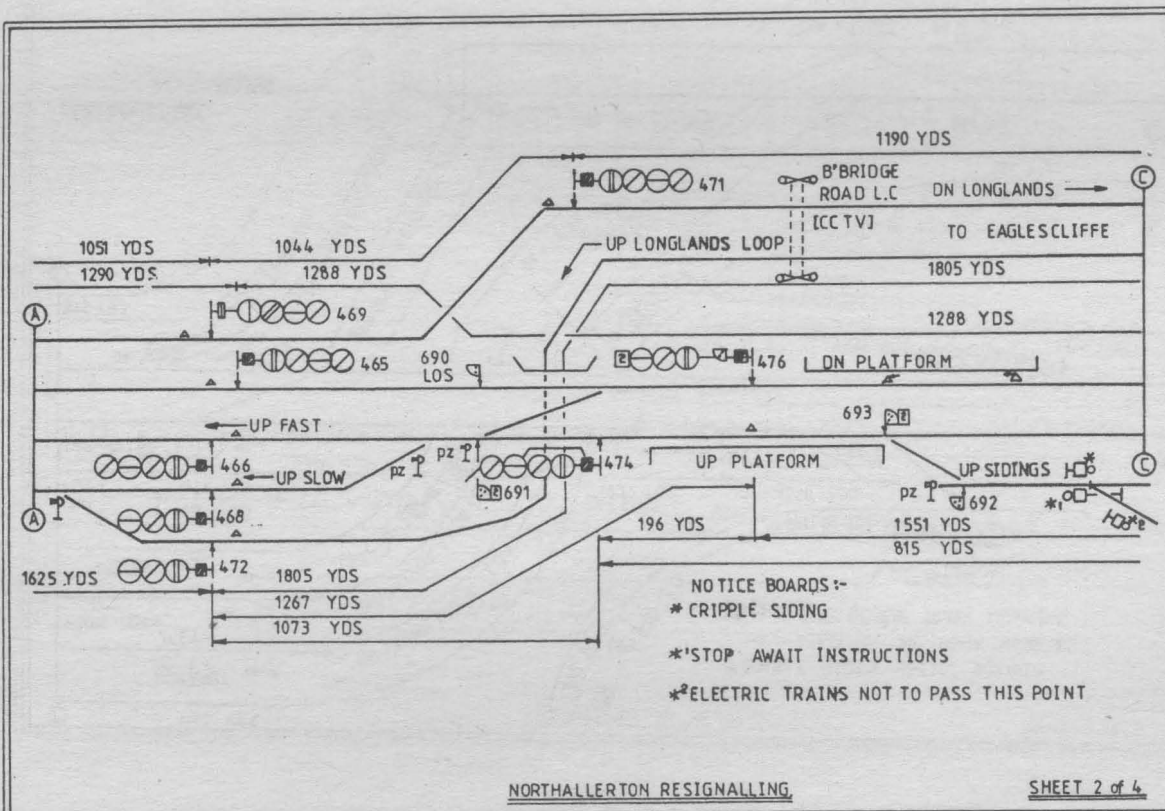
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued



NORTHALLERTON RESIGNALLING.

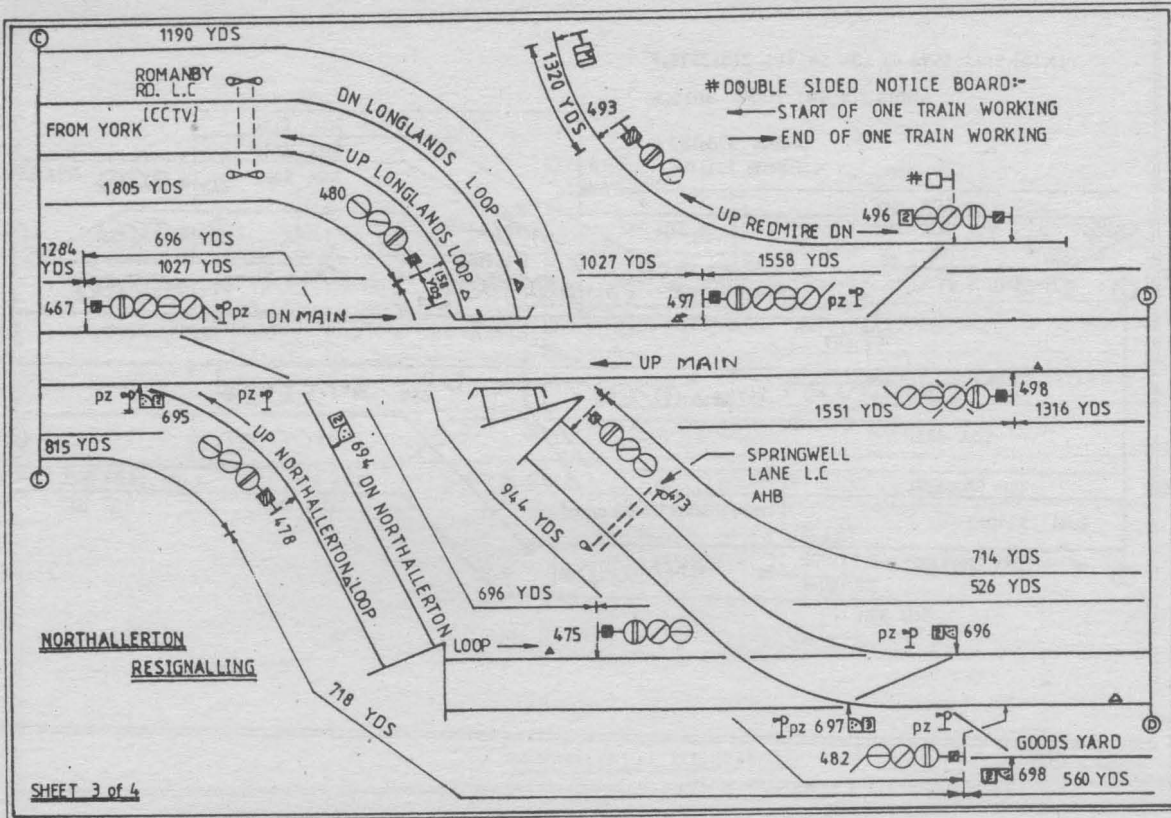
SHEET 1 of 4

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



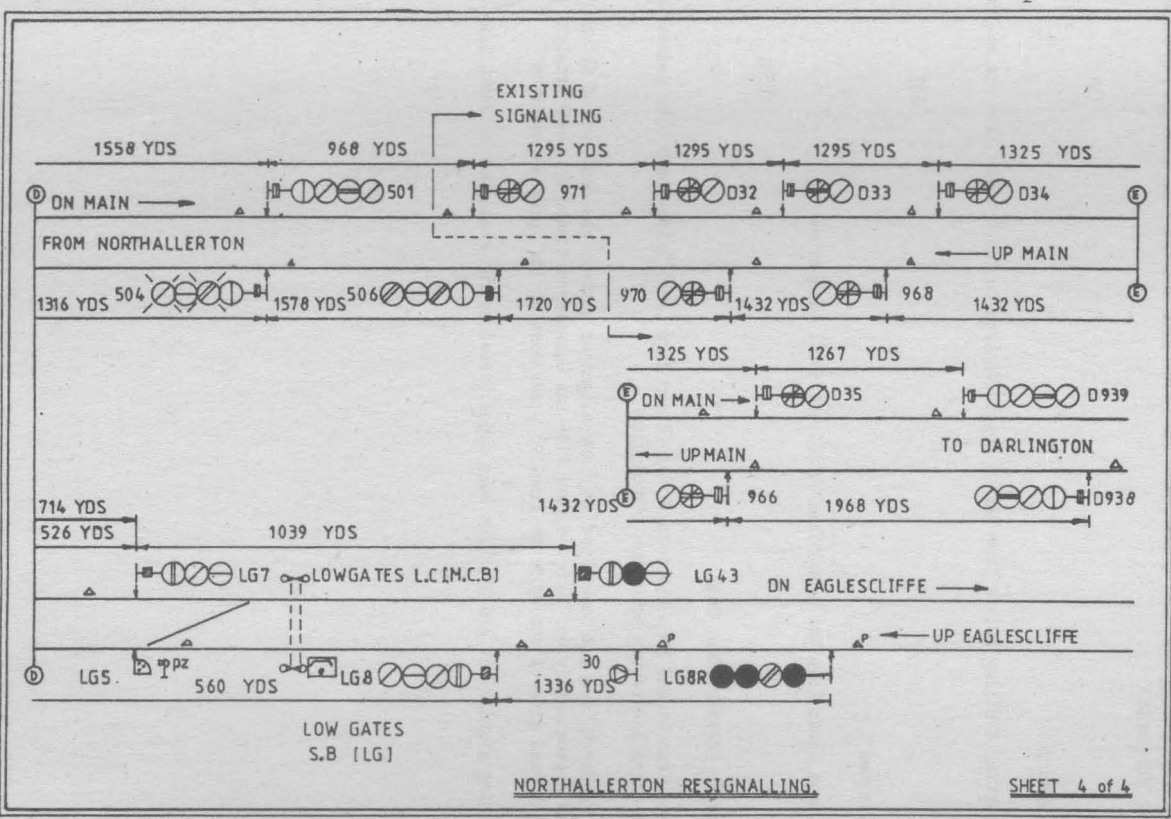
NORTHALLERTON RESIGNALLING.

SHEET 2 of 4



EASTERN REGION - continued

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



EASTERN REGION - continued

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

SECTION C

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

EASTERN REGION - continued

*** Thirsk M.O.D. Sidings

The M.O.D. Siding has been abandoned. The head shunt for the Down Sidings run round loop is now 100 yards.

(5)

*** Longlands Jn.

The spring trailing points from the Up Longlands Loop to the Up Slow line are now power worked.

(5)

Darlington

The Down Goods Loop has been taken out of use until further notice.

(UFN)

*** Newcastle Station (East End)

Connections to and from Platforms 9 and 10 and High Level Bridge have been removed and associated signalled routes have been disconnected.

The Up North line has been slued to a new alignment between the east end of Newcastle Station and approximately 0m. 20ch. Signal N106 has been repositioned on a new straight post to the right hand side of the Up North line, 25 yards east of its' present position.

Shunting signals N89 and N95 have been repositioned to the realigned Up North line.

(5)

GENERAL INSTRUCTIONS AND NOTICES

| New Item

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

APPENDIX INSTRUCTIONS
SECTIONAL APPENDIX - SOUTHERN SECTION DATED JUNE 1988
SECTION 1 - TABLE 'A' - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down	Up m.p.h.	
BOTTESFORD WEST JN. TO NETHERFIELD JN. Page A145 Between Radcliffe and Rectory Jn. Delete catch points:-					C. Up at 123m. 39ch. (690 yards before reaching home signal). (O D 14/GEN/117) (29-4-90)
WIGSTON NORTH JN. TO NUNEATON SOUTH JN. Page A162 Between Narborough L.C. and Croft Sidings Add in remarks column					Tel. 10 miles 22 chains Liggins Level crossing (O D 12/LC/1237) (7-4-90)
Between Hinckley and Nuneaton Midland Jn. Add in remarks column					Tel. 3m. 31ch. Jericho L.C. (O D 12/LC/1276) (28-4-90)

SECTION D

APPENDIX INSTRUCTIONS - continued
SOUTHERN APPENDIX, SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 4 - LOCAL INSTRUCTIONS

PAGE D39 - CRICKLEWOOD - ADD :-

CHARTERAIL PRIVATE SIDING

ARRIVALS

When an arriving train has come to a stand on No.1 or 2 up goods line, the Shunter must hand a radio handset and card of instructions to the Driver and to the Train(wo)man. A radio test must then be carried out. The Train(wo)man must then proceed to the rear of the train and the Shunter must proceed to the Charterail cabin located in their shed, setting the handpoints for No.8 siding on his way.

The Shunter, upon arrival at the Charterail cabin, must:-

(i) obtain an assurance from the Charterail Person in charge that all is in order for the train to enter the shed and that no movements of road vehicles will take place within the shed until the train has been berthed.

(ii) check that the light at the shed entrance is illuminated.

(iii) request the Signaller at Cricklewood Depot box to set the route.

The Train(wo)man must, when the signal applying to the movement from the goods line clears, instruct the Driver, by radio, to commence propelling. As the propelling movement proceeds, the Train(wo)man must precede the movement on foot into the shed, constantly controlling the movement by radio. If the light at the shed entrance becomes extinguished, the Train(wo)man must immediately instruct the Driver to stop.

The Driver must bring the train to a stand with the vehicle next to the locomotive positioned just inside the shed.

The Shunter must then apply the hand brakes on all vehicles and collect the radio handsets and the card of instructions from the Driver and Train(wo)man.

DEPARTURES

When advised that the locomotive to work an outgoing train is approaching, the Shunter must proceed to the Charterail cabin, setting the handpoints for No.8 siding on his way.

The Shunter, upon his arrival at the Charterail cabin must:-

(i) obtain an assurance from the Charterail Person in charge that all is in order for the locomotive to be attached to the train and that no movements of road vehicles will take place within the shed until the train has departed.

(ii) check that the light at the shed entrance is illuminated.

(iii) request the Signaller at Cricklewood Depot box to set the route for the incoming locomotive.

SECTION D

APPENDIX INSTRUCTIONS - continued
SOUTHERN APPENDIX, SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

PAGE D39 - CRICKLEWOOD - ADD:- continued

CHARTERAIL PRIVATE SIDING - continued

DEPARTURES - continued

When the Shunter has coupled the locomotive to the train, he must release the handbrakes and carry out Train Preparation duties.

When the train has arrived on No.1 or 2 up goods line, the Shunter must detach the locomotive and remain at the South end to assist with the brake test. The Train(wo)man must attach the locomotive at the North end.

PAGE D39 - REFUSE TRANSFER STATION -

DELETE all particulars and SUBSTITUTE:-

ARRIVALS

When an arriving train has come to a stand on No.1 or 2 up goods line, the Shunter must hand a radio handset and card of instructions to the Driver. A radio test must then be carried out.

The locomotive must run round and after it has been attached to the other end of the train, the Shunter must walk forward and set the handpoints for No.19 siding. He must then close the South end level crossing to road traffic and proceed to the Charterail cabin.

The Shunter, upon arrival at the Charterail cabin, must:-

(i) request the Charterail Person in charge to proceed to the North end level crossing to close it to road traffic and advise him that he may open the crossing to road traffic after the train has passed over it.

(ii) request the Signaller at Cricklewood Depot box to set the route for the train to proceed to the Stop board protecting the North end level crossing.

The clearing of the signal will be the Driver's authority to proceed but he must work to any instructions received from the Shunter.

If the Shunter is advised that the Charterail staff are not on duty, he must ensure that the North end level crossing is closed to road traffic and authorise the Driver to pass the Stop board. The Driver must not pass the board until verbally authorised to do so by either the Shunter or Charterail Person in charge.

SECTION D

APPENDIX INSTRUCTIONS - continued
SOUTHERN APPENDIX, SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

PAGE D39 - CRICKLEWOOD - ADD:- continued

CHARTERAIL PRIVATE SIDING - continued

ARRIVALS - continued

Before any rail movement is made into the Refuse Depot the Shunter must:-

- (i) obtain the permission of the Person in charge of the Refuse Depot and ascertain from him which vehicles are to be placed in each siding.
- (ii) advise the Driver which vehicles are to be placed in each of the two sidings and if either siding is already occupied, by how many vehicles.
- (iii) close the level crossing at the entrance to the Refuse Depot to road traffic.

Notice boards are provided adjacent to the sidings in the Refuse Depot indicating the number of vehicles which can be accommodated between the respective boards and the Refuse Depot buffer stops.

When berthing is complete and the locomotive has returned to No.19 siding, the Shunter must:-

- (i) open the level crossing at the entrance to the Refuse Depot to road traffic.
- (ii) check that the South end level crossing is closed to road traffic.
- (iii) set the hand points for the locomotive to proceed.
- (iv) collect the radio handset and card of instructions from the Driver.

When the locomotive has returned over the South end level crossing, the Shunter must open the crossing to road traffic.

DEPARTURES

The Shunter will hand a radio handset and instructions to the Driver of the locomotive which is to work a departing train before such locomotive leaves No.1 or 2 up goods line. A radio test must then be carried out. The Shunter must then proceed on foot to set the hand points for No.19 siding. He must then close the South end level crossing to road traffic and proceed to the Charterail cabin.

The Shunter, upon arrival at the Charterail cabin, must request the Signaller at Cricklewood Depot box to set the route for the locomotive to proceed to No.19 siding.

The clearing of the signal will be the Driver's authority to proceed but he must work to any instructions received from the Shunter.

Before the locomotive proceeds into the Refuse Depot, the Shunter must close the level crossing at the entrance to the Depot to road traffic.

SECTION D

APPENDIX INSTRUCTIONS - continued
SOUTHERN APPENDIX, SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

PAGE D39 - CRICKLEWOOD - ADD:- continued

CHARTERAIL PRIVATE SIDING - continued

DEPARTURES - continued

The Shunter must request the Charterail Person in charge to close the level crossing at the north end of No.19 siding to road traffic to allow the train to pass the Stop board when the complete train is made up and must advise him that he may open the level crossing to road traffic when the train has passed clear of it.

If the Shunter is advised that Charterail staff are not on duty, he must ensure that the North end level crossing is closed to road traffic and authorised the Driver to pass the Stop board. The Driver must not pass the board until verbally authorised to do so by either the Shunter or the Charterail Person in charge.

The Shunter must then :-

(i) open the level crossing at the entrance to the Refuse Depot to road traffic.

(ii) check that the South end level crossing is closed to road traffic and advise the Charterail Person in charge that the crossing may be opened to road traffic when the train has passed over it.

(iii) set the hand points for the train to proceed to No.1 or 2 up goods line.

(iv) request the Signaller at Cricklewood Depot box to set the route to No.1 or 2 up goods line and obtain an assurance when this has been done.

(v) call the Driver back by radio.

As the propelling movement proceeds, the Shunter must precede the movement on foot constantly controlling the movement by radio and warning staff who are on or about the line.

When the movement has arrived on No.1 or 2 up goods line, the Shunter must collect the radio handset and card of instructions from the Driver.

(30-4-90)

SECTION D

APPENDIX INSTRUCTIONS - continued
SOUTHERN APPENDIX, SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 4 - LOCAL INSTRUCTIONS - continued

PAGE D103

ADD:-

BETWEEN BINGHAM AND NETHERFIELD JN.

A class 9 train, other than a locomotive and unfitted brakevan, running on the down or up line between Bingham and Netherfield Jn. must have a locomotive, other than shunting locomotive, attached in rear.

(O D 14/GEN/117)

(29-4-90)

OPERATION
**CLEAN
SWEEP**

ME A

British Rail
London Midland Region

ME**6****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 5th May
to
Friday, 11th May 1990
inclusive

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

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

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P9/4, Rail House, Crewe" by wire as follows:- "Nile Not ME ", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

WARNINGENERGISATION OF THE CONDUCTOR RAILAND ITS CONNECTIONSIN SMITHFIELD NOS. 1 & 2 SIDINGS BLACKFRIARS AND FARRINGTON

ON AND FROM 10 00 ON MONDAY, 7 MAY 1990 it must be assumed that the conductor rail and its connections in Smithfield Nos. 1 & 2 sidings between Blackfriars and Farringdon are always alive, unless the Traction Current has been switched off in accordance with Electrified Lines Working Instructions 29, 31 or 32.

(9)

(R/1815/3)

**WARNING**

 *
 * A.C. ELECTRIFIED LINES *
 *
 * RICHMOND HILL TUNNEL (WEST PORTAL) - LEEDS NEVILLE HILL DEPOT (INCLUSIVE) *
 *
 * The overhead line equipment has been extended Eastwards from a point 88 yards *
 * West of the 19½ mile post at the West portal of Richmond Hill Tunnel to a point *
 * 183 yards East of the 19 mile post on the Main lines and the East end of the *
 * C.E.T. Sidings including the Leeds Neville Hill Depot 244 yards West of the 18 *
 * mile post. *
 *
 * From 00 01 hours on Monday 30 April 1990, the overhead line equipment will be *
 * energised at 25,000 volts and must be regarded as being 'ALIVE' at all times. *
 *
 * The limits of energisation will be :- *
 *
 * From the existing electrified line at the West Portal of Richmond Hill Tunnel - *
 *
 * Structure No. EB 48/32 DOWN MAIN LINE, UP MAIN LINE, UP GOODS LINE *
 *
 * To a point 183 yards (167 metres) East of the 19 mile post - *
 *
 * Structure No. EB 49/16 UP MAIN LINE *
 * EB 49/14 UP GOODS LINE *
 * EB 49/21 DOWN MAIN LINE *
 *
 * and the East end of the C.E.T Sidings including the Leeds Neville Hill Depot *
 * 244 yards (223 metres) West of the 18 mile post - *
 *
 * Structure No. EBN 01/09 NO.2 C.E.T. SIDING *
 * EBN 01/10 NO.1 C.E.T. SIDING *
 *
 * The Working Instructions for A.C. Electrified Lines (BR 29987), and amendments *
 * thereto, will apply. *
 *

(6)



WARNING



 *
 * A.C. ELECTRIFIED LINES *
 *
 * DONCASTER TO LEEDS LINE - ELECTRIFICATION OF THE DOWN HEMSWORTH LOOP *
 *
 * The overhead line equipment has been extended over the Down Hemsworth Loop from *
 * a point 162 yards (148 metres) North of the 167½ mile post to a point 74 yards *
 * (68 metres) South of the 168½ mile post. *
 *
 * From 00 01 hours on Sunday, 15 April 1990. The overhead line equipment will be *
 * energised at 25,000 volts and must be regarded as being 'ALIVE' at all times. *
 *
 * The limits of energisation will be :- *
 *
 * From the Doncaster end of the Down Hemsworth Loop 162 yards (148 metres) North of *
 * the 167½ mile post - *
 *
 * Structure No. EB 17/15 DOWN MAIN *
 *
 * To the Leeds end of the Down Hemsworth Loop 74 yards (68 metres) south of the *
 * 168½ mile post - *
 *
 * Structure No. EB 18/16 DOWN MAIN *
 *
 * The Working Instructions for A.C. Electrified Lines (BR 29987), and amendments *
 * thereto, will apply. *
 *
 * (4) *
 *

OPERATION CLEAN SWEEP

The Region has undertaken to remove all lineside scrap, redundant materials and household rubbish from the lineside within 12 months.

To achieve this demands the co-operation of all departments particularly Technical and Operating.

If in particular traincrews are aware of any location where materials are accessible to vandals then it may be possible to update the programme of removals, to take urgent action. If you know of such a situation, then perhaps, through your Area Manager you will advise me at the following address.

Room 804, Rail House, Crewe (05-32197)

(9-9-89)

REVERSIBLE SIGNALLING

Reversible signalling is available for use between Severn Tunnel East (Ableton Lane) and Severn Tunnel Junction. Until further notice it will be used only for planned and published work; when it is in use staff must beware of trains approaching in either direction on the line concerned.

(95/TX/5)

(3-1-90)

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Monday, 7 May - Farringdon Station

Temporary scaffolding has been erected on the down platform. Drivers of trains entering Farringdon Station on the down Moorgate line must be prepared for reduced sighting of signal WH.413 at the Kings Cross end of the station.

(O D 14/85/61/B) (9/10)

Sunday, 6 May - Stratford-upon-Avon

The down goods loop and all associated signalling will be taken away.

The shunting signal situated approximately 250 yards on the station side of the box and applying to set-back movements through the trailing crossover from the down main to the up main line will be taken away.

The down main end of the trailing crossover will be converted to train-operated (hydro-pneumatic) points and altered to lie normally for movements from Platform 1 to the up main line. A 15 m.p.h. permanent speed restriction will apply through these points in all directions.

A new semaphore stop signal applicable to trains departing from Platform 2 will be provided on the left-hand side of the up main line at the signal box end of the platform. The new signal will be 15 feet in height.

The existing Platform 2 departure signal situated on the right-hand side of the down main line will now apply to trains departing from Platform 1.

(O D 14/88/175) (9/10)

EASTERN REGION

Tuesday, 8 May - Between Fletton Jn. and Eastfield

At 10 00 hours a Permanent Speed Restriction of 30 m.p.h. will be imposed on the Down Slow/Stamford line between 76m. 47ch. and 76 $\frac{3}{4}$ m.p.

Therefore the Permanent Speed Restriction of 50 m.p.h. which applied on the Down Slow line between 74m. 75ch. and 76 $\frac{3}{4}$ m.p. will now apply between 74m. 75ch. and 76m. 47ch. (See Section D).

(9/10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

Tuesday, 8 May - Between Grantham South Jn. and Nottingham Branch Jn.

At 10 00 hours a Permanent Speed Restriction of 5 m.p.h. will be imposed on the Down/Up Goods line between 105m. 10ch. and 105m. 38ch.

Therefore the Permanent Speed Restriction of 15 m.p.h. which applied on the Down/Up Goods line between 105m. 07ch. and 105m. 46ch. will now apply between 105m. 07ch. and 105m. 10ch. and also between 105m. 38ch. and 105m. 46ch. (See Section D).

(9/10)

Sunday, 6 May - Between Grimsby, Marsh East Jn. and Marsh North Jn.

The Down line from Marsh East Jn to Marsh North Jn will be taken out of use and associated signalling abolished.

(9/10)

Tuesday, 8 May - Between King Edward Bridge North Jn. and Heaton South Jn.

At 10 00 hours a Permanent Speed Restriction of 10 m.p.h. will be imposed on all lines between 0m. 16chs. and 0m. 50chs.

Therefore the Permanent Speed Restriction of 15 m.p.h. which applied on all lines between 79m. 70chs. and 0m. 70chs. will now apply between 79m. 70chs. and 0m. 16chs. and also between 0m. 50chs. and 0m. 70chs. (See Section 'D')

(9/10)

WESTERN REGION

Sunday, 6 May, - Bristol Temple Meads Station

The St. Andrews crosses on the following platforms will be repositioned as below:-

Platform 3/4.....18yds towards Bath
Platform 5/6.....62yds towards Taunton
Platform 9/10.....69yds towards Taunton
Platform 11/12....76yds towards Taunton

The St. Andrews cross on Platform 5/6 will be renewed in illuminated form.

(9/10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

WESTERN REGION - continued

Tuesday, 8 May - Between King Edward Bridge North Jn. and Heaton South Jn.

At 10 00 hours a Permanent Speed Restriction of 10 m.p.h. will be imposed on all lines between Om. 16ch. and Om. 50ch.

Therefore the Permanent Speed Restriction of 15 m.p.h. which applied on all lines between 79m. 70ch. and Om. 70ch. will now apply between 79m. 70ch. and Om. 16ch. and also between Om. 50ch. and Om. 70ch. (See Section D).

(9/10)

DETAILS OF WORK ALREADY CARRIED OUT

St. Pancras to Churchyard Sidings

No.3 Engine siding has been brought back into use and renamed Siding 3.

The stop block at the south end has been recovered.

Position light shunting signal WH.514, applying to movements from Siding 3, together with all signal routes from St. Pancras station into Siding 3, has been brought back into use.

The notice board at the north end of Siding 3 lettered, "STOP AND TELEPHONE" and the associated telephone, situated 30 yards in rear of signal WH.511 have been recovered.

The siding is temporarily NOT available to electric traction. Notice boards "Electric Trains Stop Here, No Access to Siding No.3" have been positioned at both North and South end approaches to the Siding.

(Amended) (O D 14/73/410/N) (9/10)

Rectory Junction

The catch points on the up main line at approximately 124 miles 658 yard have been recovered and replaced with plain line.

(O D 14/GEN/117) (8)

SECTION C

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

EASTERN REGION

Peterborough (Fletton Jn.)

The new trailing crossover connection between the Up and Down Main lines at Fletton Jn. at 74m. 76chs., at present secured out of use, has been commissioned for operational use as an emergency crossover for single line working of trains in an emergency or during planned engineering work possessions.

The new trailing crossover has been controlled directly from Peterborough Signal Box, and is already protected by existing controlled signals P 417 (Down Main), P 428 (Up Slow) and P 430 (Up Fast).

(7)

Between Wainfleet and Skegness

Seacroft LC at 8m. 02chs.

The above level crossing has been converted to an Automatic Open Crossing Locally monitored (A.O.C.L.) with Drivers white flashing lights provided.

For both Up and Down normal direction movements a speed restriction of 50 m.p.h. applies and for this purpose X50 m.p.h. speed restriction boards have been provided 450 yards approaching the crossing from either direction. St Georges Cross advance warning boards have also been provided 560 yards either side of the crossing.

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X20 m.p.h. speed restriction warning boards have been provided 100 yards either side of the crossing.

(NEW ITEM) (8)

Between Wrawby Jn. and Holton-le-Moor

North Kelsey L.C. (AHB-X) at 18m. 03ch.
Moortown L.C. (AHB-X) at 19m. 34ch.

The presently covered over X40 m.p.h. wrong direction speed restriction warning boards applying to the above level crossings have been uncovered and the level crossings again work automatically when approached in the wrong direction.

(8)

Between Holton-le-Moor and Wickenby.

Walesby L.C. (AHB-X) at 24m. 46ch.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above level crossing continues to be covered over until further notice.

(UFN)

SECTION C

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

EASTERN REGION - continued

** Between Thirsk and Darlington/Low Gates

Northallerton Signal Box has been abolished.

Revised signalling has come into operation on the following lines:-

Down Slow - Between 28½m.p. and Longlands Jn.
 Up Slow - Between Northallerton and 29m.p.
 Down Fast - Between 26½m.p. and 32½m.p.
 Up Fast - Between 32½m.p. and 29m.p.
 Up Eaglescliffe - Between 44½m.p. and Northallerton.
 Down Eaglescliffe - Between Northallerton and 43½m.p.
 Redmire Branch - To 1½m.p.
 Down and Up Longlands Loops.
 Down and Up Northallerton Loops.

Details are shown in the diagrams in this notice.

York Signal Box will now work to Darlington Signal Box and Low Gates Signal Box with Track Circuit Block regulations applying throughout. Absolute Block regulations will continue to apply between Low Gates Signal Box and Long Lane Signal Box.

The following existing signals have been replated and now have telephone communication with York Signal Box:-

<u>Line</u>	<u>Old Number</u>	<u>New Number</u>
Down Slow	N 445	Y 445
	N 451	Y 451
	N 455	Y 455
Down Fast	N 447	Y 447
	N 453	Y 453
	N 457	Y 457
Down Main	N 3	Y 971
Up Fast	N 456	Y 456
	N 462	Y 462

SECTION C

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

EASTERN REGION - continued

** Between Thirsk and Darlington/Low Gates - continued

<u>Line</u>	<u>Old Number</u>	<u>New Number</u>
Up Main	U 33	Y 970
	U 34	Y 968
	U 35B	Y 966
Up Slow	N 458	Y 458
	N 464	Y 464

Existing 4-aspect signal LG 29 on the Up Eaglescliffe line has been repositioned and replated LG 8.

Existing 3-aspect signal LG 29R on the Up Eaglescliffe line has been replated LG 8R and will display only a single yellow aspect.

Existing 3-aspect signal LG 45 on the Down Eaglescliffe line has been replated LG 7.

The Redmire Branch Up distant colour light signal has been replaced by a reflectorised Distant board.

All colour light signals with the exception of Y493 and Y496 have been provided with A.W.S. and all new signals have telephone communication with York Signal Box with the exception of LG 7 and LG 8 which have telephone communication with Low Gates Signal Box.

Details of main running signals with more than one route and of position light signals:-

<u>DOWN DIRECTION</u>		<u>Route/Jn.</u>	<u>Application to or towards</u>
<u>Signal No.</u>	<u>Aspect</u>	<u>Indic.</u>	
Y 461	Main	-	Down Main Y 465
"	"	Pos. 1	Down Longlands Loop Y 469
Y 463	Main	Pos. 1	Down Longlands Loop Y 469
"	"	-	Down Main Y 465
Y 467	Main	-	Down Main Y 497
"	"	Pos. 4	Out of use
"	"	Pos. 5	Down Northallerton Loop Y 475
Y 497	Main	Pos. 1	Reversing line
"	"	-	Down Main Y 501
Y 691	PL	D	Down Main Y 467
"	PL	X	Up Main Y 693
Y 693	PL	X	Up Main Y 695
"	PL	S	Up Siding
Y 695	PL	X	Up Main occupied
"	PL	L	Down Northallerton Loop Y 475
Y 697	PL	D	Down Eaglescliffe LG 7
"	PL	X	Up Eaglescliffe LG 5
"	PL	Y	Yard
LG 5	PL	-	Down Eaglecliffe LG 43

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

EASTERN REGION - continued

** Between Thirsk and Darlington/Low Gates - continued

UP DIRECTION

Signal No.	Aspect	Route/Jn. Indic.	Application to or towards
Y 496	Main	M	Down Main Y 476
	"	B	Branch
Y 498	Main	-	Up Main Y 474
	"	Pos. 4	Down Main Y 476
Y 476	Main	S	Up Slow Y 468
	"	M	Up Fast Y 466
	PL	-	Down Main Limit of Shunt 690
Y 474	Main	Pos. 1	Up Slow Y 468
	"	-	Up Fast Y 466
Y 482	Main	Pos. 1	Up Northallerton Loop Y 478
	"	-	Up Longlands Loop Y 480
Y 698	PL	N	Up Northallerton Loop Y 478
	PL	L	Up Longlands Loop Y 480
Y 696	PL	N	Up Northallerton Loop Y 478
	PL	L	Up Longlands Loop Y 480
Y 694	PL	U	Up Main Y 474
	PL	X	Down Main Y 476
Y 692	PL	-	Up Main Y 474

Down Fast 4-aspect signals Y 453 and Y 457 display Flashing Double Yellow and Flashing Single Yellow respectively when Down Fast Y 463 is cleared with Position 1 junction indicator for a movement to the Down Longlands Loop.

Up Main 4-aspect signals Y 504 and Y 498 display Flashing Double Yellow and Flashing Single Yellow respectively when Up Main signal Y 474 is cleared with Position 1 junction indicator for a movement to the Up Slow line.

Level Crossing No.88 (at 27m. 13chs.) and Level Crossing No.89 (at 27 $\frac{1}{2}$ m.p.) have been provided with telephone communication to York Signal Box.

A new 50 m.p.h. speed restriction warning indicator and associated A.W.S. magnet have been provided on the Down Slow line at approx. 28m. 35chs. applicable to the permanent speed restriction of 50 m.p.h. on the Down Longlands Loop at 28m. 77chs.

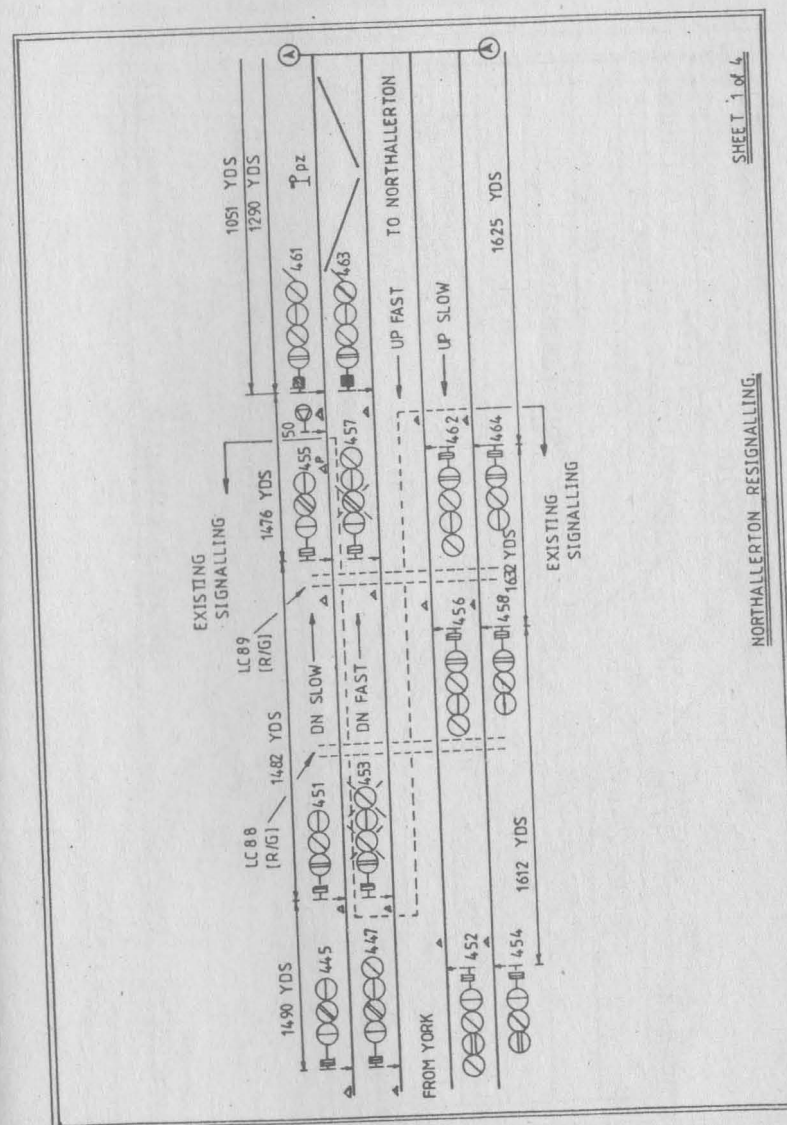
Danby Wiske Up Main Hot Axle Box detector (at approx. 33 $\frac{1}{2}$ m.p.) is now monitored by York Signal Box.

(6)

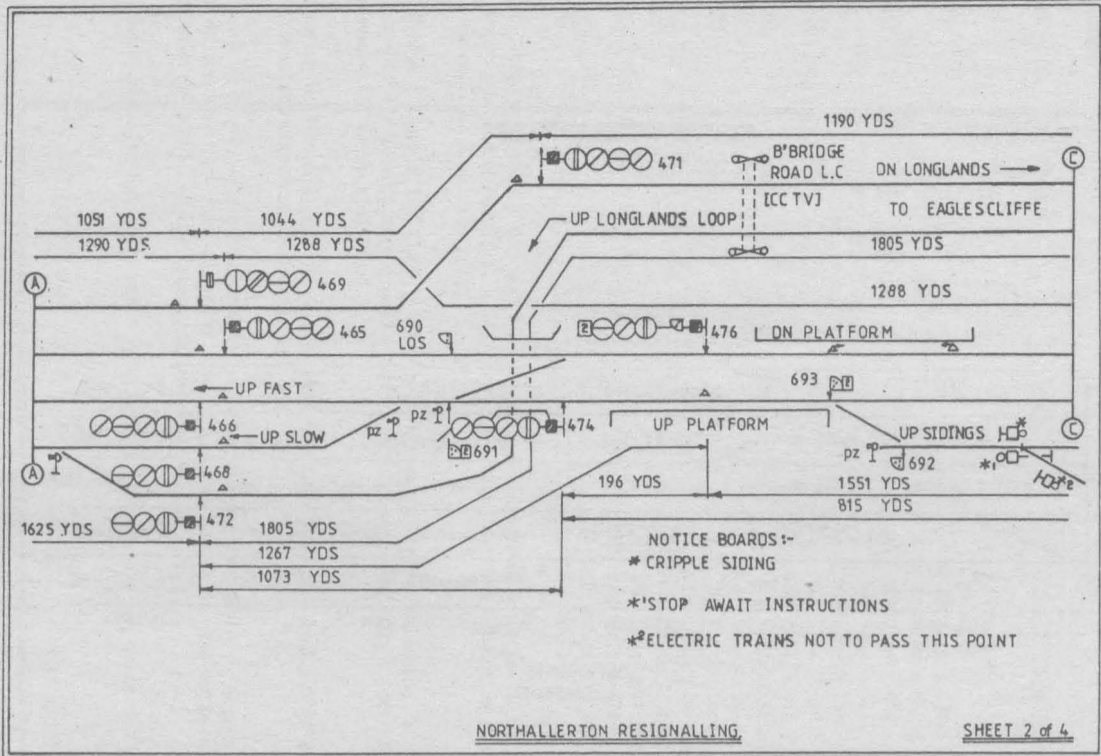
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued

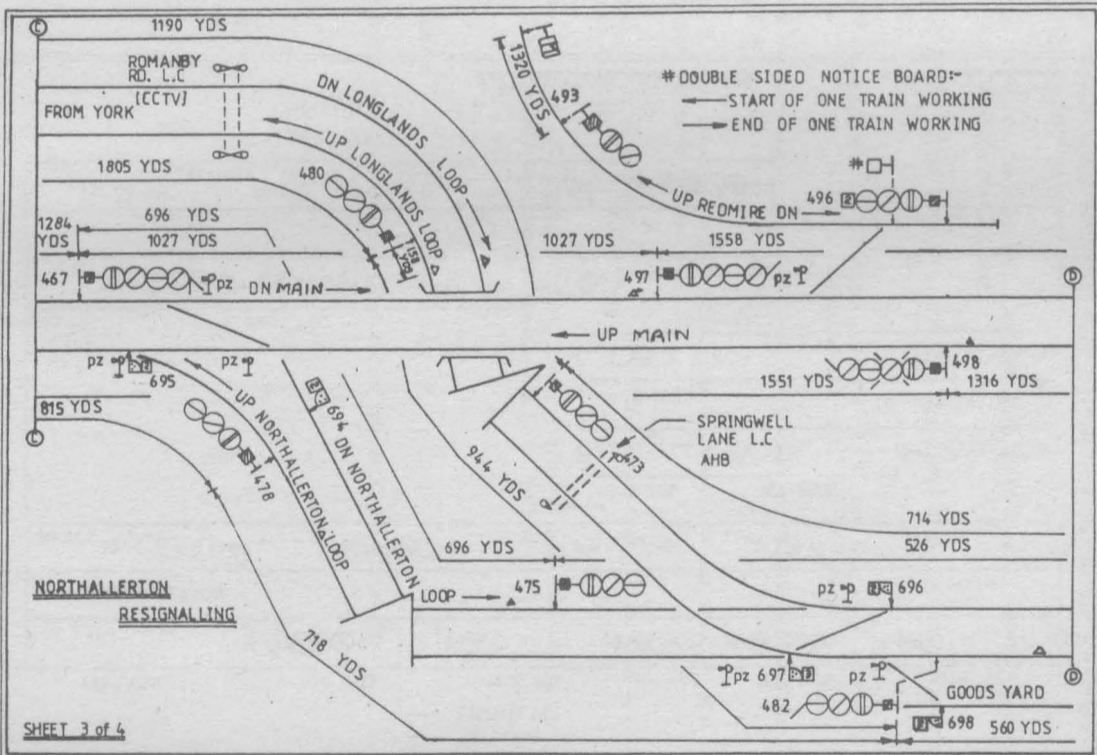
** Between Thirsk and Darlington/Low Gates - continued



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued
 EASTERN REGION - continued
 ** Between Thirsk and Darlington/low Gates - continued



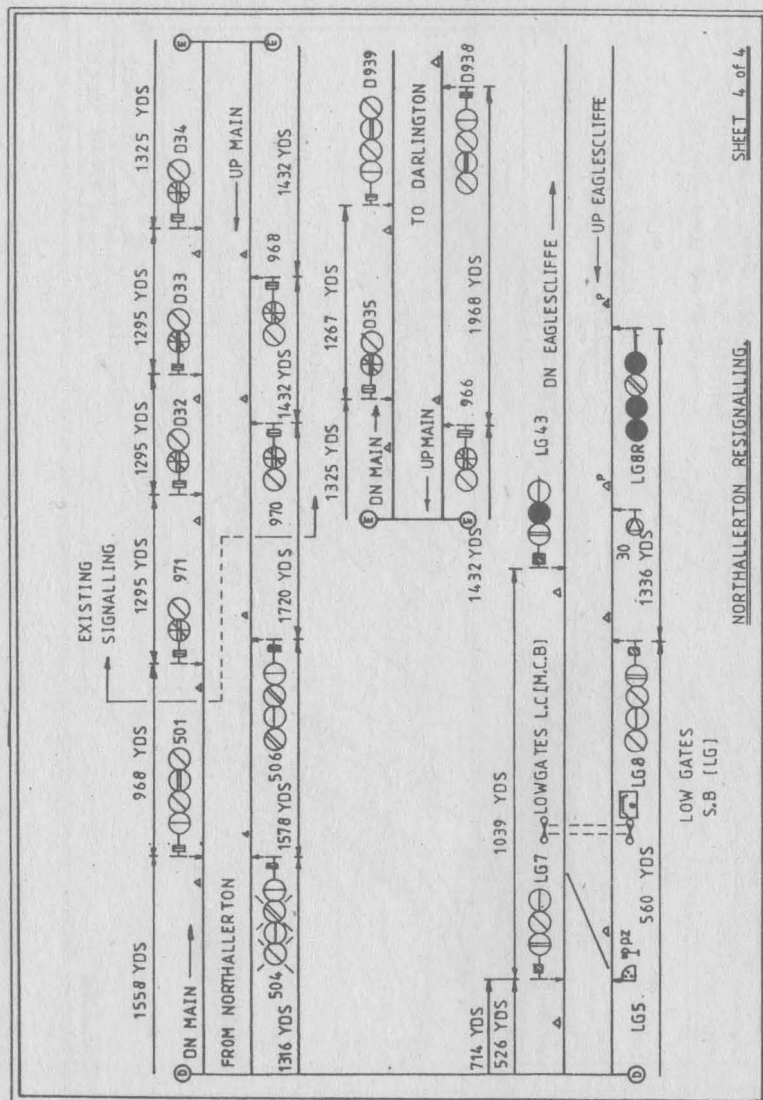
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued
 EASTERN REGION - continued
 ** Between Thirsk and Darlington/low Gates - continued



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

EASTERN REGION - continued

** Between Thirsk and Darlington/Low Gates - continued



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

EASTERN REGION - continued

Between Ferryhill and Tursdale Jn.

A new overhead signal gantry has been provided at approximately 57m. 70chs. and the following signal alterations now apply:-

Signal F 427, on the Down Main line, has been moved from its straight post on to the new gantry, approx. 14 yards further south.

Signal F 435, on the Down Slow line, has been moved from its straight post on to the new gantry (same location).

A new 2-aspect colour light signal, plated F 425R, has been provided on the gantry, applying to the Up Main line, but is hooded over until further notice.

A new overhead signal gantry has been provided at approximately 58m. 56chs. and the following signal alterations now apply:-

Signal F 421, on the Down Main line, has been moved from its straight post on to the new gantry, approx. 47 yards further south.

Signal F 423, on the Down Slow line, has been moved from its straight post on to the new gantry (same location).

A new 3-aspect colour light signal, plated F 425, has been provided on the gantry, applying to the Up Main line, but is hooded over until further notice.

(8)

Darlington

The Down Goods Loop has been taken out of use until further notice.

(UFN)

SECTION C

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

EASTERN REGION - continued

Newcastle (East End)

The Down and Up Tynemouth lines between Newcastle East Jn and Pilgrim Street (approx. 00m. 38chs.) have been taken out of use, together with all associated signalling.

The Down Gateshead Main line between High Level Bridge Jn and Newcastle Station has been taken out of use, together with all associated signalling.

The line from Platform 15 at the east end of Newcastle Station has been relaid to a new alignment and leads directly onto the Up Gateshead Main line.

Colour light signal N 104 at Newcastle East Jn, applicable to the former alignment, has been abolished and Signal N 116 at the east end of Platform 15 now reads to Signal N 86.

Access is no longer available from Platform 16 or the Provincial Siding to or from the Up Gateshead Main line.

The catch points on the Down Gateshead Slow line at Newcastle East Jn have been secured out of use pending removal.

(8)

WESTERN REGION

Gloucester

The signal post telephone associated with signal G.233 has been re-positioned between the Up Main and the Up Relief.

(NEW ITEM)

(8)

Old Oak Common Depot

New position light signals have been brought into use, controlling movements into and out of the HST/DMU Shed. These replace the illuminated white lights over the doors. New 'Stop' boards have also been provided for movements into the carriage lifting shops. (See Section D)

(NEW ITEM)

(8)

SECTION C

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

WESTERN REGION - continued

West Ealing

The existing reflectorised triangular "30" warning indicator located beside the Up Relief line at 6m. 44ch. has been temporarily repositioned to 6m. 50ch. (at the Reading end of the new Up Relief line platform at West Ealing), pending eventual recovery when the 30 m.p.h. permanent speed restriction through Ealing Broadway is removed in June. The associated AWS equipment has NOT been repositioned, and is therefore only 68 yards on the approach side of the warning indicator.

(NEW ITEM)

(8)

Reading

The points between the exit lines from platform 2 and 3 have been taken out of use pending recovery.

(NEW ITEM)

(8)



BRITISH RAIL
TrackSafe'90
Competition
 for Safety Representatives



ARE YOU A HEALTH & SAFETY REPRESENTATIVE?

IF SO ENSURE THAT YOU HAVE ENTERED

THIS COMPETITION

ENTRY FORMS ARE AVAILABLE FROM

YOUR LOCAL MANAGER

CREWE
 2 MAY, 1990

P.G. RAYNER
 Regional Operations Manager

THE ABC OF CURING BRAKE DRAG

APPLY DRIVERS BRAKE VALVE TO
 THE EMERGENCY POSITION

BRAKE DISTRIBUTOR RELEASE
 CORD TO BE PULLED

CHECK THAT BRAKE BLOCKS HAVE
 RELEASED

DRIVERS BRAKE VALVE TO THE
 RUNNING POSITION

EXASPERATED?
 TRY RIC, DIC, PULL AND KICK

RIC DIC PULL and KICK

RIC - Reservoir isolating cock to be operated

DIC - Distributor isolating cock to be operated

PULL - Pull the distributor release cords

KICK - Kick the brake blocks to make sure they
 have released

007
British Rail
London Midland Region

ME



7

WEEKLY OPERATING NOTICE

containing

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

Saturday, 12th May
to
Friday, 18th May 1990
inclusive

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

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

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P9/4, Rail House, Crewe" by wire as follows:- "Nile Not ME", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

Printed in England by Bemrose Security Printing, Derby

WARNING**ENERGISATION OF THE CONDUCTOR RAIL****AND ITS CONNECTIONS****IN SMITHFIELD NOS. 1 & 2 SIDINGS BLACKFRIARS AND FARRINGTON**

ON AND FROM 10 00 ON MONDAY, 7 MAY 1990 it must be assumed that the conductor rail and its connections in Smithfield Nos. 1 & 2 sidings between Blackfriars and Farringdon are always alive, unless the Traction Current has been switched off in accordance with Electrified Lines Working Instructions 29, 31 or 32.

(9)

(R/1815/3)

**WARNING**

 *
 * **A.C. ELECTRIFIED LINES** *
 *
 * **RICHMOND HILL TUNNEL (WEST PORTAL) - LEEDS NEVILLE HILL DEPOT (INCLUSIVE)** *
 *
 * The overhead line equipment has been extended Eastwards from a point 88 yards *
 * West of the 19½ mile post at the West portal of Richmond Hill Tunnel to a point *
 * 183 yards East of the 19 mile post on the Main lines and the East end of the *
 * C.E.T. Sidings including the Leeds Neville Hill Depot 244 yards West of the 18 *
 * mile post. *
 *
 * From 00 01 hours on Monday 30 April 1990, the overhead line equipment will be *
 * energised at 25,000 volts and must be regarded as being 'ALIVE' at all times. *
 *
 * The limits of energisation will be :- *
 *
 * From the existing electrified line at the West Portal of Richmond Hill Tunnel - *
 *
 * Structure No. EB 48/32 DOWN MAIN LINE, UP MAIN LINE, UP GOODS LINE *
 *
 * To a point 183 yards (167 metres) East of the 19 mile post - *
 *
 * Structure No. EB 49/16 UP MAIN LINE *
 * EB 49/14 UP GOODS LINE *
 * EB 49/21 DOWN MAIN LINE *
 *
 * and the East end of the C.E.T Sidings including the Leeds Neville Hill Depot *
 * 244 yards (223 metres) West of the 18 mile post - *
 *
 * Structure No. EBN 01/09 NO.2 C.E.T. SIDING *
 * EBN 01/10 NO.1 C.E.T. SIDING *
 *
 * The Working Instructions for A.C. Electrified Lines (BR 29987), and amendments *
 * thereto, will apply. *
 *
 *

(6)



WARNING



 *
 * A.C. ELECTRIFIED LINES *
 *
 * DONCASTER TO LEEDS LINE - ELECTRIFICATION OF THE DOWN HEMSWORTH LOOP *
 *
 * The overhead line equipment has been extended over the Down Hemsworth Loop from *
 * a point 162 yards (148 metres) North of the 167½ mile post to a point 74 yards *
 * (68 metres) South of the 168½ mile post. *
 *
 * From 00 01 hours on Sunday, 15 April 1990. The overhead line equipment will be *
 * energised at 25,000 volts and must be regarded as being 'ALIVE' at all times. *
 *
 * The limits of energisation will be :- *
 *
 * From the Doncaster end of the Down Hemsworth Loop 162 yards (148 metres) North of *
 * the 167½ mile post - *
 *
 * Structure No. EB 17/15 DOWN MAIN *
 *
 * To the Leeds end of the Down Hemsworth Loop 74 yards (68 metres) south of the *
 * 168½ mile post - *
 *
 * Structure No. EB 18/16 DOWN MAIN *
 *
 * The Working Instructions for A.C. Electrified Lines (BR 29987), and amendments *
 * thereto, will apply. *
 *
 * (4) *
 *

OPERATION CLEAN SWEEP

The Region has undertaken to remove all lineside scrap, redundant materials and household rubbish from the lineside within 12 months.

To achieve this demands the co-operation of all departments particularly Technical and Operating.

If in particular traincrews are aware of any location where materials are accessible to vandals then it may be possible to update the programme of removals, to take urgent action. If you know of such a situation, then perhaps, through your Area Manager you will advise me at the following address.

Room 804, Rail House, Crewe (05-32197)

____ (9-9-89)

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

Sunday, 13 May - Sileby

A flashing yellow aspect will be displayed at the signal detailed below and will apply to the route shown (See Rule Book, Section 'C', Clauses 3.1.1. and 3.1.2).

LINE	FLASHING SINGLE YELLOW AT SIGNAL	INDICATES STEADY SINGLE YELLOW AT	JUNCTION INDICATOR DISPLAYED
Up fast	LR 494	LR 484	Position 1 (Up fast to up slow)

See following sketch.

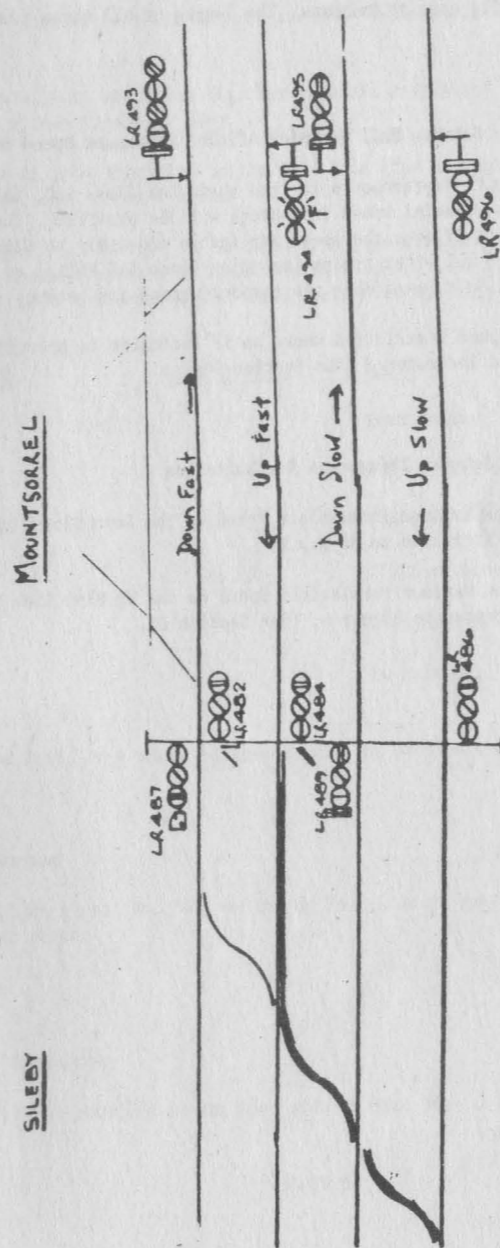
(O D 14/73/291) (9/10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

Sunday, 13 May - Sileby - continued

LEICESTER PSB. - SILEBY
Provision of Flashing Yellow Aspect on LR 494.



SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION

Monday, 14 May - Swinton Station (166m. 74ch.)

A new station will open at Swinton. The length of all three platforms will be 100 yards (92 metres).

(9/10)

Sunday, 13 May - Between Hull and Micklefield: Permanent Speed Restriction Indicators

In conjunction with improvements in line speed for Class 150, 155, 156 & 158 Sprinter/Express Units, special speed indicators will be provided. These indicators are indicated by the letters SP over the speed applicable and apply to Class 150, 155, 156 & 158 Units only. Drivers of all other trains including Class 14X Units, or if a Class 15X Unit is coupled to a Class 14X Unit, must obey the standard speed indicators

At a Permanent Speed Restriction where no SP indicator is provided, all Drivers must obey the standard speed indicator. (See Section D).

(9/10)

Sunday, 13 May - Between Thirsk and Northallerton

At 10 00 hours the Maximum Permissible Speed on the Down Slow line between 22m. 30ch. and 28m. 49ch. will be increased to 80 m.p.h.

At 10 00 hours the Maximum Permissible Speed on the Up Slow line between 28 $\frac{1}{2}$ m.p. and 22m. 27ch. will be increased to 80 m.p.h. (See Section D).

(9/10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

Sunday 13 May - Darlington (South End)

The Down Passenger Loop, between 43m. 70chs. and 44m. 04chs., will now be known as the Down Bypass line.

The Down Goods Loop will be abolished together with all associated signalling pending partial reinstatement as a Down Passenger Loop.

A new trailing lead will be installed in the Down Main line at approx. 43m. 50chs. and will be secured out of use until further notice.

4-aspect colour light signal D917, on the Down Main line at approx. 43m. 47chs., will be repositioned on a gantry located approx. 200 yards further south. The signal will be equipped with Position 1, 2 and 4 route indicators, but until further notice only the following routes will be displayed:-

<u>SIGNAL</u>	<u>ASPECT</u>	<u>ROUTE/JN.IND.</u>	<u>ROUTE</u>
D917	Main	B	Down Bypass D897
	PL	B	Down Bypass occupied
	Main	Pos. 2	Platform 4 D895
	PL	Pos. 2	Platform 4 occupied
	Main	-	Down Main D889
	PL	-	Up Main D911

The Position 1 and Position 4 route indicators will be covered over until further notice.

(9/10)

Sunday 13 May - Durham

Ground Position Light signal No. 363, on the Up Fast line at approx. 66m. 28chs., will be moved 4 yards further south.

(9/10)

WESTERN REGION

Monday, 14 May - Bromsgrove

A new platform will be provided on the Down side at 55m. 30ch., it will be 100 metres in length.

(95/TX/5)

(9/10)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

St. Pancras to Churchyard Sidings

No.3 Engine siding has been brought back into use and renamed Siding 3.

The stop block at the south end has been recovered.

Position light shunting signal WH.514, applying to movements from Siding 3, together with all signal routes from St. Pancras station into Siding 3, has been brought back into use.

The notice board at the north end of Siding 3 lettered, "STOP AND TELEPHONE" and the associated telephone, situated 30 yards in rear of signal WH.511 have been recovered.

The siding is temporarily NOT available to electric traction. Notice boards "Electric Trains Stop Here, No Access to Siding No.3" have been positioned at both North and South end approaches to the Siding.

(Amended) (O D 14/73/410/N) (9/10)

Between Bleasby L.C. and Rolleston L.C.

A 40 m.p.h. permanent speed restriction has been introduced on the down line from
60
11m. 42ch. to 12 m.p.

A 40 m.p.h. permanent speed restriction has been introduced on the up line from
60
13m. 11ch. to 12m. 42ch.

(NEW ITEM) (O D 14/90/40) (9/10)

Rectory Junction

The catch points on the up main line at approximately 124 miles 658 yard have been recovered and replaced with plain line.

(O D 14/GEN/117) (8)

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

Temporary scaffolding has been erected on the down platform. Drivers of trains entering Farringdon Station on the down Moorgate line must be prepared for reduced sighting of signal WH.413 at the Kings Cross end of the station.

(O D 14/85/61/B) (9/10)

Stratford-upon-Avon

The down goods loop and all associated signalling has been taken away.

The shunting signal situated approximately 250 yards on the station side of the box and applying to set-back movements through the trailing crossover from the down main to the up main line has been taken away.

The down main end of the trailing crossover has been converted to train-operated (hydro-pneumatic) points and altered to lie normally for movements from Platform 1 to the up main line. A 15 m.p.h. permanent speed restriction applies through these points in all directions.

A new semaphore stop signal applicable to trains departing from Platform 2 has been provided on the left-hand side of the up main line at the signal box end of the platform. The new signal is 15 feet in height.

The existing Platform 2 departure signal situated on the right-hand side of the down main line applies to trains departing from Platform 1.

(O D 14/88/175) (9/10)

SECTION C

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

EASTERN REGION

** Peterborough (Fletton Jn.)

The new trailing crossover connection between the Up and Down Main lines at Fletton Jn. at 74m. 76chs., at present secured out of use, has been commissioned for operational use as an emergency crossover for single line working of trains in an emergency or during planned engineering work possessions.

The new trailing crossover has been controlled directly from Peterborough Signal Box, and is already protected by existing controlled signals P 417 (Down Main), P 428 (Up Slow) and P 430 (Up Fast).

(7)

Between Fletton Jn. and Eastfield

A Permanent Speed Restriction of 30 m.p.h. has been imposed on the Down Slow/Stamford line between 76m. 47ch. and 76 $\frac{3}{4}$ m.p.

Therefore the Permanent Speed Restriction of 50 m.p.h. which applied on the Down Slow line between 74m. 75ch. and 76 $\frac{3}{4}$ m.p. now applies between 74m. 75ch. and 76m. 47ch. (See Section D).

(9/10)

Between Grantham South Jn. and Nottingham Branch Jn.

A Permanent Speed Restriction of 5 m.p.h. has been imposed on the Down/Up Goods line between 105m. 10ch. and 105m. 38ch.

Therefore the Permanent Speed Restriction of 15 m.p.h. which applied on the Down/Up Goods line between 105m. 07ch. and 105m. 46ch. now applies between 105m. 07ch. and 105m. 10ch. and also between 105m. 38ch. and 105m. 46ch. (See Section D).

(9/10)

SECTION C

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

EASTERN REGION - continued

Between Wainfleet and Skegness

Seacroft LC at 8m. 02chs.

The above level crossing has been converted to an Automatic Open Crossing Locally monitored (A.O.C.L.) with Drivers white flashing lights provided.

For both Up and Down normal direction movements a speed restriction of 50 m.p.h. applies and for this purpose X50 m.p.h. speed restriction boards have been provided 450 yards approaching the crossing from either direction. St Georges Cross advance warning boards have also been provided 560 yards either side of the crossing.

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X20 m.p.h. speed restriction warning boards have been provided 100 yards either side of the crossing.

(8)

Between Grimsby, Marsh East Jn. and Marsh North Jn.

The Down line from Marsh East Jn to Marsh North Jn has been taken out of use and associated signalling abolished.

(9/10)

Between Wrawby Jn. and Holton-le-Moor

North Kelsey L.C. (AHB-X) at 18m. 03ch.
Moortown L.C. (AHB-X) at 19m. 34ch.

The presently covered over X40 m.p.h. wrong direction speed restriction warning boards applying to the above level crossings have been uncovered and the level crossings again work automatically when approached in the wrong direction.

(8)

Between Holton-le-Moor and Wickenby

Walesby L.C. (AHB-X) at 24m. 46ch.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above level crossing continues to be covered over until further notice.

(UFN)

SECTION C

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

EASTERN REGION - continued

Between Ferryhill and Tursdale Jn.

A new overhead signal gantry has been provided at approximately 57m. 70chs. and the following signal alterations now apply:-

Signal F 427, on the Down Main line, has been moved from its straight post on to the new gantry, approx. 14 yards further south.

Signal F 435, on the Down Slow line, has been moved from its straight post on to the new gantry (same location).

A new 2-aspect colour light signal, plated F 425R, has been provided on the gantry, applying to the Up Main line, but is hooded over until further notice.

A new overhead signal gantry has been provided at approximately 58m. 56chs. and the following signal alterations now apply:-

Signal F 421, on the Down Main line, has been moved from its straight post on to the new gantry, approx. 47 yards further south.

Signal F 423, on the Down Slow line, has been moved from its straight post on to the new gantry (same location).

A new 3-aspect colour light signal, plated F 425, has been provided on the gantry, applying to the Up Main line, but is hooded over until further notice.

(8)

Darlington

The Down Goods Loop has been taken out of use until further notice.

(UFN)

SECTION C

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

EASTERN REGION - continued

Between King Edward Bridge North Jn. and Heaton South Jn.

A Permanent Speed Restriction of 10 m.p.h. has been imposed on all lines between 0m. 16chs. and 0m. 50chs.

Therefore the Permanent Speed Restriction of 15 m.p.h. which applied on all lines between 79m. 70chs. and 0m. 70chs. now applies between 79m. 70chs. and 0m. 16chs. and also between 0m. 50chs. and 0m. 70chs. (See Section 'D')

(9/10)

Newcastle (East End)

The Down and Up Tynemouth lines between Newcastle East Jn and Pilgrim Street (approx. 00m. 38chs.) have been taken out of use, together with all associated signalling.

The Down Gateshead Main line between High Level Bridge Jn and Newcastle Station has been taken out of use, together with all associated signalling.

The line from Platform 15 at the east end of Newcastle Station has been relaid to a new alignment and leads directly onto the Up Gateshead Main line.

Colour light signal N 104 at Newcastle East Jn, applicable to the former alignment, has been abolished and Signal N 116 at the east end of Platform 15 now reads to Signal N 86.

Access is no longer available from Platform 16 or the Provincial Siding to or from the Up Gateshead Main line.

The catch points on the Down Gateshead Slow line at Newcastle East Jn have been secured out of use pending removal.

(8)

WESTERN REGION

Gloucester

The signal post telephone associated with signal G.233 has been re-positioned between the Up Main and the Up Relief.

(8)

SECTION C

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

WESTERN REGION - continued

Bristol Temple Meads Station

The St. Andrews crosses on the following platforms have been repositioned as below:-

Platform 3/4.....18yds towards Bath
Platform 5/6.....62yds towards Taunton
Platform 9/10....69yds towards Taunton
Platform 11/12....76yds towards Taunton

The St. Andrews cross on Platform 5/6 has been renewed in illuminated form.

(9/10)

Old Oak Common Depot

New position light signals have been brought into use, controlling movements into and out of the HST/DMU Shed. These replace the illuminated white lights over the doors. New 'Stop' boards have also been provided for movements into the carriage lifting shops. (See Section D)

(8)

West Ealing

The existing reflectorised triangular "30" warning indicator located beside the Up Relief line at 6m. 44ch. has been temporarily repositioned to 6m. 50ch. (at the Reading end of the new Up Relief line platform at West Ealing), pending eventual recovery when the 30 m.p.h. permanent speed restriction through Ealing Broadway is removed in June. The associated AWS equipment has NOT been repositioned, and is therefore only 68 yards on the approach side of the warning indicator.

(8)

Reading

The points between the exit lines from platform 2 and 3 have been taken out of use pending recovery.

(8)

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)

SECTION A - APPENDIX 'A'

PAGE A37

AMEND BT telephone number for Willesden E.C.R.
to READ:- 081-965-2304

(O D 15/31/95) (6-5-90)

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

PAGE E9 - CLAUSE E2/30

AMENDED MED 2 PAGE 90

FURTHER AMEND 01-634-5111 Ext 5554 TO READ 071-634-5111 Ext 5554

PAGE F11 - CLAUSE F3/14

AMEND 01-248 6549* TO READ 071-248 6549*

PAGE F11 - CLAUSE F3/14

AMENDED MED 2 PAGE 93

FURTHER AMENDED 01-401 3601* TO READ 071-401 3601*

PAGE F13 CLAUSE F3/16

AMENDED MED 2 PAGE 93

FURTHER AMENDED 01-928 4616 ‡ 002 3014 TO READ 071-928-4616 ‡ 002 3014
01-928 4498 ‡ 002 3058 TO READ 071-928-4498 ‡ 002 3058
01-928 2090 ‡ 002 2450 TO READ 071-928-2090 ‡ 002 2450

PAGE F13 CLAUSE F3/16

AMENDED MED 2 PAGE 94

FURTHER AMENDED 01-388-0642* ‡ 002-4917 TO READ 071-388 0642* ‡ 002 4917
01-247-1292* ‡ 021-2431 TO READ 071-922 9138/9* ‡ 002 9138/9

(O D 18/119) (5-5-90)

MISCELLANEOUS INSTRUCTIONS

MAJOR ENGINEERING WORK BETWEEN MILTON KEYNES AND RUGBY
FROM SATURDAY, 9 JUNE UNTIL SUNDAY, 24 JUNE 1990

In connection with line speed improvements Major Engineering Work will take place between Hanslope Jn. and Rugby from Saturday, 9 June 1990 until Sunday, 24 June 1990 inclusive.

During this period a revised train service will apply with diversions via Northampton. Would all concerned please note that some services will start earlier.

Details of all services affected are published in the relevent Notices.

Would all staff please ensure that when necessary, sufficient guidance is given to customers ensuring that they are inconvenienced as little as possible.

(P5/GEN/801)

(9-6-90)

AMENDMENTS TO RULES, REGULATIONS
AND INSTRUCTIONS FROM 2 JUNE, 1990

Changes are being made which will come into effect on Saturday, 2 June 1990. The most significant is the abolition of the General Appendix (BR.29944) and its replacement by a new publication - the APPENDIX TO THE RULE BOOK (BR.87109/43). This is issued to employees who hold the complete Rule Book and is to be retained within the Rule Book cover, immediately following Section U.

NOTE: Any Employee whose present Rule Book is contained within a red plastic cover should ask his Supervisor to obtain a replacement black hardback cover which will be capable of containing the Rule Book and the Appendix to the Rule Book. Pending receipt of a new cover, the Appendix to the Rule Book should be held within the cover of the General Appendix, this cover being retained after 2 June, if necessary.

The following publications have been printed and distributed :-

1. APPENDIX TO THE RULE BOOK (BR.87109/43)

As previously stated, this will completely supersede the General Appendix. The Appendix to the Rule Book is issued to all employees who hold the full Rule Book, Sections A-U, (BR.87109).

2. ALTERATIONS AND ADDITIONS NO.2 TO THE FULL RULE BOOK (BR.87109/44)

This is issued to all employees who hold the full Rule Book, Sections A-U, (BR.87109).

THE ABC OF CURING BRAKE DRAG

APPLY DRIVERS BRAKE VALVE TO
THE EMERGENCY POSITION

BRAKE DISTRIBUTOR RELEASE
CORD TO BE PULLED

CHECK THAT BRAKE BLOCKS HAVE
RELEASED

DRIVERS BRAKE VALVE TO THE
RUNNING POSITION

EXASPERATED ?
TRY RIC, DIC, PULL AND KICK

RIC DIC PULL and KICK

RIC . Reservoir isolating cock to be operated

DIC . Distributor isolating cock to be operated

PULL . Pull the distributor release cords

KICK . Kick the brake blocks to make sure they
have released

British Rail
London Midland Region

ME**8****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 19th May
to
Friday, 25th May 1990
inclusive

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

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

Receipt of this notice need not be acknowledged. If not received on Thursday afternoon advise "Rail Operating P9/4, Rail House, Crewe" by wire as follows: - "Nile Not ME ", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

SIGNALLING AND PERMANENT WAY
ALTERATIONS

Monday, 21 May - Between St. Pancras and Chesterfield

The following alterations will be made to maximum permissible speeds on the down and up main/fast lines:

The maximum permissible speed between St. Pancras and Cricklewood (5m. 30ch.) will be increased from 85 m.p.h. to 95 m.p.h.

The maximum permissible speed between Cricklewood (5m. 30ch.) and Wellingborough (64m. 23ch.) and between Leicester and Trent South Jn. will be increased from 100 m.p.h. to 110 m.p.h.

The 80 m.p.h. maximum permissible speed between Trent South Jn. and Ambergate and the 90 m.p.h. maximum permissible speed between Ambergate and the Regional Boundary will be increased to 100 m.p.h.

The following is a complete list of speeds on the down and up fast/main lines between St. Pancras and the Regional Boundary, including those stretches of line where the maximum permissible speed applies.

NOTE: The locations are within 20 chains of the distances shown in some instances.

DOWN FAST/MAIN

LOCATION	SPEED (M.P.H.)	MILEAGE
St. Pancras	10	0 m.p. and 0m. 23ch.
	40	0m. 23ch. and 0m. 47ch.
	50	0m. 47ch. and 1m. 14ch.
	70	1m. 14ch. and 2 m.p.
	75	2 m.p. and 2m. 23ch.
	80	2m. 23ch. and 3m. 70ch.
Cricklewood Curve Jn.	90	3m. 70ch. and 4 m.p.
	95	4 m.p. and 5m. 30ch.
	110	5m. 30ch. and 6m. 40ch.
Elstree Tunnel	105	6m. 40ch. and 7m. 33ch.
	110	7m. 33ch. and 11m. 38ch.
	110	11m. 38ch. and 12m. 06ch.
St. Albans City	100	12m. 06ch. and 18m. 38ch.
	100	18m. 38ch. and 19m. 62ch.
	95	19m. 62ch. and 20 m.p.
Harpenden	100	20 m.p. and 20m. 77ch.
	95	20m. 77ch. and 24m. 64ch.
	100	24m. 64ch. and 27m. 69ch.
	90	27m. 69ch. and 28m. 37ch.
Derby	95	28m. 37ch. and 29m. 57ch.
	90	29m. 57ch. and 30m. 17ch.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

Monday, 21 May - Between St. Pancras and Chesterfield - continued

DOWN FAST/MAIN - continued

LOCATION	SPEED (M.P.H.)	MILEAGE
Luton	100	30m. 17ch. and 30m. 79ch.
	110	30m. 79ch. and 42m. 19ch.
Amphill Tunnel	100	42m. 19ch. and 42m. 52ch.
	110	42m. 52ch. and 64m. 23ch.
	65 (WI)	64m. 23ch. and 65m. 11ch.
Wellingborough	80	65m. 11ch. and 65m. 27ch.
	100	65m. 27ch. and 71m. 03ch.
	95	71m. 03ch. and 72m. 19ch.
Kettering Station Jn.	90	72m. 19ch. and 73 m.p.
	100	73 m.p. and 82m. 68ch.
Market Harborough	60 (WI)	82m. 68ch. and 83m. 10ch.
	85	83m. 10ch. and 84m. 24ch.
	100	84m. 24ch. and 92m. 36ch.
	95	92m. 36ch. and 92m. 50ch.
	100	92m. 50ch. and 95m. 47ch.
Wigston South Jn.	80	95m. 47ch. and 95m. 74ch.
	100	95m. 74ch. and 97m. 13ch.
	90	97m. 13ch. and 98m. 28ch.
	50 (WI)	98m. 28ch. and 98m. 73ch.
Leicester	15	98m. 73ch. and 99 m.p.
	40	99 m.p. and 99m. 18ch.
	110	99m. 18ch. and 108m. 29ch.
Mountsorrel	100	108m. 29ch. and 108m. 62ch.
	110	108m. 62ch. and 111 m.p.
	100	111 m.p. and 111m. 56ch.
Loughborough	110	111m. 56ch. and 115m. 07ch.
	100	115m. 07ch. and 115m. 31ch.
	110	115m. 31ch. and 118m. 65ch.
	90	118m. 65ch. and 119m. 15ch.
Trent South Jn.	70 (WI)	119m. 15ch. and 119m. 65ch.
	80	119m. 65ch. and 121m. 40ch.
Sawley L.C.	100	121m. 40ch. and 126m. 20ch.
	85	126m. 20ch. and 127m. 25ch.
	75	127m. 25ch. and 128m. 12ch.
Derby	15 (WI)	128m. 12ch. and 128m. 04ch.
	75	128m. 04ch. and 128m. 40ch.
	100	128m. 40ch. and 130 m.p.
	90	130 m.p. and 131 m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

Monday, 21 May - Between St. Pancras and Chesterfield - continued

DOWN FAST/MAIN - continued

LOCATION	SPEED (M.P.H.)	MILEAGE
Little Eaton Jn.	100	131 m.p. and 133m. 60ch.
	80	133m. 60ch. and 138 m.p.
	60 (WI)	138 m.p. and 138m. 33ch.
Ambergate G.F.	100	138m. 33ch. and 146m. 20ch.
	80	146m. 20ch. and 142m. 20ch.
	85	142m. 20ch. and 143m. 23ch.
	90	143m. 23ch. and Regional Boundary
UP FAST/MAIN		
	90	Regional Boundary and 142m. 20ch.
	80	142m. 20ch. and 146m. 20ch.
	100	146m. 20ch. and 138m. 33ch.
Ambergate G.F.	60 (WI)	138m. 33ch. and 138 m.p.
	80	138 m.p. and 132m. 70ch.
	100	132m. 70ch. and 128m. 40ch.
	75	128m. 40ch. and 128m. 04ch.
Derby Station North Jn.	15 (WI)	128m. 04ch. and 128m. 12ch.
Derby PSB	75	128m. 12ch. and 127m. 25ch.
	85	127m. 25ch. and 126m. 20ch.
	100	126m. 20ch. and 122m. 62ch.
	80	122m. 62ch. and 119m. 65ch.
	70	119m. 65ch. and 119m. 15ch.
Trent South Jn.	90	119m. 15ch. and 118m. 65ch.
	110	118m. 65ch. and 115m. 31ch.
	100	115m. 31ch. and 115m. 07ch.
	110	115m. 07ch. and 108m. 62ch.
Barrow-on-Soar	100	108m. 62ch. and 108m. 29ch.
	110	108m. 29ch. and 100m. 43ch.
Humberstone Road	90	100m. 43ch. and 99m. 18ch.
	40 (WI)	99m. 18ch. and 99 m.p.
Leicester	15	99 m.p. and 98m. 73ch.
	50	98m. 73ch. and 98m. 28ch.
	80	98m. 28ch. and 95m. 47ch.
Wigston South Jn.	100	95m. 47ch. and 92m. 50ch.
	95	92m. 50ch. and 92m. 36ch.
	100	92m. 36ch. and 84m. 24ch.
	85	84m. 24ch. and 83m. 10ch.
	60 (WI)	83m. 10ch. and 82m. 68ch.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

Monday, 21 May - Between St. Pancras and Chesterfield - continued

UP FAST/MAIN - continued

LOCATION	SPEED (M.P.H.)	MILEAGE
Market Harborough	75	82m. 68ch. and 82 m.p.
	100	82 m.p. and 73 m.p.
	90	73 m.p. and 72m. 19ch.
Kettering Station Jn.	95	72m. 19ch. and 71m. 03ch.
	100	71m. 03ch. and 65m. 72ch.
	90	65m. 72ch. and 65m. 27ch.
	65 (WI)	65m. 27ch. and 65m. 11ch.
Wellingborough	80	65m. 11ch. and 64m. 23ch.
	110	64m. 23ch. and 42m. 52ch.
Amphill Tunnel	100	42m. 52ch. and 42m. 19ch.
	110	42m. 19ch. and 30m. 79ch.
	100	30m. 79ch. and 30m. 17ch.
Luton	90	30m. 17ch. and 29m. 57ch.
	95	29m. 57ch. and 28m. 37ch.
	100	28m. 37ch. and 27m. 69ch.
	105	27m. 69ch. and 24m. 64ch.
Harpenden	110	24m. 64ch. and 20m. 77ch.
	100	20m. 77ch. and 18m. 38ch.
	110	18m. 38ch. and 12m. 06ch.
Elstree Tunnel	100	12m. 06ch. and 11m. 38ch.
	110	11m. 38ch. and 7m. 33ch.
	105	7m. 33ch. and 6m. 40ch.
	110	6m. 40ch. and 5m. 30ch.
Cricklewood	95	5m. 30ch. and 4m. 28ch.
	85	4m. 28ch. and 3m. 40ch.
	80	3m. 40ch. and 2m. 23ch.
	75 (WI)	2m. 23ch. and 2 m.p.
	70	2 m.p. and 1m. 14ch.
Camden Road Tunnel	50 (WI)	1m. 14ch. and 0m. 23ch.
	10	0m. 23ch. and 0 m.p.

(WI) - Denotes PSR Warning Indicator and associated AWS permanent magnet approaching speed restriction.

(O D 14/GEN/265) (11)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION

Sunday 20 May - Reepham LC Signal Box (at 36m. 6lchs.)

A temporary signal box will be provided at Reepham, to enable the demolition of the existing structure.

DOWN DIRECTION

The Down Home signal at Reepham will be replaced by a 2-aspect Red/Green colour light signal situated 200 yards before reaching Reepham LC. Telephone communication will be provided to the temporary signal box.

UP DIRECTION

The existing 2-aspect colour light distant signal will be repositioned 480 yards further from Reepham LC.

3-aspect colour light Starting signal R5 (at 36m. 10chs.) will be replated L1 and will exhibit a yellow aspect only.

The trailing main to main crossover at Reepham will be secured out of use pending removal, together with associated signalling.

The existing gates at Reepham LC will be removed pending replacement by barriers on a date to be advised.

All signals controlling movements to/from Welton Oil Sidings will be fixed at danger and all movements to/from the sidings will be under the control of a Handsignalman.

(11)

Sunday 20 May - Darlington (South End)

A new Passenger Loop will be brought into use using the former Down Main to Down Goods Loop connection and a new trailing connection in the Down Main line at approx 43m. 50chs.

The Position 1 junction indicator on Down Main line signal D921 will be restored to use and will apply to movements from the Down Main line to the Down Passenger Loop.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

Sunday 20 May - Darlington (South End) - continued

A new 3-aspect colour light signal, plated D915 will be provided on the same gantry as Down Main line signal D917 and will apply to movements from the Down Passenger Loop to the Down Main line.

At this stage signal D915 will display the following routes:-

<u>SIGNAL</u>	<u>ASPECT</u>	<u>ROUTE JN IND</u>	<u>ROUTE</u>
D915	Main	B	Down Bypass D897
	PL	B	Down Bypass occupied
	Main	4	Platform 4 D895
	PL	4	Platform 4 occupied
	Main	-	Down Main D889
	PL	-	Up Main D911

(11)

WESTERN REGION

From 08 00 until 12 00 on Sunday 20 May, or until completion - Gloucester

The signal post telephone associated with signal G233 will be repositioned between the Up Main and the Up Relief lines.

(11)

From 10 00 Monday 21 May - Acton East

A new 10 m.p.h. permanent speed restriction will be IMPOSED over the Down and Up Goods lines between 0m. 8ch. and 0m. 0ch.=4m. 15ch. (change of mileage).

As a temporary measure pending provision of new reflectorised circular signs, lineside cut-out "10" signs will be erected at 0m. 8ch. (Down) and 0m. 0ch.=4m. 15ch. (Up).
(See Section D)

(11)

SOUTHERN REGION

Friday 25 to Monday 28 May - Between Blackfriars and Farringdon.

New signalling and permanent way will be introduced, as shown in signalling notice No.4 1990. The track will be re-aligned, and a new station provided at St. Pauls Thameslink. All staff concerned must ensure that they are in possession of a copy of this notice.

Alterations to Permanent Speed Restrictions are shown in Section D of this notice.

(R/1815/3)

(12)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

St. Pancras to Churchyard Sidings

No.3 Engine siding has been brought back into use and renamed Siding 3.

The stop block at the south end has been recovered.

Position light shunting signal WH.514, applying to movements from Siding 3, together with all signal routes from St. Pancras station into Siding 3, has been brought back into use.

The notice board at the north end of Siding 3 lettered, "STOP AND TELEPHONE" and the associated telephone, situated 30 yards in rear of signal WH.511 have been recovered.

The siding is temporarily NOT available to electric traction. Notice boards "Electric Trains Stop Here, No Access to Siding No.3" have been positioned at both North and South end approaches to the Siding.

(Amended) (O D 14/73/410/N) (9/10)

Sibley

A flashing yellow aspect is displayed at the signal detailed below and applies to the route shown (See Rule Book, Section 'C', Clauses 3.1.1. and 3.1.2).

LINE	FLASHING SINGLE YELLOW AT SIGNAL	INDICATES STEADY SINGLE YELLOW AT	JUNCTION INDICATOR DISPLAYED
Up fast	LR 494	LR 484	Position 1 (Up fast to up slow)

See following sketch.

(O D 14/73/291) (9/10)

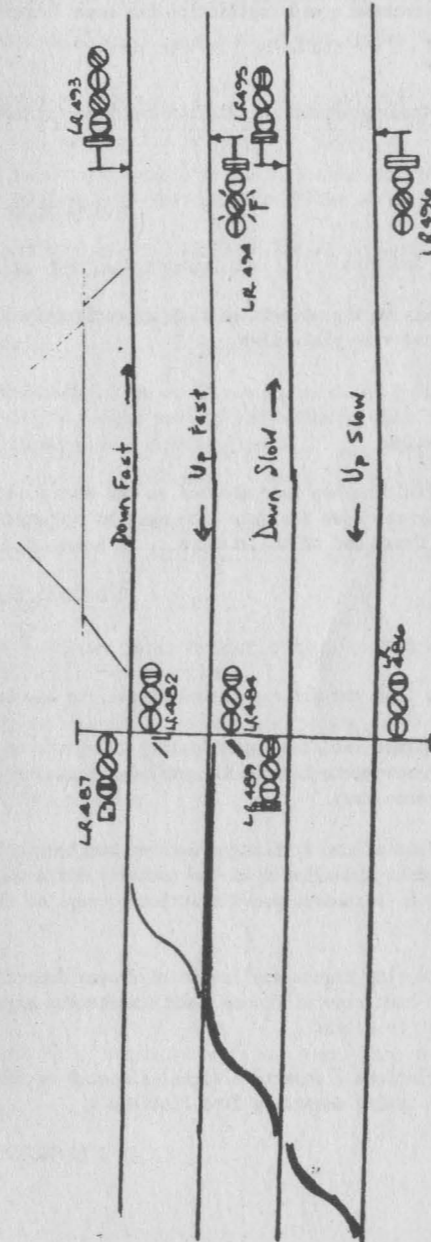
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

Sibley - continued

LEICESTER PSB. - SIBLEY
Provision of flashing Yellow Aspect on LR 494.

SIBLEY

MOUNTSORREL



SECTION C

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

Between Bleasby L.C. and Rolleston L.C.

A 40 m.p.h. permanent speed restriction has been introduced on the down line from
60
11m. 42ch. to 12 m.p.

A 40 m.p.h. permanent speed restriction has been introduced on the up line from
60
13m. 11ch. to 12m. 42ch.

(O D 14/90/40)

(9/10)

**

Rectory Junction

The catch points on the up main line at approximately 124 miles 658 yard have been recovered and replaced with plain line.

(O D 14/GEN/117)

(8)

Farringdon Station

Temporary scaffolding has been erected on the down platform. Drivers of trains entering Farringdon Station on the down Moorgate line must be prepared for reduced sighting of signal WH.413 at the Kings Cross end of the station.

(O D 14/85/61/B)

(9/10)

Stratford-upon-Avon

The down goods loop and all associated signalling has been taken away.

The shunting signal situated approximately 250 yards on the station side of the box and applying to set-back movements through the trailing crossover from the down main to the up main line has been taken away.

The down main end of the trailing crossover has been converted to train-operated (hydro-pneumatic) points and altered to lie normally for movements from Platform 1 to the up main line. A 15 m.p.h. permanent speed restriction applies through these points in all directions.

A new semaphore stop signal applicable to trains departing from Platform 2 has been provided on the left-hand side of the up main line at the signal box end of the platform. The new signal is 15 feet in height.

The existing Platform 2 departure signal situated on the right-hand side of the down main line applies to trains departing from Platform 1.

(O D 14/88/175)

(9/10)

SECTION C

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

EASTERN REGION

Between Fletton Jn. and Eastfield

A Permanent Speed Restriction of 30 m.p.h. has been imposed on the Down Slow/Stamford line between 76m. 47ch. and 76 $\frac{3}{4}$ m.p.

Therefore the Permanent Speed Restriction of 50 m.p.h. which applied on the Down Slow line between 74m. 75ch. and 76 $\frac{3}{4}$ m.p. now applies between 74m. 75ch. and 76m. 47ch. (See Section D).

(9/10)

Between Grantham South Jn. and Nottingham Branch Jn.

A Permanent Speed Restriction of 5 m.p.h. has been imposed on the Down/Up Goods line between 105m. 10ch. and 105m. 38ch.

Therefore the Permanent Speed Restriction of 15 m.p.h. which applied on the Down/Up Goods line between 105m. 07ch. and 105m. 46ch. now applies between 105m. 07ch. and 105m. 10ch. and also between 105m. 38ch. and 105m. 46ch. (See Section D).

(9/10)

**

Between Wainfleet and Skegness

Seacroft LC at 8m. 02chs.

The above level crossing has been converted to an Automatic Open Crossing Locally monitored (A.O.C.L.) with Drivers white flashing lights provided.

For both Up and Down normal direction movements a speed restriction of 50 m.p.h. applies and for this purpose X50 m.p.h. speed restriction boards have been provided 450 yards approaching the crossing from either direction. St Georges Cross advance warning boards have also been provided 560 yards either side of the crossing.

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X20 m.p.h. speed restriction warning boards have been provided 100 yards either side of the crossing.

(8)

Between Grimsby, Marsh East Jn. and Marsh North Jn.

The Down line from Marsh East Jn to Marsh North Jn has been taken out of use and associated signalling abolished.

(9/10)

SECTION C

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

EASTERN REGION - continued

** Between Wrawby Jn. and Holton-le-Moor

North Kelsey L.C. (AHB-X) at 18m. 03ch.
Moortown L.C. (AHB-X) at 19m. 34ch.

The presently covered over X40 m.p.h. wrong direction speed restriction warning boards applying to the above level crossings have been uncovered and the level crossings again work automatically when approached in the wrong direction.

(8)

Between Holton-le-Moor and Wickenby

Walesby L.C. (AHB-X) at 24m. 46ch.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above level crossing continues to be covered over until further notice.

(UFN)

Swinton Station (166m. 74ch.)

A new station is open at Swinton. The length of all three platforms is 100 yards (92 metres).

(9/10)

Between Hull and Micklefield: Permanent Speed Restriction Indicators

In conjunction with improvements in line speed for Class 150, 155, 156 & 158 Sprinter/Express Units, special speed indicators have been provided. These indicators are indicated by the letters SP over the speed applicable and apply to Class 150, 155, 156 & 158 Units only. Drivers of all other trains including Class 14X Units, or if a Class 15X Unit is coupled to a Class 14X Unit, must obey the standard speed indicators

At a Permanent Speed Restriction where no SP indicator is provided, all Drivers must obey the standard speed indicator. (See Section D).

(9/10)

Between Thirsk and Northallerton

The Maximum Permissible Speed on the Down Slow line between 22m. 30ch. and 28m. 49ch. has been increased to 80 m.p.h.

The Maximum Permissible Speed on the Up Slow line between 28 ½ m.p. and 22m. 27ch. has been increased to 80 m.p.h. (See Section D).

(9/10)

SECTION C

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

EASTERN REGION - continued

Darlington (South End)

The Down Passenger Loop, between 43m. 70chs. and 44m. 04chs., is now known as the Down Bypass line.

The Down Goods Loop has been abolished together with all associated signalling pending partial reinstatement as a Down Passenger Loop.

A new trailing lead has been installed in the Down Main line at approx. 43m. 50chs. and is secured out of use until further notice.

4-aspect colour light signal D917, on the Down Main line at approx. 43m. 47chs., has been repositioned on a gantry located approx. 200 yards further south. The signal is equipped with Position 1, 2 and 4 route indicators, but until further notice only the following routes will be displayed:-

<u>SIGNAL</u>	<u>ASPECT</u>	<u>ROUTE/JN. IND.</u>	<u>ROUTE</u>
D917	Main	B	Down Bypass D897
	PL	B	Down Bypass occupied
	Main	Pos. 2	Platform 4 D895
	PL	Pos. 2	Platform 4 occupied
	Main	-	Down Main D889
	PL	-	Up Main D911

The Position 1 and Position 4 route indicators have been covered over until further notice.

(9/10)

Darlington

The Down Goods Loop has been taken out of use until further notice.

(UFN)

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

EASTERN REGION - continued

Durham

Ground Position Light signal No. 363, on the Up Fast line at approx. 66m. 28chs., has been moved 4 yards further south.

(9/10)

Between King Edward Bridge North Jn. and Heaton South Jn.

A Permanent Speed Restriction of 10 m.p.h. has been imposed on all lines between Om. 16chs. and Om. 50chs.

Therefore the Permanent Speed Restriction of 15 m.p.h. which applied on all lines between 79m. 70chs. and Om. 70chs. now applies between 79m. 70chs. and Om. 16chs. and also between Om. 50chs. and Om. 70chs. (See Section 'D')

(9/10)

*** Newcastle (East End)

The Down and Up Tynemouth lines between Newcastle East Jn and Pilgrim Street (approx. 00m. 38chs.) have been taken out of use, together with all associated signalling.

The Down Gateshead Main line between High Level Bridge Jn and Newcastle Station has been taken out of use, together with all associated signalling.

The line from Platform 15 at the east end of Newcastle Station has been relaid to a new alignment and leads directly onto the Up Gateshead Main line.

Colour light signal N 104 at Newcastle East Jn, applicable to the former alignment, has been abolished and Signal N 116 at the east end of Platform 15 now reads to Signal N 86.

Access is no longer available from Platform 16 or the Provincial Siding to or from the Up Gateshead Main line.

The catch points on the Down Gateshead Slow line at Newcastle East Jn have been secured out of use pending removal.

(8)

WESTERN REGION

Bromsgrove

A new platform has been provided on the Down side at 55m. 30ch., it is 100 metres in length.

(95/TX/5)

(9/10)

*** Gloucester

The signal post telephone associated with signal G.233 has been re-positioned between the Up Main and the Up Relief.

(8)

SECTION C

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

WESTERN REGION - continued

Bristol Temple Meads Station

The St. Andrews crosses on the following platforms have been repositioned as below:-

- Platform 3/4.....18yds towards Bath
- Platform 5/6.....62yds towards Taunton
- Platform 9/10.....69yds towards Taunton
- Platform 11/12....76yds towards Taunton

The St. Andrews cross on Platform 5/6 has been renewed in illuminated form.

(9/10)

*** Old Oak Common Depot

New position light signals have been brought into use, controlling movements into and out of the HST/DMU Shed. These replace the illuminated white lights over the doors. New 'Stop' boards have also been provided for movements into the carriage lifting shops. (See Section D)

(8)

** West Ealing

The existing reflectorised triangular "30" warning indicator located beside the Up Relief line at 6m. 44ch. has been temporarily repositioned to 6m. 50ch. (at the Reading end of the new Up Relief line platform at West Ealing), pending eventual recovery when the 30 m.p.h. permanent speed restriction through Ealing Broadway is removed in June. The associated AWS equipment has NOT been repositioned, and is therefore only 68 yards on the approach side of the warning indicator.

(8)

*** Reading

The points between the exit lines from platform 2 and 3 have been taken out of use pending recovery.

(8)

SOUTHERN REGION

Three Bridges

The Up Loop has been severed at the London end and shortened to a length capable of accommodating a maximum of 8 cars until further notice. Temporary buffer stops have been provided.

NEW ITEM

(9/10)

MISCELLANEOUS INSTRUCTIONS

**

The next issue of this Notice will cover two weeks combining Nos. 9 and 10 from Saturday, 26 May to Friday, 8 June.

MAJOR ENGINEERING WORK BETWEEN MILTON KEYNES AND RUGBY
FROM SATURDAY, 9 JUNE UNTIL SUNDAY, 24 JUNE 1990

In connection with line speed improvements Major Engineering Work will take place between Hanslope Jn. and Rugby from Saturday, 9 June 1990 until Sunday, 24 June 1990 inclusive.

During this period a revised train service will apply with diversions via Northampton. Would all concerned please note that some services will start earlier.

Details of all services affected are published in the relevant Notices.

Would all staff please ensure that when necessary, sufficient guidance is given to customers ensuring that they are inconvenienced as little as possible.

(P5/GEN/801) (9-6-90)
