

British Rail
London Midland Region

CNE**20****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 11th August
to
Friday, 17th August 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 P2/-, Rail House, Crewe" by wire as follows:- "Nile Not CNE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

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SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

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

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 12 AUGUST - BETWEEN UPTON AND HESWALL

The catch points on the up line at 2 miles 40 chains and 4 miles 16 chains will be replaced by plain line.

(23)

MONDAY, 13 AUGUST - BETWEEN GIGGLESWICK AND CLAPHAM

The 20 m.p.h. permanent speed restriction on the down line from 236 miles 69 chains to 237 miles 69 chains will be removed. The associated Warning Indicator and AWS permanent magnet on the approach to this restriction will be removed.

(23)

MONDAY, 13 AUGUST - BETWEEN SHOTLOCK HILL TUNNEL AND BIRKETT TUNNEL

The 20 m.p.h. permanent speed restrictions on the down line from 261 miles 40 chains to 263 miles 60 chains and on the up line from 263 miles 40 chains to 261 miles 60 chains will be removed. The associated Warning Indicators and AWS permanent magnets on the approach to these restrictions will be removed.

(23)

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

SUDBURY LEVEL CROSSING

The crossing has been provided with full lifting barriers across the roadway controlled by Sudbury L.C. signal box.

The home and distant semaphore signals on the down and up lines have been taken away and replaced by colour light signals in new positions as follows -:

DOWN LINE

Signal SY.25 - 2 aspect (R/G) home signal positioned 200 yards from the signal box. A telephone has been provided at the signal.

Signal SY.26 - 2 aspect (Y/G) distant signal positioned 1330 yards in rear of signal SY.25.

UP LINE

Signal SY.7 - 2 aspect (R/G) home signal positioned 213 yards from the level crossing. A telephone has been provided at the signal.

Signal SY.6 - 2 aspect (Y/G) distant signal positioned 1450 yards in rear of signal SY.7.

(NEW ITEM) (23)

BURNESIDE LOWER LEVEL CROSSING

The Advance Warning Board on the Windermere side of the crossing has been re-positioned at 1000 yards from the level crossing.

(NEW ITEM) (23)

BETWEEN SHOTWICK G.F. AND NESTON

SUNDAY 5 AUGUST

The catch points on the down line at 9m. 76chs. and 11m. 13chs. have been replaced by plain line.

(22)

MILLOM

THURSDAY 9 AUGUST

The up home signal has been reduced in height to 17 feet above rail level.

(22)

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

ALSAGER

Following the re-alignment of the up main to 'up & down' goods loop connection, position light signal CE 524 applying to shunt movements to the 'up & down' goods loop or the up main has been repositioned on the left hand side of the up main line, 20 yards nearer the up platform.

NWE 19: (NEW ITEM) (22)

PENYFFORDD

The trailing crossover between the down and up main lines together with the slip connection between the crossover and the up sidings has been secured out of use, pending removal. All shunting signals controlling movements through these connections have been taken away.

(21)

MILLOM

The down starting signal has been reduced in height to 17 feet above rail level.

(21)

MILLOM

The up distant signal has been reduced in height to 17 feet above rail level and repositioned 210 yards further from the box. The signal is now 1150 yards from the up home signal.

(21)

KIRKSANTON

The up home signal has been reduced in height to 17 feet above rail level.

(21)

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

GRETTY LANE

The trailing connection in the down Through siding approximately 160 yards on the Nantwich side of the box and leading to the Dead End siding and Engineer's Reception line, together with the slip connection between the above mentioned trailing connection and the trailing connection between the down main line and down Through siding have been secured out of use, pending removal.

A stop block has been provided on the Engineer's Reception line at the Crewe end and the position light shunting signals controlling movements from the former Dead End siding and Engineer's Reception siding at the Crewe end have been taken out of use, pending removal.

The set-back shunting signal adjacent to the down main line 110 yards on the Nantwich side of the box now only applies to movements to up main line (Indication 'M') or down Through siding (Indication 'TS').

The position light shunting signal adjacent to the down Salop siding, 110 yards on the Nantwich side of the box now only applies to movements to the down Through siding (Indication 'TS').

(21)

EASTERN REGION

EASTWOOD TO COLTON NORTH JN

FROM 09.00 SATURDAY 5 AUGUST

The catchpoints in the Up line between Hebden Bridge and Eastwood at 23m 17ch have been removed and Plain line installed.

(22)

BETWEEN TYNE AND LOW FELL JN

A new facing crossover has been installed between the Down Slow line and the Up Slow line at approx. 76m 65chs. The crossover has been secured out of use until further notice.

(21)

BETWEEN DONCASTER AND WAKEFIELD WESTGATE

The maximum permissible speed on the down and up line between 156m. 72ch. and 174m. 28ch. has been increased to 100 m.p.h.

The reflectorised speed restriction warning indicator on the down line at 173m. 64ch. giving warning of the P.S.R. of 50 m.p.h. at 174m. 58ch. has been moved to 173m. 50ch. together with the associated permanent magnet.

The distance between the warning indicator and the 50 m.p.h. speed restriction is 1936 yards. (See Section D).

(21)

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

EASTERN REGION - continued

BETWEEN METHLEY JN. AND WHITWOOD

The P.S.R. of 10/20 (10 over 20) which applies on the Up line between 0 ½ m.p. and 1 m.p. has been removed. See Section D.

(21)

SHIPLEY STATION

"MARK IV STOP HERE" notice boards have been provided 44 yards (40 metres) past the Leeds end platform ramp top, and 22 yards (20 metres) past the Bradford end ramp top of Platform 3 (Up/Down line).

(21)

** BETWEEN HIGH LEVEL BRIDGE JN. AND NEWCASTLE EAST JN.

The Up Gateshead main line has been realigned between High Level Bridge Jn. and Newcastle East Jn.

A facing crossover has been installed in Up Gateshead main line at approximately 101m. 45ch. and a trailing crossover in the Down Gateshead main line at approximately 101m. 38ch. Both crossovers are secured out of use until further notice.

(20)

** FITZWILLIAM STATION

The lengths of both the Down and Up Platforms at Fitzwilliam have been increased from 66 yards (60 metres) to 102 yards (93 metres).

(20)

** SANDAL & AGBRIGG STATION

The lengths of both the Down and Up Platforms at Sandal & Agbrigg have been increased from 66 yards (60 metres) to 102 yards (93 metres).

(20)

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

EASTERN REGION - continued

** OUTWOOD STATION

The lengths of both the Down and Up Platforms at Outwood have been increased from 72 yards (66 metres) to 102 yards (93 metres).

(20)

** CHURCH FENTON STATION

The operational length of the Up Normanton line Platform (No.1) has been reduced to 111 yards (102 metres).

The operational length of the Down Leeds line Platform (No.4) has been reduced to 130 yards (119 metres).

(20)

** BETWEEN HIGH LEVEL BRIDGE JN. AND NEWCASTLE EAST JN.

The Up Gateshead main line has been realigned between High Level Bridge Jn. and Newcastle East Jn.

(20)

BRIGHTSIDE STATION JN

The connection between the Down Goods line and Down Main line at 160m. 74chs. has been taken out of use until further notice.

(UFN)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

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

SCOTTISH REGION

AUCHINLECK

The signal box has been closed as a block post and the block section extended to be New Cumnock to Mauchline.

All signals controlled from the box have been removed. The Main line trailing crossover and the Up main to Up shunt spur have been secured out of use pending removal.

(21)

BETWEEN SHIELDS JN AND PAISLEY CANAL

New passenger stations have been opened as follows:-

STATION NAME	LOCATED AT
Dumbreck	1m 1110 yards - between Shields Jn and Corkerhill
Corkerhill	3m 250 yards) between Shields Jn
Mosspark	3m 1250 yards) and
Crookston	4m 850 yards) Hawkhead g.f.
Paisley Canal	7m 00 yards - end of line

All stations have a single platform, and 2 and 4 car stop markers have been provided for each direction, with the exception of 'Paisley Canal' Up direction.

NOTE Dumbreck Down platform will not be brought into use until further notice. The platform for the Up/Down line is used for both Up and Down direction passenger trains.

(21)

GENERAL INSTRUCTIONS AND NOTICES

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

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

British Rail
London Midland Region
CNE  **22/23**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 25th August
to
Friday, 7th September 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.

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SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

. Items will not appear in future issues

SUNDAY, 2 SEPTEMBER - MANCHESTER VICTORIA EAST JN.

The trailing crossover between the down and up electric lines will be recovered and the stencil type route indicator, reading XUE, on signal VE57 will be recovered.

Electric carriage siding No. 2, together with its associated connections and position light signals VE85, VE86 and VE89 will be recovered.

Signal VE50 on siding No. 5 will be recovered.

(25)

SUNDAY, 2 SEPTEMBER - HEATON NORRIS JUNCTION

The Standard Wagon Company's Ground Frame will be taken out of use. The connection worked therefrom will be secured in the normal position pending removal.

The 'STOP & TELEPHONE' board and the telephone communicating with Heaton Norris signal box will be taken away.

(25)

SUNDAY, 2 SEPTEMBER - HOYLAKES

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

(25)

EASTERN REGION

SUNDAY 26 AUGUST - NEWCASTLE STATION (EAST END)

The connection between Platforms 8 and 9 at the east end of the station will be taken out of use pending removal.

The connection from Platform 9 to/from the Up North line will be brought back into use.

The connection from Platform 10 to/from the Up North line will be restored to its' former alignment.

(25)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

SATURDAY, 1 SEPTEMBER - MEADOWHALL STATION (161M.70CHS.)

A new station will open at Meadowhall. The length of Platforms 1 and 2, on the Up and Down Main lines, and of platforms 3 and 4 on the Up and Down Barnsley lines respectively, will be 115 yards (105 metres).

(25)

SUNDAY 2 SEPTEMBER - BETWEEN HIGH LEVEL BRIDGE JN AND GREENSFIELD JN

The Up Gateshead West line between High Level Bridge Jn and Greensfield Jn will be abolished.

The Junction Indicator on G106 signal will no longer apply towards Greensfield and signals G107 and G108 will be relocated approximately 30 yards to the rear of their present positions.

(25)

DETAILS OF WORK ALREADY CARRIED OUT

LIVERPOOL (CENTRAL) LOW LEVEL

The down line platform starting signal (JS.54) (reading in the up direction) has been renewed on the right hand side of the line at 0m.115yds as a wall-mounted 2-aspect (R/G) colour light signal with associated position light signal and stencil type route indicator reading:-

SDG - REVERSING SIDING

The red aspect is 10 feet above rail level. The signal has been fitted with an identification plate JS 54 and a telephone giving communication with James Street box, has been provided on the left hand side of the line.

A single-sided OFF indicator applying to up direction movements has been provided on the down platform at 0m.44yds and reading:-

UP OFF or SDG OFF

The down line platform starting signal JS.65 has been provided with a wall-mounted co-acting 3-aspect (R/Y/G) colour light signal on the left hand side of the line, with the red aspect 10 feet above rail level. This co-acting signal has been provided with an identification plate JS 65.

The tripcock tester at signal JS.65 has been repositioned just in advance of the signal and the indicator has been repositioned on the back of signal JS.56.

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

LIVERPOOL (CENTRAL) LOW LEVEL - continued

The up line platform starting signal JS.63 (reading in the down direction) has been provided with a co-acting 3-aspect (R/Y/G) colour light signal on the left hand side of the line with the red aspect 10 feet above rail level. This co-acting signal has been provided with an identification plate JS 63.

(24)

CHEETHAM HILL JN./QUEENS ROAD

The down and up branch lines between Cheetham Hill Junction and Queens Road have been taken out of use.

Removeable buffer stops have been provided on both the down and up branch lines, 60 feet from both Cheetham Hill Junction and Queens Road.

The down and up branch lines have been redesignated Engineer's Sidings.

At Cheetham Hill Junction, the connections with the Engineer's Sidings have been secured for through running along the main lines and the connection to Queens Road carriage sidings has been recovered as is all associated signalling.

At Queens Road, the connections with the Engineer's Sidings have been secured for through running along the main lines and the trailing connection between the Engineer's Sidings together with the connection to the carriage sidings have been recovered as is all associated signalling.

(24)

*** BETWEEN UPTON AND HESWALL

The catch points on the up line at 2 miles 40 chains and 4 miles 16 chains have been replaced by plain line.

(22/23)

*** BETWEEN GIGGLESWICK AND CLAPHAM

The 20 m.p.h. permanent speed restriction on the down line from 236 miles 69 chains to 237 miles 69 chains has been removed. The associated Warning Indicator and AWS permanent magnet on the approach to this restriction have been removed.

(22/23)

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

*** BETWEEN SHOTLOCK HILL TUNNEL AND BIRKETT TUNNEL

The 20 m.p.h. permanent speed restrictions on the down line from 261 miles 40 chains to 263 miles 60 chains and on the up line from 263 miles 40 chains to 261 miles 60 chains have been removed. The associated Warning Indicators and AWS permanent magnets on the approach to these restrictions have been removed.

(22/23)

*** SUDBURY LEVEL CROSSING

The crossing has been provided with full lifting barriers across the roadway controlled by Sudbury L.C. signal box.

The home and distant semaphore signals on the down and up lines have been taken away and replaced by colour light signals in new positions as follows -:

DOWN LINE

Signal SY.25 - 2 aspect (R/G) home signal positioned 200 yards from the signal box. A telephone has been provided at the signal.

Signal SY.26 - 2 aspect (Y/G) distant signal positioned 1330 yards in rear of signal SY.25.

UP LINE

Signal SY.7 - 2 aspect (R/G) home signal positioned 213 yards from the level crossing. A telephone has been provided at the signal.

Signal SY.6 - 2 aspect (Y/G) distant signal positioned 1450 yards in rear of signal SY.7.

(22/23)

*** BURNESIDE LOWER LEVEL CROSSING

The Advance Warning Board on the Windermere side of the crossing has been re-positioned at 1000 yards from the level crossing.

(22/23)

*** BETWEEN SHOTWICK G.F. AND NESTON

The catch points on the down line at 9m. 76chs. and 11m. 13chs. have been replaced by plain line.

(22/23)

SECTION C

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

** MILLOM

The up home signal has been reduced in height to 17 feet above rail level.

(22/23)

** ALSAGER

Following the re-alignment of the up main to 'up & down' goods loop connection, position light signal CE 524 applying to shunt movements to the 'up & down' goods loop or the up main has been repositioned on the left hand side of the up main line, 20 yards nearer the up platform.

(22/23)

EASTERN REGION

NEWCASTLE STATION (EAST END)

The connection from Platform 9 to/from the Up North line has been taken out of use Until Sunday 26 August.

The connection from Platform 10 to/from the Up North line has been realigned and Ground Position Light signals 107 and 101 have been relocated accordingly. Until Sunday 26 August.

(NEW ITEM) (25)

BETWEEN MILL RACE JN AND WINCOBANK JN AND BETWEEN WINCOBANK JN AND ECCLESFIELD WEST

In connection with the future opening of the new Meadowhall Station, immediately North of Wincobank Jn on both the Down and Up Main and Down and Up Barnsley lines, on Saturday 1 September 1990, revised signalling facilities has been brought into use between Brightside Station Jn and Ecclesfield West.

Reference should be made to the signalling diagrams included in this notice, which show new and retained existing signalling in the affected area.

DOWN RECEPTION/DOWN GOODS LINE

All signalling, including the former Upwell Street Ground Frame, associated with the out of use Down Reception/Down Goods line between Mill Race Jn and Brightside Station Jn, have been abolished. All routes reading onto the former Down Reception/Down Goods line have been abolished.

The Up Goods/Down Goods No.2 line on the Up side between Brightside Station Jn and Mill Race Jn, has been renamed the Up and Down Goods line.

SECTION C

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

EASTERN REGION - continued

BETWEEN MILL RACE JN AND WINCOBANK JN AND BETWEEN WINCOBANK JN AND ECCLESFIELD WEST - continued

DOWN RECEPTION/DOWN GOODS LINE - continued

The Down Goods line between Brightside Station Jn and Wincobank Jn (behind Brightside Station, with no platform face), has been renamed the Up Slow line and is no longer signalled for through running movements in the Down direction pending provision of future signalling facilities in the area at a later date.

The new Up Slow line between Wincobank Jn and Brightside Station Jn has been signalled to passenger standard for through running from the Up Barnsley line (Signal S.202) towards the Up Main (Signal S.168) routed along the Down Barnsley line (through Meadowhall Platform 4) and the new Up Slow line (via New Signal S.188).

The new Up Slow line behind Brightside Station, between existing Signal S.197 and new Signal S.188, is available for reversing trains from the Barnsley direction which terminate at Meadowhall after the opening of the station.

SIGNALLING ALTERATIONS - UP DIRECTION

The existing Up Barnsley 3-aspect Automatic Signal S.202 at 163m 22chs. is retained without change except for renumbering as S.204.

The existing Up Barnsley 3-aspect controlled Signal S.200 (with right hand off-set position light to former Down Goods in Up direction) at 162m 21chs. has been abolished and replaced by a new Up Barnsley 3-aspect controlled signal (with position 4 junction indicator), plated S.202 at 162m. 07chs.

New Signal S.202 displays the following indications:-

ASPECT	INDICATION	APPLIES TO
Main	-	Up Main existing Signal S.190
Main	Pos. 4	Up Slow new Signal S.188 (via Down Barnsley - Up direction)

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

EASTERN REGION - continued

SIGNALLING ALTERATIONS - UP DIRECTION - continued

The existing Down Goods (Up Direction) ground position light shunting signal No.189 at Brightside Station Jn has been abolished and replaced with a new Up Slow 3-aspect controlled signal (with left hand off-set position light) plated S.188, at 161m. 27chs. (behind Brightside Station approximately 200 yards North of abolished signal S.189).

New signal S.188 displays the following indications:-

ASPECT	INDICATION	APPLIES TO
Main	-	Up Main existing Signal S.168
Main	Position light (left hand off-set)	Existing Down Tinsley Position Light Shunting Signal No. 184 (Up direction) for routes to Up Goods or Nos. 1/2 Reception lines.

SIGNALLING ALTERATIONS - DOWN DIRECTION

The route and Position 1 junction indicator on existing Down Main Signal S.177, reading towards the former Down Goods line Signal S.197, has been disconnected and temporarily out of use until further notice.

The routes and indications on existing signals S.178 (Down Goods), S.179 (No.1 Reception) and Ground Position Light signal No. 185 (towards the former Down Goods line signal S.197), has been similarly disconnected and temporarily taken out of use until further notice.

All other existing signalling in the Down direction between Brightside Station Jn and Ecclesfield West Signal Box remains unchanged in format, number and routes (i.e. Signals S.197, S.199, EW.201, EW.16 and EW.15).

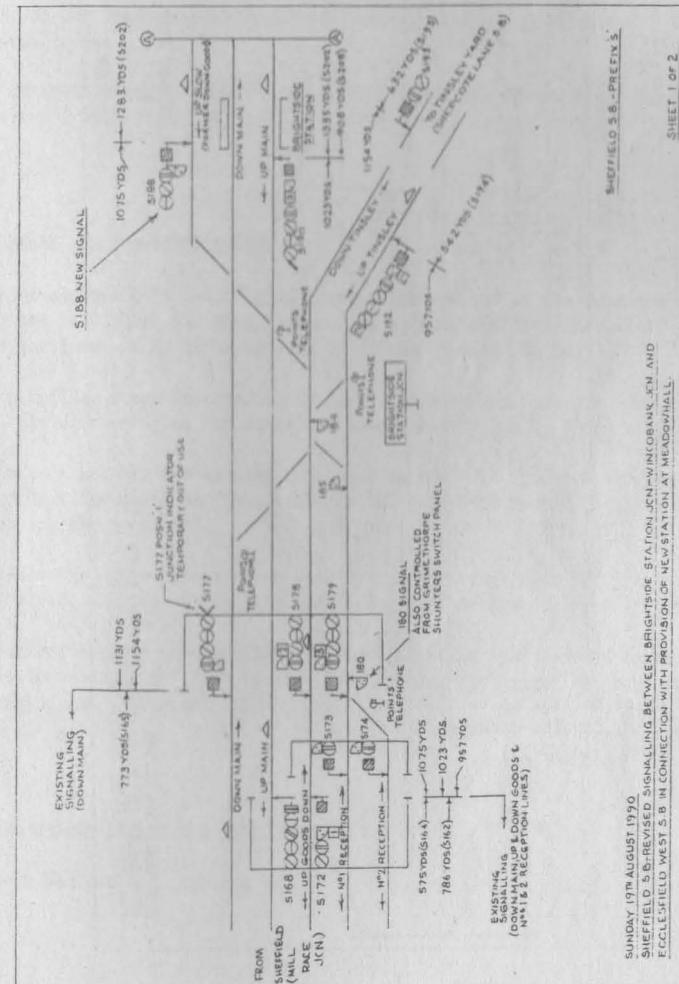
Track Circuit Block Regulations apply throughout the affected area, controlled and supervised from Sheffield Signal Box.

(24)

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

EASTERN REGION - continued

BETWEEN MILL RACE JN AND WINGOBANK JN AND BETWEEN WINGOBANK JN AND ECCLESFIELD WEST - continued

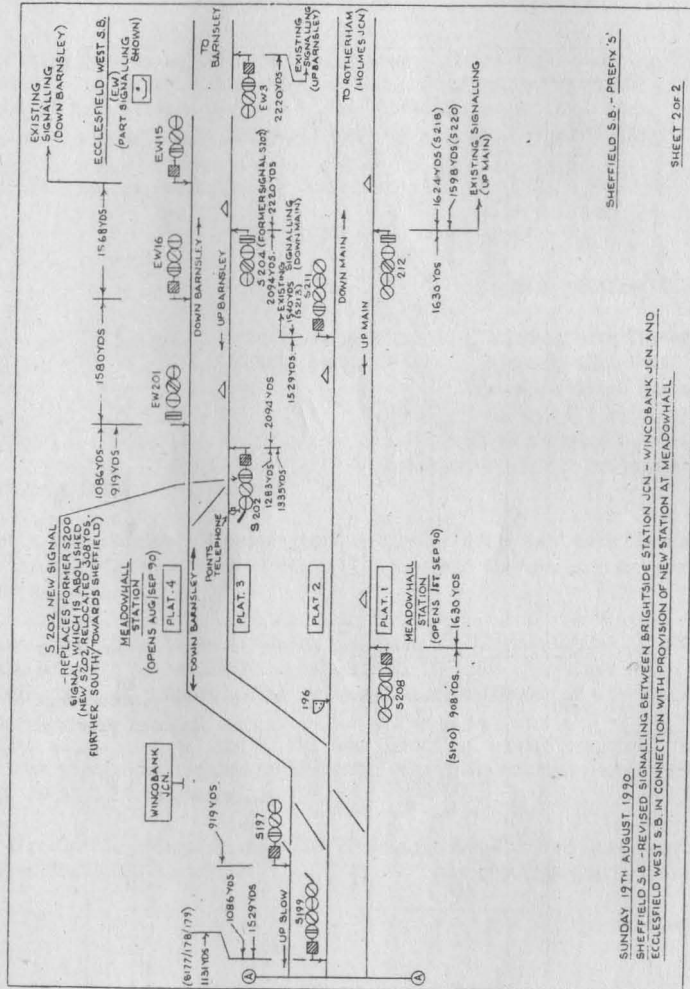


(24)

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

EASTERN REGION - continued

BETWEEN MILL RACE JN AND WINGOBANK JN AND BETWEEN WINGOBANK JN AND ECCLESFIELD WEST - continued



(24)

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

EASTERN REGION - continued

BETWEEN KING EDWARD BRIDGE EAST JN AND GREENSFIELD JN

The connection from the Down Gateshead West line to the refuelling lines at King Edward Bridge East Jn has been secured out of use pending removal. All associated signalling has been disconnected.

"STOP TELEPHONE" boards have been provided inside the Motive Power Depot on the outlet lines (towards G.P.L. Signal No. 130), together with a new telephone to Gateshead Signal Box.

(24)

BETWEEN BRAMLEY AND HAMMERTON STREET

The Permanent Speed Restriction of 50mph which applied on the Down and Up lines between 5m. 17chs. and 5m. 30chs. has been replaced by a Permanent Speed Restriction of 30mph which applies on the Down and Up lines between 5m. 17chs. and 5m. 45chs.

A Reflectorised Speed Restriction Warning Indicator has been provided on the Down line at 4m. 65chs. giving warning of the Permanent Speed Restriction of 30mph at 5m. 17chs.

The distance between the Warning Indicator on the Down line and the commencement of the 30mph Speed Restriction is 674 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

A Reflectorised Speed Restriction Warning Indicator has been provided on the Up line at 6m. 19chs. giving warning of the Permanent Speed Restriction of 30mph at 5m. 45chs.

The distance between the Warning Indicator on the Up line and the commencement of the 30mph Speed Restriction is 1,188 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(See Section 'D')

(24)

** BETWEEN HEBDEN BRIDGE AND EASTWOOD G.F.

This work has not been carried out.

(22/23)

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

EASTERN REGION - continued

BRIGHTSIDE STATION JN

The connection between the Down Goods line and Down Main line at 160m. 74chs. has been taken out of use until further notice.

(UFN)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

GENERAL INSTRUCTIONS AND NOTICES

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

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

WORKING INSTRUCTIONS FOR D.C. ELECTRIFIED LINES
 IN THE LIVERPOOL AREA (B.R. 29740)

SECTION F - ADDITIONAL INSTRUCTIONS IN RESPECT OF MERSEY LINK AND LOOP SECTIONS

PAGE F8

4. TRIP COCK TESTING APPARATUS

DELETE particulars for Liverpool Central (L.L.) and SUBSTITUTE

Liverpool Central (L.L.)	JS 65 *	JS 56 +
	JS 63 *	JS 58 +

AMEND explanatory note to read:-

+ - The indicator is located on the back of this up direction signal.....(then as printed.)

(19-8-90)

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

CLAUSE A2 - PAGE A37

AMEND 2982 details as follows:-

2982 Radioactive material, N.O.S. 7 097/098

(OD18/119) (1-9-90)

British Rail
London Midland Region

CNE**24****WEEKLY OPERATING NOTICE**

containing

**TEMPORARY SPEED RESTRICTION
TEMPORARY ENGINEERING WORKS
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to
Friday, 14th September 1990
inclusive

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SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

MONDAY, 10 SEPTEMBER - BETWEEN WINTERBUTLEE TUNNEL AND TODMORDEN

A new unstaffed station named "Walsden" will be provided at 17m. 70chs. Separate platforms, each 111 yards long, will be provided for the down and up lines.

(27)

EASTERN REGION

SUNDAY, 9 SEPTEMBER - BETWEEN MASBOROUGH STATION NORTH JN. AND ALDWARKE NORTH JN. (MID)

The Up Main line between Aldwarke North Jn. (Mid.) and Masborough Station North Jn. will be realigned by diversion onto the alignment of the former Up Barrow Hill line.

The existing Up Main line, immediately south of Aldwarke North Jn. (Mid), will be slued into the former Up Barrow Hill line between 164m. 55chs. and 164m. 32chs., and designated as the Up Main line between 164m. 32chs. and 162m. 60chs.

The existing former Up Barrow Hill line immediately north of Masborough Station North Jn., redesignated Up Main above, will be slued into the existing Up Main line between 162m. 32chs.

Revised signalling on the realigned and redesignated Up Main line between Aldwarke North Jn. (Mid.) and Masborough Station North Jn. will brought into use as shown in the signalling diagram accompanying this notice.

Track Circuit Block regulations with 4-aspect signalling equipped with A.W.S. will apply on the realigned Up Main line, controlled from Sheffield Signal Box.

Up Main Automatic Signal S432 (at approx. 164m. 01chs.) will be capable of displaying a flashing Double Yellow aspect and Up Main Automatic Signal S428 (at approx. 163m. 20chs.) will be capable of displaying a Single Yellow aspect when Up Main controlled Signal S424 (at approx. 162m. 39chs.) is routed and cleared towards Up Barrow Hill line Signal S410 at Masborough Station North Jn.

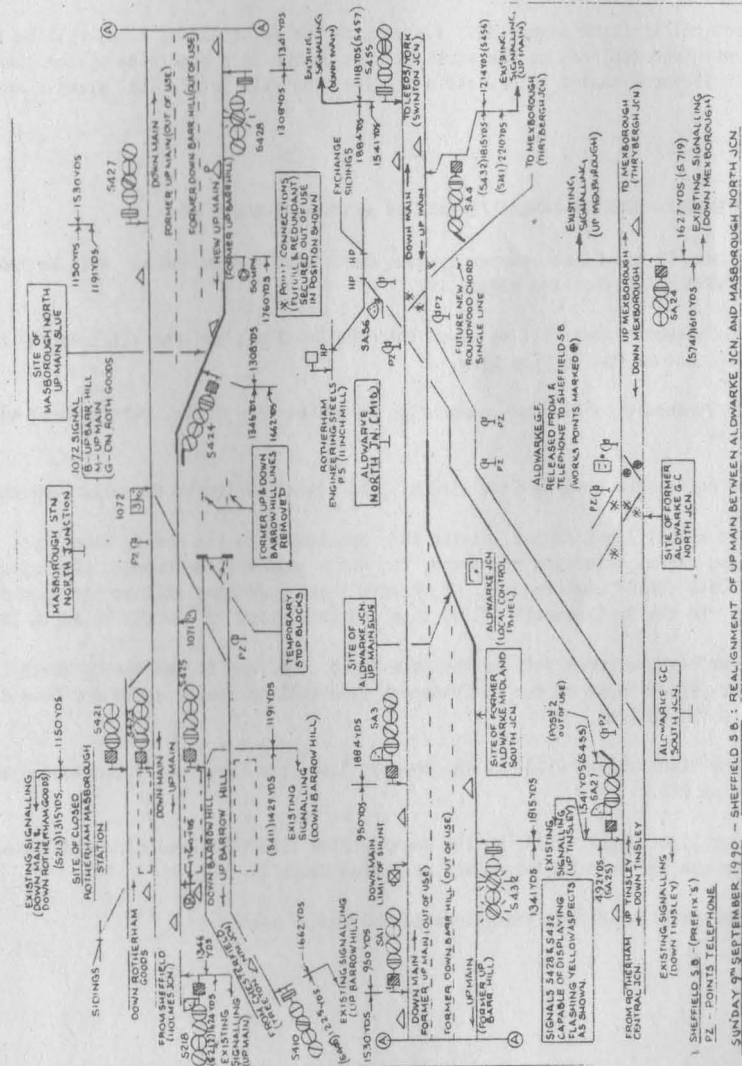
An advanced Permanent Speed Restriction warning sign, with, associated A.W.S. equipment 200 yards on the approach side, will be provided on the redesignated and realigned Up Main line at 163 m.p. for the 50 m.p.h. Permanent Speed Restriction on the Up Main line commencing at 163m. 73chs. (mileage via Sheffield). The advanced P.S.R. warning sign will be located 1760 yards before reaching the commencement P.S.R. sign for the 50 m.p.h. restriction.

(27)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

SUNDAY, 9 SEPTEMBER - BETWEEN MASBOROUGH STATION NORTH JN. AND ALDWARKE NORTH JN. (MID) - continued



(27)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

SUNDAY 9 SEPTEMBER - BETWEEN NEWCASTLE EAST JN AND GREENSFIELD JN

2-aspect colour light signal N86, applying to the Up Gateshead line, will be removed from its' gantry and replaced on the straight post on the left hand side of the line approximately 15 yards nearer to Newcastle Station, and will retain its' present application.

(27)

SUNDAY 9 SEPTEMBER - BETWEEN NEWCASTLE EAST JN AND HEATON SOUTH JN

The existing Down/Up Slow line between approx. 0m. 32chs. and 0m. 66chs. will be taken out of use together with all associated signalling.

The former Up Tynemouth line will be slued into the Down/Up Slow line alignment at approx. 0m. 66chs. and will become the Up Slow line.

The former Up Tynemouth to Up North connection at approx. 0m. 32chs. (421 points) will be restored to use.

Until further notice the Down/Up Slow line will be signalled for Up direction movements only.

A new 2-aspect colour light signal, plated N37, applicable to the new Up Slow line, will be provided on the signal structure at approx. 0m. 42chs. and will be capable of displaying RED, YELLOW and DOUBLE YELLOW aspects only. A theatre route indicator will be provided displaying indication 'T' to the Up Tynemouth (Slow) line and indication 'M' to the Up North (Main) line.

2-aspect colour light signals N44, on the Down North line, and N42 on the Up North line, and Position Light Signal No.34 on the Up Tynemouth line will no longer apply for Down direction movements onto the Up line.

2-aspect colour light signal H123, on the Down/Up Slow line (for Down direction movements) will be fixed at RED.

4-aspect colour light signal H118, on the Down/Up Slow line (for Down direction movements) will remain in use for shunting movements at Heaton South Jn.

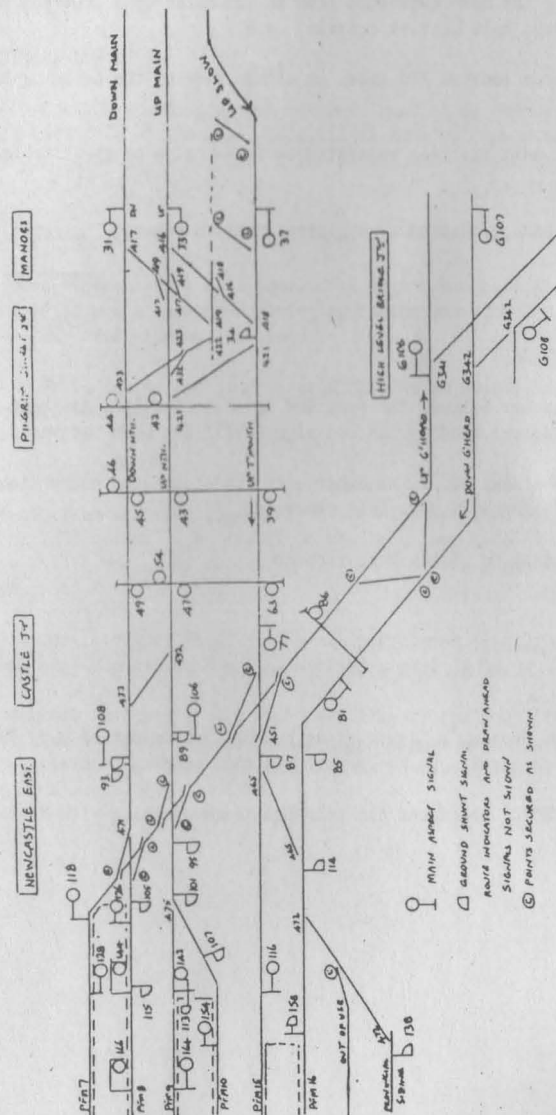
See diagram for details of the alterations in the Manors area.

(27)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

SUNDAY 9 SEPTEMBER - BETWEEN NEWCASTLE EAST JN AND HEATON SOUTH JN - continued



(27)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

MARSTON L.C.

The level crossing has been converted from an automatic open crossing remotely monitored (A.O.C.L.) to an automatic half barrier crossing (A.H.B.).

The "WHISTLE" boards located 240 yards on either side of the crossing has been recovered.

The local control unit has been relocated on the up side of the line on the Tutbury side of the roadway.

The crossing has been monitored by Egginton Junction box.

(NEW ITEM) (27)

MANCHESTER VICTORIA EAST JN.

The trailing crossover between the down and up electric lines has been recovered and the stencil type route indicator, reading XUE, on signal VE57 has been recovered.

* Electric carriage siding No. 2, together with its associated connections and position light signals VE85, VE86 and VE89 have been recovered.

Signal VE50 on siding No. 5 has been recovered.

(25)

HEATON NORRIS JUNCTION

The Standard Wagon Company's Ground Frame has been taken out of use. The connection worked therefrom has been secured in the normal position pending removal.

The 'STOP & TELEPHONE' board and the telephone communicating with Heaton Norris signal box has been taken away.

(25)

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

HOYLAKE

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

(25)

** LIVERPOOL (CENTRAL) LOW LEVEL

The down line platform starting signal (JS.54) (reading in the up direction) has been renewed on the right hand side of the line at 0m.115yds as a wall-mounted 2-aspect (R/G) colour light signal with associated position light signal and stencil type route indicator reading:-

SDG - REVERSING SIDING

The red aspect is 10 feet above rail level. The signal has been fitted with an identification plate JS 54 and a telephone giving communication with James Street box, has been provided on the left hand side of the line.

A single-sided OFF indicator applying to up direction movements has been provided on the down platform at 0m.44yds and reading:-

UP OFF or SDG OFF

The down line platform starting signal JS.65 has been provided with a wall-mounted co-acting 3-aspect (R/Y/G) colour light signal on the left hand side of the line, with the red aspect 10 feet above rail level. This co-acting signal has been provided with an identification plate JS 65.

The tripcock tester at signal JS.65 has been repositioned just in advance of the signal and the indicator has been repositioned on the back of signal JS.56.

The up line platform starting signal JS.63 (reading in the down direction) has been provided with a co-acting 3-aspect (R/Y/G) colour light signal on the left hand side of the line with the red aspect 10 feet above rail level. This co-acting signal has been provided with an identification plate JS 63.

(24)

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

** CHEETHAM HILL JN./QUEENS ROAD

The down and up branch lines between Cheetham Hill Junction and Queens Road have been taken out of use.

Removeable buffer stops have been provided on both the down and up branch lines, 60 feet from both Cheetham Hill Junction and Queens Road.

The down and up branch lines have been redesignated Engineer's Sidings.

At Cheetham Hill Junction, the connections with the Engineer's Sidings have been secured for through running along the main lines and the connection to Queens Road carriage sidings has been recovered as is all associated signalling.

At Queens Road, the connections with the Engineer's Sidings have been secured for through running along the main lines and the trailing connection between the Engineer's Sidings together with the connection to the carriage sidings have been recovered as is all associated signalling.

(24)

EASTERN REGION

NEWCASTLE STATION (EAST END)

The connection between Platforms 8 and 9 at the east end of the station has been taken out of use pending removal.

The connection from Platform 9 to/from the Up North line has been brought back into use.

The connection from Platform 10 to/from the Up North line has been restored to its' former alignment.

(25)

MEADOWHALL STATION (161M.70CHS.)

A new station has opened at Meadowhall. The length of Platforms 1 and 2, on the Up and Down Main lines, and of platforms 3 and 4 on the Up and Down Barnsley lines respectively, is 115 yards (105 metres).

(25)

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

EASTERN REGION - continued

BETWEEN HIGH LEVEL BRIDGE JN AND GREENSFIELD JN

The Up Gateshead West line between High Level Bridge Jn and Greensfield Jn has been abolished.

The Junction Indicator on G106 signal no longer applies towards Greensfield and signals G107 and G108 have been relocated approximately 30 yards to the rear of their present positions.

(25)

NEWCASTLE STATION (EAST END)

The connection from Platform 9 to/from the Up North line has been taken out of use Until Sunday 26 August.

The connection from Platform 10 to/from the Up North line has been realigned and Ground Position Light signals 107 and 101 have been relocated accordingly. Until Sunday 26 August.

(25)

** BETWEEN MILL RACE JN AND WINCOBANK JN AND BETWEEN WINCOBANK JN AND ECCLESFIELD WEST

In connection with the future opening of the new Meadowhall Station, immediately North of Wincobank Jn on both the Down and Up Main and Down and Up Barnsley lines, on Saturday 1 September 1990, revised signalling facilities has been brought into use between Brightside Station Jn and Ecclesfield West.

Reference should be made to the signalling diagrams included in this notice, which show new and retained existing signalling in the affected area.

DOWN RECEPTION/DOWN GOODS LINE

All signalling, including the former Upwell Street Ground Frame, associated with the out of use Down Reception/Down Goods line between Mill Race Jn and Brightside Station Jn, have been abolished. All routes reading onto the former Down Reception/Down Goods line have been abolished.

The Up Goods/Down Goods No.2 line on the Up side between Brightside Station Jn and Mill Race Jn, has been renamed the Up and Down Goods line.

The Down Goods line between Brightside Station Jn and Wincobank Jn (behind Brightside Station, with no platform face), has been renamed the Up Slow line and is no longer signalled for through running movements in the Down direction pending provision of future signalling facilities in the area at a later date.

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

EASTERN REGION - continued

** BETWEEN MILL RACE JN AND WINCObANK JN AND BETWEEN WINCObANK JN AND ECCLESFIELD WEST - continued

DOWN RECEPTION/DOWN GOODS LINE - continued

The new Up Slow line between Wincobank Jn and Brightside Station Jn has been signalled to passenger standard for through running from the Up Barnsley line (Signal S.202) towards the Up Main (Signal S.168) routed along the Down Barnsley line (through Meadowhall Platform 4) and the new Up Slow line (via New Signal S.188).

The new Up Slow line behind Brightside Station, between existing Signal S.197 and new Signal S.188, is available for reversing trains from the Barnsley direction which terminate at Meadowhall after the opening of the station.

SIGNALLING ALTERATIONS - UP DIRECTION

The existing Up Barnsley 3-aspect Automatic Signal S.202 at 163m 22chs. is retained without change except for renumbering as S.204.

The existing Up Barnsley 3-aspect controlled Signal S.200 (with right hand off-set position light to former Down Goods in Up direction) at 162m 21chs. has been abolished and replaced by a new Up Barnsley 3-aspect controlled signal (with position 4 junction indicator), plated S.202 at 162m. 07chs.

New Signal S.202 displays the following indications:-

ASPECT	INDICATION	APPLIES TO
Main	-	Up Main existing Signal S.190
Main	Pos. 4	Up Slow new Signal S.188 (via Down Barnsley - Up direction)

The existing Down Goods (Up Direction) ground position light shunting signal No.189 at Brightside Station Jn has been abolished and replaced with a new Up Slow 3-aspect controlled signal (with left hand off-set position light) plated S.188, at 161m. 27chs. (behind Brightside Station approximately 200 yards North of abolished signal S.189).

New signal S.188 displays the following indications:-

ASPECT	INDICATION	APPLIES TO
Main	-	Up Main existing Signal S.168
Main	Position light (left hand off-set)	Existing Down Tinsley Position Light Shunting Signal No. 184 (Up direction) for routes to Up Goods or Nos. 1/2 Reception lines.

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

EASTERN REGION - continued

** BETWEEN MILL RACE JN AND WINCObANK JN AND BETWEEN WINCObANK JN AND ECCLESFIELD WEST - continued

SIGNALLING ALTERATIONS - DOWN DIRECTION

The route and Position 1 junction indicator on existing Down Main Signal S.177, reading towards the former Down Goods line Signal S.197, has been disconnected and temporarily out of use until further notice.

The routes and indications on existing signals S.178 (Down Goods), S.179 (No.1 Reception) and Ground Position Light signal No. 185 (towards the former Down Goods line signal S.197), has been similarly disconnected and temporarily taken out of use until further notice.

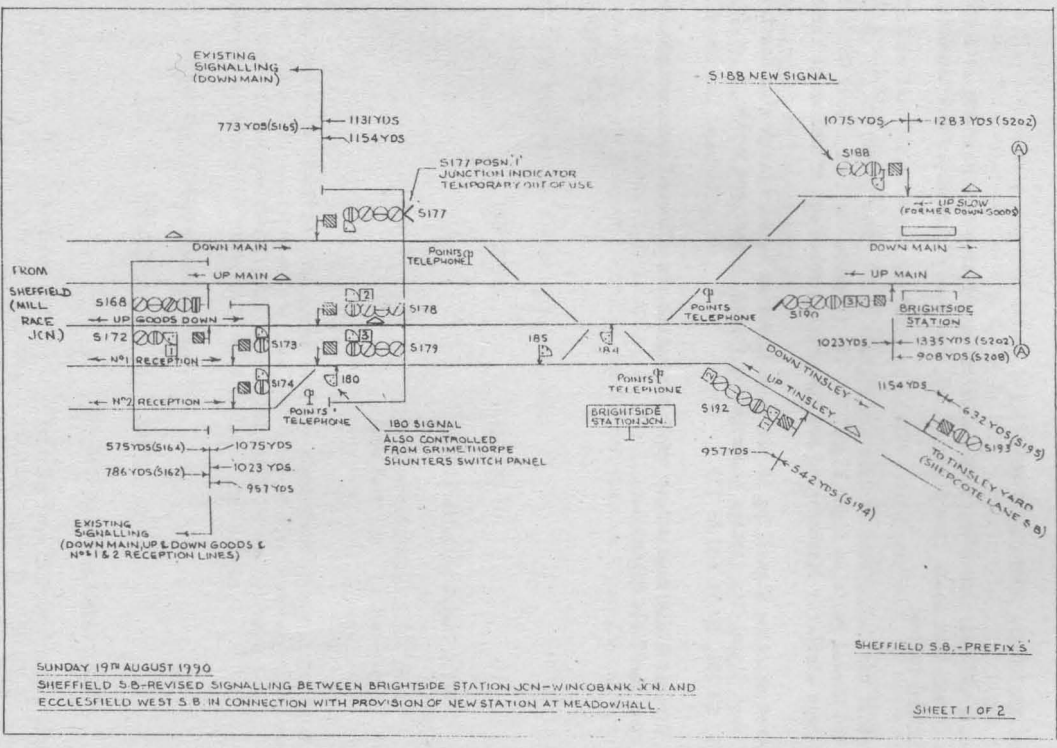
All other existing signalling in the Down direction between Brightside Station Jn and Ecclesfield West Signal Box remains unchanged in format, number and routes (i.e. Signals S.197, S.199, EW.201, EW.16 and EW.15).

Track Circuit Block Regulations apply throughout the affected area, controlled and supervised from Sheffield Signal Box.

(24)

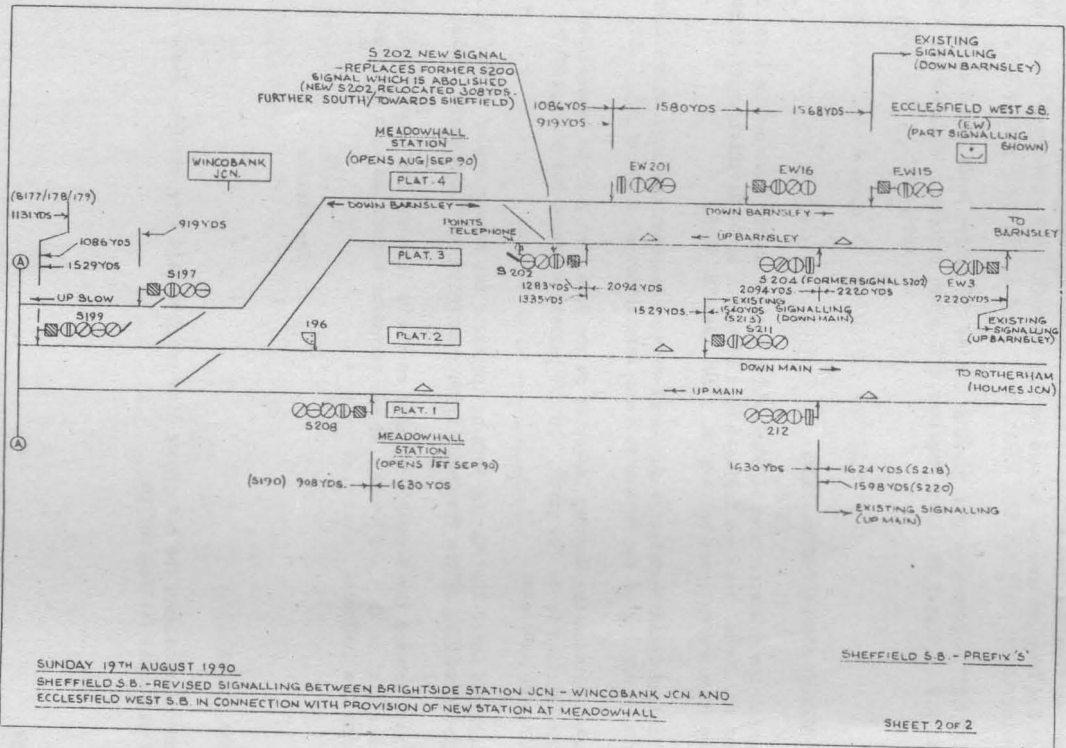
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EASTERN REGION - continued
** BETWEEN MILL RACE JN AND WINCOBANK JN AND BETWEEN WINCOBANK JN AND ECCLESFIELD WEST - continued



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

EASTERN REGION - continued
** BETWEEN MILL RACE JN AND WINCOBANK JN AND BETWEEN WINCOBANK JN AND ECCLESFIELD WEST - continued



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

EASTERN REGION - continued

** BETWEEN KING EDWARD BRIDGE EAST JN AND GREENSFIELD JN

The connection from the Down Gateshead West line to the refuelling lines at King Edward Bridge East Jn has been secured out of use pending removal. All associated signalling has been disconnected.

"STOP TELEPHONE" boards have been provided inside the Motive Power Depot on the outlet lines (towards G.P.L. Signal No. 130), together with a new telephone to Gateshead Signal Box.

(24)

** BETWEEN BRAMLEY AND HAMMERTON STREET

The Permanent Speed Restriction of 50mph which applied on the Down and Up lines between 5m. 17chs. and 5m. 30chs. has been replaced by a Permanent Speed Restriction of 30mph which applies on the Down and Up lines between 5m. 17chs. and 5m. 45chs.

A Reflectorised Speed Restriction Warning Indicator has been provided on the Down line at 4m. 65chs. giving warning of the Permanent Speed Restriction of 30mph at 5m. 17chs.

The distance between the Warning Indicator on the Down line and the commencement of the 30mph Speed Restriction is 704 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

A Reflectorised Speed Restriction Warning Indicator has been provided on the Up line at 6m. 19chs. giving warning of the Permanent Speed Restriction of 30mph at 5m. 45chs.

The distance between the Warning Indicator on the Up line and the commencement of the 30mph Speed Restriction is 1,188 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(See Section 'D') (24)

BRIGHTSIDE STATION JN

The connection between the Down Goods line and Down Main line at 160m. 74chs. has been taken out of use until further notice.

(UFN)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

GENERAL INSTRUCTIONS AND NOTICES

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

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

WORKING INSTRUCTIONS FOR D.C. ELECTRIFIED LINES
 IN THE LIVERPOOL AREA (B.R. 29740)

SECTION F - ADDITIONAL INSTRUCTIONS IN RESPECT OF MERSEY LINK AND LOOP SECTIONS

PAGE F8

4. TRIP COCK TESTING APPARATUS

DELETE particulars for Liverpool Central (L.L.) and SUBSTITUTE

Liverpool Central (L.L.) JS 65 * JS 56 +
 JS 63 * JS 58 +

AMEND explanatory note to read:-

+ - The indicator is located on the back of this up direction signal.....(then as printed.)

(19-8-90)

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

CLAUSE A2 - PAGE A37

AMEND 2982 details as follows:-

2982 Radioactive material, N.O.S. 7 097/098

(OD18/119) (1-9-90)