

BRIERFIELD

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B.R.31011

British Rail
London Midland Region

CNE



12

WEEKLY OPERATING NOTICE

containing

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

Saturday, 15th June

to,

Friday, 21st June 1991

inclusive

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

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

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

PRIVATE
and not for Publication

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SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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WARNING



A.C. ELECTRIFIED LINES

EAST COAST MAIN LINE ELECTRIFICATION

NORTHALLERTON TO MANORS

(INCLUDING KING EDWARD AND HIGH LEVEL BRIDGES AT NEWCASTLE)

The overhead line equipment has been extended Northwards from the existing energised equipment at Northallerton (31 miles 39 chains) to existing energised equipment at Manors Station (0 miles 38 chains), including Tyne Marshalling Yard, King Edward Bridge, High Level Bridge and Darlington and Newcastle Stations.

ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation will be:-

From the existing electrified lines at Northallerton (31 miles 39 chains)

Structure No: E/354/01 Down Main line
E/354/02 Up Main line

to the existing electrified lines at Manors Station (0 miles 38 chains):-

Structure No: E/433/05 Down Main line
E/433/07 Up Main line
E/433/06 Up and Down Slow

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

THIS LINK UP NOW ENERGISES
THE ECML ROUTE THROUGHOUT

NEW OR ALTERED INSTRUCTIONS IN THE RULE BOOK, APPENDICES 1, 3 & 4

(a) BODIES ON THE LINE

- Bodies must not be moved without police authority. They may also require to examine the traction unit before it is cleaned when someone has been struck by a train.
- Delays must be kept to a minimum.
- Trains may continue running provided the body is clear of the line or, if on the line it is clear of the rails and there is no risk of contact.
- Everyone is again reminded of the dangers of handling human remains; protective gloves MUST be worn.

(b) INCIDENTS INVOLVING OPEN DOORS

- care must be taken when closing a slam door to ensure that it is correctly closed.
- safety always comes before punctuality; if there is any doubt whether a door is closed correctly, check again.
- but if there is any doubt whether the door lock is working correctly, the door must be treated as defective and locked out of use.
- new instructions apply for dealing with a vehicle from which someone may have fallen during the journey.

(c) DEFECTIVE EXTERIOR DOORS

- the instructions about vehicles with powered operated doors entering service with defective doors now also apply to slam doors.
- in addition, it is now necessary to take out of service the front or last vehicle of a passenger train if a bodyside door at the extreme end of the train is defective and locked out of use; this only applies to vehicles such as Mark 3 or 4 coaches or class 442 units, etc.

Everyone is asked to take extra care and be most vigilant with passenger stock with slam doors.

SECTION B

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|-----------------------------|---|--|
| SCOTTISH REGION - continued | | |
| SHIELDS JN TO PAISLEY CANAL | | |
| SATURDAY 15 JUNE | | |
| SC49 Corkerhill CSMD | All Between Trains BLOCKED (to electric trains) | 11 00 to 15 00. Overhead linework. Isolation of electrical sections EK1 (m, n, p, r and k). POSSESSION TO BE GIVEN UP FOR PASSAGE OF 5251, 12 45, ECS (DMU) CORKERHILL CSMD TO DUNDEE. ECS TO BE RETIMED. |

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

SUNDAY, 16 JUNE - BETWEEN TIMPERLEY AND DEANSGATE JUNCTION

A new siding, 206 yards long, will be provided between the down and up Chester lines.

A facing connection to the new siding will be provided in the down Chester line 468 yards on the Timperley side of Deansgate Junction box. This connection will be secured out of use until further notice.

A trailing connection from the new siding will be provided in the up Chester line 484 yards on the Timperley side of Deansgate Junction box. This connection will be secured out of use and must only be used when an "Absolute Possession" has been taken of the up Chester line. (See Section D).

A padlocked swivel stop block will be provided at the Timperley end of the new siding. This stop block will be secured across the track and must only be removed when an "Absolute Possession" has been taken of the up Chester line. (See Section D).

(15)

MONDAY, 17 JUNE - EDGE HILL DOWNHILL H.L. SIDINGS

A temporary level crossing will be provided at the Eastern end of the Carriage Maintenance Shed line during the period of construction of the fuelling installation. The level crossing will be approximately 70 yards from the Maintenance Shed and a Crossing Keeper will be on duty whilst construction work is taking place. 'STOP AND AWAIT INSTRUCTIONS' notice boards and moveable stop blocks will be positioned 40 yards on either side of the crossing.

The temporary level crossing will also extend across the Eastern end of Sidings 4, 5 and 6 but this portion of the crossing will only be used by road vehicles when the Engineer has taken possession of these sidings in accordance with the Rule Book, Section T, Part III A..

(15)

EASTERN REGION

SATURDAY, 15 JUNE - BETWEEN HALIFAX AND MILL LANE JUNCTION

The Absolute Block Regulations will apply on the Down line between Halifax and signal M.1563 and on the Up line between signal M.1564 and Halifax.

The Track Circuit Block Regulations will apply on the Down line between signal M.1563 and Mill Lane Junction and on the Up line between Mill Lane Junction and signal M.1564.

(See Section D)

(15)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION

SUNDAY, 16 JUNE - HAYMARKET

Down South signal EH511 will be renewed 71 yards nearer Glasgow, on left of drivers, red aspect 11 feet above rail level, application unaltered.

(15)

MONDAY, 17 JUNE - HAYMARKET

Down North signal EH 513 will be renewed 46 yards nearer Glasgow, on left of drivers, red aspect 14 feet above rail level, application unaltered.

Up South banner repeater RE 510 will be renewed 27 yards nearer Glasgow, on left of drivers, application unaltered.

(15)

DETAILS OF WORK ALREADY CARRIED OUT

PEAK FOREST SOUTH

Peakstone Private Sidings ground frame has been electrically released by Peak Forest South signal box.

(14)

ASPATRIA STATION

Platform repairs have been taking place on the up platform at Aspatria station. Drivers of trains stopping there must bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as work progresses.

(14)

BETWEEN GLEBE STREET JN. AND STOKE NORTH JN.

The existing 20 m.p.h. temporary speed restriction applying in both directions over the "up & down" main line between 19 miles 78 chains and 19 miles 77 chains has become a 20 m.p.h. permanent speed restriction applying between 19 miles 79 chains and 19 miles 76 chains.

(14)

SECTION C

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

BETWEEN RAINFORD AND KIRKBY

The existing 60 m.p.h. permanent speed restriction over the single line in the down direction from 28 miles 60 chains to the buffer stops has been removed and a 40 m.p.h. permanent speed restriction now applies from 25 m.p. to the buffer stops.

The existing 60 m.p.h. permanent speed restriction over the single line in the up direction from 25 miles 07 chains to 24 miles 35 chains has been removed and a 40 m.p.h. permanent speed restriction now applies from the buffer stops to 24 miles 35 chains.

(14)

LLANDUDNO JN. P.S.B. - CONWAY MORFA PRIVATE SIDING

Conway Morfa Private Siding together with the associated connections and signalling have been secured out of use, pending removal.

(14)

PRESTON DOCK ST. SIDINGS

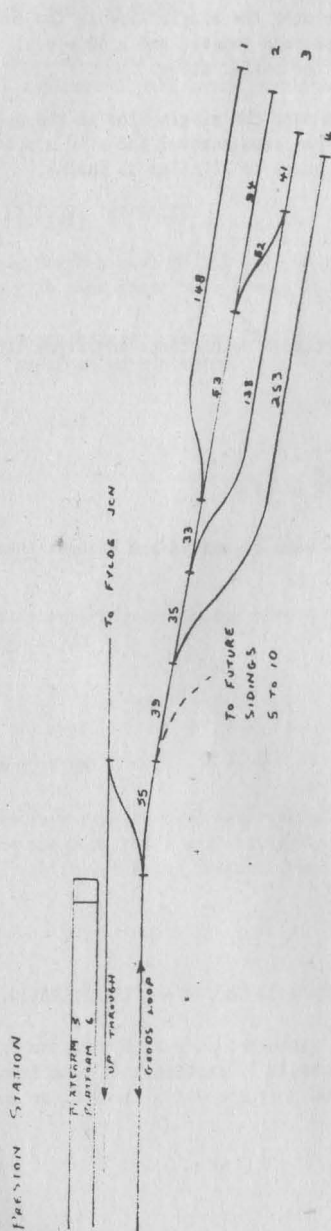
Sidings 1, 2, 3 and 4 at Dock St. Sidings have now been relocated and brought into use. See the following sketch.

(14)

SECTION C

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

PRESTON DOCK ST. SIDINGS - continued



PRESTON DOCK ST SIDINGS

NOTE
 SIDINGS 1, 2, 3 ENGINE
 HOLDING SDGS
 SIDING 4 ENGINEERS SDG.

(14)

SECTION C

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

HUYTON QUARRY G.F.

The Down Siding G.F. together with the connection to the down main, all associated signals and telephone communication with Huyton Signal Box has been taken away.

The Willis Branch from the Down Siding G.F. to Cronton Colliery together with all the equipment has been taken away.

(14)

** NEW HEY STATION

The platform at New Hey station has been temporarily shortened in connection with maintenance work. Drivers of trains stopping at New Hey must work to the instructions of handsignalmen / stop boards whilst work is being carried out.

(12)

** BETWEEN GARSWOOD AND ST. HELENS CENTRAL STATION

The existing 30 m.p.h. permanent speed restriction over the down line from 7 miles 48 chains to 7 miles 20 chains has been removed. The associated warning indicator and AWS permanent magnet has also been removed.

(12)

** MOORSIDE STATION

The platform at Moorside station has been temporarily shortened in connection with maintenance work. Drivers of trains stopping at Moorside must work to the instructions of handsignalmen / stop boards whilst work is being carried out.

(12)

** MANCHESTER VICTORIA STATION

The middle road (Siding 5) between platform 9 and the former platform 8 line has been shortened by 20 yards and the buffer stops repositioned accordingly.

(12)

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

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

EASTERN REGION

HORBURY JUNCTION

Down Direction

The remaining section of the Down Fast line between HJ.2 signal, at approximately 45m 22ch, and the trailing connection from the Down Slow line has been abolished.

This trailing connection has been disconnected and clamped in reverse position pending being plain-lined. The Down L&Y to Down Fast facing crossover, of which this trailing end was part, therefore becomes a single ended facing lead giving access from the Down L&Y line to the Down Fast line.

Ground Position Light Signal HJ.52, located at approximately 46m 32ch, which formerly applied to movements from the Up Slow to Down Fast and Down Slow lines, now applies to the same destinations from the Up L&Y. For this purpose the signal has been sited on the left hand side of the Up L&Y line approximately 45 yards west of the junction.

Up Direction

4-aspect colour light signal HJ.34/41/42, located on the Up Slow line at approximately 45m 67ch, has had its Position 2 indicator abolished and now displays the following readings:-

| ASPECT | APPLIES TO |
|--------|------------|
| MAIN | UP FAST |
| POS. 1 | UP BRANCH |

(14)

BETWEEN WAKEFIELD KIRKGATE WEST JN AND HORBURY JN

A reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Kirkgate West Jn and Horbury Jn on the Up Slow line at 46m 04ch giving warning of the Permanent Speed Restriction of 20mph at 45m 39ch.

The distance between the warning indicator and the 20mph speed restriction is 990 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(14)

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

EASTERN REGION - continued

CROSSFLATTS STATION

The operational lengths of both the Down and Up Platforms at Crossflatts have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

SALTAIRE STATION - UP PLATFORM

The operational lengths of both the Down & Up Platforms at Saltaire have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

SCOTTISH REGION

NEWTON

The work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, has been introduced for STAGE 1 of this work.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, Scotrail by telephone (04 52280/52603).

NOTE Existing Down Kirkhill Signal C19 (Burnside Station) shown on Stage 1 of the diagram as a semi-automatic signal should be shown as an automatic signal.

(14)

** BETWEEN KILMARNOCK AND DUMFRIES

A new passenger station has been opened, named NEW CUMNOCK, located at 55 m.p. with platforms on both Up and Down lines. 2 and 4 car stop markers have been provided on the Down platform only.

(12)

** BETWEEN NEWTON WEST JN AND NEWTON EAST JN.

All connections between the Down main line and the Up Kirkhill/Up Hamilton line, and the facing and trailing crossovers between the Up and Down main lines have been secured out of use pending removal, and all associated signal routes have been disconnected.

(12)

British Rail
London Midland Region
CNE  **13**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 22nd June
to
Friday, 28th June 1991
inclusive

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

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

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

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WARNING



AC ELECTRIFIED LINES
NAVIGATION ROAD TO ALTRINCHAM

The overhead line equipment will be extended westwards from the existing structure MA/7/16 at Navigation Road level crossing to an existing structure MA/7/32 at Altrincham Station along the Inbound line (the former Up Loop).

FROM 00 01 HOURS ON FRIDAY, 19 JULY 1991 ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS ALIVE AT ALL TIMES.

The Working Instructions for A.C. Electrified Lines (B.R. 29987) will apply.

(OD15/31/92) (22-6-91) (16)



WARNING



A.C. ELECTRIFIED LINES
TIMPERLEY TO DEANSGATE JUNCTION

The Overhead Line Equipment has been extended westwards from the existing structure MA/6/27 at Timperley Station to a new structure MA/6/32, on the Manchester side of Overbridge No.89, along the new centre siding and including the connections onto the Up and Down Chester Line.

FROM 00 01 HOURS ON FRIDAY, 19 JULY 1991 ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS "ALIVE" AT ALL TIMES.

The Working Instructions for A.C. Electrified Lines (B.R. 29987) will apply.

(OD15/31/92) (22-6-91) (16)



WARNING



A.C. ELECTRIFIED LINES

EAST COAST MAIN LINE ELECTRIFICATION

NORTHALLERTON TO MANORS

(INCLUDING KING EDWARD AND HIGH LEVEL BRIDGES AT NEWCASTLE)

The overhead line equipment has been extended Northwards from the existing energised equipment at Northallerton (31 miles 39 chains) to existing energised equipment at Manors Station (0 miles 38 chains), including Tyne Marshalling Yard, King Edward Bridge, High Level Bridge and Darlington and Newcastle Stations.

ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation will be:-

From the existing electrified lines at Northallerton (31 miles 39 chains)

Structure No: E/354/01 Down Main line
E/354/02 Up Main line

to the existing electrified lines at Manors Station (0 miles 38 chains):-

Structure No: E/433/05 Down Main line
E/433/07 Up Main line
E/433/06 Up and Down Slow

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

THIS LINK UP NOW ENERGISES
THE ECML ROUTE THROUGHOUT

NEW OR ALTERED INSTRUCTIONS IN THE RULE BOOK, APPENDICES 1, 3 & 4

(a) BODIES ON THE LINE

- Bodies must not be moved without police authority. They may also require to examine the traction unit before it is cleaned when someone has been struck by a train.
- Delays must be kept to a minimum.
- Trains may continue running provided the body is clear of the line or, if on the line it is clear of the rails and there is no risk of contact.
- Everyone is again reminded of the dangers of handling human remains; protective gloves MUST be worn.

(b) INCIDENTS INVOLVING OPEN DOORS

- care must be taken when closing a slam door to ensure that it is correctly closed.
- safety always comes before punctuality; if there is any doubt whether a door is closed correctly, check again.
- but if there is any doubt whether the door lock is working correctly, the door must be treated as defective and locked out of use.
- new instructions apply for dealing with a vehicle from which someone may have fallen during the journey.

(c) DEFECTIVE EXTERIOR DOORS

- the instructions about vehicles with powered operated doors entering service with defective doors now also apply to slam doors.
- in addition, it is now necessary to take out of service the front or last vehicle of a passenger train if a bodyside door at the extreme end of the train is defective and locked out of use; this only applies to vehicles such as Mark 3 or 4 coaches or class 442 units, etc.

Everyone is asked to take extra care and be most vigilant with passenger stock with slam doors.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 23 JUNE - BETWEEN WINWICK JN. AND GOLBORNE JN.

The catch points on the down line at 186 miles 78 chains (230 yards after passing signal WN.152) will be replaced by plain line.

(16)

MONDAY, 24 JUNE - FRODSHAM STATION

The down platform at Frodsham Station will be temporarily shortened in connection with construction work. Drivers of trains stopping there must bring their trains to a stand at the temporary '2-Car Stop' board situated at the Runcorn East end of the platform.

(16)

MONDAY, 24 JUNE - EDGE HILL DOWNHILL H.L. SIDINGS

A temporary level crossing will be provided between Edge Hill P.S.B. and the Tamper Repairs Bay at 1 mile 26 chains. The crossing will extend across carriage sidings A and B roads and the Tamper Bay road. The crossing will only be used by road vehicles when the Engineer has taken possession of these sidings and the Tamper Bay road in accordance with the Rule Book, Section T, Part IIIA. Lockable barriers will be provided at the crossing to prevent road vehicles using the crossing when the possession has been given up.

(16)

MONDAY, 24 JUNE - BETWEEN TEBAY NORTH AND SHAP QUARRY

The existing 90 m.p.h. permanent speed restrictions which apply over the down and up lines between 37 miles 23 chains and 38 miles 32 chains will be shortened to apply between 38 miles 15 chains and 38 miles 32 chains.

A new 80 m.p.h. permanent speed restriction will apply over the down and up lines between 37 miles 23 chains and 38 miles 15 chains.

(16)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION

SUNDAY, 23 JUNE - NEWCASTLE STATION

4-aspect colour light signal T.525, located at the east end of Platform 2, will be shortened by approximately 3 feet.

(16)

SCOTTISH REGION

SUNDAY, 23 JUNE - NEWTON

Stage 2 of the work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, will be introduced.

Stations and depots with traincrew working through the area not having received the Special Notice must advise the Operations Manager, Scotrail by telephone (04 52280/52603).

NOTE the following amendments to the Special Notice.

SIGNALLING ARRANGEMENTS

STAGE 2

RUNNING SIGNALS

Additional item immediately below list of routes :-

Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, will be provided as shown below on the Up approach to Uddingston Jn. When signal M182 displays a single yellow aspect together with a junction indicator applying from up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

| SIGNAL No. | ASPECT SEQUENCE |
|------------------------------|------------------------|
| M178 | Single flashing yellow |
| M170 (Up Main) | Double flashing yellow |
| or | |
| M166 (South connecting line) | Double flashing yellow |

Normal aspect sequences will be retained for the Up main line route at Uddingston Jn.

SKETCH (Stage 2)

The stencil route indicator for up main (down direction) position light signal M173 should show 2 routes, not 3 as published.

Down main signal M139 should show the associated position light signal directly below the main aspect, not off-set as shown.

Signal M191 and associated catch points at Uddingston Jn. no longer exist.

(16)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

MONDAY 24 JUNE - HAYMARKET

Platforms 2, 3 and 4 (Down North, Up South and Down South lines, respectively) will be lengthened by 55 yards at the Glasgow end.

(16)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN TIMPERLEY AND DEANSGATE JUNCTION

A new siding, 206 yards long, has been provided between the down and up Chester lines.

A facing connection to the new siding has been provided in the down Chester line 468 yards on the Timperley side of Deansgate Junction box. This connection has been secured out of use until further notice.

A trailing connection from the new siding has been provided in the up Chester line 484 yards on the Timperley side of Deansgate Junction box. This connection has been secured out of use and must only be used when an "Absolute Possession" has been taken of the up Chester line. (See Section D).

A padlocked swivel stop block has been provided at the Timperley end of the new siding. This stop block has been secured across the track and must only be removed when an "Absolute Possession" has been taken of the up Chester line. (See Section D).

(15)

EDGE HILL DOWNHILL H.L. SIDINGS

A temporary level crossing has been provided at the Eastern end of the Carriage Maintenance Shed line during the period of construction of the fuelling installation. The level crossing has been approximately 70 yards from the Maintenance Shed and a Crossing Keeper is on duty whilst construction work is taking place. 'STOP AND AWAIT INSTRUCTIONS' notice boards and moveable stop blocks have been positioned 40 yards on either side of the crossing.

The temporary level crossing has also extended across the Eastern end of Sidings 4, 5 and 6 but this portion of the crossing is only to be used by road vehicles when the Engineer has taken possession of these sidings in accordance with the Rule Book, Section T, Part III A.

(15)

PEAK FOREST SOUTH

Peakstone Private Sidings ground frame has been electrically released by Peak Forest South signal box.

(14)

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

ASPATRIA STATION

Platform repairs have been taking place on the up platform at Aspatria station. Drivers of trains stopping there must bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as work progresses.

(14)

BETWEEN GLEBE STREET JN. AND STOKE NORTH JN.

The existing 20 m.p.h. temporary speed restriction applying in both directions over the "up & down" main line between 19 miles 78 chains and 19 miles 77 chains has become a 20 m.p.h. permanent speed restriction applying between 19 miles 79 chains and 19 miles 76 chains.

(14)

BETWEEN RAINFORD AND KIRKBY

The existing 60 m.p.h. permanent speed restriction over the single line in the down direction from 28 miles 60 chains to the buffer stops has been removed and a 40 m.p.h. permanent speed restriction now applies from 25 m.p. to the buffer stops.

The existing 60 m.p.h. permanent speed restriction over the single line in the up direction from 25 miles 07 chains to 24 miles 35 chains has been removed and a 40 m.p.h. permanent speed restriction now applies from the buffer stops to 24 miles 35 chains.

(14)

LLANDUDNO JN. P.S.B. - CONWAY MORFA PRIVATE SIDING

Conway Morfa Private Siding together with the associated connections and signalling have been secured out of use, pending removal.

(14)

PRESTON DOCK ST. SIDINGS

Sidings 1, 2, 3 and 4 at Dock St. Sidings have now been relocated and brought into use. See the following sketch.

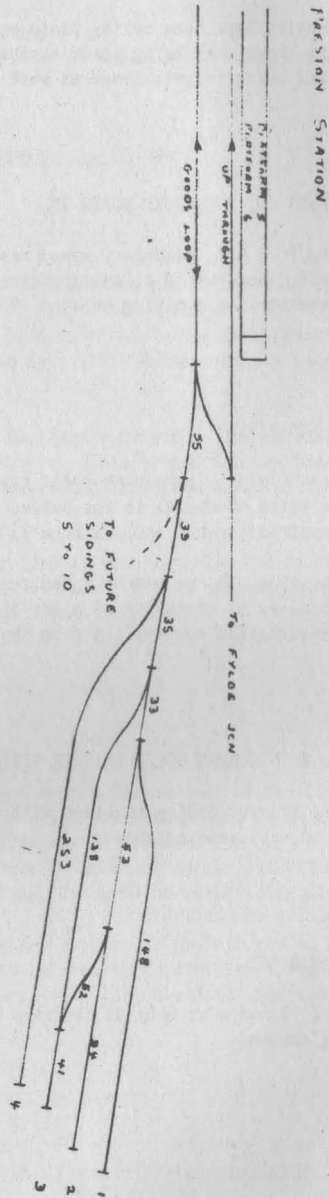
(14)

SECTION C

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

PRESTON DOCK ST. SIDINGS - continued

PRESTON DOCK ST SIDINGS



(14)

NOTE
 SIDINGS 1, 2, 3 ENGINE HOLDING 5065
 SIDING 4 ENGINEERS 5066

SECTION C

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

HUYTON QUARRY G.F.

The Down Siding G.F. together with the connection to the down main, all associated signals and telephone communication with Huyton Signal Box has been taken away.

The Willis Branch from the Down Siding G.F. to Cronton Colliery together with all the equipment has been taken away.

(14)

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

EASTERN REGION

BETWEEN HALIFAX AND MILL LANE JUNCTION

The Absolute Block Regulations apply on the Down line between Halifax and signal M.1563 and on the Up line between signal M.1564 and Halifax.

The Track Circuit Block Regulations apply on the Down line between signal M.1563 and Mill Lane Junction and on the Up line between Mill Lane Junction and signal M.1564.

(See Section D) (15)

HORBURY JUNCTION

Down Direction

The remaining section fo the Down Fast line between HJ.2 signal, at approximately 45m 22ch, and the trailing connection from the Down Slow line has been abolished.

This trailing connection has been disconnected and clamped in reverse position pending being plain-lined. The Down L&Y to Down Fast facing crossover, of which this trailing end was part, therefore becomes a single ended facing lead giving access from the Down L&Y line to the Down Fast line.

Ground Position Light Signal HJ.52, located at approximately 46m 32ch, which formerly applied to movements from the Up Slow to Down Fast and Down Slow lines, now applies to the same destinations from the Up L&Y. For this purpose the signal has been sited on the left hand side of the Up L&Y line approximately 45 yards west of the junction.

SECTION C

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

EASTERN REGION - continued

HORBURY JUNCTION - continued

Up Direction

4-aspect colour light signal HJ.34/41/42, located on the Up Slow line at approximately 45m 67ch, has had its Position 2 indicator abolished and now displays the following readings:-

| ASPECT | APPLIES TO |
|--------|------------|
| MAIN | UP FAST |
| POS. 1 | UP BRANCH |

(14)

BETWEEN WAKEFIELD KIRKGATE WEST JN AND HORBURY JN

A reflectorised Speed Restriction **Warning** Indicator has been provided between Wakefield Kirkgate West Jn and Horbury Jn on the Up Slow line at 46m 04ch giving warning of the Permanent Speed Restriction of 20mph at 45m 39ch.

The distance between the warning indicator and the 20mph speed restriction is 990 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(14)

CROSSFLATTS STATION

The operational lengths of both the Down and Up Platforms at Crossflatts have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

SALTAIRE STATION - UP PLATFORM

The operational lengths of both the Down & Up Platforms at Saltaire have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

SECTION C

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

SCOTTISH REGION

HAYMARKET

Down South signal EH511 has been renewed 71 yards nearer Glasgow, on left of drivers, red aspect 11 feet above rail level, application unaltered.

(15)

HAYMARKET

Down North signal EH 513 has been renewed 46 yards nearer Glasgow, on left of drivers, red aspect 14 feet above rail level, application unaltered.

Up South banner repeater RE 510 has been renewed 27 yards nearer Glasgow, on left of drivers, application unaltered.

(15)

NEWTON

The work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, has been introduced for STAGE 1 of this work.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, Scotrail by telephone (04 52280/52603).

NOTE Existing Down Kirkhill Signal C19 (Burnside Station) shown on Stage 1 of the diagram as a semi-automatic signal should be shown as an automatic signal.

(14)

British Rail
London Midland Region

CNE**14****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 29th June
to
Friday, 5th July 1991
inclusive

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

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

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

PRIVATE
and not for Publication



WARNING



A.C. ELECTRIFIED LINES

EAST COAST MAIN LINE ELECTRIFICATION

NORTHALLERTON TO MANORS

(INCLUDING KING EDWARD AND HIGH LEVEL BRIDGES AT NEWCASTLE)

The overhead line equipment has been extended Northwards from the existing energised equipment at Northallerton (31 miles 39 chains) to existing energised equipment at Manors Station (0 miles 38 chains), including Tyne Marshalling Yard, King Edward Bridge, High Level Bridge and Darlington and Newcastle Stations.

ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation will be:-

From the existing electrified lines at Northallerton
(31 miles 39 chains)

Structure No: E/354/01 Down Main line
E/354/02 Up Main line

to the existing electrified lines at Manors Station
(0 miles 38 chains):-

Structure No: E/433/05 Down Main line
E/433/07 Up Main line
E/433/06 Up and Down Slow

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

THIS LINK UP NOW ENERGISES
THE ECML ROUTE THROUGHOUT

NEW OR ALTERED INSTRUCTIONS IN THE RULE BOOK, APPENDICES 1, 3 & 4

(a) BODIES ON THE LINE

- Bodies must not be moved without police authority. They may also require to examine the traction unit before it is cleaned when someone has been struck by a train.
- Delays must be kept to a minimum.
- Trains may continue running provided the body is clear of the line or, if on the line it is clear of the rails and there is no risk of contact.
- Everyone is again reminded of the dangers of handling human remains; protective gloves MUST be worn.

(b) INCIDENTS INVOLVING OPEN DOORS

- care must be taken when closing a slam door to ensure that it is correctly closed.
- safety always comes before punctuality; if there is any doubt whether a door is closed correctly, check again.
- but if there is any doubt whether the door lock is working correctly, the door must be treated as defective and locked out of use.
- new instructions apply for dealing with a vehicle from which someone may have fallen during the journey.

(c) DEFECTIVE EXTERIOR DOORS

- the instructions about vehicles with powered operated doors entering service with defective doors now also apply to slam doors.
- in addition, it is now necessary to take out of service the front or last vehicle of a passenger train if a bodyside door at the extreme end of the train is defective and locked out of use; this only applies to vehicles such as Mark 3 or 4 coaches or class 442 units, etc.

Everyone is asked to take extra care and be most vigilant with passenger stock with slam doors.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 30 JUNE - HALE

The crossover between the down and up main lines 273 yards on the Altrincham side of the signalbox will be disconnected and, when not in use, will be secured for through running along the down and up main lines. All associated signals will be taken away.

(17)

DETAILS OF WORK ALREADY CARRIED OUT

WORKINGTON

The former locomotive depot has been closed. Temporary sleeper stop blocks have been placed at the depot entrance to Nos. 1, 2, 3, 4 and 5 locomotive sidings and all railway lines within the shed have been taken away.

(NEW ITEM) (17)

BETWEEN WINWICK JN. AND GOLBORNE JN.

The catch points on the down line at 186 miles 78 chains (230 yards after passing signal WN.152) have been replaced by plain line.

(16)

FRODSHAM STATION

The down platform at Frodsham Station has been temporarily shortened in connection with construction work. Drivers of trains stopping there must bring their trains to a stand at the temporary '2-Car Stop' board situated at the Runcorn East end of the platform.

(16)

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

EDGE HILL DOWNHILL H.L. SIDINGS

A temporary level crossing has been provided between Edge Hill P.S.B. and the Tamper Repairs Bay at 1 mile 26 chains. The crossing extends across carriage sidings A and B roads and the Tamper Bay road. The crossing is only to be used by road vehicles when the Engineer has taken possession of these sidings and the Tamper Bay road in accordance with the Rule Book, Section T, Part IIIA. Lockable barriers have been provided at the crossing to prevent road vehicles using the crossing when the possession has been given up.

(16)

BETWEEN TEBAY NORTH AND SHAP QUARRY

The existing 90 m.p.h. permanent speed restrictions which apply over the down and up lines between 37 miles 23 chains and 38 miles 32 chains have been shortened to apply between 38 miles 15 chains and 38 miles 32 chains.

A new 80 m.p.h. permanent speed restriction applies over the down and up lines between 37 miles 23 chains and 38 miles 15 chains.

(16)

BETWEEN TIMPERLEY AND DEANSGATE JUNCTION

A new siding, 206 yards long, has been provided between the down and up Chester lines.

A facing connection to the new siding has been provided in the down Chester line 468 yards on the Timperley side of Deansgate Junction box. This connection has been secured out of use until further notice.

A trailing connection from the new siding has been provided in the up Chester line 484 yards on the Timperley side of Deansgate Junction box. This connection has been secured out of use and must only be used when an "Absolute Possession" has been taken of the up Chester line. (See Section D).

A padlocked swivel stop block has been provided at the Timperley end of the new siding. This stop block has been secured across the track and must only be removed when an "Absolute Possession" has been taken of the up Chester line. (See Section D).

(15)

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

EDGE HILL DOWNHILL H.L. SIDINGS

A temporary level crossing has been provided at the Eastern end of the Carriage Maintenance Shed line during the period of construction of the fuelling installation. The level crossing has been approximately 70 yards from the Maintenance Shed and a Crossing Keeper is on duty whilst construction work is taking place. 'STOP AND AWAIT INSTRUCTIONS' notice boards and moveable stop blocks have been positioned 40 yards on either side of the crossing.

The temporary level crossing has also extended across the Eastern end of Sidings 4, 5 and 6 but this portion of the crossing is only to be used by road vehicles when the Engineer has taken possession of these sidings in accordance with the Rule Book, Section T, Part III A.

(15)

*** PEAK FOREST SOUTH

Peakstone Private Sidings ground frame has been electrically released by Peak Forest South signal box.

(14)

*** ASPATRIA STATION

Platform repairs have been taking place on the up platform at Aspatria station. Drivers of trains stopping there must bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as work progresses.

(14)

*** BETWEEN GLEBE STREET JN. AND STOKE NORTH JN.

The existing 20 m.p.h. temporary speed restriction applying in both directions over the "up & down" main line between 19 miles 78 chains and 19 miles 77 chains has become a 20 m.p.h. permanent speed restriction applying between 19 miles 79 chains and 19 miles 76 chains.

(14)

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

*** BETWEEN RAINFORD AND KIRKBY

The existing 60 m.p.h. permanent speed restriction over the single line in the down direction from 28 miles 60 chains to the buffer stops has been removed and a 40 m.p.h. permanent speed restriction now applies from 25 m.p. to the buffer stops.

The existing 60 m.p.h. permanent speed restriction over the single line in the up direction from 25 miles 07 chains to 24 miles 35 chains has been removed and a 40 m.p.h. permanent speed restriction now applies from the buffer stops to 24 miles 35 chains.

(14)

*** LLANDUDNO JN. P.S.B. - CONWAY MORFA PRIVATE SIDING

Conway Morfa Private Siding together with the associated connections and signalling have been secured out of use, pending removal.

(14)

*** PRESTON DOCK ST. SIDINGS

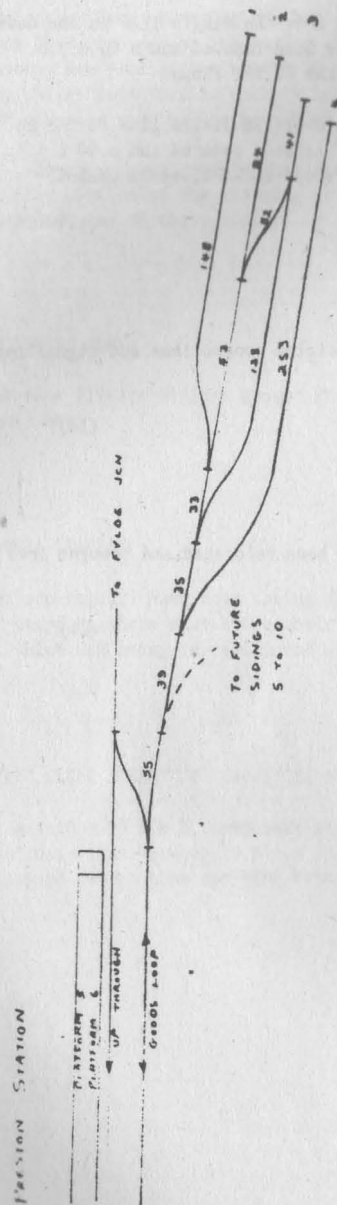
Sidings 1, 2, 3 and 4 at Dock St. Sidings have now been relocated and brought into use. See the following sketch.

(14)

SECTION C

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

** PRESTON DOCK ST. SIDINGS - continued



PRESTON DOCK ST SIDINGS

NOTE
 SIDINGS 1, 2, 3 ENGINE
 HOLDING SIDS
 SIDING 4 ENGINE'S SIDS.

(14)

SECTION C

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

** HUYTON QUARRY G.F.

The Down Siding G.F. together with the connection to the down main, all associated signals and telephone communication with Huyton Signal Box has been taken away.

The Willis Branch from the Down Siding G.F. to Cronton Colliery together with all the equipment has been taken away.

(14)

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

EASTERN REGION

NEWCASTLE STATION

4-aspect colour light signal T.525, located at the east end of Platform 2, has been shortened by approximately 3 feet.

(16)

BETWEEN HALIFAX AND MILL LANE JUNCTION

The Absolute Block Regulations apply on the Down line between Halifax and signal M.1563 and on the Up line between signal M.1564 and Halifax.

The Track Circuit Block Regulations apply on the Down line between signal M.1563 and Mill Lane Junction and on the Up line between Mill Lane Junction and signal M.1564.

(See Section D) (15)

** HORBURY JUNCTION

Down Direction

The remaining section fo the Down Fast line between HJ.2 signal, at approximately 45m 22ch, and the trailing connection from the Down Slow line has been abolished.

This trailing connection has been disconnected and clamped in reverse position pending being plain-lined. The Down L&Y to Down Fast facing crossover, of which this trailing end was part, therefore becomes a single ended facing lead giving access from the Down L&Y line to the Down Fast line.

SECTION C

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

EASTERN REGION - continued

** HORBURY JUNCTION - continued

Ground Position Light Signal HJ.52, located at approximately 46m 32ch, which formerly applied to movements from the Up Slow to Down Fast and Down Slow lines, now applies to the same destinations from the Up L&Y. For this purpose the signal has been sited on the left hand side of the Up L&Y line approximately 45 yards west of the junction.

Up Direction

4-aspect colour light signal HJ.34/41/42, located on the Up Slow line at approximately 45m 67ch, has had its Position 2 indicator abolished and now displays the following readings:-

| ASPECT | APPLIES TO |
|--------|------------|
| MAIN | UP FAST |
| POS. 1 | UP BRANCH |

(14)

** BETWEEN WAKEFIELD KIRKGATE WEST JN AND HORBURY JN

A reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Kirkgate West Jn and Horbury Jn on the Up Slow line at 46m 04ch giving warning of the Permanent Speed Restriction of 20mph at 45m 39ch.

The distance between the warning indicator and the 20mph speed restriction is 990 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(14)

** CROSSFLATTS STATION

The operational lengths of both the Down and Up Platforms at Crossflatts have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

** SALTAIRE STATION - UP PLATFORM

The operational lengths of both the Down & Up Platforms at Saltaire have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

SECTION C

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

SCOTTISH REGION

NEWTON

Stages 1 and 2 of the work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, has been introduced.

Stations and depots with traincrew working through the area not having received the Special Notice must advise the Operations Manager, Scotrail by telephone (04 52280/52603).

NOTE the following amendments to the Special Notice.

SIGNALLING ARRANGEMENTS

STAGE 1

Existing Down Kirkhill Signal C.19 (Burnside Station) shown on the diagram as a semi-automatic signal should be shown as an automatic signal.

STAGE 2

RUNNING SIGNALS

Additional item immediately below list of routes :-

Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, have been provided as shown below on the Up approach to Uddingston Jn. When signal M182 displays a single yellow aspect together with a junction indicator applying from up main line to Up Holytown line, the undernoted preceding signals display aspects as follows :-

| SIGNAL No. | ASPECT SEQUENCE |
|------------------------------|------------------------|
| M178 | Single flashing yellow |
| M170 (Up Main) | Double flashing yellow |
| or | |
| M166 (South connecting line) | Double flashing yellow |

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

SKETCH (Stage 2)

The stencil route indicator for up main (down direction) position light signal M173 should show 2 routes, not 3 as published.

Down main signal M139 should show the associated position light signal directly below the main aspect, not off-set as shown.

Signal M191 and associated catch points at Uddingston Jn. no longer exist.

(Amended) (16)

SECTION C

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

SCOTTISH REGION - continued

HAYMARKET

Platforms 2, 3 and 4 (Down North, Up South and Down South lines, respectively) have been lengthened by 55 yards at the Glasgow end.

(16)

HAYMARKET

Down South signal EH511 has been renewed 71 yards nearer Glasgow, on left of drivers, red aspect 11 feet above rail level, application unaltered.

(15)

HAYMARKET

Down North signal EH 513 has been renewed 46 yards nearer Glasgow, on left of drivers, red aspect 14 feet above rail level, application unaltered.

Up South banner repeater RE 510 has been renewed 27 yards nearer Glasgow, on left of drivers, application unaltered.

(15)

** NEWTON

The work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, has been introduced for STAGE 1 of this work.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, Scotrail by telephone (04 52280/52603).

NOTE Existing Down Kirkhill Signal C19 (Burnside Station) shown on Stage 1 of the diagram as a semi-automatic signal should be shown as an automatic signal.

(14)

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.

RULE BOOK APPENDIX - INDEX

PAGE (ii)

DELETE "persons struck by trains" and SUBSTITUTE "bodies on the line".

DELETE "incidents involving open doors on passenger stock" and SUBSTITUTE "incidents involving exterior doors on passenger stock"

PAGE (iii)

ADD

" defective exterior doors on passenger stock 3.7"

RULE BOOK APPENDIX NO.1

PERSONS STRUCK BY TRAINS

DELETE these instructions (and heading) on page 1.3 and SUBSTITUTE :

BODIES ON THE LINE

1. CALLING THE POLICE AND RUNNING OF TRAINS

1.1 If a fatality occurs on or near the line, the police must be informed immediately.

1.2 If the body is clear of the line (or on the line but clear of the rails and there is no risk of the train striking the body), normal running may continue. The Driver of each train required to pass the site must be advised of the circumstances. If requested by the person in charge at the site, speed must be reduced. When necessary, arrangements must also be made to cover the body.

1.3 If the body is foul of the rails, the passage of trains must be stopped until the body is moved clear.

2. REMOVAL OF BODY

2.1 The body must not be moved until authorised by the police.

2.2 Unless there are reasonable grounds for suspecting foul play, the police will authorise its removal (at least to a position clear of the rails) as soon as possible. Any delay disrupting the passage of trains must be pointed out to the police.

S/B

British Rail
London Midland Region

CNE**15****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 6th July

to

Friday, 12th July 1991

inclusive

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

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

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

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and not for Publication

SECTION B

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|---|--|---|
| SCOTTISH REGION - continued | | |
| BYREHILL TO AYR - continued | | |
| SUNDAY 7 JULY - continued | | |
| SC28 Newton Jn and Ayr | Down and Up BLOCKED | 00 40 to 08 00. Overhead line work. Isolation of electrical sections SA3 and 4, 01 00 to 08 00. 5T49, 00 20 LARGS TO AYR CSD AND 5T28, 07 55 AYR CSD TO LARGS NOT TO RUN. |
| SC29 NOT USED | | |
| SC30 NOT USED | | |
| EDINBURGH WAVERLEY TO HAYMARKET EAST JN. | | |
| SUNDAY, 7 JULY | | |
| SC31 Haymarket Central Jn and Princes St Gardens | Up North BLOCKED Down and Up South BLOCKED Down North Between Trains Up North Between Trains | 00 00 to 08 00) Signalling work, (TDM 00 00 to 15 30) testing), trackwork and) tunnelwork (Haymarket 00 00 to 16 00) South). Isolation of) electrical sections PGI 08 00 to 16 00) and 2. POSSESSION TO BE) GIVEN UP FOR THE PASSAGE OF CARSTAIRS TRAINS. |
| THURSDAY 11 TO FRIDAY 12 JULY | | |
| SC32 Waverley West and Princes Street Gardens | Line W Between Trains Line W BLOCKED | 00 00 to 02 10) daily. Trackwork. 02 10 to 06 00) POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF OD26 04 20 EDINBURGH TO CARSTAIRS AND 0012 04 45 EDINBURGH TO GLASGOW CENTRAL. |

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

SUNDAY, 7 JULY - WREXHAM GENERAL (WREXHAM CENTRAL LINE PLATFORM)

As a result of platform reconstruction, the platform will be permanently shortened giving an overall length of 66 yards.

(18)

SUNDAY 7 JULY - BETWEEN NORTHEHENDEN JUNCTION, DEANSGATE JUNCTION AND MOBBERLEY

Skelton Junction, Navigation Road and Altrincham boxes and all signals controlled from them will be taken out of use.

The following signals will be taken away:-

Mobberley - up main home 2 and starting signals.
Hale - all signals except up distant.

Temporary fixed red aspects will be provided at Hale as follows:-

Down main - 10 yards on the Altrincham side of the box.
Up main - 387 yards on the Mobberley side of the box.

The second down main intermediate block distant and home signals worked from Northenden Junction box will be taken out of use.

Temporary "STOP and Await Instructions" boards will be provided at the site of the following signals:-

Skelton Junction - down and up Partington up home signal.
- down main home signal.

Temporary stop blocks with red lamps facing in both directions will be provided at Altrincham station as follows:-

Down main (platform 4) - at the Hale end.
Up main (platform 3) - at the Manchester end.

A reflectorised "STOP" board will be provided on the left hand side of the up main line (platform 3) 87 yards from the Hale end of the platform. A telephone communicating with Hale box will be provided adjacent to the overbridge.

(18)

MONDAY, 8 JULY - WALKDEN STATION

The down and up platforms will be temporarily shortened in connection with platform repairs. Drivers of trains stopping at Walkden must work to the instructions of handsignalmen/stop boards whilst work is being carried out.

(18)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION

SUNDAY 7 JULY - BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

4-aspect colour light signal HM.222, located on the former Up Slow line at approximately 43m 71ch and presently fixed at Danger, will be abolished.

(18)

MONDAY 8 JULY - BETWEEN FERRYBRIDGE SIGNAL BOX AND HILLAM GATES LC

At 10 00 hours a Permanent Speed Restriction of 20mph will be imposed on the Down and Up lines between 1m 45ch and 1m 41ch.

(See Section D) (18)

MONDAY 8 JULY - BETWEEN HORBURY JN AND WAKEFIELD KIRKGATE WEST JN

At 10 00 hours the Permanent Speed Restriction of 40mph which applies on the Down Slow line between 46m 43ch and 47m 10ch will be extended to apply between 46mp and 47m 10ch.

(See Section D) (18)

MONDAY 8 JULY - BETWEEN CASTLEFORD EAST JN AND ALTOFTS JN

At 10 00 hours:-

1. The Permanent Speed Restriction of 35mph which applies on the Up line between 20m 66ch and 21m 01ch will be reduced to 20mph.
2. The reflectorised speed Restriction Warning Indicator on the Up line at 10m 06ch giving warning of the Permanent Speed Restriction of 35mph at 20m 66ch will be replaced at the same mileage by a Speed Restriction Warning Indicator of 20mph.
3. A Permanent Speed Restriction of 55mph will be imposed on the Up line between 21m 01ch and 22m 02ch.
4. A Permanent Speed Restriction of 20mph will be imposed on the Up line between 22m 02ch and 22m 10ch.

(18)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION

SUNDAY, 7 JULY - BETWEEN LANARK JN. AND LAW JN.

The permanent speed restrictions on the down main line of 100 m.p.h. between 79m. 290 yards and 81 $\frac{3}{4}$ m.p. and 90 m.p.h. between 81 $\frac{3}{4}$ m.p. and 84 m.p. will be amended to become 100 m.p.h. between 79m. 290 yards and 83m. 220 yards and 90 m.p.h. between 83m. 220 yards and 84 m.p.

The permanent speed restrictions on the up main line of 90 m.p.h. between 84 m.p. and 81m. 510 yards, and 95 m.p.h. between 81m. 510 yards and 78 m.p. will be amended to become 90 m.p.h. between 84 m.p. and 83m. 220 yards, and 95 m.p. between 83m. 220 yards and 78 m.p.

(See Section D of this Notice) (18)

DETAILS OF WORK ALREADY CARRIED OUT

HALE

The crossover between the down and up main lines 273 yards on the Altrincham side of the signalbox has been disconnected and, when not in use, are secured for through running along the down and up main lines. All associated signals have been taken away.

(17)

WORKINGTON

The former locomotive depot has been closed. Temporary sleeper stop blocks have been placed at the depot entrance to Nos. 1, 2, 3, 4 and 5 locomotive sidings and all railway lines within the shed have been taken away.

(17)

BETWEEN WINWICK JN. AND GOLBORNE JN.

The catch points on the down line at 186 miles 78 chains (230 yards after passing signal WN.152) have been replaced by plain line.

(16)

FRODSHAM STATION

The down platform at Frodsham Station has been temporarily shortened in connection with construction work. Drivers of trains stopping there must bring their trains to a stand at the temporary '2-Car Stop' board situated at the Runcorn East end of the platform.

(16)

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

EDGE HILL DOWNHILL H.L. SIDINGS

A temporary level crossing has been provided between Edge Hill P.S.B. and the Tamper Repairs Bay at 1 mile 26 chains. The crossing extends across carriage sidings A and B roads and the Tamper Bay road. The crossing is only to be used by road vehicles when the Engineer has taken possession of these sidings and the Tamper Bay road in accordance with the Rule Book, Section T, Part IIIA. Lockable barriers have been provided at the crossing to prevent road vehicles using the crossing when the possession has been given up.

(16)

BETWEEN TEBAY NORTH AND SHAP QUARRY

The existing 90 m.p.h. permanent speed restrictions which apply over the down and up lines between 37 miles 23 chains and 38 miles 32 chains have been shortened to apply between 38 miles 15 chains and 38 miles 32 chains.

A new 80 m.p.h. permanent speed restriction applies over the down and up lines between 37 miles 23 chains and 38 miles 15 chains.

(16)

** BETWEEN TIMPERLEY AND DEANSGATE JUNCTION

A new siding, 206 yards long, has been provided between the down and up Chester lines.

A facing connection to the new siding has been provided in the down Chester line 468 yards on the Timperley side of Deansgate Junction box. This connection has been secured out of use until further notice.

A trailing connection from the new siding has been provided in the up Chester line 484 yards on the Timperley side of Deansgate Junction box. This connection has been secured out of use and must only be used when an "Absolute Possession" has been taken of the up Chester line. (See Section D).

A padlocked swivel stop block has been provided at the Timperley end of the new siding. This stop block has been secured across the track and must only be removed when an "Absolute Possession" has been taken of the up Chester line. (See Section D).

(15)

** EDGE HILL DOWNHILL H.L. SIDINGS

A temporary level crossing has been provided at the Eastern end of the Carriage Maintenance Shed line during the period of construction of the fuelling installation. The level crossing has been approximately 70 yards from the Maintenance Shed and a Crossing Keeper is on duty whilst construction work is taking place. 'STOP AND AWAIT INSTRUCTIONS' notice boards and moveable stop blocks have been positioned 40 yards on either side of the crossing.

The temporary level crossing has also extended across the Eastern end of Sidings 4, 5 and 6 but this portion of the crossing is only to be used by road vehicles when the Engineer has taken possession of these sidings in accordance with the Rule Book, Section T, Part III A.

(15)

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

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

EASTERN REGION

WOODBURN JUNCTION

The trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch has been secured out of use pending removal.

(NEW ITEM) (18)

NEWCASTLE STATION

4-aspect colour light signal T.525, located at the east end of Platform 2, has been shortened by approximately 3 feet.

(16)

** BETWEEN HALIFAX AND MILL LANE JUNCTION

The Absolute Block Regulations apply on the Down line between Halifax and signal M.1563 and on the Up line between signal M.1564 and Halifax.

The Track Circuit Block Regulations apply on the Down line between signal M.1563 and Mill Lane Junction and on the Up line between Mill Lane Junction and signal M.1564.

(See Section D) (15)

SCOTTISH REGION

NEWTON

The permanent speed restriction warning indicators (Rule Book Appendix 2.2) provided on the Up and Down main lines in association with the previous speed restriction of 50 m.p.h. between 95 m.p. and 96m. 400 yards have been removed as, under Newton resignalling, the 50 m.p.h. speed restriction no longer applies.

(NEW ITEM) (17)

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

SCOTTISH REGION - continued

NEWTON

Stages 1 and 2 of the work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, has been introduced.

Stations and depots with traincrew working through the area not having received the Special Notice must advise the Operations Manager, Scotrail by telephone (04 52280/52603).

NOTE the following amendments to the Special Notice.

SIGNALLING ARRANGEMENTS

STAGE 1

Existing Down Kirkhill Signal C.19 (Burnside Station) shown on the diagram as a semi automatic signal should be shown as an automatic signal.

STAGE 2

RUNNING SIGNALS

Additional item immediately below list of routes :-

Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, have been provided as shown below on the Up approach to Uddingston Jn. When signal M182 displays a single yellow aspect together with a junction indicator applying from up main line to Up Holytown line, the undernoted preceding signals display aspects as follows :-

| SIGNAL No. | ASPECT SEQUENCE |
|------------------------------|------------------------|
| M178 | Single flashing yellow |
| M170 (Up Main) or | Double flashing yellow |
| M166 (South connecting line) | Double flashing yellow |

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

SKETCH (Stage 2)

The stencil route indicator for up main (down direction) position light signal M173 should show 2 routes, not 3 as published.

Down main signal M139 should show the associated position light signal directly below the main aspect, not off-set as shown.

Signal M191 and associated catch points at Uddingston Jn. no longer exist.

(Amended) (16)

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

SCOTTISH REGION - continued

HAYMARKET

Platforms 2, 3 and 4 (Down North, Up South and Down South lines, respectively) have been lengthened by 55 yards at the Glasgow end.

(16)

. HAYMARKET

Down South signal EH511 has been renewed 71 yards nearer Glasgow, on left of drivers, red aspect 11 feet above rail level, application unaltered.

(15)

. HAYMARKET

Down North signal EH 513 has been renewed 46 yards nearer Glasgow, on left of drivers, red aspect 14 feet above rail level, application unaltered.

Up South banner repeater RE 510 has been renewed 27 yards nearer Glasgow, on left of drivers, application unaltered.

(15)

British Rail
London Midland Region
CNE  **16**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 13th July
to
Friday, 19th July 1991
inclusive

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

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

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

PRIVATE
and not for Publication

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|--|---|---|
| SCOTTISH REGION - continued | | |
| BYREHILL TO AYR | | |
| SUNDAY, 14 JULY | | |
| SC29 Barassie Jn and Newton Jn | Down and Up BLOCKED | 00 35 to 08 00. Overhead linework. Isolation of electrical sections SAL to 4, 01 00 to 08 00. 5T49, 00 20 LARGS TO AYR CSD AND 5T28, 07 55 AYR CSD TO LARGS NOT TO RUN. |
| SC30 Newton Jn and Ayr | Down and Up BLOCKED | 00 40 to 08 00. Overhead linework. Isolation of electrical sections SAL to 4, 01 00 to 08 00. 5T49, 00 20 LARGS TO AYR CSD AND 5T28, 07 55 AYR CSD TO LARGS NOT TO RUN. |
| EDINBURGH WAVERLEY TO HAYMARKET EAST JN. | | |
| SUNDAY 14 JULY | | |
| SC31 Princes Street Gardens and Haymarket Central Jn | Down and Up South BLOCKED Down and Up North Between Trains | 00 00 to 16 00) Signalling work) (installing undertrack 00 00 to 08 00) crossing) trackwork and) tunnelwork (Haymarket South Tunnel). Isolation of electrical sections PCl and 2, 00 00 to 08 00. TRAINS TO RUN OVER NORTH LINES POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF CARSTAIRS TRAINS OVER SOUTH LINES. |

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

MONDAY, 15 JULY - BETWEEN LOW GILL G.F.'S AND SHAP SUMMIT (G.F.)

The existing 105 m.p.h. permanent speed restrictions which apply over the down and up lines between 31 miles 14 chains and 37 miles 23 chains will be shortened to apply between 31 miles 14 chains and 37 mp.

A new 100 m.p.h. permanent speed restriction will apply over the down and up lines between 37 mp and 37 miles 23 chains.

(19)

WEDNESDAY, 17 JULY - MAENTWROG ROAD GROUND FRAME

The ground frame together with the connection from the single line to Nobels Explosives Siding will be brought back into use.

(19)

DETAILS OF WORK ALREADY CARRIED OUT

WREXHAM GENERAL (WREXHAM CENTRAL LINE PLATFORM)

As a result of platform reconstruction, the platform has been permanently shortened giving an overall length of 66 yards.

(18)

BETWEEN NORTHENDEN JUNCTION, DEANSGATE JUNCTION AND MOBBERLEY

Skelton Junction, Navigation Road and Altrincham boxes and all signals controlled from them have been taken out of use.

The following signals have been taken away:-

Mobberley - up main home 2 and starting signals.
Hale - all signals except up distant.

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

BETWEEN NORTHENDEN JUNCTION, DEANSGATE JUNCTION AND MOBBERLEY - continued

Temporary fixed red aspects have been provided at Hale as follows:-

Down main - 10 yards on the Altrincham side of the box.
Up main - 387 yards on the Mobberley side of the box.

The second down main intermediate block distant and home signals worked from Northenden Junction box have been taken out of use.

Temporary "STOP and Await Instructions" boards have been provided at the site of the following signals:-

Skelton Junction - down and up Partington up home signal.
- down main home signal.

Temporary stop blocks with red lamps facing in both directions have been provided at Altrincham station as follows:-

Down main (platform 4) - at the Hale end.
Up main (platform 3) - at the Manchester end.

A reflectorised "STOP" board has been provided on the left hand side of the up main line (platform 3) 87 yards from the Hale end of the platform. A telephone communicating with Hale box has been provided adjacent to the overbridge.

(18)

WALKDEN STATION

The down and up platforms have been temporarily shortened in connection with platform repairs. Drivers of trains stopping at Walkden must work to the instructions of handsignalmen/stop boards whilst work is being carried out.

(18)

HALE

The crossover between the down and up main lines 273 yards on the Altrincham side of the signalbox has been disconnected and, when not in use, are secured for through running along the down and up main lines. All associated signals have been taken away.

(17)

SECTION C

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

WORKINGTON

The former locomotive depot has been closed. Temporary sleeper stop blocks have been placed at the depot entrance to Nos. 1, 2, 3, 4 and 5 locomotive sidings and all railway lines within the shed have been taken away.

(17)

** BETWEEN WINWICK JN. AND GOLBORNE JN.

The catch points on the down line at 186 miles 78 chains (230 yards after passing signal WN.152) have been replaced by plain line.

(16)

** FRODSHAM STATION

The down platform at Frodsham Station has been temporarily shortened in connection with construction work. Drivers of trains stopping there must bring their trains to a stand at the temporary '2-Car Stop' board situated at the Runcorn East end of the platform.

(16)

** EDGE HILL DOWNHILL H.L. SIDINGS

A temporary level crossing has been provided between Edge Hill P.S.B. and the Tamper Repairs Bay at 1 mile 26 chains. The crossing extends across carriage sidings A and B roads and the Tamper Bay road. The crossing is only to be used by road vehicles when the Engineer has taken possession of these sidings and the Tamper Bay road in accordance with the Rule Book, Section T, Part IIIA. Lockable barriers have been provided at the crossing to prevent road vehicles using the crossing when the possession has been given up.

(16)

** BETWEEN TEBAY NORTH AND SHAP QUARRY

The existing 90 m.p.h. permanent speed restrictions which apply over the down and up lines between 37 miles 23 chains and 38 miles 32 chains have been shortened to apply between 38 miles 15 chains and 38 miles 32 chains.

A new 80 m.p.h. permanent speed restriction applies over the down and up lines between 37 miles 23 chains and 38 miles 15 chains.

(16)

SECTION C

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

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

EASTERN REGION

BRAMLEY STATION - DOWN PLATFORM

The operational length of the Down (To Bradford Interchange) platform at Bramley has been increased to 112 yards (102 metres).

(NEW ITEM) (19)

BURLEY-IN-WHARFDALE - UP PLATFORM

The operational length of the Up (To Leeds) platform at Burley-in-Wharfedale has been increased to 102 yards.

(NEW ITEM) (19)

BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

4-aspect colour light signal HM.222, located on the former Up Slow line at approximately 43m 71ch and presently fixed at Danger, has been abolished.

(18)

BETWEEN FERRYBRIDGE SIGNAL BOX AND HILLAM GATES LC

A Permanent Speed Restriction of 20mph has been imposed on the Down and Up lines between 1m 45ch and 1m 41ch.

(See Section D) (18)

BETWEEN HORBURY JN AND WAKEFIELD KIRKGATE WEST JN

The Permanent Speed Restriction of 40mph which applies on the Down Slow line between 46m 43ch and 47m 10ch has been extended to apply between 46m 43ch and 47m 10ch.

(See Section D) (18)

SECTION C

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

EASTERN REGION - continued

BETWEEN CASTLEFORD EAST JN AND ALTOFTS JN

1. The Permanent Speed Restriction of 35mph which applies on the Up line between 20m 66ch and 21m 01ch has been reduced to 20mph.
2. The reflectorised speed Restriction Warning Indicator on the Up line at 10m 06ch giving warning of the Permanent Speed Restriction of 35mph at 20m 66ch has been replaced at the same mileage by a Speed Restriction Warning Indicator of 20mph.
3. A Permanent Speed Restriction of 55mph has been imposed on the Up line between 21m 01ch and 22m 02ch.
4. A Permanent Speed Restriction of 20mph has been imposed on the Up line between 22m 02ch and 22m 10ch.

(18)

WOODBURN JUNCTION

The trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch has been secured out of use pending removal.

(18)

** NEWCASTLE STATION

4-aspect colour light signal T.525, located at the east end of Platform 2, has been shortened by approximately 3 feet.

(16)

SCOTTISH REGION

BETWEEN LANARK JN. AND LAW JN.

The permanent speed restrictions on the down main line of 100 m.p.h. between 79m. 290 yards and 81 $\frac{3}{4}$ m.p. and 90 m.p.h. between 81 $\frac{3}{4}$ m.p. and 84 m.p. has been amended to become 100 m.p.h. between 79m. 290 yards and 83m. 220 yards and 90 m.p.h. between 83m. 220 yards and 84 m.p.

The permanent speed restrictions on the up main line of 90 m.p.h. between 84 m.p. and 81m. 510 yards, and 95 m.p.h. between 81m. 510 yards and 78 m.p. has been amended to become 90 m.p.h. between 84 m.p. and 83m. 220 yards, and 95 m.p. between 83m. 220 yards and 78 m.p.

(See Section D of this Notice) (18)

NEWTON

The permanent speed restriction warning indicators (Rule Book Appendix 2.2) provided on the Up and Down main lines in association with the previous speed restriction of 50 m.p.h. between 95 m.p. and 96m. 400 yards have been removed as, under Newton resignalling, the 50 m.p.h. speed restriction no longer applies.

(17)

SECTION C

74

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

SCOTTISH REGION - continued

** NEWTON

Stages 1 and 2 of the work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, has been introduced.

Stations and depots with traincrew working through the area not having received the Special Notice must advise the Operations Manager, Scotrail by telephone (04 52280/52603).

NOTE the following amendments to the Special Notice.

SIGNALLING ARRANGEMENTS

STAGE 1

Existing Down Kirkhill Signal C.19 (Burnside Station) shown on the diagram as a semi automatic signal should be shown as an automatic signal.

STAGE 2

RUNNING SIGNALS

Additional item immediately below list of routes :-

Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, have been provided as shown below on the Up approach to Uddingston Jn. When signal M182 displays a single yellow aspect together with a junction indicator applying from up main line to Up Holytown line, the undernoted preceding signals display aspects as follows :-

| SIGNAL No. | ASPECT SEQUENCE |
|------------------------------|------------------------|
| M178 | Single flashing yellow |
| M170 (Up Main) | Double flashing yellow |
| or | |
| M166 (South connecting line) | Double flashing yellow |

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

SKETCH (Stage 2)

The stencil route indicator for up main (down direction) position light signal M173 should show 2 routes, not 3 as published.

Down main signal M139 should show the associated position light signal directly below the main aspect, not off-set as shown.

Signal M191 and associated catch points at Uddingston Jn. no longer exist.

(16)

SECTION C

75

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

SCOTTISH REGION - continued

** HAYMARKET

Platforms 2, 3 and 4 (Down North, Up South and Down South lines, respectively) have been lengthened by 55 yards at the Glasgow end.

(16)

Leigh H

WON.PUB

B.R.31011

British Rail
London Midland Region
CNE  **17**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 20th July
to
Friday, 26th July 1991
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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| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|---------------|----------------|---------|
|---------------|----------------|---------|

SCOTTISH REGION - continued

EDINBURGH WAVERLEY TO HAYMARKET EAST JN

SUNDAY 21 JULY

| | | |
|--|---|---|
| SC34 Princes Street Gardens and Haymarket Central Jn | Down and Up South BLOCKED Down and Up North Between Trains | 00 00 to 16 00) Telecoms work) and tunnelwork 00 00 to 08 00) (Haymarket) South Tunnel). Isolation of electrical sections PCl and 2, 00 00 to 08 00. TRAINS TO RUN OVER NORTH LINES POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF CARSTAIRS TRAINS OVER SOUTH LINES. |
|--|---|---|

MONDAY 22 TO FRIDAY 26 JULY

| | | |
|--|----------------|--|
| SC35 Waverley West and Princess Street Gardens | Line Y BLOCKED | 23 50 Mon to Thu to 05 25 Tue to Fri. Trackwork. TRAINS TO RUN OVER SOUTH LINES. |
|--|----------------|--|

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 21 JULY - HATHERSAGE STATION

Platform work will be taking place on the down and up platforms which will be shortened by approximately 40 yards at the Sheffield end. Drivers of trains calling at Hathersage must stop at the 'S' boards.

(20)

MONDAY, 22 JULY - TIMPERLEY/MOBBERLEY AND NORTHENDEN JN./DEANSGATE JN.

Signalling alterations will take place between Timperley and Moberley and between Northenden Junction and Deansgate Junction. Full details are shown in Supplementary Notice No.80E which will be issued to the staff concerned.

(20)

EASTERN REGION

SUNDAY 21 JULY - BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID)

4-aspect colour light controlled signal SA.3, located on the Down Main line at 164m 11chs, will be moved 5 yards further south (towards Masborough).

3-aspect colour light controlled signal SA.27, located on the Up Tinsley line at 6m 62chs, will be abolished together with the associated A.W.S. equipment.

A new 4-aspect colour light controlled signal, plated SA.736, will be provided on the Up Tinsley line at 6m 72chs (replacing the above SA.27 signal). The signal will be fitted with a Position 4 junction indicator and a position light signal off-set to the left. The Position 4 junction indicator will not be brought into use at this stage. Associated A.W.S. equipment will be provided 200 yards before reaching the signal.

SA.736 signal will be capable of displaying the following indications:-

| ASPECT | INDICATION | APPLIES TO |
|--------|------------|---|
| Main | - | Down Main Signal SA.455 |
| P.L. | - | Rotherham Engineering Steels Private Sidings. (11 Inch Mill) |

The existing illuminated "Notice Board" type Limit of Shunt indicator, located on the Up Tinsley line at 6m 17chs, will be replaced at the same location by a Ground Position Light signal displaying two horizontal red lights. The new signal will be numbered and plated 1093.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

SUNDAY 21 JULY - BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID) - continued

The following existing signals controlled from Aldwarke Jn signal box will be renumbered and replated as follows without change to position, profile or routing:-

| EXISTING NO. | LOCATION | NEW NO. |
|---------------------|--|---------|
| SA.23 | Up Tinsley (at 6m 07chs) | SA.740 |
| SA.25 | Up Tinsley (at 6m 39chs) | SA.738 |
| SA.4 | Up Main (at 165m 04chs) | SA.450 |
| SA.56 (GPL) | 11 Inch Mill (at 164m 70chs) | 1076 |
| SA.52 (Elevated PL) | Aldwarke New Site (at 6m 43chs) | 1091 |
| SA.51 (GPL) | Down Tinsley (at 6m 39chs) (for Up direction movements) | 1092 |

(20)

SUNDAY 21 JULY - BETWEEN KING EDWARD BRIDGE SOUTH JN AND KING EDWARD BRIDGE NORTH JN

The Up Main line between King Edward Bridge South Jn and King Edward Bridge North Jn will be slued to a new alignment.

A new facing crossover will be brought into use between the Up Carlisle line and the Up Main line at King Edward Bridge South Jn for Down direction movements.

The Position 2 route indicator on 3-aspect colour light signal T.235, located on the Up Carlisle line at approximately 0m 65ch, will be brought into use for movements from the Up Carlisle line to the Up Main line.

4-aspect colour light signal T.236, located on the Up Main line King Edward Bridge South Jn, will be repositioned to the realigned Up Main line with the same application.

4-aspect colour light signals T.243 and T.245, located on the Up Main and Up/Down Slow lines respectively at King Edward Bridge North Jn, will be removed from their straight posts and remounted on a "T" bracket at the same location, without change to application.

(20)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

MONDAY 22 JULY - BETWEEN WHITCHESTER TUNNEL AND BARDON MILL

At 10 00 hours a permanent speed restriction of 55 mph will be imposed on the Up line between 34m 29ch and 33m 54ch.

A permanent speed restriction of $\frac{30}{50}$ mph will be imposed also on the Up line between 33m 54ch and 33m 14ch.

(See Section 'D')

(20)

DETAILS OF WORK ALREADY CARRIED OUT

MANCHESTER VICTORIA EAST JUNCTION/CRUMPSALL

The connection between the up local line and the down electric line at Manchester Victoria East Junction has been secured for through running on the two lines and must only be used when an Absolute Possession has been taken of the up local line.

Queen's Road signalbox has been taken out of use.

Crumpsall down distant signal has been taken away.

A telephone communicating with Crumpsall signalbox has been provided at the Prestwich end of the up platform at Crumpsall.

Crumpsall up starting signal has been fixed at Danger and Queen's Road up distant signal on the same post has been taken away.

Temporary stop blocks, fitted with red lights facing Crumpsall, have been provided on the down and up main lines 100 yards on the Manchester side of the up starting signal.

Temporary stop blocks, fitted with red lights facing Manchester, have been provided on the down and up main lines 1000 yards on the Manchester side of the up starting signal.

The down and up electric lines between Manchester Victoria and the temporary stop blocks have been handed over to Greater Manchester MetroLink and may only be used by B.R. trains in emergency (see Section D).

(NEW ITEM) (20)

SECTION C

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

BETWEEN LOW GILL G.F.'S AND SHAP SUMMIT (G.F.)

The existing 105 m.p.h. permanent speed restrictions which apply over the down and up lines between 31 miles 14 chains and 37 miles 23 chains have been shortened to apply between 31 miles 14 chains and 37 mp.

A new 100 m.p.h. permanent speed restriction applies over the down and up lines between 37 mp and 37 miles 23 chains.

(19)

MAENTWROG ROAD GROUND FRAME

The ground frame together with the connection from the single line to Nobels Explosives Siding have been brought back into use.

(19)

WREXHAM GENERAL (WREXHAM CENTRAL LINE PLATFORM)

As a result of platform reconstruction, the platform has been permanently shortened giving an overall length of 66 yards.

(18)

BETWEEN NORTHENDEN JUNCTION, DEANSGATE JUNCTION AND MOBBERLEY

Skelton Junction, Navigation Road and Altrincham boxes and all signals controlled from them have been taken out of use.

The following signals have been taken away:-

| | | |
|-----------|---|--------------------------------------|
| Mobberley | - | up main home 2 and starting signals. |
| Hale | - | all signals except up distant. |

Temporary fixed red aspects have been provided at Hale as follows:-

| | | |
|-----------|---|---|
| Down main | - | 10 yards on the Altrincham side of the box. |
| Up main | - | 387 yards on the Mobberley side of the box. |

The second down main intermediate block distant and home signals worked from Northenden Junction box have been taken out of use.

SECTION C

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

BETWEEN NORTHENDEN JUNCTION, DEANSGATE JUNCTION AND MOBBERLEY - continued

Temporary "STOP and Await Instructions" boards have been provided at the site of the following signals:-

| | | |
|------------------|---|--|
| Skelton Junction | - | down and up Partington up home signal. |
| | - | down main home signal. |

Temporary stop blocks with red lamps facing in both directions have been provided at Altrincham station as follows:-

| | | |
|------------------------|---|------------------------|
| Down main (platform 4) | - | at the Hale end. |
| Up main (platform 3) | - | at the Manchester end. |

A reflectorised "STOP" board has been provided on the left hand side of the up main line (platform 3) 87 yards from the Hale end of the platform. A telephone communicating with Hale box has been provided adjacent to the overbridge.

(18)

WALKDEN STATION

The down and up platforms have been temporarily shortened in connection with platform repairs. Drivers of trains stopping at Walkden must work to the instructions of handsignalmen/stop boards whilst work is being carried out.

(18)

** HALE

The crossover between the down and up main lines 273 yards on the Altrincham side of the signalbox has been disconnected and, when not in use, are secured for through running along the down and up main lines. All associated signals have been taken away.

(17)

** WORKINGTON

The former locomotive depot has been closed. Temporary sleeper stop blocks have been placed at the depot entrance to Nos. 1, 2, 3, 4 and 5 locomotive sidings and all railway lines within the shed have been taken away.

(17)

SECTION C

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

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

EASTERN REGION

BETWEEN HEALEY MILLS 'B' JN AND HORBURY JN.

4-aspect colour light signal HM.233, located on the Down L & Y line at approximately 44 mile post, has been moved from the right to the left-hand side of the line at the same location.

(NEW ITEM) (20)

BRAMLEY STATION - DOWN PLATFORM

The operational length of the Down (To Bradford Interchange) platform at Bramley has been increased to 112 yards (102 metres).

(19)

BURLEY-IN-WHARFDALE - UP PLATFORM

The operational length of the Up (To Leeds) platform at Burley-in-Wharfedale has been increased to 102 yards.

(19)

BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

4-aspect colour light signal HM.222, located on the former Up Slow line at approximately 43m 71ch and presently fixed at Danger, has been abolished.

(18)

BETWEEN FERRYBRIDGE SIGNAL BOX AND HILLAM GATES LC

A Permanent Speed Restriction of 20mph has been imposed on the Down and Up lines between 1m 45ch and 1m 41ch.

(See Section D) (18)

BETWEEN HORBURY JN AND WAKEFIELD KIRKGATE WEST JN

The Permanent Speed Restriction of 40mph which applies on the Down Slow line between 46m 43ch and 47m 10ch has been extended to apply between 46m 43ch and 47m 10ch.

(See Section D) (18)

SECTION C

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

EASTERN REGION - continued

BETWEEN CASTLEFORD EAST JN AND ALTOFTS JN

1. The Permanent Speed Restriction of 35mph which applies on the Up line between 20m 66ch and 21m 01ch has been reduced to 20mph.
2. The reflectorised speed Restriction Warning Indicator on the Up line at 10m 06ch giving warning of the Permanent Speed Restriction of 35mph at 20m 66ch has been replaced at the same mileage by a Speed Restriction Warning Indicator of 20mph.
3. A Permanent Speed Restriction of 55mph has been imposed on the Up line between 21m 01ch and 22m 02ch.
4. A Permanent Speed Restriction of 20mph has been imposed on the Up line between 22m 02ch and 22m 10ch.

(18)

WOODBURN JUNCTION

The trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch has been secured out of use pending removal.

(18)

SCOTTISH REGION

BETWEEN LANARK JN. AND LAW JN.

The permanent speed restrictions on the down main line of 100 m.p.h. between 79m. 290 yards and 81 $\frac{3}{4}$ m.p. and 90 m.p.h. between 81 $\frac{3}{4}$ m.p. and 84 m.p. has been amended to become 100 m.p.h. between 79m. 290 yards and 83m. 220 yards and 90 m.p.h. between 83m. 220 yards and 84 m.p.

The permanent speed restrictions on the up main line of 90 m.p.h. between 84 m.p. and 81m. 510 yards, and 95 m.p.h. between 81m. 510 yards and 78 m.p. has been amended to become 90 m.p.h. between 84 m.p. and 83m. 220 yards, and 95 m.p. between 83m. 220 yards and 78 m.p.

(See Section D of this Notice)

(18)

** NEWTON

The permanent speed restriction warning indicators (Rule Book Appendix 2.2) provided on the Up and Down main lines in association with the previous speed restriction of 50 m.p.h. between 95 m.p. and 96m. 400 yards have been removed as, under Newton resigalling, the 50 m.p.h. speed restriction no longer applies.

(17)

British Rail
London Midland Region

CNE



18

WEEKLY OPERATING NOTICE

containing

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

Saturday, 27th July

to

Friday, 2nd August 1991

inclusive

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

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

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

PRIVATE
and not for Publication

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 28 JULY - FLIXTON STATION

Platform work will be taking place on the up platform which will be shortened by approximately 30 yards at the Manchester end.

Drivers of trains stopping at Flixton must be prepared to bring their trains to a stand at the temporary stop board provided.

(21)

MONDAY, 29 JULY - BETWEEN WINDSOR BRIDGE (NORTH JN.) AND PENDLEBURY TUNNEL

The existing 30 m.p.h. permanent speed restrictions which apply over the down and up lines between 1 mile 66 chains and 2 miles 10 chains and between 2 miles 10 chains and 2 miles 30 chains will be combined to apply between 1 mile 66 chains and 2 miles 30 chains.

THURSDAY, 1 AUGUST - BETWEEN ST. HELENS CENTRAL AND GARSWOOD

The catch points on the up line at 6 miles 7 chains (320 yards after passing starting signal 4) will be replaced by plain line.

(21)

FRIDAY, 2 AUGUST - BETWEEN ST. HELENS CENTRAL STN. AND GARSWOOD

The catch points on the up line at 7 miles 27 chains (257 yards after passing signal WN.85) will be replaced by plain line.

(21)

EASTERN REGION

MONDAY, 29 JULY - BETWEEN ALTOFTS JN AND FAIRBURN TUNNEL

At 10 00 hours there will be various Permanent Speed Restriction alterations on the Down line.

Between 22m 10chs and 22m 02chs there will be imposed a Permanent Speed Restriction of 20 mph.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EASTERN REGION - continued

MONDAY, 29 JULY - BETWEEN ALTOFTS JN AND FAIRBURN TUNNEL - continued

Between 21m 01chs and 20m 66chs there will be imposed a Permanent Speed Restriction of 20 mph.

Between 20m 66chs and 19½mp there will be imposed a Permanent Speed Restriction of 50 mph.

Between 19½mp and 19¼mp there will be imposed a Permanent Speed Restriction of 30 mph.

(See Section D)

(21)

MONDAY, 29 JULY - BETWEEN ALTOFTS JN AND WHITWOOD

A reflectorised Speed Restriction Warning Indicator will be provided on the Down line between Altofts Jn and Whitwood at 22m 58chs giving warning of the Permanent Speed Restriction of 20 mph at 22m 10chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction will be 1056 yards. An AWS permanent magnet will be provided 200 yards before reaching the indicator.

(21)

MONDAY, 29 JULY - BETWEEN WHITWOOD AND CASTLEFORD EAST JN

A reflectorised Speed Restriction Warning Indicator will be provided on the Down line between Whitwood and Castleford East Jn at 21m 46chs giving warning of the Permanent Speed Restriction of 20 mph at 21m 01chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction will be 990 yards. An AWS permanent magnet will be provided 200 yards before reaching the indicator.

(21)

MONDAY, 29 JULY - BETWEEN WHITWOOD AND CASTLEFORD EAST JN

The reflectorised Speed Restriction Warning Indicator on the Down line at 21m 41chs giving warning of the Permanent Speed Restriction of 35 mph at 21m 01chs will be removed, together with the associated permanent magnet.

(21)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

HATHERSAGE STATION

Platform work has been taking place on the down and up platforms which have been shortened by approximately 40 yards at the Sheffield end. Drivers of trains calling at Hathersage must stop at the 'S' boards.

(20)

TIMPERLEY/MOBBERLEY AND NORTHENDEN JN./DEANSGATE JN.

Signalling alterations have taken place between Timperley and Moberley and between Northenden Junction and Deansgate Junction. Full details are shown in Supplementary Notice No.80E which has been issued to the staff concerned.

(20)

MANCHESTER VICTORIA EAST JUNCTION/CRUMPSALL

The connection between the up local line and the down electric line at Manchester Victoria East Junction has been secured for through running on the two lines and must only be used when an Absolute Possession has been taken of the up local line.

Queen's Road signalbox has been taken out of use.

Crumpsall down distant signal has been taken away.

A telephone communicating with Crumpsall signalbox has been provided at the Prestwich end of the up platform at Crumpsall.

Crumpsall up starting signal has been fixed at Danger and Queen's Road up distant signal on the same post has been taken away.

Temporary stop blocks, fitted with red lights facing Crumpsall, have been provided on the down and up main lines 100 yards on the Manchester side of the up starting signal.

Temporary stop blocks, fitted with red lights facing Manchester, have been provided on the down and up main lines 1000 yards on the Manchester side of the up starting signal.

The down and up electric lines between Manchester Victoria and the temporary stop blocks have been handed over to Greater Manchester MetroLink and may only be used by B.R. trains in emergency (see Section D).

(20)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN LOW GILL G.F.'S AND SHAP SUMMIT (G.F.)

The existing 105 m.p.h. permanent speed restrictions which apply over the down and up lines between 31 miles 14 chains and 37 miles 23 chains have been shortened to apply between 31 miles 14 chains and 37 mp.

A new 100 m.p.h. permanent speed restriction applies over the down and up lines between 37 mp and 37 miles 23 chains.

(19)

MAENTWROG ROAD GROUND FRAME

The ground frame together with the connection from the single line to Nobels Explosives Siding have been brought back into use.

(19)

** WREXHAM GENERAL (WREXHAM CENTRAL LINE PLATFORM)

As a result of platform reconstruction, the platform has been permanently shortened giving an overall length of 66 yards.

(18)

** BETWEEN NORTHENDEN JUNCTION, DEANSGATE JUNCTION AND MOBBERLEY

Skelton Junction, Navigation Road and Altrincham boxes and all signals controlled from them have been taken out of use.

The following signals have been taken away:-

| | | |
|----------|---|--------------------------------------|
| Moberley | - | up main home 2 and starting signals. |
| Hale | - | all signals except up distant. |

Temporary fixed red aspects have been provided at Hale as follows:-

| | | |
|-----------|---|---|
| Down main | - | 10 yards on the Altrincham side of the box. |
| Up main | - | 387 yards on the Moberley side of the box. |

The second down main intermediate block distant and home signals worked from Northenden Junction box have been taken out of use.

SECTION C

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

** BETWEEN NORTHENDEN JUNCTION, DEANSGATE JUNCTION AND MOBBERLEY - continued

Temporary "STOP and Await Instructions" boards have been provided at the site of the following signals:-

Skelton Junction - down and up Partington up home signal.
- down main home signal.

Temporary stop blocks with red lamps facing in both directions have been provided at Altrincham station as follows:-

Down main (platform 4) - at the Hale end.
Up main (platform 3) - at the Manchester end.

A reflectorised "STOP" board has been provided on the left hand side of the up main line (platform 3) 87 yards from the Hale end of the platform. A telephone communicating with Hale box has been provided adjacent to the overbridge.

(18)

** WALKDEN STATION

The down and up platforms have been temporarily shortened in connection with platform repairs. Drivers of trains stopping at Walkden must work to the instructions of handsignalmen/stop boards whilst work is being carried out.

(18)

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

EASTERN REGION

BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID)

4-aspect colour light controlled signal SA.3, located on the Down Main line at 164m 11chs, has been moved 5 yards further south (towards Masborough).

3-aspect colour light controlled signal SA.27, located on the Up Tinsley line at 6m 62chs, has been abolished together with the associated A.W.S. equipment.

SECTION C

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

EASTERN REGION - continued

BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID) - continued

A new 4-aspect colour light controlled signal, plated SA.736, has been provided on the Up Tinsley line at 6m 72chs (replacing the above SA.27 signal). The signal has been fitted with a Position 4 junction indicator and a position light signal off-set to the left. The Position 4 junction indicator has not been brought into use at this stage. Associated A.W.S. equipment has been provided 200 yards before reaching the signal.

SA.736 signal is capable of displaying the following indications:-

| ASPECT | INDICATION | APPLIES TO |
|--------|------------|---|
| Main | - | Down Main Signal SA.455 |
| P.L. | - | Rotherham Engineering Steels Private Sidings. (11 Inch Mill) |

The existing illuminated "Notice Board" type Limit of Shunt indicator, located on the Up Tinsley line at 6m 17chs, has been replaced at the same location by a Ground Position Light signal displaying two horizontal red lights. The new signal has been numbered and plated 1093.

The following existing signals controlled from Aldwarke Jn signal box has been renumbered and replated as follows without change to position, profile or routing:-

| EXISTING NO. | LOCATION | NEW NO. |
|---------------------|--|---------|
| SA.23 | Up Tinsley (at 6m 07chs) | SA.740 |
| SA.25 | Up Tinsley (at 6m 39chs) | SA.738 |
| SA.4 | Up Main (at 165m 04chs) | SA.450 |
| SA.56 (GPL) | 11 Inch Mill (at 164m 70chs) | 1076 |
| SA.52 (Elevated PL) | Aldwarke New Site (at 6m 43chs) | 1091 |
| SA.51 (GPL) | Down Tinsley (at 6m 39chs) (for Up direction movements) | 1092 |

(20)

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

EASTERN REGION - continued

BETWEEN KING EDWARD BRIDGE SOUTH JN AND KING EDWARD BRIDGE NORTH JN

The Up Main line between King Edward Bridge South Jn and King Edward Bridge North Jn has been slued to a new alignment.

A new facing crossover has been brought into use between the Up Carlisle line and the Up Main line at King Edward Bridge South Jn for Down direction movements.

The Position 2 route indicator on 3-aspect colour light signal T.235, located on the Up Carlisle line at approximately 0m 65ch, has been brought into use for movements from the Up Carlisle line to the Up Main line.

4-aspect colour light signal T.236, located on the Up Main line King Edward Bridge South Jn, has been repositioned to the realigned Up Main line with the same application.

4-aspect colour light signals T.243 and T.245, located on the Up Main and Up/Down Slow lines respectively at King Edward Bridge North Jn, has been removed from their straight posts and remounted on a "T" bracket at the same location, without change to application.

(20)

BETWEEN WHITCHESTER TUNNEL AND BARDON MILL

A permanent speed restriction of 55 mph has been imposed on the Up line between 34m 29ch and 33m 54ch.

A permanent speed restriction of 30 mph has been imposed also on the Up line between 33m 54ch and 33m 14ch.

50

(See Section 'D') (20)

BETWEEN HEALEY MILLS 'B' JN AND HORBURY JN.

4-aspect colour light signal HM.233, located on the Down L & Y line at approximately 44 mile post, has been moved from the right to the left-hand side of the line at the same location.

(21)

BRAMLEY STATION - DOWN PLATFORM

The operational length of the Down (To Bradford Interchange) platform at Bramley has been increased to 112 yards (102 metres).

(19)

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

EASTERN REGION - continued

BURLEY-IN-WHARFDALE - UP PLATFORM

The operational length of the Up (To Leeds) platform at Burley-in-Wharfedale has been increased to 102 yards.

(19)

** BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

4-aspect colour light signal HM.222, located on the former Up Slow line at approximately 43m 71ch and presently fixed at Danger, has been abolished.

(18)

** BETWEEN FERRYBRIDGE SIGNAL BOX AND HILLAM GATES LC

A Permanent Speed Restriction of 20mph has been imposed on the Down and Up lines between 1m 45ch and 1m 41ch.

(See Section D)

(18)

** BETWEEN HORBURY JN AND WAKEFIELD KIRKGATE WEST JN

The Permanent Speed Restriction of 40mph which applies on the Down Slow line between 46m 43ch and 47m 10ch has been extended to apply between 46~~4~~mp and 47m 10ch.

(See Section D)

(18)

** BETWEEN CASTLEFORD EAST JN AND ALTOFTS JN

1. The Permanent Speed Restriction of 35mph which applies on the Up line between 20m 66ch and 21m 01ch has been reduced to 20mph.
2. The reflectorised speed Restriction Warning Indicator on the Up line at 10m 06ch giving warning of the Permanent Speed Restriction of 35mph at 20m 66ch has been replaced at the same mileage by a Speed Restriction Warning Indicator of 20mph.
3. A Permanent Speed Restriction of 55mph has been imposed on the Up line between 21m 01ch and 22m 02ch.
4. A Permanent Speed Restriction of 20mph has been imposed on the Up line between 22m 02ch and 22m 10ch.

(18)

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

EASTERN REGION - continued

** WOODBURN JUNCTION

The trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch has been secured out of use pending removal.

(18)

SCOTTISH REGION

** BETWEEN LANARK JN. AND LAW JN.

The permanent speed restrictions on the down main line of 100 m.p.h. between 79m. 290 yards and 81 $\frac{3}{4}$ m.p. and 90 m.p.h. between 81 $\frac{3}{4}$ m.p. and 84 m.p. has been amended to become 100 m.p.h. between 79m. 290 yards and 83m. 220 yards and 90 m.p.h. between 83m. 220 yards and 84 m.p.

The permanent speed restrictions on the up main line of 90 m.p.h. between 84 m.p. and 81m. 510 yards, and 95 m.p.h. between 81m. 510 yards and 78 m.p. has been amended to become 90 m.p.h. between 84 m.p. and 83m. 220 yards, and 95 m.p. between 83m. 220 yards and 78 m.p.

(See Section D of this Notice)

(18)

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.

RULE BOOK APPENDIX - INDEX

PAGE (ii)

DELETE "persons struck by trains" and SUBSTITUTE "bodies on the line".

DELETE "incidents involving open doors on passenger stock" and SUBSTITUTE "incidents involving exterior doors on passenger stock"

PAGE (iii)

ADD "defective exterior doors on passenger stock 3.7"

RULE BOOK APPENDIX NO.1

PERSONS STRUCK BY TRAINS

DELETE these instructions (and heading) on page 1.3 and SUBSTITUTE :

BODIES ON THE LINE

1. CALLING THE POLICE AND RUNNING OF TRAINS

- 1.1 If a fatality occurs on or near the line, the police must be informed immediately.
- 1.2 If the body is clear of the line (or on the line but clear of the rails and there is no risk of the train striking the body), normal running may continue. The Driver of each train required to pass the site must be advised of the circumstances. If requested by the person in charge at the site, speed must be reduced. When necessary, arrangements must also be made to cover the body.
- 1.3 If the body is foul of the rails, the passage of trains must be stopped until the body is moved clear.

2. REMOVAL OF BODY

- 2.1 The body must not be moved until authorised by the police.
- 2.2 Unless there are reasonable grounds for suspecting foul play, the police will authorise its removal (at least to a position clear of the rails) as soon as possible. Any delay disrupting the passage of trains must be pointed out to the police.

Brierfield

WON.PUB

B.R.31011

British Rail
London Midland Region

CNE



19

WEEKLY OPERATING NOTICE

containing

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

Saturday, 3rd August
to
Friday, 9th August 1991
inclusive

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

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

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

PRIVATE
and not for Publication

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|--|------------------------------|--|
| SCOTTISH REGION - continued | | |
| SHIELDS JN TO PAISLEY CANAL | | |
| SUNDAY, 4 AUGUST | | |
| SC26 Shields Jn and Corkerhill CSMD | Down and Up BLOCKED | 01 00 to 07 00. Overhead linework. Isolation of electrical sections EB1 to 4, EK1, EL1 and 2. POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF 5021, 00 52 ECS GOUROCK TO CORKERHILL. |
| SC27 Corkerhill CSMD and Paisley Canal | Single BLOCKED | 08 00 to 20 00. Bridgework (FB No 9B). POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF ON72, 10 30 LD GRANGEMOUTH TO HAWKHEAD AND 6N72, 12 45 HAWKHEAD TO GRANGEMOUTH. |
| EDINBURGH WAVERLEY TO HAYMARKET EAST JN. | | |
| SUNDAY, 4 AUGUST | | |
| SC28 Princes St Gardens and Haymarket Central | Down and Up South BLOCKED | 00 55 to 16 00. Tunnelwork and track patrolling. Isolation of electrical sections PC1 and 2 00 55 to 08 00. TRAINS TO RUN OVER NORTH LINES POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF CARSTAIRS TRAINS. |
| SC29 Haymarket East Jn | Down and Up South BLOCKED | 00 50 to 07 20. Trackwork. POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF 1S79, 21 10 EUSTON TO ABERDEEN |

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

SATURDAY, 3 AUGUST - OXHEYS

Permissive working will be withdrawn on the up goods loop.

(22)

SATURDAY, 3 AUGUST - BARTON & BROUGHTON

Permissive working will be withdrawn on the down passenger loop.

(22)

SATURDAY, 3 AUGUST - OUBECK

Permissive working will be withdrawn on the down and up goods loops.

(22)

SATURDAY, 3 AUGUST - BETWEEN KINGMOOR AND CALDEW JN.

Permissive working will be withdrawn on the up goods line.

(22)

SATURDAY, 3 AUGUST - BETWEEN UPPERBY BRIDGE JN. AND BOG JN.

Permissive working will be withdrawn on the down through goods line between signals
CE.274 and CE.414.

(22)

SATURDAY, 3 AUGUST - BETWEEN ROCK FERRY NORTH JN. AND ROCK FERRY SOUTH JN.

Permissive working will be withdrawn on the "up & down" goods line.

(22)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SUNDAY, 4 AUGUST - INCE & ELTON STATION

The down platform will be temporarily shortened in connection with maintenance work. Drivers of trains stopping at Ince & Elton must work to the instructions of handsignalmen / stop boards whilst work is being carried out.

(22)

MONDAY, 5 AUGUST - ROMILEY STATION

The down and up platforms will be temporarily shortened in connection with platform work.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided or work to the instructions of the Handsignalmen, which will be re-positioned as the work progresses.

(22)

EASTERN REGION

SATURDAY/SUNDAY 3/4 AUGUST - KING EDWARD BRIDGE SOUTH JN

The secured out of use facing connection in the Down Main line at approximately 79½ mile post will be plain lined.

(22)

SUNDAY 4 AUGUST - BETWEEN HEXHAM AND BARDON MILL

The following Occupation/Accommodation Level Crossings will be equipped with telephones communiating with HAYDON BRIDGE Signal Box.

| LEVEL CROSSING | LOCATION |
|----------------|------------|
| Crossgates | 25m. 08ch. |
| Willow Gap | 29m. 48ch. |
| Lipwood | 29m. 70ch. |

(22)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION

SUNDAY, 4 AUGUST - BETWEEN KIRKCONNEL AND NEW CUMNOCK

An ADDITIONAL Permanent Speed Restriction of 40 m.p.h. on the Up and Down Main lines will be introduced over UB192 58m. 100 yards and 58m. 70 yards.

See Section D of this notice.

In connection with this speed restriction :- A Permanent speed restriction warning indicator (Rule Book Appendix 2.2) will be provided on the UP line 10 yards before reaching overbridge 190, together with AWS track equipment.

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) will be provided on the DOWN line 977 yards before reaching underbridge 192, together with AWS track equipment.

(22)

DETAILS OF WORK ALREADY CARRIED OUT

FLIXTON STATION

Platform work has been taking place on the up platform which has been shortened by approximately 30 yards at the Manchester end.

Drivers of trains stopping at Flixton must be prepared to bring their trains to a stand at the temporary stop board provided.

(21)

BETWEEN WINDSOR BRIDGE (NORTH JN.) AND PENDLEBURY TUNNEL

The existing 30 m.p.h. permanent speed restrictions which apply over the down and up lines between 1 mile 66 chains and 2 miles 10 chains and between 2 miles 10 chains and 2 miles 30 chains have been combined to apply between 1 mile 66 chains and 2 miles 30 chains.

BETWEEN ST. HELENS CENTRAL AND GARSWOOD

The catch points on the up line at 6 miles 7 chains (320 yards after passing starting signal 4) have been replaced by plain line.

(21)

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

BETWEEN ST. HELENS CENTRAL STN. AND GARSWOOD

The catch points on the up line at 7 miles 27 chains (257 yards after passing signal WN.85) have been replaced by plain line.

(21)

HATHERSAGE STATION

Platform work has been taking place on the down and up platforms which have been shortened by approximately 40 yards at the Sheffield end. Drivers of trains calling at Hathersage must stop at the 'S' boards.

(20)

TIMPERLEY/MOBBERLEY AND NORTHENDEN JN./DEANSGATE JN.

Signalling alterations have taken place between Timperley and Mobberley and between Northenden Junction and Deansgate Junction. Full details are shown in Supplementary Notice No.80E which has been issued to the staff concerned.

(20)

MANCHESTER VICTORIA EAST JUNCTION/CRUMPSALL

The connection between the up local line and the down electric line at Manchester Victoria East Junction has been secured for through running on the two lines and must only be used when an Absolute Possession has been taken of the up local line.

Queen's Road signalbox has been taken out of use.

Crumpsall down distant signal has been taken away.

A telephone communicating with Crumpsall signalbox has been provided at the Prestwich end of the up platform at Crumpsall.

Crumpsall up starting signal has been fixed at Danger and Queen's Road up distant signal on the same post has been taken away.

Temporary stop blocks, fitted with red lights facing Crumpsall, have been provided on the down and up main lines 100 yards on the Manchester side of the up starting signal.

Temporary stop blocks, fitted with red lights facing Manchester, have been provided on the down and up main lines 1000 yards on the Manchester side of the up starting signal.

The down and up electric lines between Manchester Victoria and the temporary stop blocks have been handed over to Greater Manchester MetroLink and may only be used by B.R. trains in emergency (see Section D).

(20)

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

** BETWEEN LOW GILL G.F.'S AND SHAP SUMMIT (G.F.)

The existing 105 m.p.h. permanent speed restrictions which apply over the down and up lines between 31 miles 14 chains and 37 miles 23 chains have been shortened to apply between 31 miles 14 chains and 37 mp.

A new 100 m.p.h. permanent speed restriction applies over the down and up lines between 37 mp and 37 miles 23 chains.

(19)

** MAENTWROG ROAD GROUND FRAME

The ground frame together with the connection from the single line to Nobels Explosives Siding have been brought back into use.

(19)

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

EASTERN REGION

BETWEEN DRONFIELD AND DORE SOUTH JN

Bradway Tunnel Ground Frame

The Ground Frame operated facing crossover, located between the Down and Up Main lines at approximately 152m 43chs has been secured out of use in the normal position until further notice.

NEW ITEM (22)

BETWEEN ELLAND AND HEATON LODGE JN

The Main to Main facing crossover at approximately 32m 55chs has been secured out of use pending removal.

NEW ITEM (22)

SECTION C

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

EASTERN REGION - continued

BETWEEN ALTOFTS JN AND FAIRBURN TUNNEL

There have been various Permanent Speed Restriction alterations on the Down line.

Between 22m 10chs and 22m 02chs there has been imposed a Permanent Speed Restriction of 20 mph.

Between 21m 01chs and 20m 66chs there has been imposed a Permanent Speed Restriction of 20 mph.

Between 20m 66chs and 19½mp there has been imposed a Permanent Speed Restriction of 50 mph.

Between 19½mp and 19¼mp there has been imposed a Permanent Speed Restriction of 30 mph.

(See Section D) (21)

BETWEEN ALTOFTS JN AND WHITWOOD

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Altofts Jn and Whitwood at 22m 58chs giving warning of the Permanent Speed Restriction of 20 mph at 22m 10chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction is 1056 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(21)

BETWEEN WHITWOOD AND CASTLEFORD EAST JN

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Whitwood and Castleford East Jn at 21m 46chs giving warning of the Permanent Speed Restriction of 20 mph at 21m 01chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction is 990 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(21)

BETWEEN WHITWOOD AND CASTLEFORD EAST JN

The reflectorised Speed Restriction Warning Indicator on the Down line at 21m 41chs giving warning of the Permanent Speed Restriction of 35 mph at 21m 01chs has been removed, together with the associated permanent magnet.

(21)

SECTION C

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

EASTERN REGION - continued

BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID)

4-aspect colour light controlled signal SA.3, located on the Down Main line at 164m 11chs, has been moved 5 yards further south (towards Masborough).

3-aspect colour light controlled signal SA.27, located on the Up Tinsley line at 6m 62chs, has been abolished together with the associated A.W.S. equipment.

A new 4-aspect colour light controlled signal, plated SA.736, has been provided on the Up Tinsley line at 6m 72chs (replacing the above SA.27 signal). The signal has been fitted with a Position 4 junction indicator and a position light signal off-set to the left. The Position 4 junction indicator has not been brought into use at this stage. Associated A.W.S. equipment has been provided 200 yards before reaching the signal.

SA.736 signal is capable of displaying the following indications:-

| ASPECT | INDICATION | APPLIES TO |
|--------|------------|---|
| Main | - | Down Main Signal SA.455 |
| P.L. | - | Rotherham Engineering Steels Private Sidings. (11 Inch Mill) |

The existing illuminated "Notice Board" type Limit of Shunt indicator, located on the Up Tinsley line at 6m 17chs, has been replaced at the same location by a Ground Position Light signal displaying two horizontal red lights. The new signal has been numbered and plated 1093.

The following existing signals controlled from Aldwarke Jn signal box has been renumbered and replated as follows without change to position, profile or routing:-

| EXISTING NO. | LOCATION | NEW NO. |
|---------------------|--|---------|
| SA.23 | Up Tinsley (at 6m 07chs) | SA.740 |
| SA.25 | Up Tinsley (at 6m 39chs) | SA.738 |
| SA.4 | Up Main (at 165m 04chs) | SA.450 |
| SA.56 (GPL) | 11 Inch Mill (at 164m 70chs) | 1076 |
| SA.52 (Elevated PL) | Aldwarke New Site (at 6m 43chs) | 1091 |
| SA.51 (GPL) | Down Tinsley (at 6m 39chs) (for Up direction movements) | 1092 |

(20)

SECTION C

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

EASTERN REGION - continued

BETWEEN KING EDWARD BRIDGE SOUTH JN AND KING EDWARD BRIDGE NORTH JN

The Up Main line between King Edward Bridge South Jn and King Edward Bridge North Jn has been slued to a new alignment.

A new facing crossover has been brought into use between the Up Carlisle line and the Up Main line at King Edward Bridge South Jn for Down direction movements.

The Position 2 route indicator on 3-aspect colour light signal T.235, located on the Up Carlisle line at approximately 0m 65ch, has been brought into use for movements from the Up Carlisle line to the Up Main line.

4-aspect colour light signal T.236, located on the Up Main line King Edward Bridge South Jn, has been repositioned to the realigned Up Main line with the same application.

4-aspect colour light signals T.243 and T.245, located on the Up Main and Up/Down Slow lines respectively at King Edward Bridge North Jn, has been removed from their straight posts and remounted on a "T" bracket at the same location, without change to application.

(20)

BETWEEN WHITCHESTER TUNNEL AND BARDON MILL

A permanent speed restriction of 55 mph has been imposed on the Up line between 34m 29ch and 33m 54ch.

A permanent speed restriction of $\frac{30}{50}$ mph has been imposed also on the Up line between 33m 54ch and 33m 14ch.

(See Section 'D')

(20)

BETWEEN HEALEY MILLS 'B' JN AND HORBURY JN.

4-aspect colour light signal HM.233, located on the Down L & Y line at approximately 44 mile post, has been moved from the right to the left-hand side of the line at the same location.

(21)

SECTION C

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

EASTERN REGION - continued

BRAMLEY STATION - DOWN PLATFORM

The operational length of the Down (To Bradford Interchange) platform at Bramley has been increased to 112 yards (102 metres).

(20)

BURLEY-IN-WHARFDALE - UP PLATFORM

The operational length of the Up (To Leeds) platform at Burley-in-Wharfedale has been increased to 102 yards.

(20)

British Rail
London Midland Region

CNE



24

WEEKLY OPERATING NOTICE

containing

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

Saturday, 7th September

to

Friday, 13th September 1991

inclusive

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

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

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

PRIVATE
and not for Publication

CNE24SB/4

SECTION B

68

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|---------------|----------------|---------|
|---------------|----------------|---------|

SCOTTISH REGION - continued

EDINBURGH WAVERLEY TO HAYMARKET EAST JN. - continued

TUESDAY 10 TO FRIDAY 13 SEPTEMBER

| | | | |
|------|---|----------------|---|
| SC29 | Waverley West and Princes St Gardens | Line Y BLOCKED | 00 00 to 05 30 daily. Trackwork. TRAINS TO RUN OVER SOUTH LINES. |
|------|---|----------------|---|

CNE24C/1

SECTION C

69

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 8 SEPTEMBER - HAUGHTON SIDINGS

The up refuge siding and associated connections to and from the up main line, together with the trailing crossover from the down main to the up main will be secured out of use pending removal and all associated signalling disconnected.

(27)

SUNDAY, 8 SEPTEMBER - SOUTHPORT STATION

The No. 2 Platform starting signal will be repositioned 6 yards nearer to the signal box.

(27)

EASTERN REGION

SATURDAY/SUNDAY 7/8 SEPTEMBER - BETWEEN KING EDWARD BRIDGE SOUTH JN. AND NORWOOD JN.

The secured out of use trailing connection between the Down and Up Carlisle lines, between approximately 0m. 58ch. and 0m. 62ch., will be replaced by plain line.

(27)

SCOTTISH REGION

SUNDAY, 8 SEPTEMBER - BETWEEN AUCHENGRAY LC (AHB) AND CURRIEHILL

The permanent speed restriction of 80 m.p.h. on the Down line between 84m. 530 yards and 85 m.p., and of 75 m.p.h. on the Up line between 92m. 1230 yards and 92m. 70 yards will no longer apply.

(See Section D of this Notice)

(27)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

SUNDAY, 8 SEPTEMBER - BETWEEN ANNAN AND DUMFRIES

The permanent speed restriction of 70 m.p.h. on the Down line between 99m. 1100 yards and 98m. 1100 yards will no longer apply.

The permanent speed restrictions of 70 m.p.h. on the Up line between 99 m.p. and 101 ¼ m.p. will be altered to be between 99m. 1100 yards and 101 ¼ m.p.

The permanent speed restriction of 70 m.p.h. on the Up line between 95 m.p. and 95m. 1430 yards will no longer apply.

(See Section D of this Notice) (27)

DETAILS OF WORK ALREADY CARRIED OUT

BIDSTON DEE JN.

The Down and Up Sidings have been secured out of use pending removal and all associated signalling has been disconnected.

(NEW ITEM) (27)

FRODSHAM STATION

The down platform at Frodsham station has reverted back to its original length and the '2-Car Stop' board, situated at the Runcorn East end of the platform has been removed.

(25)

HOLYHEAD

Platform 3 line, together with the connection from the up main, has been taken out of use pending removal and all associated signalling taken away.

The connection from Platform 1 to the Down & Up Passenger line and the associated slip connection to the carriage siding has been taken out of use pending removal and all associated signalling disconnected. The left-hand offset semaphore arm on the Platform 1 starting signal, applying to movements to the Down & Up Passenger line, has been taken away.

The semaphore stop signal situated on the left hand side of the up main line, immediately beyond the end of No. 2 platform, has been re-positioned on the right hand side of the line.

The ground disc shunting signal with 3-way stencil indicator at the exit from the carriage siding has been re-positioned 44 yards nearer to the signal box and applies to movements to the up main and down main only.

(25)

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

CHEETHAM HILL JUNCTION

The facing connection between the down fast line and the Engineer's siding (former down branch line) has been recovered and replaced by plain line.

The trailing connection between the Engineer's siding (former up branch line) and the up fast line has been recovered and replaced by plain line.

(AMENDED ITEM) (27)

GODLEY EAST STATION

The up platform has been taken out of use.

(25)

BLACKBURN - FOGARTY'S PRIVATE SIDINGS

The following notice boards worded "NO OUTWARD WAGONS TO BE PLACED BEYOND THIS POINT" have been provided on the Warehouse Road, facing the Warehouse at the following locations:-

Approximately 180 yards on the Darwen side of the Warehouse.

On the Blackburn Station side of the Warehouse, approximately 40 yards before reaching the hand points at the exit from the Warehouse Road.

Two stop boards worded "INWARDS BR MOVEMENTS MUST NOT PASS THIS POINT" have been provided on the wall at the east and west entrance to the Goods Shed.

(25)

BLACKBURN - KING STREET SIDINGS

The following stop boards worded "VEHICLES NOT TO BE PROPELLED PAST THIS POINT" have been provided at the following locations:-

At the British Fuels end of the Inward Road.

At the Blackburn end of the Outward Road approximately 27 yards before reaching the existing Stop Board at the exit from the siding.

(25)

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

** OXHEYS (CNE.19, Page 69)

Permissive Working has been re-instated on the up goods loop.

(24)

** BARTON & BROUGHTON (CNE.19, Page 69)

Permissive Working has been re-instated on the down passenger loop.

(24)

** CRUMPSALL/BURY

The down and up lines between the temporary stop blocks at Crumpsall and Bury have been handed over to Greater Manchester MetroLink.

(24)

** DEANSGATE JUNCTION

Signal DJ.501, on the down Chester line, has been replaced in the same position by a bracket post signal. The signal head is 2 feet to the right of the post and the red aspect is 13 feet above rail level.

(24)

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

KING EDWARD BRIDGE SOUTH JN

The secured out of use connections in the Down Carlisle line and the Down Up Slow line at King Edward Bridge South Jn have been replaced by plain line. Some track realignment has also taken place.

(25)

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

EASTERN REGION

BETWEEN LOW FELL JN AND NORWOOD JN

The secured out of use connection in the Down/Up line, between 0m 75ch and 0m 79ch, has been plain lined.

(25)

WOODBURN JN

The connections between the Down and Up Worksop lines and the Down Goods line at Woodburn Junction have been secured out of use pending removal.

(26)

** BETWEEN BARDON MILL AND HALTWHISTLE

Melkridge British Coal Disposal Point

A new Rapid Loading Bunker has been brought into use between Bardon Mill and Haltwhistle, with signalling controlled by the Bunker Operator.

Access to/from the Bunker is by means of Melkridge Ground Frame (former Construction Siding Ground Frame).

A marker board with legend "36 HAA" has been positioned on the cess side of the Down Main line, 393 yards to the west of the Melkridge Ground Frame connection.

The telephones that operated between the Ground Frame and the set back indicator have been removed together with the set back indicator and the "22 POA" marker board.

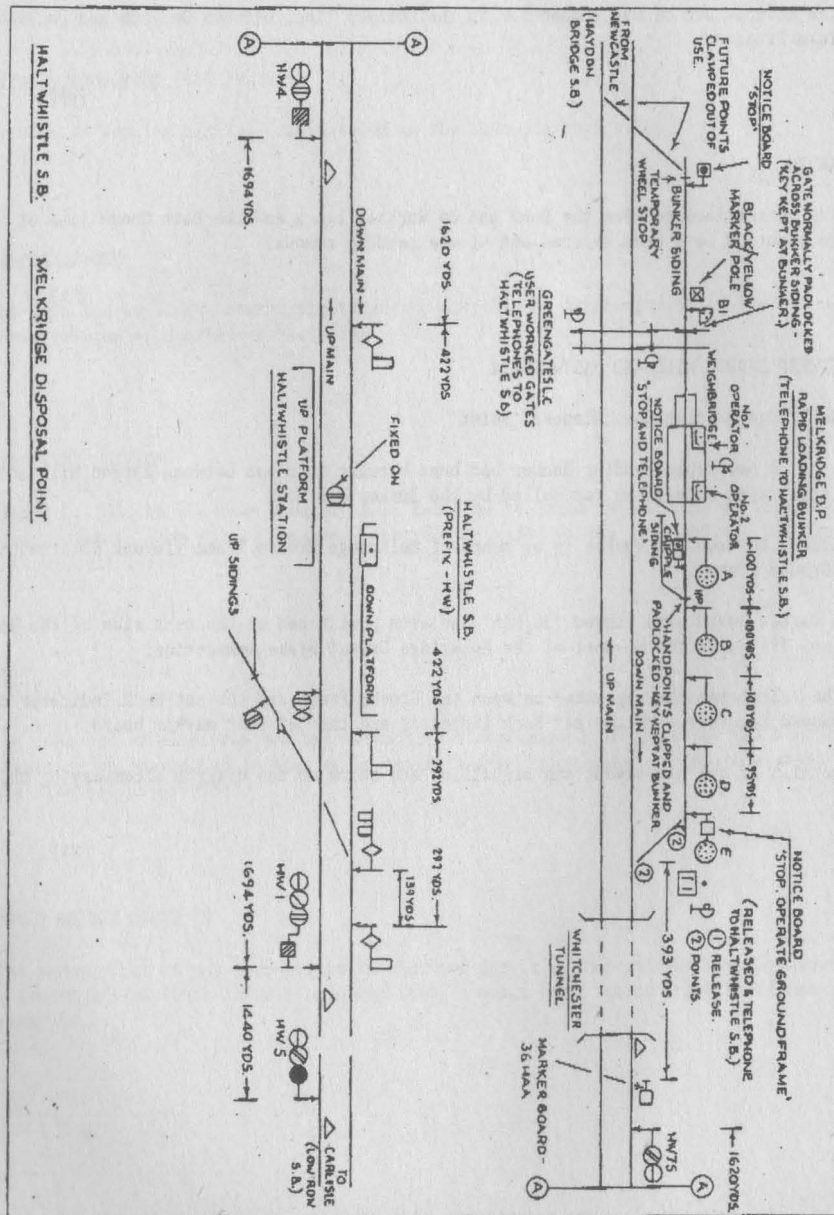
Details of the new layout and signalling are shown on the diagram accompanying this notice.

(24)

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

EASTERN REGION - continued

** BETWEEN BARDON MILL AND HALTWHISTLE - continued



(24)

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

EASTERN REGION - continued

** YORK YARD NORTH (KLONDYKE SIDINGS)

Sidings Nos. 1,3,4,5,6 and 7 have been taken out of use until further notice.

(24)

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

SECTION 3 - GENERAL INSTRUCTIONS - continued

APPENDIX NO.1
ACCIDENTS, INCIDENTS AND BAD WEATHER

PAGE C8

1. WORKING OF SNOW PLOUGHS OVER THE MANCHESTER TO BURY ELECTRIFIED LINES.

DELETE sub-heading and instructions.

2. POINT HEATERS.

DELETE figure 2 from sub-heading.

OTHER GENERAL INSTRUCTIONS

PAGE C31 INSTRUCTIONS TO TRAIN CREWS WORKING OTHER THAN D.C. ELECTRIC TRAINS AND OTHER STAFF CONCERNED WORKING OVER OR IN THE VICINITY OF D.C. ELECTRIFIED LINES

DELETE Instructions in Clause 3.4 which refer to the Manchester to Bury line.

(18-8-91)

SECTION 4 - LOCAL INSTRUCTIONS - INDEX

PAGE D2

DELETE:-

Bury..... 83

(18-8-91)

Cheetham Hill Jn./Queens Road Engineer's Sidings..... 81

(1-9-91)

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

SECTION 4 - LOCAL INSTRUCTIONS

CREWE TO GRETNA (BRANCHES)

PAGE D38

FIDLERS FERRY

FIDLERS FERRY POWER STATION

DELETE 5th paragraph and SUBSTITUTE:-

Drivers must bring their trains to a stand at signals 3B or C positioned at the rear of the gross weighbridge whether or not the signal concerned has been cleared. When instructed to proceed, the speed of the train must not exceed $\frac{1}{2}$ m.p.h. Drivers must again bring their trains to a stand at the "STOP and Await Instructions" board located at signal S5B or C at the entrance to the Coal Track Hopper House, whether or not the signal concerned has been cleared and await permission to proceed.

When permission is given by the Track Hopper Controller to enter the Hopper building, the train must be drawn forward at a speed not exceeding $\frac{1}{2}$ m.p.h. and subject to the observance of any "Creep" signal indications on the discharge track, until the whole of the train is clear of the empty weighbridge.

(10-8-91)

PAGES D81 AND D82

CHEETHAM HILL JUNCTION/QUEEN'S ROAD ENGINEER'S SIDINGS

DELETE heading and all instructions.

(1-9-91)

PAGE D83

BURY

DELETE heading and all instructions.

(18-8-91)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

VEHICLES WITH PCB FILLED EQUIPMENT:
ACCIDENT PROCEDURE POLYCHLORINATED BIPHENOL (PCB)

Polychlorinated Biphenol (PCB) is a hazardous substance and is toxic by skin absorption, ingestion or inhalation. PCB gives no fumes at normal temperatures but if involved in a fire, highly toxic gases are generated. The only PCB filled equipment on traction and rolling stock are certain capacitors on Class 81 to 87 electric locomotives and the older type (Class 303-313) electric multiple units. Each capacitor is identified by a warning notice.



Colour: Black symbol on yellow background. Triangular band in black, black lettering and border on a white background.

In the event of a fire in the engine compartment of the above Classes of electric locomotives, the first priority must always be the Protection of the Line and Safety of the Passengers. Train Crew MUST NOT ENTER THE ENGINE COMPARTMENT unless they have been assured that the capacitors have been replaced with non-PCB types. On 304 and 313 units the equipment is housed below sole bar level. On the other electrical multiple units i.e. Class 303, 305, 310, 311 and 312 MBS Class 307 DTOBS, the capacitors are housed in the electrical equipment cupboard adjacent to the Guards compartment and if a fire occurs in the vicinity of the cupboard, traincrew MUST keep themselves and passengers away from that area.

(503/T8/10/3) (27)
(503/T10/Gen)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

EDGE HILL DOWNHILL H.L. SIDINGS

During the period of construction of new fuelling facilities a temporary level crossing has been provided over the Eastern end of the Carriage Maintenance Shed line, approximately 70 yards from the Maintenance Shed. The crossing also extends across sidings 4, 5 and 6.

Road vehicles must not be permitted to use any part of the level crossing unless a Crossing Keeper is on duty at the crossing over the Carriage Maintenance Shed line and has taken possession of sidings 4, 5 and 6 in accordance with the Rule Book, Section T, Part IIIA.

No rail movement must be made at any time and in either direction past the 'STOP AND AWAIT INSTRUCTIONS' boards on the Carriage Maintenance Shed line unless the permission of the Depot Operations Supervisor has been obtained.

A temporary level crossing has also been provided between Edge Hill P.S.B. and the Tamper Repairs Bay and extends across carriage sidings A and B roads and the Tamper Bay road.

Road vehicles must not be permitted to use any part of the level crossing unless the Person-in-Charge of Engineering work has taken possession of carriage sidings A and B roads and the Tamper Bay road in accordance with the Rule Book, Section T, Part IIIA.

(OD14/90/80)

(Further Amended 27-7-91)

(UFN)

BETWEEN BAMBER BRIDGE AND MILL HILL

Until further notice, if a train is stopped by accident, failure, obstruction or other exceptional incident on the down line between signal PN.486 at Bamber Bridge and signal PN.472 at Mill Hill or on the up line between signals PN.471/455 at Mill Hill and signal PN.485 at Bamber Bridge, the Guard must carry out full detonator protection in rear of the train on the line on which it is standing unless able to restart within 10 minutes of stopping.

(OD14/GEN25)

(8-12-90)

British Rail
London Midland Region

CNE  **25**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 14th September
to
Friday, 20th September 1991
inclusive

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

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

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

PRIVATE
and not for Publication

SECTION B

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|---------------|----------------|---------|
|---------------|----------------|---------|

SCOTTISH REGION - continued

BYREHILL JN TO DUBBS JN

SUNDAY 15 SEPTEMBER

| | | |
|----------------------------------|----------------|--|
| SC30 Byrehill Jn and Dubbs Jn | Single BLOCKED | 00 15 to 08 50. Overhead line work (HARD HAT AREA). Isolation of electrical sections SL1 to 4 and SA1 to 4, 01 00 to 08 00. 5T49, 00 20 ECS LARGS TO AYR AND 5T28, 08 00 AYR CSD TO LARGS NOT TO RUN. |
|----------------------------------|----------------|--|

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SATURDAY, 14 SEPTEMBER - OUBECK

Permissive working will be re-instated on the down and up goods loops.

(28)

SATURDAY, 14 SEPTEMBER - BETWEEN KINGMOOR AND CALDEW JN.

Permissive working will be re-instated on the up goods line.

(28)

SATURDAY, 14 SEPTEMBER - BETWEEN UPPERBY BRIDGE JN. AND BOG JN.

Permissive working will be re-instated on the down through goods line between signals
CE.274 and CE.414.

(28)

SATURDAY, 14 SEPTEMBER - BETWEEN ROCK FERRY NORTH JN. AND ROCK FERRY SOUTH JN.

Permissive working will be re-instated on the "up & down" goods line.

(28)

SUNDAY, 15 SEPTEMBER - GOLBORNE JUNCTION

The up slow line will be temporarily taken out of use between Haydock Branch Junction
exclusive and Golborne Junction.The switch diamond points in the down fast line will be taken away and replaced by plain
line.The trailing points in the up fast line from the up slow line will be secured in the
normal position.Signal WN.148 on the down Lowton line together with the telephone and A.W.S. inductor
will be re-positioned 80 yards further from Golborne Jn.

(28)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SUNDAY, 15 SEPTEMBER - HATHERSAGE STATION

The up platform will be taken out of use and a temporary platform, 54 yards in length, will be provided at the Sheffield end of the former platform.

(28)

MONDAY, 16 SEPTEMBER - BETWEEN HAZEL GROVE HIGH LEVEL JN. AND CHEADLE JN.

The existing 30 m.p.h. temporary speed restriction over the single line between 178 miles 60 chains and 181 miles 70 chains will become a 30 m.p.h. permanent speed restriction.

(28)

MONDAY, 16 SEPTEMBER - BETWEEN CHEADLE JN. AND NORTHENDEN

The existing 30 m.p.h. temporary speed restriction over the single line between 35 miles 60 chains and 34 miles 70 chains will become a 30 m.p.h. permanent speed restriction.

(28)

MONDAY, 16 SEPTEMBER - KENT'S BANK STATION

The down platform will be permanently shortened by 4 yards at the Barrow end.

(28)

MONDAY, 16 SEPTEMBER - BETWEEN MELLING TUNNEL AND CARNFORTH EAST JN.

The existing 20 m.p.h. permanent speed restriction which applies over the down line between 2 miles 40 chains and 1 m.p. will be shortened to apply between 2 miles 40 chains and 2 miles 20 chains.

(28)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

HAUGHTON SIDINGS

The up refuge siding and associated connections to and from the up main line, together with the trailing crossover from the down main to the up main have been secured out of use pending removal and all associated signalling disconnected.

(27)

SOUTHPORT STATION

The No. 2 Platform starting signal has been repositioned 6 yards nearer to the signal box.

(27)

BIDSTON DEE JN.

The Down and Up Sidings have been secured out of use pending removal and all associated signalling has been disconnected.

(27)

** FRODSHAM STATION

The down platform at Frodsham station has reverted back to its original length and the '2-Car Stop' board, situated at the Runcorn East end of the platform has been removed.

(25)

** HOLYHEAD

Platform 3 line, together with the connection from the up main, has been taken out of use pending removal and all associated signalling taken away.

The connection from Platform 1 to the Down & Up Passenger line and the associated slip connection to the carriage siding has been taken out of use pending removal and all associated signalling disconnected. The left-hand offset semaphore arm on the Platform 1 starting signal, applying to movements to the Down & Up Passenger line, has been taken away.

SECTION C

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

** HOLYHEAD - continued

The semaphore stop signal situated on the left hand side of the up main line, immediately beyond the end of No. 2 platform, has been re-positioned on the right hand side of the line.

The ground disc shunting signal with 3-way stencil indicator at the exit from the carriage siding has been re-positioned 44 yards nearer to the signal box and applies to movements to the up main and down main only.

(25)

CHEETHAM HILL JUNCTION

The facing connection between the down fast line and the Engineer's siding (former down branch line) has been recovered and replaced by plain line.

The trailing connection between the Engineer's siding (former up branch line) and the up fast line has been recovered and replaced by plain line.

(27)

** GODLEY EAST STATION

The up platform has been taken out of use.

(25)

** BLACKBURN - FOGARTY'S PRIVATE SIDINGS

The following notice boards worded "NO OUTWARD WAGONS TO BE PLACED BEYOND THIS POINT" have been provided on the Warehouse Road, facing the Warehouse at the following locations:-

Approximately 180 yards on the Darwen side of the Warehouse.

On the Blackburn Station side of the Warehouse, approximately 40 yards before reaching the hand points at the exit from the Warehouse Road.

Two stop boards worded "INWARDS BR MOVEMENTS MUST NOT PASS THIS POINT" have been provided on the wall at the east and west entrance to the Goods Shed.

(25)

SECTION C

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

** BLACKBURN - KING STREET SIDINGS

The following stop boards worded "VEHICLES NOT TO BE PROPELLED PAST THIS POINT" have been provided at the following locations:-

At the British Fuels end of the Inward Road.

At the Blackburn end of the Outward Road approximately 27 yards before reaching the existing Stop Board at the exit from the siding.

(25)

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

EASTERN REGION

BETWEEN KING EDWARD BRIDGE SOUTH JN. AND NORWOOD JN.

The secured out of use trailing connection between the Down and Up Carlisle lines, between approximately 0m. 58ch. and 0m. 62ch., has been replaced by plain line.

(27)

** KING EDWARD BRIDGE SOUTH JN

The secured out of use connections in the Down Carlisle line and the Down Up Slow line at King Edward Bridge South Jn have been replaced by plain line. Some track realignment has also taken place.

(25)

** BETWEEN LOW FELL JN AND NORWOOD JN

The secured out of use connection in the Down/Up line, between 0m 75ch and 0m 79ch, has been plain lined.

(25)

SECTION C

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

EASTERN REGION - continued

WOODBURN JN

The connections between the Down and Up Worksop lines and the Down Goods line at Woodburn Junction have been secured out of use pending removal.

(26)

SCOTTISH REGION

BETWEEN AUCHENGRAY LC (AHB) AND CURRIEHILL

The permanent speed restriction of 80 m.p.h. on the Down line between 84m. 530 yards and 85 m.p., and of 75 m.p.h. on the Up line between 92m. 1230 yards and 92m. 70 yards no longer applies.

(See Section D of this Notice) (27)

BETWEEN ANNAN AND DUMFRIES

The permanent speed restriction of 70 m.p.h. on the Down line between 99m. 1100 yards and 98m. 1100 yards no longer applies.

The permanent speed restrictions of 70 m.p.h on the Up line between 99 m.p. and 101 $\frac{1}{4}$ m.p. have been altered to be between 99m. 1100 yards and 101 $\frac{1}{4}$ m.p.

The permanent speed restriction of 70 m.p.h. on the Up line between 95 m.p. and 95m. 1430 yards no longer applies.

(See Section D of this Notice) (27)

GENERAL INSTRUCTIONS AND NOTICES

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

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

APPENDIX TO THE RULE BOOK

INDEX

PAGE iii

ADD as a penultimate item under section 3 :-

- postal trains conveying Travelling Post Office (TPO) vehicles

APPENDIX NO. 2

PAGES 2.8 AND 2.9

DIESEL MULTIPLE UNITS FITTED WITH TRACK CIRCUIT ACTUATORS (TCA)

DELETE existing instructions and SUBSTITUTE:-

1. Certain multiple unit vehicles are fitted with Track Circuit Actuators (sometimes known as "shunt assisters").
2. A train must not be allowed to enter service if a TCA isolating switch is isolated on any vehicle nor must a train enter service from a Maintenance depot if the switch is unsealed.

EXCEPTION:-

A vehicle with a defective TCA may enter service from a stabling point provided:-

- (a) it is not marshalled as the first or last vehicle
 - (b) the working enables its return directly to a Maintenance depot for repairs
3. If a TCA becomes defective during the journey, the Driver must :-
 - (a) advise the Signaller as quickly as possible that a failure has occurred
 - (b) ascertain on which vehicle(s) the failure has occurred
 - (c) carry out the relevant procedures in the Train Crew Manual
 - (d) tell the Signaller whether the first or last vehicle is affected
 - (e) record the details of the failure in the Repair Book or as otherwise required by Regional instructions

*Spar
Burscough Bridge*

British Rail
London Midland Region
CNE  **26**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 21st September
to
Friday, 27th September 1991
inclusive

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

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

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

PRIVATE
and not for Publication



WARNING



A.C. ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE EQUIPMENT

COATBRIDGE FREIGHTLINER TERMINAL

Additional equipment as detailed below will be made ALIVE at high voltage (25,000 volts) on and from 00 01 hours on Sunday, 20 October 1991 and must be regarded as being ALIVE at all times.

| Location | Lines Affected | At or Between |
|----------------------------------|---------------------|---|
| Coatbridge Freightliner Terminal | No.1 Cripple Siding | Existing live equipment at Structure No. GD/09/26 and new Structure No. GD/10/01A |

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

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

(MR/EL/14/E/5/91) (21-9-91)

Explanatory notes for amendments to Rule Book Appendix 2 published in this notice.

Diesel Multiple Units fitted with Track Circuit Actuators (TCA)

These instructions have been reviewed. The revised instruction contains the following changes.

Provision is made to move a vehicle with a defective TCA from a stabling point into service in a working which enables its return directly to a maintenance depot for repairs, provided it is not marshalled as the first or last vehicle. This is shown in the Exception following clause 2.

The requirement for the Driver to reduce speed immediately to not more than 5 m.p.h. if a TCA becomes defective in service no longer applies. The revised instruction permits the train to continue at normal speed, although the Signalman must still be advised as quickly as possible. The Driver must, however, approach cautiously and not pass over any automatic crossing or any barrow or foot crossing with white light indications unless he has ensured it is safe to do so. (Clause 3).

Clauses 1,4 and 5 are unaltered. In clause 6, the words "... to resume normal speed..." now read "...to continue at normal speed...".

Hauling of Dead Traction Units

The underframe strength of lightweight DMU's has been re-evaluated and attention is drawn to the "Exception" following clause 4.2.

(UFN)

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|---|--|--|
| SCOTTISH REGION - continued | | |
| BYREHILL JN TO DUBBS JN | | |
| SUNDAY 22 SEPTEMBER | | |
| SC30 Byrehill Jn and Dubbs Jn | Single BLOCKED | 01 00 to 08 00. Overhead linework. (HARD HAT AREA). Isolation of electrical sections SL1 to 4 and SA1 to 4. 5T49, 00 20 ECS LARGS TO AYR CSD AND 5T28, 08 00 AYR CSD TO LARGS NOT TO RUN. |
| EDINBURGH WAVERLEY TO HAYMARKET EAST JN. | | |
| SUNDAY 22 SEPTEMBER | | |
| SC31 Princes St Gardens and Haymarket Central Jn | Down and Up North BLOCKED Down and Up South Between Trains Down and Up South BLOCKED Down and Up South Between Trains | 00 00 to 16 00) Tunnelwork (Haymarket) South Tunnel) and 00 00 to 01 05) drainage (HARD HAT AREA)) Isolation of electrical 01 05 to 05 15) sections PC1 and 2 01 05) to 05 15 TRAINS TO RUN 05 15 to 10 00) OVER SOUTH LINES 05 15) to 16 00. |
| TUESDAY 24 TO WEDNESDAY 25 SEPTEMBER | | |
| SC32 Princes St Gardens and Haymarket East Jn | Down and Up South BLOCKED | 01 00 to 06 30 daily. Signalling work (Running Cable). POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF CARSTAIRS TRAINS. |

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 22 SEPTEMBER - BETWEEN ASHTON MOSS NORTH JN./ ASHTON O.A. & G.B. JN. AND DENTON JN.

The down and up lines between Ashton Moss South Jn. and Ashton O.A. & G.B. Jn. will be taken out of use pending removal.

Ashton O.A. & G.B. Junction

The trailing connection from the down main to the down Ashton Moss South Jn. line and the facing connection from the up main to the up Ashton Moss South Jn. line, will be taken out of use and secured for through running along the down and up main lines, pending removal. All associated signalling will be taken away.

Ashton Moss South Junction

Ashton Moss South Jn. signalbox will be abolished and all associated signalling will be taken away, with the exception of Ashton Moss North Jn. down goods distant signal (beneath former down main to down goods starting signal).

The connections from the down main to down goods and up goods to up main will be taken out of use and secured for through running between Denton Jn. and Ashton Moss North Jn., pending replacement with plain line.

The crossover between the up main and down main will be secured out of use pending removal.

Ashton Moss North Junction

The down goods and up goods lines will be renamed down Branch and up Branch respectively.

Between Ashton Moss North Junction and Denton Junction

The down and up lines will be upgraded to passenger status throughout, the block section will be between Ashton Moss North Jn. and Denton Jn. signalboxes and the Absolute Block System will apply.

(29)

SUNDAY, 22 SEPTEMBER - UTTOXETER

The Up Main Home 3 semaphore signal located 71 yards in rear of Uttoxeter West Crossing will be reduced in height to approximately 17 feet above rail level.

(29)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SUNDAY, 22 SEPTEMBER - BRANSTY

The down main (platform 2) line will be temporarily taken out of use.

In Whitehaven Tunnel, the connection between the down & up main and the down & up platform line (platform 3) will be secured for through running via the down & up platform line.

The trailing slip connection from the Bay line to the down main line will be secured for movements from the Bay line to the down main line.

It should be noted at this stage that signal arms/aspects will not be removed.

(29)

MONDAY, 23 SEPTEMBER - BETWEEN RAINFORD AND KIRKBY

The existing 40 m.p.h. permanent speed restriction which applies over the down line between 25 m.p. and the buffer stops will be extended to apply between 24 miles 39 chains and the buffer stops.

(29)

FRIDAY, 27 SEPTEMBER - HATHERSAGE STATION

The down platform, which has been reconstructed, will be brought back into use and will be 60 yards in length. The temporary down platform will be taken away.

(29)

EASTERN REGION

MONDAY 23 SEPTEMBER - BETWEEN DEWSBURY EAST JN AND HEALEY MILLS "A" JN

The Limit of Shunt indicator, located on the Down L & Y line at 41m 79chs will be repositioned nearer to Dewsbury East Jn to give a standage of 120 yards between it and HM.77 signal.

(29)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION

SUNDAY, 22 SEPTEMBER - BETWEEN ANNAN AND DUMFRIES

Triangular permanent speed restriction warning indicators (Rule Book, Appendix 2.2) to replace existing illuminated circular indicators at the same locations and retaining existing AWS track equipment will be provided in association with the following permanent speed restrictions:-

UP line 30 m.p.h., Through station on main line and over curve, 91m.1210 yards and 92m.700 yards.

DOWN line 45 m.p.h., Over curve, 92m.700 yards and 92 m.p.

(29)

DETAILS OF WORK ALREADY CARRIED OUT

GRESTY LANE

The existing notice board worded "Stop and Await Instructions" located at the Crewe end of the Engineer's Reception line has been replaced, in the same position, by a notice board worded "Stop and Telephone".

A telephone has been provided with communication to Gresty Lane signal box.

(NEW ITEM)

(29)

GOLBORNE JUNCTION

The up slow line has been temporarily taken out of use between Haydock Branch Junction exclusive and Golborne Junction.

The switch diamond points in the down fast line have been taken away and replaced by plain line.

The trailing points in the up fast line from the up slow line have been secured in the normal position.

Signal WN.148 on the down Lowton line together with the telephone and A.W.S. inductor have been re-positioned 80 yards further from Golborne Jn.

(28)

SECTION C

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

OUBECK

Permissive working has been re-instated on the down and up goods loops.

(28)

BETWEEN KINGMOOR AND CALDEW JN.

Permissive working has been re-instated on the up goods line.

(28)

BETWEEN UPPERBY BRIDGE JN. AND BOG JN.

Permissive working has been re-instated on the down through goods line between signals CE.274 and CE.414.

(28)

BIDSTON DEE JN.

The Down and Up Sidings have been secured out of use pending removal and all associated signalling has been disconnected.

(27)

BETWEEN ROCK FERRY NORTH JN. AND ROCK FERRY SOUTH JN.

Permissive working has been re-instated on the "up & down" goods line.

(28)

SOUTHPORT STATION

The No. 2 Platform starting signal has been repositioned 6 yards nearer to the signal box.

(27)

SECTION C

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

HATHERSAGE STATION

The up platform has been taken out of use and a temporary platform, 54 yards in length, has been provided at the Sheffield end of the former platform.

(28)

BETWEEN HAZEL GROVE HIGH LEVEL JN. AND CHEADLE JN.

The existing 30 m.p.h. temporary speed restriction over the single line between 178 miles 60 chains and 181 miles 70 chains now becomes a 30 m.p.h. permanent speed restriction.

(28)

BETWEEN CHEADLE JN. AND NORTHENDEN

The existing 30 m.p.h. temporary speed restriction over the single line between 35 miles 60 chains and 34 miles 70 chains now becomes a 30 m.p.h. permanent speed restriction.

(28)

CHEETHAM HILL JUNCTION

The facing connection between the down fast line and the Engineer's siding (former down branch line) has been recovered and replaced by plain line.

The trailing connection between the Engineer's siding (former up branch line) and the up fast line has been recovered and replaced by plain line.

(27)

HEATON PARK

The down and up platforms has been temporarily shortened by 10 yards at the Manchester end. Drivers of trains booked to stop at Heaton Park must bring their trains to a stand at the temporary stop boards provided.

(UFN)

SECTION C

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

KENT'S BANK STATION

The down platform has been permanently shortened by 4 yards at the Barrow end.

(28)

BETWEEN MELLING TUNNEL AND CARNFORTH EAST JN.

The existing 20 m.p.h. permanent speed restriction which applies over the down line between 2 miles 40 chains and 1 m.p. has been shortened to apply between 2 miles 40 chains and 2 miles 20 chains.

(28)

EASTERN REGION

BETWEEN KING EDWARD BRIDGE SOUTH JN. AND NORWOOD JN.

The secured out of use trailing connection between the Down and Up Carlisle lines, between approximately 0m. 58ch. and 0m. 62ch., has been replaced by plain line.

(27)

** WOODBURN JN

The connections between the Down and Up Worksop lines and the Down Goods line at Woodburn Junction have been secured out of use pending removal.

(26)

SCOTTISH REGION

COATBRIDGE FREIGHTLINER TERMINAL

No.1 Cripple siding has been extended at the Motherwell end to connect into No.5 Crane siding in hand points.

(NEW ITEM) (28)

BETWEEN AUCHENGRAY LC (AHB) AND CURRIEHILL

The permanent speed restriction of 80 m.p.h. on the Down line between 84m. 530 yards and 85 m.p., and of 75 m.p.h. on the Up line between 92m. 1230 yards and 92m. 70 yards no longer applies.

(See Section D of this Notice)

(27)

SECTION C

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

SCOTTISH REGION - continued

BETWEEN ANNAN AND DUMFRIES

The permanent speed restriction of 70 m.p.h. on the Down line between 99m. 1100 yards and 98m. 1100 yards no longer applies.

The permanent speed restrictions of 70 m.p.h. on the Up line between 99 m.p. and 101 ¼ m.p. have been altered to be between 99m. 1100 yards and 101 ¼ m.p.

The permanent speed restriction of 70 m.p.h. on the Up line between 95 m.p. and 95m. 1430 yards no longer applies.

(See Section D of this Notice)

(27)

British Rail
London Midland Region

CNE  **28**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 5th October

to

Friday, 11th October 1991

inclusive

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

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

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

PRIVATE
and not for Publication

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|-----------------------------------|---|---|
| SCOTTISH REGION - continued | | |
| BYREHILL TO AYR | | |
| SUNDAY, 6 OCTOBER | | |
| SC28 Kilwinning Jn and Bogside | Down BLOCKED Up BLOCKED Up Between Trains | 00 10 to 16 00) Trackwork and 00 10 to 09 50) overhead linework. 09 50 to 16 00) (HARD HAT AREA). Isolation of electrical sections SA1 to 4, 01 00 to 08 00. 5T49, 00 20 LARGS TO AYR CSD AND 5T30, 08 55 AYR CSD TO LARGS NOT TO RUN. DOWN TRAIN TO RUN OVER UP LINE 09 50 TO 16 00. |
| SC29 Irvine and Barassie | Down and Up BLOCKED | 00 30 to 08 00. Overhead line work and trackwork. (HARD HAT AREA). Isolation of electrical sections SA1 to 4, 01 00 to 08 00. 5T49, 00 20 LARGS TO AYR CSD AND 5T28, 07 55 AYR CSD TO LARGS NOT TO RUN. |
| SC30 Barassie and Newton Jn | Down and Up BLOCKED | 00 30 to 08 00. Overhead line work. (HARD HAT AREA). Isolation of electrical sections SA1 to 4, 01 00 to 08 00. 5T49, 00 20 LARGS TO AYR CSD AND 5T28, 07 55 AYR CSD TO LARGS NOT TO RUN. |
| SC31 Newton Jn and Ayr | Down and Up BLOCKED | 00 35 to 08 00. Overhead line work. (HARD HAT AREA). Isolation of electrical sections SA1 to 4, 01 00 to 08 00. 5T49, 00 20 LARGS TO AYR CSD AND 5T28, 07 55 AYR CSD TO LARGS NOT TO RUN. |
| TUESDAY, 8 TO FRIDAY, 11 OCTOBER | | |
| SC32 Kilwinning Jn and Bogside Jn | Down BLOCKED Up Between Trains | 01 00 to 06 20 daily. Trackwork. DOWN TRAINS TO RUN OVER UP LINE. |

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 6 OCTOBER - UTTOXETER

The Up Main Home 2 semaphore signal located 68 yards in rear of Pinfold Crossing will be reduced in height to approximately 17 feet above rail level.

(31)

SUNDAY, 6 OCTOBER - HOLYHEAD

Platform 4 and Platform 4 ground frame will be re-numbered Platform 3 and Platform 3 ground frame respectively.

The semaphore starting signal, situated on the right hand side of Platform 2 will be taken away. A new single-sided 'OFF' indicator will be provided adjacent to the 'Train Ready to Start' plunger on Platform 2 and will apply to the semaphore stop signal on the right hand side of the up main line, immediately beyond the end of Platform 2.

The ground disc shunting signal on the Down & Up passenger line, applying to movements to the Carriage Siding and Platform 1 will be taken away.

The ground disc shunting signal on the Down & Up goods line, approximately 215 yards on the Valley side of the box, will have the 'DP' indicator and route to the Down & Up passenger line taken away. A new route to Platform 3 (via the Down & Up passenger line) and a new stencil indicator lettered '3' will be provided at this signal.

The 2-aspect colour light signal on the right hand side of the up main line, 125 yards from the signal box, formerly reading to Platform 4 will now read to the new Platform 3 and will display a '3' indication.

(31)

SUNDAY, 6 OCTOBER - GOLBORNE JN.

The facing connection from the down main line to the down slow line will be re-positioned 150 yards further from Warrington P.S.B.

(31)

MONDAY, 7 OCTOBER - IRLAM STATION

The down and up platforms will be permanently shortened by approximately 16 yards at the Liverpool end.

Drivers of trains stopping at Irlam must be prepared to bring their trains to a stand at the temporary stop boards, which will be provided whilst platform works are being carried out.

(31)

WEDNESDAY, 9 OCTOBER - APPLEBY NORTH

The Up Main Home 2 semaphore signal situated immediately on the station side of the box, will be reduced in height to approximately 26 feet above rail level.

(31)

DETAILS OF WORK ALREADY CARRIED OUT

UTTOXETER

The Down Main Home 3 semaphore signal located 77 yards in rear of Hockley Crossing has been reduced in height to approximately 17 feet above rail level.

(30)

BETWEEN DITTON JN. No. 1 AND HALTON JN.

The existing 40 m.p.h. permanent speed restriction over the up line from 181 miles 24 chains to 181 miles 12 chains has been removed. The associated warning indicator and AWS permanent magnet have also been removed.

The existing 65 m.p.h. permanent speed restrictions which applies over the up line between 182 miles 08 chains and 181 miles 24 chains and between 181 miles 12 chains and 180 miles 13 chains has been combined to apply between 182 miles 08 chains and 180 miles 13 chains.

(30)

BETWEEN ASHTON MOSS NORTH JN./ ASHTON O.A. & G.B. JN. AND DENTON JN.

The down and up lines between Ashton Moss South Jn. and Ashton O.A. & G.B. Jn. have been taken out of use pending removal.

Ashton O.A. & G.B. Junction

The trailing connection from the down main to the down Ashton Moss South Jn. line and the facing connection from the up main to the up Ashton Moss South Jn. line, have been taken out of use and secured for through running along the down and up main lines, pending removal. All associated signalling has been taken away.

Ashton Moss South Junction

Ashton Moss South Jn. signalbox has been abolished and all associated signalling has been taken away, with the exception of Ashton Moss North Jn. down goods distant signal (beneath former down main to down goods starting signal).

The connections from the down main to down goods and up goods to up main have been taken out of use and secured for through running between Denton Jn. and Ashton Moss North Jn., pending replacement with plain line.

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

Ashton Moss North Junction

The down goods and up goods lines have been renamed down Branch and up Branch respectively.

Between Ashton Moss North Junction and Denton Junction

The down and up lines have been upgraded to passenger status throughout, the block section is between Ashton Moss North Jn. and Denton Jn. signalboxes and the Absolute Block System applies.

(29)

UTTOXETER

The Up Main Home 3 semaphore signal located 71 yards in rear of Uttoxeter West Crossing has been reduced in height to approximately 17 feet above rail level.

(29)

SECTION C

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

BRANSTY

The down main (platform 2) line has been temporarily taken out of use.

In Whitehaven Tunnel, the connection between the down & up main and the down & up platform line (platform 3) has been secured for through running via the down & up platform line.

The trailing slip connection from the Bay line to the down main line has been secured for movements from the Bay line to the down main line.

It should be noted at this stage that signal arms/aspects have not been removed.

(29)

BETWEEN RAINFORD AND KIRKBY

The existing 40 m.p.h. permanent speed restriction which applies over the down line between 25 m.p. and the buffer stops have been extended to apply between 24 miles 39 chains and the buffer stops.

(29)

HATHERSAGE STATION

The down platform, which has been reconstructed, has been brought back into use and is 60 yards in length. The temporary down platform has been taken away.

(29)

GRETTY LANE

The existing notice board worded "Stop and Await Instructions" located at the Crewe end of the Engineer's Reception line has been replaced, in the same position, by a notice board worded "Stop and Telephone".

A telephone has been provided with communication to Gresty Lane signal box.

(29)

SECTION C

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

** GOLBORNE JUNCTION

The up slow line has been temporarily taken out of use between Haydock Branch Junction exclusive and Golborne Junction.

The switch diamond points in the down fast line have been taken away and replaced by plain line.

The trailing points in the up fast line from the up slow line have been secured in the normal position.

Signal WN.148 on the down Lowton line together with the telephone and A.W.S. inductor have been re-positioned 80 yards further from Golborne Jn.

(28)

** OUBECK

Permissive working has been re-instated on the down and up goods loops.

(28)

** BETWEEN KINGMOOR AND CALDEW JN.

Permissive working has been re-instated on the up goods line.

(28)

** BETWEEN UPPERBY BRIDGE JN. AND BOG JN.

Permissive working has been re-instated on the down through goods line between signals CE.274 and CE.414.

(28)

** BETWEEN ROCK FERRY NORTH JN. AND ROCK FERRY SOUTH JN.

Permissive working has been re-instated on the "up & down" goods line.

(28)

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

** HATHERSAGE STATION

The up platform has been taken out of use and a temporary platform, 54 yards in length, has been provided at the Sheffield end of the former platform.

(28)

** BETWEEN HAZEL GROVE HIGH LEVEL JN. AND CHEADLE JN.

The existing 30 m.p.h. temporary speed restriction over the single line between 178 miles 60 chains and 181 miles 70 chains now becomes a 30 m.p.h. permanent speed restriction.

(28)

** BETWEEN CHEADLE JN. AND NORTHENDEN

The existing 30 m.p.h. temporary speed restriction over the single line between 35 miles 60 chains and 34 miles 70 chains now becomes a 30 m.p.h. permanent speed restriction.

(28)

** KENT'S BANK STATION

The down platform has been permanently shortened by 4 yards at the Barrow end.

(28)

** BETWEEN MELLING TUNNEL AND CARNFORTH EAST JN.

The existing 20 m.p.h. permanent speed restriction which applies over the down line between 2 miles 40 chains and 1 m.p. has been shortened to apply between 2 miles 40 chains and 2 miles 20 chains.

(28)

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

EASTERN REGION

BETWEEN DEWSBURY EAST JN AND HEALEY MILLS "A" JN

The Limit of Shunt indicator, located on the Down L & Y line at 41m 79chs has been repositioned nearer to Dewsbury East Jn to give a standage of 120 yards between it and HM.77 signal.

(29)

SCOTTISH REGION

NEWTON AREA - The undernoted permanent way and signalling alterations have been introduced:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

- Opposite the AWS magnet for Down main signal M181 (Uddingston)
- Opposite the AWS magnet for Up main signal M128 (Glasgow side of Cambuslang station)
- Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre and Newton)

TERMINATION INDICATORS

- Opposite Down main signal M133 (Newton side of Cambuslang station)
- Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of 1 1/4 miles.

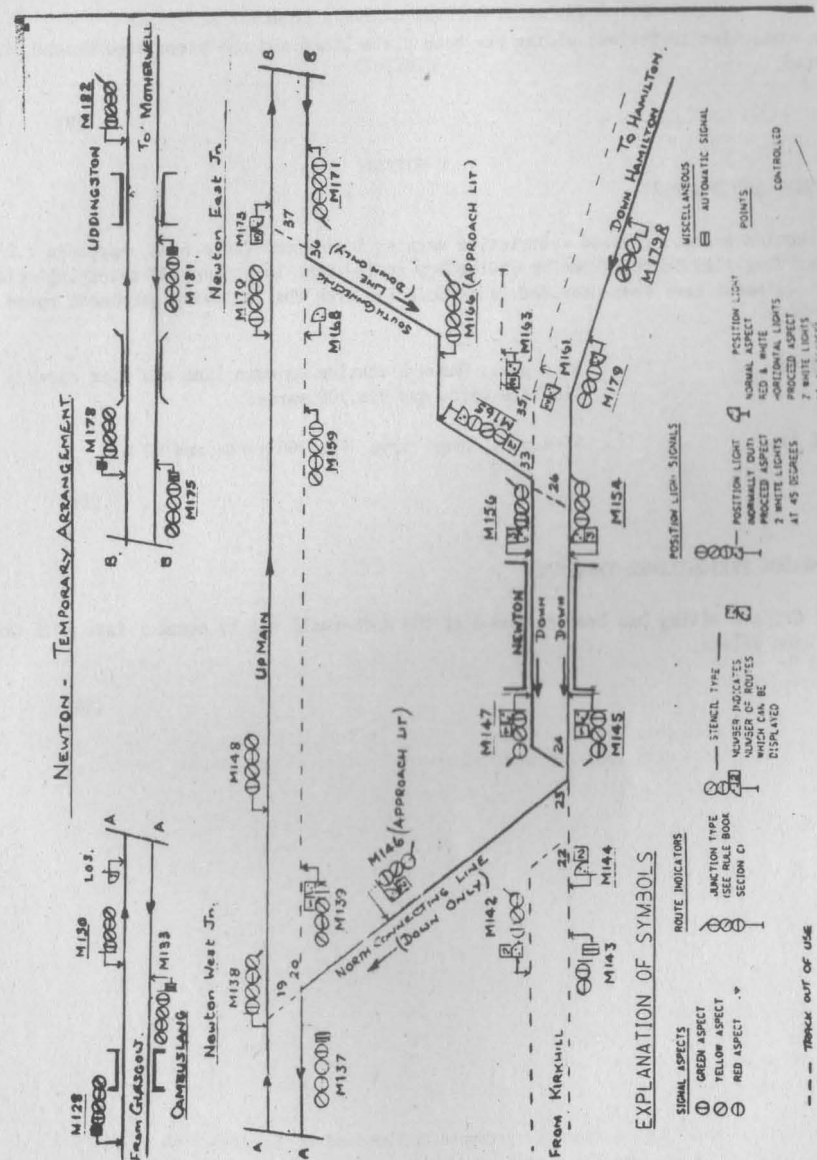
(NEW ITEM) (30)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued



(NEW ITEM) (30)

SECTION C

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

SCOTTISH REGION - continued

BETWEEN ANNAN AND DUMFRIES SOUTH

The connection to Powfoot siding has been plain lined and the associated Ground Frame disconnected.

(29)

BETWEEN ANNAN AND DUMFRIES

Triangular permanent speed restriction warning indicators (Rule Book, Appendix 2.2) to replace existing illuminated circular indicators at the same locations and retaining existing AWS track equipment have been provided in association with the following permanent speed restrictions:-

UP line 30 m.p.h., Through station on main line and over curve,
 91m.1210 yards and 92m.700 yards.

DOWN line 45 m.p.h., Over curve, 92m.700 yards and 92 m.p.

(29)

** COATBRIDGE FREIGHTLINER TERMINAL

No.1 Cripple siding has been extended at the Motherwell end to connect into No.5 Crane siding in hand points.

(28)

GENERAL INSTRUCTIONS AND NOTICES

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

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

APPENDIX INSTRUCTIONS
 SECTIONAL APPENDIX-NORTHERN SECTION DATED APRIL 1991

CONTENTS

PAGE iii

SECTION 2

DELETE :-

C Working of trains conveying passengers over Goods lines or Goods loopsB9

(5-10-91)

JUNE

WON.PUB

B.R.31011

British Rail
London Midland Region
CNE  **29**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 12th October
to
Friday, 18th October 1991
inclusive

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

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

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

PRIVATE
and not for Publication

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SATURDAY, 12 OCTOBER - WALKDEN STATION

The down and up platforms will be temporarily shortened until further notice in connection with platform work.

Drivers of trains stopping at Walkden must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(32)

SUNDAY, 13 OCTOBER - SCROPTON

The up main semaphore distant signal will be reduced in height to approximately 17 feet above rail level.

(32)

SUNDAY, 13 OCTOBER - BAGULEY FOLD JN.

The down main home signal (with distant signal for the down starting signal beneath) will be renewed as a straight post semaphore signal at the same location. The home signal arm will be reduced in height to 17 feet above rail level.

(32)

MONDAY, 14 OCTOBER - RAVENHEAD JUNCTION

A new run-round loop will be provided adjacent to the siding between Ravenhead Junction and Leather's Chemicals Ltd. The loop will be located between 6 miles 28 chains and 6 miles 51 chains and will be on the formation of the former down line.

(32)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

TUESDAY, 15 OCTOBER - BETWEEN SETTLE STATION AND SETTLE JN.

The existing 30 m.p.h. permanent speed restriction over the up line from 235 m.p. to 234 miles 45 chains will be removed. The associated warning indicator and AWS permanent magnet will also be removed.

(32)

EASTERN REGION

SUNDAY, 13 OCTOBER - WOODBURN JN.

The trailing connection between the Down and Up Worksop lines at approximately 42m. 24chs. will be secured out of use pending removal.

(32)

SCOTTISH REGION

SUNDAY 13 OCTOBER - BETWEEN ANNAN AND GRETNA JN.

A triangular permanent speed restriction warning indicator (Rule Book Appendix 2.2) to replace the existing illuminated circular warning indicator associated with the speed restriction of 40 m.p.h. on the Up Dumfries line, Round curve approaching and passing through Gretna Jn. will be provided 3 yards from and on the Annan side of the existing indicator. The existing associated AWS track equipment will be retained, and the existing indicator removed.

(32)

DETAILS OF WORK ALREADY CARRIED OUT

UTTOXETER

The Up Main Home 2 semaphore signal located 68 yards in rear of Pinfold Crossing has been reduced in height to approximately 17 feet above rail level.

(31)

SECTION C

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

HOLYHEAD

Platform 4 and Platform 4 ground frame have been re-numbered Platform 3 and Platform 3 ground frame respectively.

The semaphore starting signal, situated on the right hand side of Platform 2 has been taken away. A new single-sided 'OFF' indicator has been provided adjacent to the 'Train Ready to Start' plunger on Platform 2 and applies to the semaphore stop signal on the right hand side of the up main line, immediately beyond the end of Platform 2.

The ground disc shunting signal on the Down & Up passenger line, applying to movements to the Carriage Siding and Platform 1 has been taken away.

The ground disc shunting signal on the Down & Up goods line, approximately 215 yards on the Valley side of the box, has had the 'DP' indicator and route to the Down & Up passenger line taken away. A new route to Platform 3 (via the Down & Up passenger line) and a new stencil indicator lettered '3' have been provided at this signal.

The 2-aspect colour light signal on the right hand side of the up main line, 125 yards from the signal box, formerly reading to Platform 4 now reads to the new Platform 3 and displays a '3' indication.

(31)

GOLBORNE JN.

The facing connection from the down main line to the down slow line has been re-positioned 150 yards further from Warrington P.S.B.

(31)

IRLAM STATION

The down and up platforms have been permanently shortened by approximately 16 yards at the Liverpool end.

Drivers of trains stopping at Irlam must be prepared to bring their trains to a stand at the temporary stop boards, which have been provided whilst platform works are being carried out.

(31)

SECTION C

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

APPLEBY NORTH

The Up Main Home 2 semaphore signal situated immediately on the station side of the box, has been reduced in height to approximately 26 feet above rail level.

(31)

UTTOXETER

The Down Main Home 3 semaphore signal located 77 yards in rear of Hockley Crossing has been reduced in height to approximately 17 feet above rail level.

(30)

BETWEEN DITTON JN. No. 1 AND HALTON JN.

The existing 40 m.p.h. permanent speed restriction over the up line from 181 miles 24 chains to 181 miles 12 chains has been removed. The associated warning indicator and AWS permanent magnet have also been removed.

The existing 65 m.p.h. permanent speed restrictions which applies over the up line between 182 miles 08 chains and 181 miles 24 chains and between 181 miles 12 chains and 180 miles 13 chains has been combined to apply between 182 miles 08 chains and 180 miles 13 chains.

(30)

** BETWEEN ASHTON MOSS NORTH JN./ ASHTON O.A. & G.B. JN. AND DENTON JN.

The down and up lines between Ashton Moss South Jn. and Ashton O.A. & G.B. Jn. have been taken out of use pending removal.

Ashton O.A. & G.B. Junction

The trailing connection from the down main to the down Ashton Moss South Jn. line and the facing connection from the up main to the up Ashton Moss South Jn. line, have been taken out of use and secured for through running along the down and up main lines, pending removal. All associated signalling has been taken away.

Ashton Moss South Junction

Ashton Moss South Jn. signalbox has been abolished and all associated signalling has been taken away, with the exception of Ashton Moss North Jn. down goods distant signal (beneath former down main to down goods starting signal).

SECTION C

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

** BETWEEN ASHTON MOSS NORTH JN./ ASHTON O.A. & G.B. JN. AND DENTON JN. - continued

Ashton Moss South Junction - continued

The connections from the down main to down goods and up goods to up main have been taken out of use and secured for through running between Denton Jn. and Ashton Moss North Jn., pending replacement with plain line.

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

Ashton Moss North Junction

The down goods and up goods lines have been renamed down Branch and up Branch respectively.

Between Ashton Moss North Junction and Denton Junction

The down and up lines have been upgraded to passenger status throughout, the block section is between Ashton Moss North Jn. and Denton Jn. signalboxes and the Absolute Block System applies.

(29)

** UTTOXETER

The Up Main Home 3 semaphore signal located 71 yards in rear of Uttoxeter West Crossing has been reduced in height to approximately 17 feet above rail level.

(29)

** BRANSTY

The down main (platform 2) line has been temporarily taken out of use.

In Whitehaven Tunnel, the connection between the down & up main and the down & up platform line (platform 3) has been secured for through running via the down & up platform line.

The trailing slip connection from the Bay line to the down main line has been secured for movements from the Bay line to the down main line.

It should be noted at this stage that signal arms/aspects have not been removed.

(29)

SECTION C

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

** BETWEEN RAINFORD AND KIRKBY

The existing 40 m.p.h. permanent speed restriction which applies over the down line between 25 m.p. and the buffer stops have been extended to apply between 24 miles 39 chains and the buffer stops.

(29)

** HATHERSAGE STATION

The down platform, which has been reconstructed, has been brought back into use and is 60 yards in length. The temporary down platform has been taken away.

(29)

** GRESTY LANE

The existing notice board worded "Stop and Await Instructions" located at the Crewe end of the Engineer's Reception line has been replaced, in the same position, by a notice board worded "Stop and Telephone".

A telephone has been provided with communication to Gresty Lane signal box.

(29)

EASTERN REGION

MYTHOLMROYD STATION

Newly constructed Down and Up platforms at Mytholmroyd Station, each 111 yards (102 metres) in length, have been brought into use.

(NEW ITEM) (32)

** BETWEEN DEWSBURY EAST JN AND HEALEY MILLS "A" JN

The Limit of Shunt indicator, located on the Down L & Y line at 41m 79chs has been repositioned nearer to Dewsbury East Jn to give a standage of 120 yards between it and HM.77 signal.

(29)

SECTION C

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

SCOTTISH REGION

NEWTON AREA - The undernoted permanent way and signalling alterations have been introduced:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

Opposite the AWS magnet for Down main signal M181 (Uddingston)
Opposite the AWS magnet for Up main signal M128 (Glasgow side of
Cambuslang station)
Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre
and Newton)

TERMINATION INDICATORS

Opposite Down main signal M133 (Newton side of Cambuslang station)
Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of $1\frac{1}{4}$ miles.

British Rail
London Midland Region

CNE**32****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 2nd November
to
Friday, 8th November 1991
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 (05-321 25) to avoid duplication.

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WARNING



A.C. ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE EQUIPMENT

COATBRIDGE FREIGHTLINER TERMINAL

The energisation of overhead line equipment at high voltage (25,000 volts), previously advised for Sunday, 20 October 1991 is now CANCELLED.

Arrangements for energisation of this portion of line will be advised at a later date.

This supersedes the printed notice appearing on the inside cover of CND28.

(MR/EL/14/E/5/91) (18-10-91)

SECTION A

TEMPORARY SPEED RESTRICTIONS (Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

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

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

| LOCATION | LINES AFFECTED | MILEAGE AT OR BETWEEN | | REST-RICTION M.P.H. | REMARKS |
|--------------------------------|-------------------------------------|-----------------------|-------------|---------------------|---|
| | | M.C. | M.C. | | |
| BASFORD HALL JN. TO GRETNA JN. | | | | | |
| 1 | Coppenhall and Crewe Coal Yard | - | Up Slow | 159.40 159.30 | 10 Retaining wall work. |
| 2 | Warrington and Warrington South Jn. | - | Up Fast | 182.00 181.76 | 40/70 Trackwork. |
| 3 | Golborne Jn. | - | Up Fast | 0.69 187.69 | 20 Trackwork. Trains travelling towards Lowton must observe 15 m.p.h. P.S.R. |
| 4 | Golborne Jn. | Down Fast | - | 187.69 0.69 | 20 Trackwork. |
| 5 | Haydock Branch Jn. and Golborne Jn. | - | Up Fast | 1.45 0.69 | 40/90 Condition of Bridge. (No.7). |
| 6 | Penrith South Jn. and Eden Valley | - | Up | 48.22 47.79 | 20/60 Trackwork. From 14 00 Sunday, 3 until 12 00 Monday, 4 November. |
| 7 | Eden Valley and Penrith South Jn. | Down | - | 47.79 48.22 | 30 Trackwork. From 11 00 until 21 00 Sunday, 3 November. |
| 8 | Caldew Jn. | - | Up Goods | 2.23 2.13 | 10 Condition of track. No AWS warning indication for warning board on the down main at 0m. 20chs. |

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|-------------------------------|---------------------|--|
| SCOTTISH REGION - continued | | |
| BYREHILL TO AYR | | |
| SUNDAY, 3 NOVEMBER | | |
| SC17 Kilwinning Jn and Irvine | Down and Up BLOCKED | 00 20 to 08 55. Trackwork. 5T49, 00 20 LARGS TO AYR CSD AND 5T30, 08 55 AYR CSD TO LARGS NOT TO RUN. |
| SC18 Barassie and Newton Jn | Down and Up BLOCKED | 00 30 to 08 00. Overhead line work (HARD HAT AREA). Isolation of electrical sections SA1 to 4, 01 00 to 08 00. 5T49, 00 20 LARGS TO AYR CSD AND 5T30, 08 55 AYR CSD TO LARGS NOT TO RUN. |

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SATURDAY, 2 NOVEMBER - COLWYN BAY

Colwyn Bay signal box will be closed and signals worked from the box will be taken out of use. Until further notice the signal posts will remain plated with existing CB identity numbers.

All telephones formerly connected to Colwyn Bay signal box will become connected to Llandudno Jn. signal box.

Trains between Llandudno Jn. and Abergele will be signalled under Ticket Working arrangements (see Section D).

(35)

SUNDAY, 3 NOVEMBER - GOLBORNE JUNCTION

The facing connection from the up main line to the up Lowton line together with the switch diamonds between the up main line and down Lowton line will be secured out of use, pending recovery.

The trailing connection from the down Lowton line to the down main line will be taken away and replaced by plain line.

All signal routes from and to the down and up Lowton lines will be disconnected until further notice.

(35)

SUNDAY, 3 NOVEMBER - CART LANE LEVEL CROSSING

Cart Lane level crossing, situated at 10 miles 59 chains between Grange-over-Sands and Kents Bank will be converted to a user worked barrier crossing (U.W.B.).

Whistle boards will be provided on the approaches to the crossing, 205 yards in advance of it.

No road traffic lights are provided but telephones will be provided on both sides of the crossing for road users to communicate with the signalbox.

(35)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SUNDAY, 3 NOVEMBER - KENTS BANK LEVEL CROSSING

Kents Bank level crossing, situated at 11 miles 27 chains at the Ulverston end of Kents Bank station, will be converted to a user worked barrier crossing (U.W.B.).

Whistle boards will be provided on the approaches to the crossing, 205 yards in advance of it.

No road traffic lights are provided but telephones will be provided on both sides of the crossing for road users to communicate with the signalbox.

(35)

EASTERN REGION

MONDAY 4 NOVEMBER - BETWEEN MILTON VILLAGE LC AND BRAMPTON

A reflectorised Speed Restriction Warning Indicator will be provided on the Down line between Milton Village LC and Brampton at 48m. 72ch. giving warning of the Permanent Speed Restriction of $\frac{20}{30}$ mph at 49m. 50ch.

The distance between the Warning Indicator and the commencement of the $\frac{20}{30}$ mph speed restriction will be 1276 yards. An AWS permanent magnet will be provided 200 yards before reaching the indicator.

(35)

MONDAY 4 NOVEMBER - BETWEEN BRAMPTON STATION AND BRAMPTON FELL LC

At 10 00 hours a permanent speed restriction of $\frac{20}{30}$ mph will be imposed on the Down line between 49m. 50ch. and 49m 70ch.

(See Section 'D')

(35)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

FOLEY CROSSING

The down main semaphore distant signal has been reduced in height to 17 feet above rail level.

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

(34)

OLDHAM

The down main starting signal has been renewed as a straight post semaphore signal, reduced in height to approximately 17 feet above rail level and positioned 100 yards further from the signal box.

A telephone communicating with the signal box has been provided.

(34)

HATHERSAGE STATION

The up platform, which has been reconstructed, has been brought back into use and is 60 yards in length. The temporary up platform has been taken away.

(34)

ELLESMERE PORT

The Goods Yard at Ellesmere Port has been taken away. The Up and Down Through Sidings line located between the Up and Down Goods Loop and Ellesmere Port Goods Yard has been terminated at the $3\frac{1}{4}$ mile post and a stop block has been provided.

(34)

SECTION C

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

HELSEBY WEST CHESHIRE JN.

Helsby West Cheshire Jn. box has been abolished and the block section on the down and up main lines is between Stanlow & Thornton and Helsby Jn. The single line between Mouldsworth and Helsby West Cheshire Jn. has been taken out of use until further notice.

AT HELSEBY WEST CHESHIRE JN.

Except as shown below, all signals (including Helsby Jn. down inner distant signal on the same post as West Cheshire Jn. down starter signal) have been taken away and all points secured in the normal position.

The trailing points in the down main line connecting to Shellstar sidings have been converted to hand operation and, when not required for movements to or from the sidings, will be secured by clip and scotch.

The down home signal has had the top yellow aspect blanked out and is Helsby Jn. down distant signal. The red aspect is, however, being retained and is being controlled locally in connection with the working of Shellstar sidings. The signal post telephone communicates with Stanlow & Thornton box.

The down distant signal has been retained to act as a distant signal for the former down home signal.

A telephone has been provided at the connection with Shellstar sidings, communicating with Stanlow & Thornton box.

AT MOULDSWORTH

The connections to and from the down and up branch lines have been secured out of use until further notice and all associated signalling disconnected pending removal.

(33)

LEIGH

The down main semaphore distant signal has been reduced in height to 17 feet above rail level.

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

(33)

SECTION C

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

GOLBORNE JN.

Signal WN.146 on the up fast line and signal WN.147 on the up slow line together with the telephones and A.W.S. inductors, has been re-positioned 75 yards further from Warrington P.S.B.

(33)

ASHTON MOSS NORTH JN.

The up main starting signal has been renewed as a straight post semaphore signal at the same location and reduced in height to 17 feet above rail level.

(33)

ASPATRIA

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

(33)

WINSFORD (OVER & WHARTON BRANCH)

The Over & Wharton Branch has been taken away, the line shortened to become a siding and a stop block has been provided at 166 miles 1232 yards.

The telephone from the exit from the branch to the signal box and the "One Train Working" train staff applicable to the branch have been taken away.

(33)

*** WALKDEN STATION

The down and up platforms have been temporarily shortened until further notice in connection with platform work.

Drivers of trains stopping at Walkden must be prepared to bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as the work progresses.

(32)

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

** SCROPTON

The up main semaphore distant signal has been reduced in height to approximately 17 feet above rail level.

(32)

** BAGULEY FOLD JN.

The down main home signal (with distant signal for the down starting signal beneath) has been renewed as a straight post semaphore signal at the same location. The home signal arm has been reduced in height to 17 feet above rail level.

(32)

** RAVENHEAD JUNCTION

A new run-round loop has been provided adjacent to the siding between Ravenhead Junction and Leather's Chemicals Ltd. The loop has been located between 6 miles 28 chains and 6 miles 51 chains and is on the formation of the former down line.

(32)

** BETWEEN SETTLE STATION AND SETTLE JN.

The existing 30 m.p.h. permanent speed restriction over the up line from 235 m.p. to 234 miles 45 chains has been removed. The associated warning indicator and AWS permanent magnet has also been removed.

(32)

EASTERN REGION

WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot), at approximately 42m 38ch, has been removed and plain line installed.

The secured out of use facing connection between the Down Worksop line and the Down Sidings, at approximately 42m 27ch, has been removed and plain line installed.

The Down Worksop end of the secured out of use trailing connection between the Up Worksop line and the Down Worksop line, together with the slip connection to the Down Sidings, at approximately 42m 24ch, has been removed and plain line installed.

All associated signalling has been abolished.

(34)

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

EASTERN REGION - continued

WOODBURN JN.

The secured out of use connection from the Stockbridge line to Woodburn Shops/Up Sidings has been removed and plain line installed.

The Up Worksop line end of the secured out of use trailing connection between the Down and Up Worksop lines, at approximately 42m. 24chs., has been removed and plain line installed.

The catch points in the Up Worksop line at 42m. 35chs. have been removed and plain line installed.

All associated signalling has been abolished.

(See Section D)

(33)

SHIPLEY STATION

From 06 45 the existing "Mark IV stop here" board at the Leeds end of Platform 3 has been replaced by a :

1. "9 MK IV STOP" board 12 metres past the Leeds end platform ramp top.
2. "8 MK IV STOP" board 11 metres before the Leeds end platform ramp top.
3. "7 MK IV STOP" board 34 metres before the Leeds end platform ramp top.

(33)

BETWEEN WYLAM LC AND BLAYDON

A permanent speed restriction of 30/65mph has been imposed on the Up line between 6m.54ch. and 6m.34ch.

(See Section 'D') (33)

TYNE YARD (NORTH END)

The connection between the Tyne Yard North Arrival/Departure line and the Engine line, located at approximately 76m.47ch., has been moved 30 yards further south, together with associated Ground Position Light Signal T.5548

(33)

SECTION C

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

EASTERN REGION - continued

ROTHERHAM HOLMES LANE GOODS YARD (DOWN MASBOROUGH SIDINGS)

The above sidings have been removed, leaving a short siding of 100 feet, with buffer stop, at the former Masborough Station end of the sidings.

(33)

*** MYTHOLMROYD STATION

Newly constructed Down and Up platforms at Mytholmroyd Station, each 111 yards (102 metres) in length, have been brought into use.

(32)

SCOTTISH REGION

*** BETWEEN ANNAN AND GRETNA JN.

A triangular permanent speed restriction warning indicator (Rule Book Appendix 2.2) to replace the existing illuminated circular warning indicator associated with the speed restriction of 40 m.p.h. on the Up Dumfries line, Round curve approaching and passing through Gretna Jn. has been provided 3 yards from and on the Annan side of the existing indicator. The existing associated AWS track equipment has been retained, and the existing indicator removed.

(32)

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

Opposite the AWS magnet for Down main signal M181 (Uddingston)
 Opposite the AWS magnet for Up main signal M128 (Glasgow side of
 Cambuslang station)
 Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre
 and Newton)

TERMINATION INDICATORS

Opposite Down main signal M133 (Newton side of Cambuslang station)
 Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of $1\frac{1}{4}$ miles.

(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.

APPENDIX NO.3 TO THE RULE BOOK

PAGE 3.7 (CND NO.28 Pages 88 and 89)

CLAUSE 2

Temporary Exception

DELETE heading and instruction

CLAUSE 3.2

Temporary Addition

DELETE heading and instruction

(Instructions contained on Page 19, CND No.28 refer)

(OD15/63/3)

(19-10-91)

APPENDIX NO.6 TO THE RULE BOOK

WORKING OF THE AUTOMATIC BRAKE ON LOCO HAULED TRAINS
 WORKING OF THE AUTOMATIC BRAKE ON MULTIPLE UNIT TRAINS

CLAUSE 5.1.2

An additional requirement to Rule Book Appendix 6 is for some trains to reduce speed in freezing conditions if:-

- A. Snow is falling.
 B. Fallen snow is being disturbed by the passage of trains.

| | |
|---|---------|
| Class 158 | 75 mph |
| Class 253/4 (HST) trains | 100 mph |
| I.C. 225 trains with Mk4 vehicles | 100 mph |
| Push/Pull or loco hauled trains with Mk3 vehicles authorised to run at 110 mph | 100 mph |

(503/T8/10/3)
 (503/T1/1/38)

(10-10-91)

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

SECTION 4 - LOCAL INSTRUCTIONS - continued

BIRKENHEAD TO HELSBY AND BRANCHES

PAGE D61

HELSEBY WEST CHESHIRE JUNCTION

DELETE heading and all details and substitute:-

SHELLSTAR SIDINGS

A Competent Person will be appointed by the Area Manager, North West Freight at Warrington to supervise all movements into and out of Shellstar private sidings.

INWARD TRAINS. Trains for Shellstar sidings must be worked with an additional diesel locomotive, other than a shunting locomotive, attached in rear from Ellesmere Port. Except in emergency, the Driver of the rear locomotive must not apply traction power nor interfere with the braking of the train and must disregard any signal which may return to Danger before the locomotive passes it.

On arrival at the connection to Shellstar sidings the Traincrew must work to the instructions of the Competent Person. The train must be drawn into Shellstar sidings by the additional locomotive.

WORKING OF SHELLSTAR PRIVATE SIDINGS. The maximum permissible speed of trains over the siding line between the main line and Shellstar Sidings is 15 m.p.h.

An arriving train must stop at the first 'Stop' board and the Driver must obtain permission from the Shellstar shunting staff, by telephone, for the train to proceed to the second 'Stop' board.

A movement must not proceed past the 'Limit of Shunt' indicator towards the main line until the permission of the Competent Person has been obtained. When Shellstar shunting staff are on duty, their permission must also be obtained.

OUTWARD TRAINS. The Driver of a departing movement will be authorised by the Competent Person to proceed towards Helsby Junction on the down main line. The Driver must be prepared to stop at Helsby Junction down home 1 signal, which may be at Danger.

HELSEBY JN. DOWN DISTANT SIGNAL (FORMER WEST CHESHIRE JUNCTION HOME SIGNAL). If a train is brought to a stand at Helsby Jn. down distant signal due to it exhibiting a Danger aspect, the Driver must immediately telephone the Signalman at Stanlow & Thornton box. If the Driver is authorised to pass the signal at Danger, he must proceed at extreme caution and not pass the trailing connection to Shellstar sidings unless he is satisfied that the line is clear and all points are in the correct position and properly secured. The Driver must report the circumstances to the Signalman at Helsby Jn. box.

If, when a train has been brought to a stand at Helsby Jn. down distant signal, the telephone has failed, the Driver may proceed in accordance with the previous paragraph.

(19-10-91)

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

SECTION 4 - LOCAL INSTRUCTIONS - continued

BIRKENHEAD TO HELSBY AND BRANCHES - continued

PAGE D78

MOULDSWORTH

DELETE heading and all instructions.

(OD14/91/74)

(19-10-91)

CARNFORTH TO CARLISLE VIA BARROW AND BRANCHES

PAGE D88

ADD

BETWEEN SELLAFIELD AND CARLISLE

WORKING OF CALSS 15X TRAINS. Trains booked to call at the following stations/platforms must not have more than the leading two vehicles in public use. Additional vehicles may be conveyed but must be locked out of public use between Sellafield and Carlisle and vice-versa.

| STATION | PLATFORM/LINE |
|------------|---------------|
| Braystones | Single |
| Nethertown | Single |
| Flimby | Down |
| Wigton | Down and Up |

Trains formed of more than 3 vehicles in public use and booked to call at Sellafield must be routed to the 'down and up' loop in either direction and Guards must only release the doors at the No.1 platform side for passengers to join/alight.

Down direction trains formed of more than a single car in public use booked to call at Flimby must be stopped with the leading passenger door at the platform and only this door must be released for passengers to join/alight.

(28-9-91)

SECTION D

MISCELLANEOUS INSTRUCTIONS

ENGINEERING OPERATIONS BETWEEN LLANDUDNO JUNCTION AND ABERGELE
FROM SATURDAY, 2 NOVEMBER TO MONDAY, 11 NOVEMBER 1991

During engineering operations involving disconnection of the signalling equipment between Llandudno Jn. and Abergele, trains will be worked over the down and up main lines from 0730 hours Saturday, 2 November to 0600 hours Monday, 11 November in accordance with the following "Ticket Working" arrangements.

During the period of Ticket Working Colwyn Bay signal box will be closed and all telephones formerly connected to Colwyn Bay signal box will become connected to Llandudno Jn. signal box. Colwyn Bay signals will be taken out of use but the CB signal identification plates will remain on the signal posts until Sunday, 10 November when the signals will be renumbered (see Section C). Signal numbers shown below in brackets will apply from the 10 November.

Each train will be brought to a stand at the appropriate undermentioned 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 (FIRST TICKET SECTION)

| DOWN MAIN | UP MAIN |
|------------------------------------|---------|
| Abergele down loop starting signal | LJ.58 |

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 MAIN | UP MAIN |
|-----------------|----------------|
| CB.35R (LJ.49R) | CB.3R (LJ.54R) |
| CB.35 (LJ.49) | |
| CB.34R (LJ.51R) | |
| CB.34 (LJ.51) | |

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

SIGNAL AT WHICH TRAIN WILL BE BROUGHT TO A STAND (SECOND TICKET SECTION)

| DOWN MAIN | UP MAIN |
|---------------|--------------|
| CB.33 (LJ.53) | CB.3 (LJ.54) |

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

ENGINEERING OPERATIONS BETWEEN LLANDUDNO JUNCTION AND ABERGELE
FROM SATURDAY, 2 NOVEMBER TO MONDAY, 11 NOVEMBER 1991 - continued

(Note :During the period of Ticket Working signals CB.33 (LJ.53) and CB.3 (LJ.54) will be provided with temporary fixed RED aspects and the signal identification plates will be illuminated during the hours of darkness).

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 MAIN | UP MAIN |
|---------------|--------------------------|
| CB.32 (LJ.55) | CB.4 (LJ.52) |
| LJ.57R | CB.5R (LJ.50R) |
| | CB.5 (LJ.50) |
| | Abergele up main distant |

On arrival at the following signal, the Driver must act in accordance with the aspect displayed bearing in mind that the signal may be exhibiting a Danger aspect for which no previous Caution aspect has been received. After passing the signal he may dispose of the printed ticket.

FIRST SIGNAL BEYOND THE AFFECTED AREA TO BE OBEYED BY DRIVER

| DOWN MAIN | UP MAIN |
|-----------|------------------------------|
| LJ.57 | Abergele up main home signal |

The signal identification plates on signal LJ.57 and Abergele up main home signal will be illuminated during the hours of darkness.

(OD14/85/228) (33)

British Rail
London Midland Region

CNE



33

WEEKLY OPERATING NOTICE

containing

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

Saturday, 9th November

to

Friday, 15th November 1991

inclusive

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

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

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

PRIVATE
and not for Publication

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|--|---------------------------------|--|
| SCOTTISH REGION - continued | | |
| BYREHILL TO AYR - continued | | |
| SUNDAY, 10 NOVEMBER - continued | | |
| SC24 Irvine and Barassie | Down and Up | BLOCKED 00 30 to 08 00. Stationwork and overhead linework. (HARD HAT AREA). Isolation of electrical sections SAL to 4, 01 00 to 08 00. 5T49, 00 20 LARGS TO AYR CSD AND 5T30, 08 55 AYR CSD TO LARGS NOT TO RUN. |
| DUBBS JN TO STEVENSTON | | |
| MONDAY, 11 TO FRIDAY, 15 NOVEMBER | | |
| SC25 Kilwinning Jn and Stevenston | Down and Up | BLOCKED 00 45 to 05 45 daily. Trackwork. POSSESSION TO BE GIVEN UP FOR PASSAGE OF 1Z90 (SANDITE TRAIN) OVER BOTH LINES. |
| EDINBURGH WAVERLEY TO HAYMARKET EAST JN. | | |
| TUESDAY, 12 TO FRIDAY, 15 NOVEMBER | | |
| SC26 Waverley West and Princess Street Gardens | Line X Line W Between Trains | BLOCKED 00 00 to 05 30) daily. Trackwork. 00 00 to 06 00) REFER SCOTRAIL DAILY ADVICES FOR TRAIN ALTERATIONS AND DIVERSIONS. |

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items will not appear in future issues

SUNDAY, 10 NOVEMBER - BETWEEN LLANDUDNO JN. AND ABERGELE

All former Colwyn Bay signal box signals will be renumbered with Llandudno Jn. signal box identity plates as follows:-

| DOWN LINE | | UP LINE | |
|-----------|---------|---------|------------|
| OLD NO. | NEW NO. | OLD NO. | NEW NUMBER |
| CB.35R | LJ.49R | CB.3R | LJ.54R |
| CB.35 | LJ.49 | CB.3 | LJ.54 |
| CB.34R | LJ.51R | CB.4 | LJ.52 |
| CB.34 | LJ.51 | CB.5R | LJ.50R |
| CB.33 | LJ.53 | CB.5 | LJ.50 |
| CB.32 | LJ.55 | | |

(36)

SUNDAY, 10 NOVEMBER - GOLBORNE JN.

Golborne Jn. will be remodelled and the final layout and signalling will be as shown on the following sketch.

The crossover between the down slow line and up slow line between Golborne Jn. and Haydock Branch Jn. will be taken out of use pending removal and associated position-light ground signals WN. 142 and WN.143 will be taken away.

Signal WN.145 on the down slow line will be plated as an Automatic signal.

The following permanent speed restrictions will apply:-

The existing 80 m.p.h. permanent speed restriction on the down and up fast lines between 187 miles 57 chains and 0 miles 65 chains will be removed. The existing 90 m.p.h. permanent speed restriction on the fast lines between 0 miles 65 chains and 1 mile 16 chains will now apply between 187 miles 57 chains and 1 mile 16 chains.

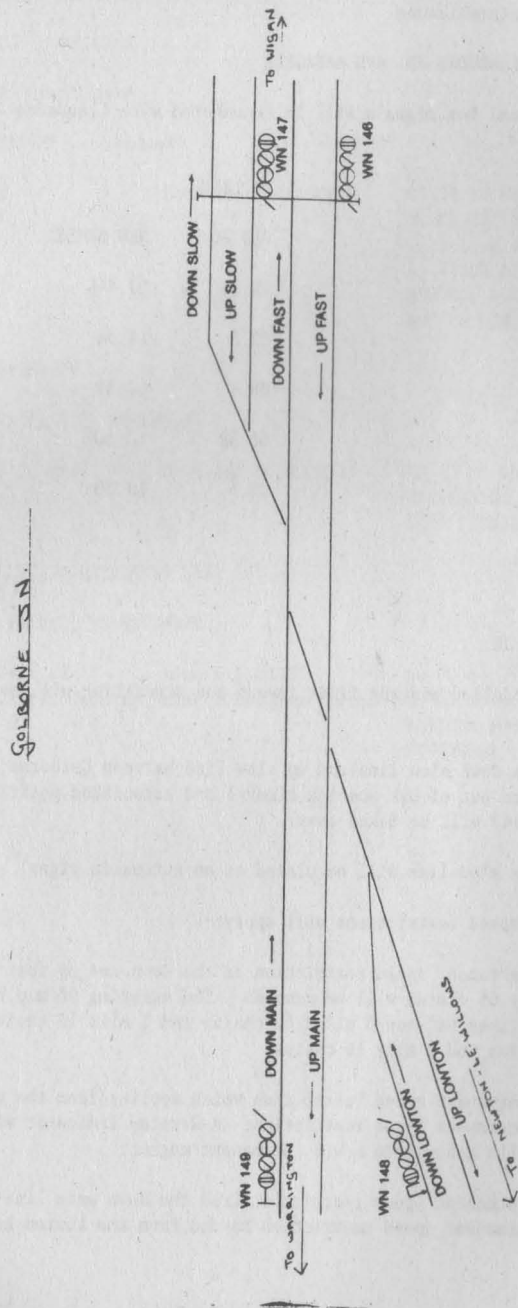
The existing 50 m.p.h. permanent speed restriction which applies from the up slow to up main will now be a 25 m.p.h. permanent speed restriction. A Warning Indicator will be provided at 1 mile 63 chains with associated A.W.S. permanent magnet.

The existing 50 m.p.h. permanent speed restriction from the down main line to the down slow line and the 15 m.p.h. permanent speed restriction to and from the Lowton branch will not be altered.

(36)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SUNDAY, 10 NOVEMBER - GOLBORNE JN. - continued



(36)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

MONDAY, 11 NOVEMBER - BETWEEN LLANDUDNO JN. AND ABERGELE

The Track Circuit Block System will be instituted over the territory controlled by Llandudno Jn. signal box (See Section D Table A).

The following signals will become fully automatic:-

| DOWN LINE | UP LINE |
|-----------|---------|
| LJ.51 | LJ.54 |
| LJ.53 | LJ.52 |
| LJ.55 | |

Between Colwyn Bay and Llandudno Jn. train operated fixed warning systems (FWS) will be provided by the retaining walls - on the downside between 220m. 8chs. and 220m. 28chs. and on the upside between 220m. 18chs. and 219m. 76chs.

(36)

DETAILS OF WORK ALREADY CARRIED OUT

SALOP GOODS JN.

Signal SG.33 on the up Liverpool Independent line and signal SG.60 on the up Manchester Independent line have each been provided with a signal post telephone communicating with Salop Goods Jn. box. The white diamond signs on these signals, incorporating the signal identifications, will be retained pending replacement by signal identification plates.

(NEW ITEM) (36)

BETWEEN CHURCH & OSWALDTWISTLE AND RISHTON

The catch points situated in the up East Lancs line at 14m. 37ch. (310 yards after passing signal PN.418) have been replaced by plain line.

(NEW ITEM) (36)

COLWYN BAY

Colwyn Bay signal box has been closed and signals worked from the box have been taken out of use. Until further notice the signal posts remain plated with existing CB identity numbers.

All telephones formerly connected to Colwyn Bay signal box have become connected to Llandudno Jn. signal box.

Trains between Llandudno Jn. and Abergele have been signalled under Ticket Working arrangements (see Section D).

(35)

SECTION C

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

GOLBORNE JUNCTION

The facing connection from the up main line to the up Lowton line together with the switch diamonds between the up main line and down Lowton line have been secured out of use, pending recovery.

The trailing connection from the down Lowton line to the down main line has been taken away and replaced by plain line.

All signal routes from and to the down and up Lowton lines have been disconnected until further notice.

(35)

CART LANE LEVEL CROSSING

Cart Lane level crossing, situated at 10 miles 59 chains between Grange-over-Sands and Kents Bank has been converted to a user worked barrier crossing (U.W.B.).

Whistle boards have been provided on the approaches to the crossing, 205 yards in advance of it.

No road traffic lights are provided but telephones have been provided on both sides of the crossing for road users to communicate with the signalbox.

(35)

KENTS BANK LEVEL CROSSING

Kents Bank level crossing, situated at 11 miles 27 chains at the Ulverston end of Kents Bank station, has been converted to a user worked barrier crossing (U.W.B.).

Whistle boards have been provided on the approaches to the crossing, 205 yards in advance of it.

No road traffic lights are provided but telephones have been provided on both sides of the crossing for road users to communicate with the signalbox.

(35)

FOLEY CROSSING

The down main semaphore distant signal has been reduced in height to 17 feet above rail level.

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

(34)

SECTION C

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

OLDHAM

The down main starting signal has been renewed as a straight post semaphore signal, reduced in height to approximately 17 feet above rail level and positioned 100 yards further from the signal box.

A telephone communicating with the signal box has been provided.

(34)

HATHERSAGE STATION

The up platform, which has been reconstructed, has been brought back into use and is 60 yards in length. The temporary up platform has been taken away.

(34)

ELLESMERE PORT

The Goods Yard at Ellesmere Port has been taken away. The Up and Down Through Sidings line located between the Up and Down Goods Loop and Ellesmere Port Goods Yard has been terminated at the 3 $\frac{3}{4}$ mile post and a stop block has been provided.

(34)

* * * HELSBY WEST CHESHIRE JN.

Helsby West Cheshire Jn. box has been abolished and the block section on the down and up main lines is between Stanlow & Thornton and Helsby Jn. The single line between Mouldsworth and Helsby West Cheshire Jn. has been taken out of use until further notice.

AT HELSBY WEST CHESHIRE JN.

Except as shown below, all signals (including Helsby Jn. down inner distant signal on the same post as West Cheshire Jn. down starter signal) have been taken away and all points secured in the normal position.

The trailing points in the down main line connecting to Shellstar sidings have been converted to hand operation and, when not required for movements to or from the sidings, will be secured by clip and scotch.

The down home signal has had the top yellow aspect blanked out and is Helsby Jn. down distant signal. The red aspect is, however, being retained and is being controlled locally in connection with the working of Shellstar sidings. The signal post telephone communicates with Stanlow & Thornton box.

The down distant signal has been retained to act as a distant signal for the former down home signal.

A telephone has been provided at the connection with Shellstar sidings, communicating with Stanlow & Thornton box.

SECTION C

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

** HELSBY WEST CHESHIRE JN. - continued

AT MOULDSWORTH

The connections to and from the down and up branch lines have been secured out of use until further notice and all associated signalling disconnected pending removal.

(33)

** LEIGH

The down main semaphore distant signal has been reduced in height to 17 feet above rail level.

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

(33)

** GOLBORNE JN.

Signal WN.146 on the up fast line and signal WN.147 on the up slow line together with the telephones and A.W.S. inductors, has been re-positioned 75 yards further from Warrington P.S.B.

(33)

** ASHTON MOSS NORTH JN.

The up main starting signal has been renewed as a straight post semaphore signal at the same location and reduced in height to 17 feet above rail level.

(33)

** ASPATRIA

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

(33)

** WINSFORD (OVER & WHARTON BRANCH)

The Over & Wharton Branch has been taken away, the line shortened to become a siding and a stop block has been provided at 166 miles 1232 yards.

The telephone from the exit from the branch to the signal box and the "One Train Working" train staff applicable to the branch have been taken away.

(33)

SECTION C

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

EASTERN REGION

BETWEEN MILTON VILLAGE LC AND BRAMPTON

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Milton Village LC and Brampton at 48m. 72ch. giving warning of the Permanent Speed Restriction of 20mph at 49m. 50ch.

30

The distance between the Warning Indicator and the commencement of the 20mph speed restriction is 1276 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(35)

BETWEEN BRAMPTON STATION AND BRAMPTON FELL LC

At 10 00 hours a permanent speed restriction of 20mph has been imposed on the Down line between 49m. 50ch. and 49m 70ch.

30

(See Section 'D')

(35)

WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot), at approximately 42m 38ch, has been removed and plain line installed.

The secured out of use facing connection between the Down Worksop line and the Down Sidings, at approximately 42m 27ch, has been removed and plain line installed.

The Down Worksop end of the secured out of use trailing connection between the Up Worksop line and the Down Worksop line, together with the slip connection to the Down Sidings, at approximately 42m 24ch, has been removed and plain line installed.

All associated signalling has been abolished.

(34)

** WOODBURN JN.

The secured out of use connection from the Stockbridge line to Woodburn Shops/Up Sidings has been removed and plain line installed.

The Up Worksop line end of the secured out of use trailing connection between the Down and Up Worksop lines, at approximately 42m. 24chs., has been removed and plain line installed.

SECTION C

74

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

EASTERN REGION - continued

** WOODBURN JN. - continued

The catch points in the Up Worksop line at 42m. 35chs. have been removed and plain line installed.

All associated signalling has been abolished.

(See Section D)

(33)

*** SHIPLEY STATION

From 06 45 the existing "Mark IV stop here" board at the Leeds end of Platform 3 has been replaced by a :

1. "9 MK IV STOP" board 12 metres past the Leeds end platform ramp top.
2. "8 MK IV STOP" board 11 metres before the Leeds end platform ramp top.
3. "7 MK IV STOP" board 34 metres before the Leeds end platform ramp top.

(33)

** BETWEEN WYLAM LC AND BLAYDON

A permanent speed restriction of 30/65mph has been imposed on the Up line between 6m.54ch. and 6m.34ch.

(See Section 'D') (33)

*** TYNE YARD (NORTH END)

The connection between the Tyne Yard North Arrival/Departure line and the Engine line, located at approximately 76m.47ch., has been moved 30 yards further south, together with associated Ground Position Light Signal T.5548

(33)

*** ROTHERHAM HOLMES LANE GOODS YARD (DOWN MASBOROUGH SIDINGS)

The above sidings have been removed, leaving a short siding of 100 feet, with buffer stop, at the former Masborough Station end of the sidings.

(33)

SECTION C

75

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

SCOTTISH REGION

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

SECTION C

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

SCOTTISH REGION - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

Opposite the AWS magnet for Down main signal M181 (Uddingston)

Opposite the AWS magnet for Up main signal M128 (Glasgow side of
 Cambuslang station)

Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre
 and Newton)

TERMINATION INDICATORS

Opposite Down main signal M133 (Newton side of Cambuslang station)

Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of 1 ¼ miles.

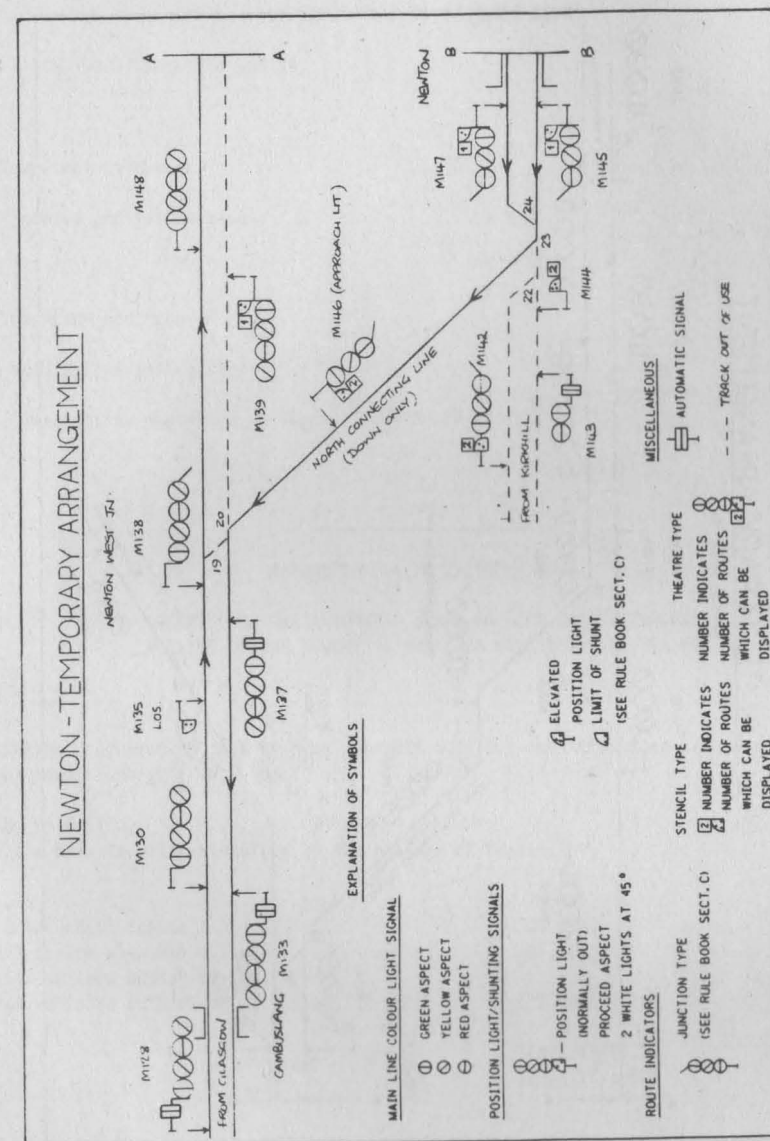
(UFN)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

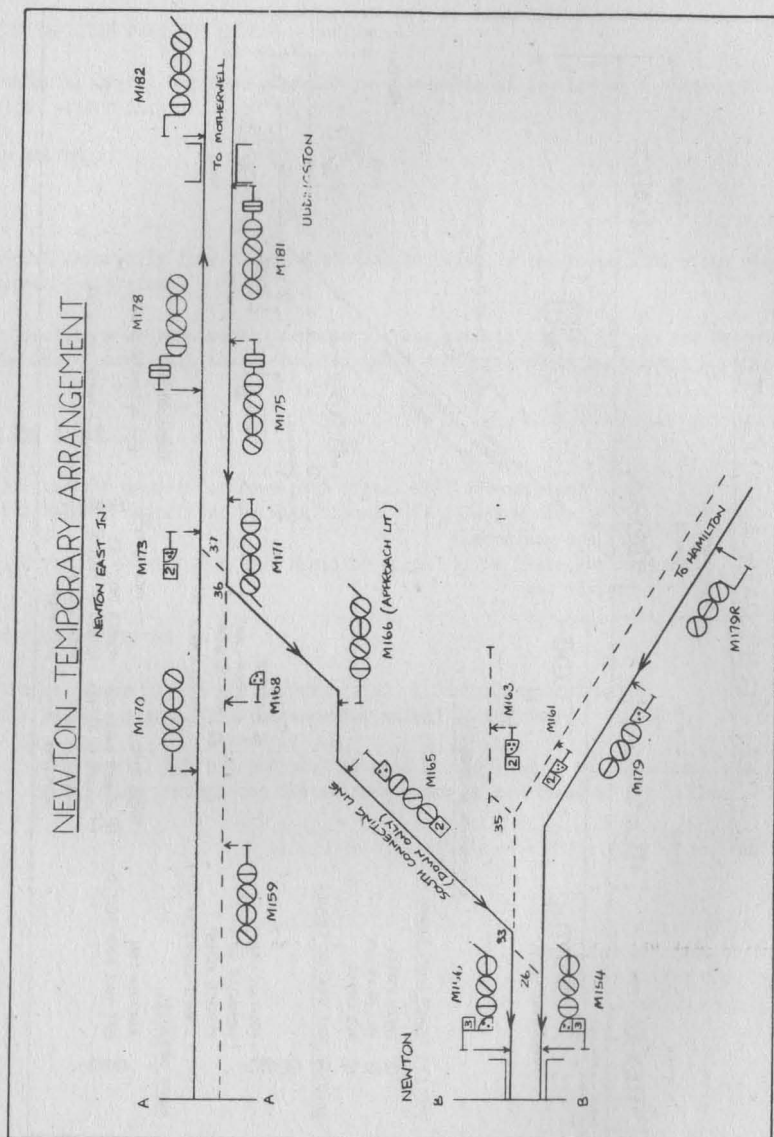


(UFN)

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

SCOTTISH REGION - continued

NEWTON AREA - continued



GENERAL INSTRUCTIONS AND NOTICES

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

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

APPENDIX NO.3 TO THE RULE BOOK

PAGE 3.7 (CND NO.28 Pages 88 and 89)

CLAUSE 2

Temporary Exception

DELETE heading and instruction

CLAUSE 3.2

Temporary Addition

DELETE heading and instruction

(Instructions contained on Page 19, CND No.28 refer)

(OD15/63/3)

(19-10-91)

APPENDIX NO.6 TO THE RULE BOOK

WORKING OF THE AUTOMATIC BRAKE ON LOCO HAULED TRAINS
 WORKING OF THE AUTOMATIC BRAKE ON MULTIPLE UNIT TRAINS

CLAUSE 5.1.2

An additional requirement to Rule Book Appendix 6 is for some trains to reduce speed in freezing conditions if:-

- A. Snow is falling.
- B. Fallen snow is being disturbed by the passage of trains.

| | |
|---|---------|
| Class 158 | 75 mph |
| Class 253/4 (HST) trains | 100 mph |
| I.C. 225 trains with Mk4 vehicles | 100 mph |
| Push/Pull or loco hauled trains with Mk3 vehicles authorised to run at 110 mph | 100 mph |

(503/T8/10/3)

(10-10-91)

(503/T1/1/38)

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

SECTION 4 - LOCAL INSTRUCTIONS - INDEX

PAGE D2

ADD

Carlisle and Sellafield - Between.....88

(28-9-91)

PAGE D3

DELETE

Helsby West Cheshire Jn.....61

(19-10-91)

PAGE D5

ADD

Llysfaen G.F.....22

(11-11-91)

DELETE

Mouldsworth.....78

Over and Wharton Branch.....36

(19-10-91)

PAGE D6

ADD

Sellafield and Carlisle - Between.....88

(28-9-91)

PAGE D7

ADD

Shellstar Sidings.....61

(19-10-91)

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

SECTION 4 - LOCAL INSTRUCTIONS

CREWE TO HOLYHEAD

PAGE D22

ADD

LLYSFAEN G.F.

Should a train be detained at signal LJ.49 on the down main or signal LJ.50 on the up main and the telephone has failed at the signal concerned, the Driver must when carrying out the provisions of Rule Book, Section K, Clause 3.3, bring his train to a stand at Llysfaen ground frame and not proceed until he has satisfied himself that the ground frame is not in use and the points concerned are in the correct position for his train.

(11-11-91)

PAGE D25

HOLYHEAD FREIGHTLINER TERMINAL

Under the sub-heading BERTHING INWARD TRAINS

AMEND reference to 'No. 4 platform' in the second sentence to read 'No. 3 platform'.

(6-10-91)

CREWE TO GRETNA (BRANCHES)

PAGE D36

OVER & WHARTON BRANCH

DELETE :- heading and all particulars.

(OD14/78/87)

(19-10-91)

British Rail
London Midland Region

CNE



34

WEEKLY OPERATING NOTICE

containing

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

Saturday, 16th November
to
Friday, 22nd November 1991
inclusive

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

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

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

PRIVATE
and not for Publication

CNE34C/1

66

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

SUNDAY, 17 NOVEMBER - RUNCORN

The up sidings together with the trailing connection in the up main line will be taken away. All associated signalling and the shunter's warning bell and telephone will be removed.

(37)

FRIDAY, 22 NOVEMBER - BETWEEN LOW MOOR AND WILPSHIRE TUNNEL

The catch points in the up line at 14 miles 51 chains and 14 miles 20 chains will be replaced by plain line.

(37)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN LLANDUDNO JN. AND ABERGELE

All former Colwyn Bay signal box signals have been renumbered with Llandudno Jn. signal box identity plates as follows:-

| DOWN LINE | | UP LINE | |
|-----------|---------|---------|------------|
| OLD NO. | NEW NO. | OLD NO. | NEW NUMBER |
| CB.35R | LJ.49R | CB.3R | LJ.54R |
| CB.35 | LJ.49 | CB.3 | LJ.54 |
| CB.34R | LJ.51R | CB.4 | LJ.52 |
| CB.34 | LJ.51 | CB.5R | LJ.50R |
| CB.33 | LJ.53 | CB.5 | LJ.50 |
| CB.32 | LJ.55 | | |

(36)

CNE34C/2

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SECTION C

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

GOLBORNE JN.

Golborne Jn. has been remodelled and the final layout and signalling is as shown on the following sketch.

The crossover between the down slow line and up slow line between Golborne Jn. and Haydock Branch Jn. has been taken out of use pending removal and associated position-light ground signals WN. 142 and WN.143 have been taken away.

Signal WN.145 on the down slow line has been plated as an Automatic signal.

The following permanent speed restrictions now apply:-

The existing 80 m.p.h. permanent speed restriction on the down and up fast lines between 187 miles 57 chains and 0 miles 65 chains has been removed. The existing 90 m.p.h. permanent speed restriction on the fast lines between 0 miles 65 chains and 1 mile 16 chains now applies between 187 miles 57 chains and 1 mile 16 chains.

The existing 50 m.p.h. permanent speed restriction which applies from the up slow to up main is now a 25 m.p.h. permanent speed restriction. A Warning Indicator has been provided at 1 mile 63 chains with associated A.W.S. permanent magnet.

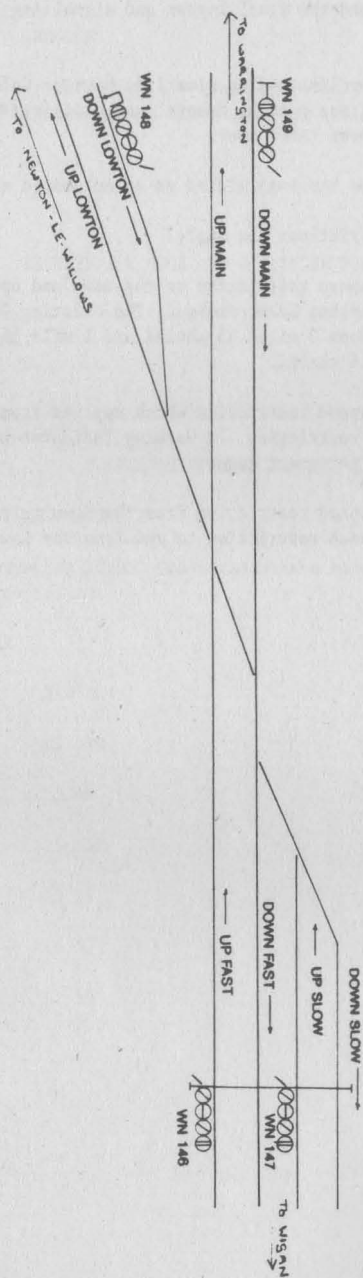
The existing 50 m.p.h. permanent speed restriction from the down main line to the down slow line and the 15 m.p.h. permanent speed restriction to and from the Lowton branch have not been altered.

(36)

68

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

GOLBORNE JN. - continued



GOLBORNE JN.

(36)

69

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

BETWEEN LLANDUDNO JN. AND ABERGELE

The Track Circuit Block System has been instituted over the territory controlled by Llandudno Jn. signal box (See Section D Table A).

The following signals now become fully automatic:-

| DOWN LINE | UP LINE |
|-----------|---------|
| LJ.51 | LJ.54 |
| LJ.53 | LJ.52 |
| LJ.55 | |

Between Colwyn Bay and Llandudno Jn. train operated fixed warning systems (FWS) has been provided by the retaining walls - on the downside between 220m. 8chs. and 220m. 28chs. and on the upside between 220m. 18chs. and 219m. 76chs.

(36)

SALOP GOODS JN.

Signal SG.33 on the up Liverpool Independent line and signal SG.60 on the up Manchester Independent line have each been provided with a signal post telephone communicating with Salop Goods Jn. box. The white diamond signs on these signals, incorporating the signal identifications, will be retained pending replacement by signal identification plates.

(36)

BETWEEN CHURCH & OSWALDTWISTLE AND RISHTON

The catch points situated in the up East Lancs line at 14m. 37ch. (310 yards after passing signal PN.418) have been replaced by plain line.

(36)

COLWYN BAY

Colwyn Bay signal box has been closed and signals worked from the box have been taken out of use. Until further notice the signal posts remain plated with existing CB identity numbers.

All telephones formerly connected to Colwyn Bay signal box have become connected to Llandudno Jn. signal box.

Trains between Llandudno Jn. and Abergele have been signalled under Ticket Working arrangements (see Section D).

(35)

SECTION C

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

GOLBORNE JUNCTION

The facing connection from the up main line to the up Lowton line together with the switch diamonds between the up main line and down Lowton line have been secured out of use, pending recovery.

The trailing connection from the down Lowton line to the down main line has been taken away and replaced by plain line.

All signal routes from and to the down and up Lowton lines have been disconnected until further notice.

(35)

CART LANE LEVEL CROSSING

Cart Lane level crossing, situated at 10 miles 59 chains between Grange-over-Sands and Kents Bank has been converted to a user worked barrier crossing (U.W.B.).

Whistle boards have been provided on the approaches to the crossing, 205 yards in advance of it.

No road traffic lights are provided but telephones have been provided on both sides of the crossing for road users to communicate with the signalbox.

(35)

KENTS BANK LEVEL CROSSING

Kents Bank level crossing, situated at 11 miles 27 chains at the Ulverston end of Kents Bank station, has been converted to a user worked barrier crossing (U.W.B.).

Whistle boards have been provided on the approaches to the crossing, 205 yards in advance of it.

No road traffic lights are provided but telephones have been provided on both sides of the crossing for road users to communicate with the signalbox.

(35)

** FOLEY CROSSING

The down main semaphore distant signal has been reduced in height to 17 feet above rail level.

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

(34)

SECTION C

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

** OLDHAM

The down main starting signal has been renewed as a straight post semaphore signal, reduced in height to approximately 17 feet above rail level and positioned 100 yards further from the signal box.

A telephone communicating with the signal box has been provided.

(34)

** HATHERSAGE STATION

The up platform, which has been reconstructed, has been brought back into use and is 60 yards in length. The temporary up platform has been taken away.

(34)

** ELLESMERE PORT

The Goods Yard at Ellesmere Port has been taken away. The Up and Down Through Sidings line located between the Up and Down Goods Loop and Ellesmere Port Goods Yard has been terminated at the 3 3/4 mile post and a stop block has been provided.

(34)

SECTION C

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

EASTERN REGION

BETWEEN MILTON VILLAGE LC AND BRAMPTON

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Milton Village LC and Brampton at 48m. 72ch. giving warning of the Permanent Speed Restriction of 20mph at 49m. 50ch.

30

The distance between the Warning Indicator and the commencement of the 20mph speed restriction is 1276 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(35)

BETWEEN BRAMPTON STATION AND BRAMPTON FELL LC

At 10 00 hours a permanent speed restriction of 20mph has been imposed on the Down line between 49m. 50ch. and 49m 70ch.

30

(See Section 'D')

(35)

** WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot), at approximately 42m 38ch, has been removed and plain line installed.

The secured out of use facing connection between the Down Worksop line and the Down Sidings, at approximately 42m 27ch, has been removed and plain line installed.

The Down Worksop end of the secured out of use trailing connection between the Up Worksop line and the Down Worksop line, together with the slip connection to the Down Sidings, at approximately 42m 24ch, has been removed and plain line installed.

All associated signalling has been abolished.

(34)

SECTION C

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

SCOTTISH REGION

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

- Opposite the AWS magnet for Down main signal M181 (Uddingston)
- Opposite the AWS magnet for Up main signal M128 (Glasgow side of Cambuslang station)
- Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre and Newton)

TERMINATION INDICATORS

- Opposite Down main signal M133 (Newton side of Cambuslang station)
- Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of $1\frac{1}{4}$ miles.

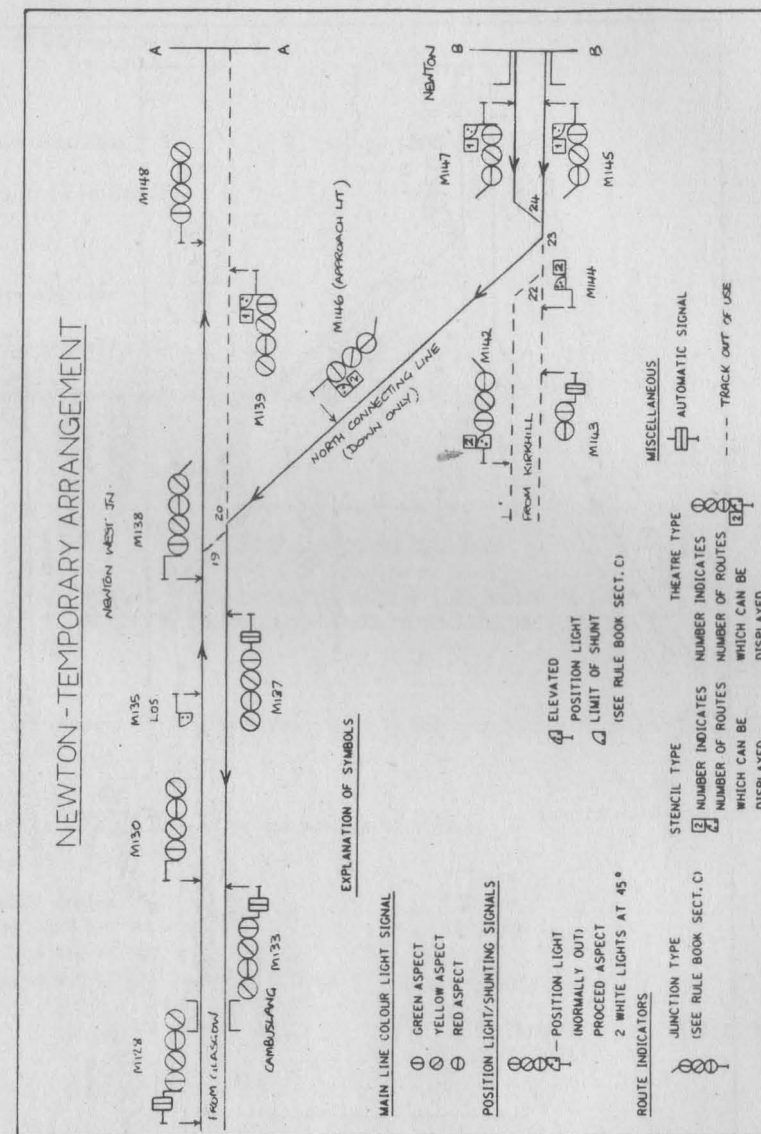
(UFN)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued



(UFN)

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

SECTION 4 - LOCAL INSTRUCTIONS - continued

BIRKENHEAD TO HELSBY AND BRANCHES - continued

PAGE D61 - continued

HELSEBY WEST CHESHIRE JUNCTION - continued

DELETE heading and all details and substitute:- continued

SHELLSTAR SIDINGS - continued

OUTWARD TRAINS. The Driver of a departing movement will be authorised by the Competent Person to proceed towards Helsby Junction on the down main line. The Driver must be prepared to stop at Helsby Junction down home 1 signal, which may be at Danger.

HELSEBY JN. DOWN DISTANT SIGNAL (FORMER WEST CHESHIRE JUNCTION HOME SIGNAL). If a train is brought to a stand at Helsby Jn. down distant signal due to it exhibiting a Danger aspect, the Driver must immediately telephone the Signaller at Stanlow & Thornton box. If the Driver is authorised to pass the signal at Danger, he must proceed at extreme caution and not pass the trailing connection to Shellstar sidings unless he is satisfied that the line is clear and all points are in the correct position and properly secured. The Driver must report the circumstances to the Signaller at Helsby Jn. box.

If, when a train has been brought to a stand at Helsby Jn. down distant signal, the telephone has failed, the Driver may proceed in accordance with the previous paragraph.

(19-10-91)

PAGE D78

MOULDSWORTH

DELETE heading and all instructions.

(OD14/91/74)

(19-10-91)

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

SECTION 4 - LOCAL INSTRUCTIONS - continued

CARNFORTH TO CARLISLE VIA BARROW AND BRANCHES

PAGE D88

ADD

BETWEEN SELLAFIELD AND CARLISLE

WORKING OF CALSS 15X TRAINS. Trains booked to call at the following stations/platforms must not have more than the leading two vehicles in public use. Additional vehicles may be conveyed but must be locked out of public use between Sellafield and Carlisle and vice-versa.

| STATION | PLATFORM/LINE |
|------------|---------------|
| Braystones | Single |
| Nethertown | Single |
| Flimby | Down |
| Wigton | Down and Up |

Trains formed of more than 3 vehicles in public use and booked to call at Sellafield must be routed to the 'down and up' loop in either direction and Guards must only release the doors at the No.1 platform side for passengers to join/alight.

Down direction trains formed of more than a single car in public use booked to call at Flimby must be stopped with the leading passenger door at the platform and only this door must be released for passengers to join/alight.

(28-9-91)

British Rail
London Midland Region

CNE



35

WEEKLY OPERATING NOTICE

containing

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

Saturday, 23rd November

to

Friday, 29th November 1991

inclusive

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

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

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

PRIVATE
and not for Publication



WARNING



A.C. ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE EQUIPMENT

MANCHESTER VICTORIA TO COLLYHURST TUNNEL

Overhead line equipment has been provided on the Greater Manchester Metrolink lines between Manchester Victoria station and Collyhurst Tunnel (former Bury lines).

FROM 00 01 HOURS ON SATURDAY, 23 NOVEMBER 1991 ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 750 VOLTS D.C. AND MUST BE REGARDED AS "ALIVE" AT ALL TIMES.

(See Section D)

(OD14/87/1)



WARNING



A.C. ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE EQUIPMENT

COATBRIDGE FREIGHTLINER TERMINAL

The energisation of overhead line equipment at high voltage (25,000 volts), previously advised for Sunday, 20 October 1991 is now CANCELLED.

Arrangements for energisation of this portion of line will be advised at a later date.

This supersedes the printed notice appearing on the inside cover of CND28.

(MR/EL/14/E/5/91) (18-10-91)

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 24 NOVEMBER - BEESTON CASTLE

The down home signal and the up starting signal will be reduced in height to 16 feet above rail level.

(38)

DETAILS OF WORK ALREADY CARRIED OUT

LONGSIGHT T.M.D.

No. 33 Hyde Road Siding has been secured out of use until further notice.

(NEW ITEM) (38)

ELLESMERE PORT

Signal post telephones have been provided at the Down Main Home 3 semaphore signal and the Up Main Home 2 semaphore signal.

The Diamond signs on the Down Main Home 3 semaphore signal and the Up Main Home 2 semaphore signal have been taken away.

(NEW ITEM) (38)

RUNCORN

The up sidings together with the trailing connection in the up main line has been taken away. All associated signalling and the shunter's warning bell and telephone have been removed.

(37)

BETWEEN LOW MOOR AND WILPSHIRE TUNNEL

The catch points in the up line at 14 miles 51 chains and 14 miles 20 chains have been replaced by plain line.

(37)

SECTION C

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

BETWEEN LLANDUDNO JN. AND ABERGELE

All former Colwyn Bay signal box signals have been renumbered with Llandudno Jn. signal box identity plates as follows:-

| DOWN LINE | | UP LINE | |
|-----------|---------|---------|------------|
| OLD NO. | NEW NO. | OLD NO. | NEW NUMBER |
| CB.35R | LJ.49R | CB.3R | LJ.54R |
| CB.35 | LJ.49 | CB.3 | LJ.54 |
| CB.34R | LJ.51R | CB.4 | LJ.52 |
| CB.34 | LJ.51 | CB.5R | LJ.50R |
| CB.33 | LJ.53 | CB.5 | LJ.50 |
| CB.32 | LJ.55 | | |

(36)

GOLBORNE JN.

Golborne Jn. has been remodelled and the final layout and signalling is as shown on the following sketch.

The crossover between the down slow line and up slow line between Golborne Jn. and Haydock Branch Jn. has been taken out of use pending removal and associated position-light ground signals WN. 142 and WN.143 have been taken away.

Signal WN.145 on the down slow line has been plated as an Automatic signal.

The following permanent speed restrictions now apply:-

The existing 80 m.p.h. permanent speed restriction on the down and up fast lines between 187 miles 57 chains and 0 miles 65 chains has been removed. The existing 90 m.p.h. permanent speed restriction on the fast lines between 0 miles 65 chains and 1 mile 16 chains now applies between 187 miles 57 chains and 1 mile 16 chains.

The existing 50 m.p.h. permanent speed restriction which applies from the up slow to up main is now a 25 m.p.h. permanent speed restriction. A Warning Indicator has been provided at 1 mile 63 chains with associated A.W.S. permanent magnet.

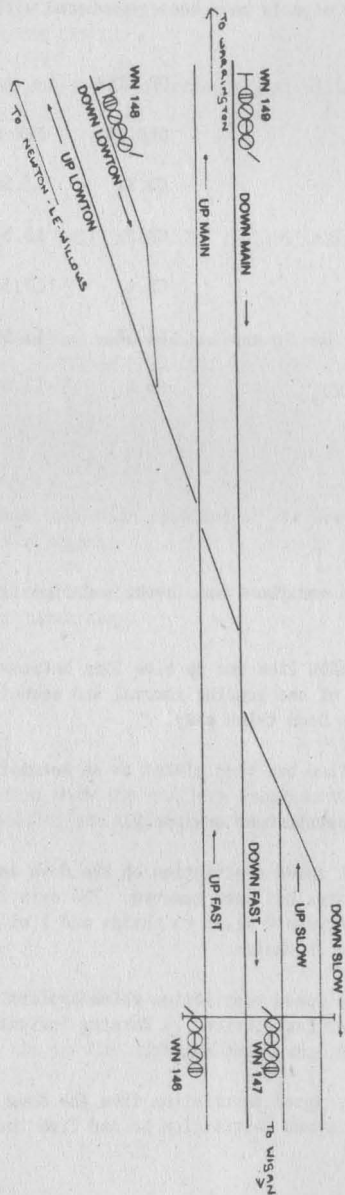
The existing 50 m.p.h. permanent speed restriction from the down main line to the down slow line and the 15 m.p.h. permanent speed restriction to and from the Lowton branch have not been altered.

(36)

SECTION C

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

GOLBORNE JN. - continued



GOLBORNE JN.

(36)

SECTION C

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

BETWEEN LLANDUDNO JN. AND ABERGELE

The Track Circuit Block System has been instituted over the territory controlled by Llandudno Jn. signal box (See Section D Table A).

The following signals now become fully automatic:-

| DOWN LINE | UP LINE |
|-----------|---------|
| LJ.51 | LJ.54 |
| LJ.53 | LJ.52 |
| LJ.55 | |

Between Colwyn Bay and Llandudno Jn. train operated fixed warning systems (FWS) has been provided by the retaining walls - on the downside between 220m. 8chs. and 220m. 28chs. and on the upside between 220m. 18chs. and 219m. 76chs.

(36)

SALOP GOODS JN.

Signal SG.33 on the up Liverpool Independent line and signal SG.60 on the up Manchester Independent line have each been provided with a signal post telephone communicating with Salop Goods Jn. box. The white diamond signs on these signals, incorporating the signal identifications, will be retained pending replacement by signal identification plates.

(36)

BETWEEN CHURCH & OSWALDTWISTLE AND RISHTON

The catch points situated in the up East Lancs line at 14m. 37ch. (310 yards after passing signal PN.418) have been replaced by plain line.

(36)

** COLWYN BAY

Colwyn Bay signal box has been closed and signals worked from the box have been taken out of use.

All telephones formerly connected to Colwyn Bay signal box have become connected to Llandudno Jn. signal box.

(AMENDED ITEM)

(35)

SECTION C

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

** GOLBORNE JUNCTION

The facing connection from the up main line to the up Lowton line together with the switch diamonds between the up main line and down Lowton line have been secured out of use, pending recovery.

The trailing connection from the down Lowton line to the down main line has been taken away and replaced by plain line.

All signal routes from and to the down and up Lowton lines have been disconnected until further notice.

(35)

** CART LANE LEVEL CROSSING

Cart Lane level crossing, situated at 10 miles 59 chains between Grange-over-Sands and Kents Bank has been converted to a user worked barrier crossing (U.W.B.).

Whistle boards have been provided on the approaches to the crossing, 205 yards in advance of it.

No road traffic lights are provided but telephones have been provided on both sides of the crossing for road users to communicate with the signalbox.

(35)

** KENTS BANK LEVEL CROSSING

Kents Bank level crossing, situated at 11 miles 27 chains at the Ulverston end of Kents Bank station, has been converted to a user worked barrier crossing (U.W.B.).

Whistle boards have been provided on the approaches to the crossing, 205 yards in advance of it.

No road traffic lights are provided but telephones have been provided on both sides of the crossing for road users to communicate with the signalbox.

(35)

SECTION C

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

EASTERN REGION

** BETWEEN MILTON VILLAGE LC AND BRAMPTON

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Milton Village LC and Brampton at 48m. 72ch. giving warning of the Permanent Speed Restriction of $\frac{20}{30}$ mph at 49m. 50ch.

The distance between the Warning Indicator and the commencement of the $\frac{20}{30}$ mph speed restriction is 1276 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(35)

** BETWEEN BRAMPTON STATION AND BRAMPTON FELL LC

A permanent speed restriction of $\frac{20}{30}$ mph has been imposed on the Down line between 49m. 50ch. and 49m 70ch.

(See Section 'D')

(35)

SCOTTISH REGION

POLMADIE

The connection between Nos. 3 and 4 Down Through Sidings, at the Rutherglen end, has been temporarily set, and secured out of use, for movements along No.3 Down Through siding.

(38)

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

DOWN HAMILTON - continued

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

Opposite the AWS magnet for Down main signal M181 (Uddingston)

Opposite the AWS magnet for Up main signal M128 (Glasgow side of

Cambuslang station)

Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre and Newton)

TERMINATION INDICATORS

Opposite Down main signal M133 (Newton side of Cambuslang station)

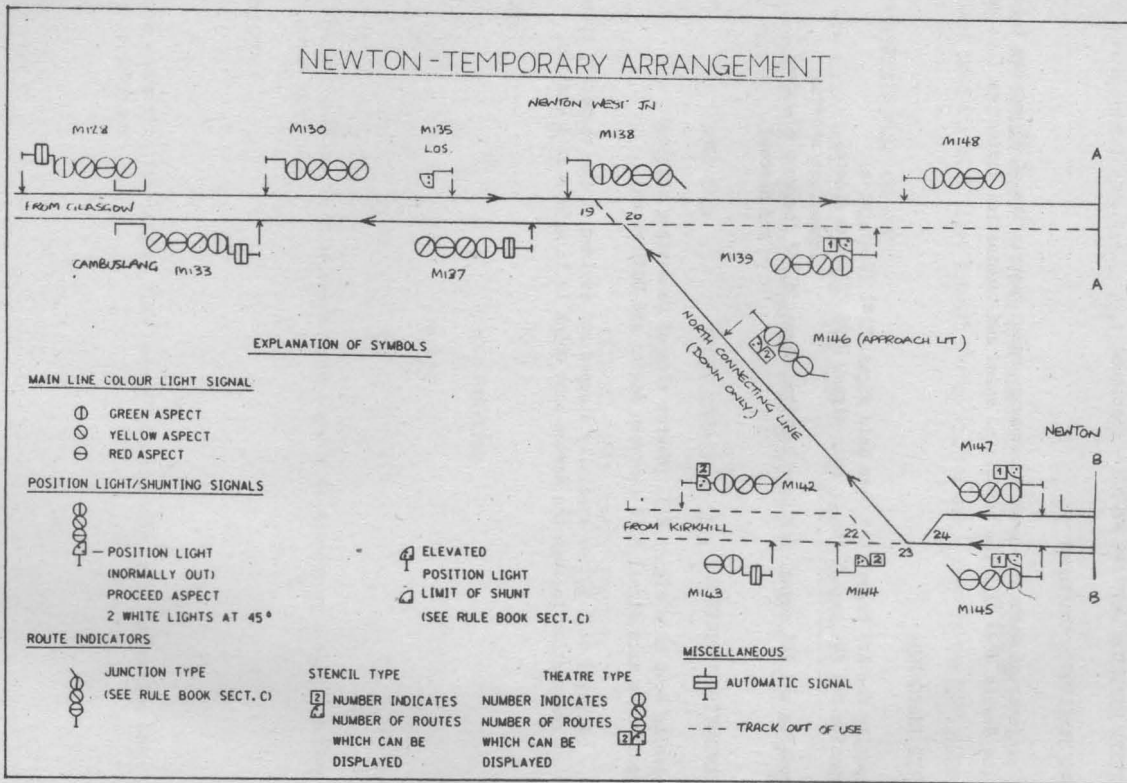
Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of 1 ¼ miles.

(UFN)

SCOTTISH REGION - continued
NEWTON AREA - continued

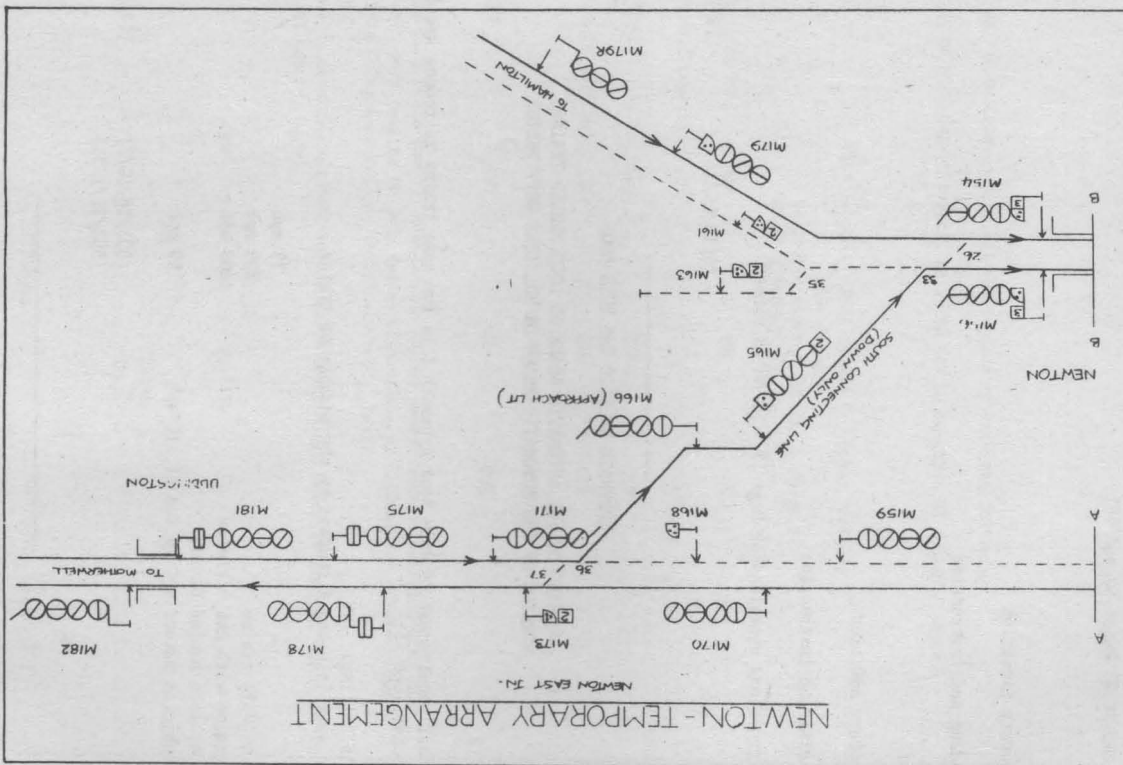
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued



(UEN)

SCOTTISH REGION - continued
NEWTON AREA - continued

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



(UEN)

British Rail
London Midland Region

CNE**37****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 7th December

to

Friday, 13th December 1991

inclusive

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

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

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

PRIVATE
and not for Publication

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 8 DECEMBER - BETWEEN HIXON AND ASTON-BY-STONE

A fixed warning system will be provided between 31 miles 26 chains and 29 miles 68 chains in two sections.

The south section will give warnings through 3 audible alarm units situated between 31 miles 26 chains and 30 miles 71 chains and will be switched on and off by means of plungers located as follows:-

- S1 - down side at engineer's access point adjacent to overbridge 125.
- S2 - up side on overhead line structure HC 31/16.

The north section will give warnings through 8 audible alarm units situated between 30 miles 71 chains and 29 miles 68 chains and will be switched on and off by means of plungers located as follows:-

- N1 - down side at engineer's access point adjacent to overbridge 125.
- N2 - up side at engineer's access point at 30 $\frac{1}{4}$ m.p.
- N3 - down side adjacent to underbridge 121A.

(40)

SUNDAY, 8 DECEMBER - ASPATRIA

The down main semaphore distant signal will be renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(40)

TUESDAY, 10 DECEMBER - SETTLE JN.

The Up Morecambe Home 1 signal will be renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(40)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

HARTFORD JN.

The Run Round Road together with the connection from the Arrival Road has been taken out of use pending removal and all associated signalling disconnected.

(NEW ITEM) (40)

SELLAFIELD

The Up Main Home 4 signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(39)

BEESTON CASTLE

The down home signal and the up starting signal have been reduced in height to 16 feet above rail level.

(38)

LONGSIGHT T.M.D.

No. 33 Hyde Road Siding has been secured out of use until further notice.

(38)

ELLESMERE PORT

Signal post telephones have been provided at the Down Main Home 3 semaphore signal and the Up Main Home 2 semaphore signal.

The Diamond signs on the Down Main Home 3 semaphore signal and the Up Main Home 2 semaphore signal have been taken away.

(38)

SECTION C

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

*** RUNCORN

The up sidings together with the trailing connection in the up main line has been taken away. All associated signalling and the shunter's warning bell and telephone have been removed.

(37)

*** BETWEEN LOW MOOR AND WILPSHIRE TUNNEL

The catch points in the up line at 14 miles 51 chains and 14 miles 20 chains have been replaced by plain line.

(37)

EASTERN REGION

WOODBURN JN

The removal and plain lining of the secured out of use trailing connection from the Down Worksop Line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch, previously shown to have been carried out, has not taken place.

The connection remains in situ, although still secured out of use.

(39)

SCOTTISH REGION

POLMADIE

The connection between Nos. 3 and 4 Down Through Sidings, at the Rutherglen end, has been temporarily set, and secured out of use, for movements along No.3 Down Through siding.

(38)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

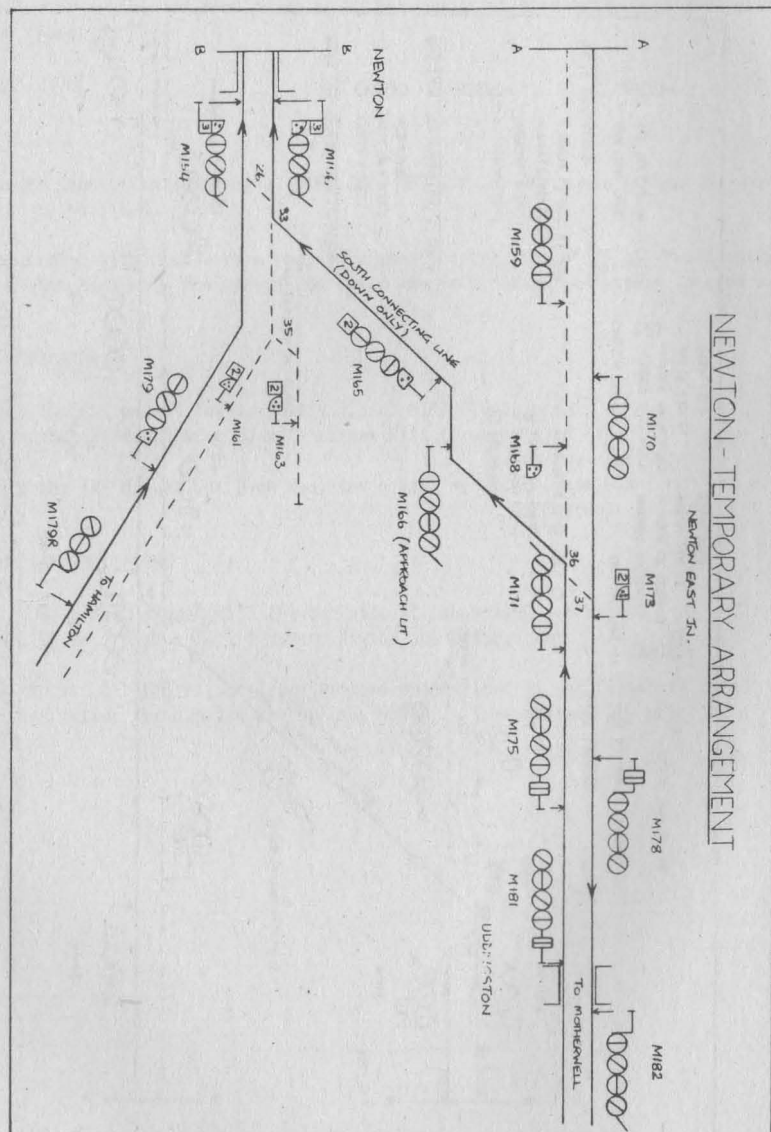
| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued



(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.

British Rail
London Midland Region
CNE  **38/39**

X

WEEKLY OPERATING NOTICE

99-84

containing

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

Saturday, 14th December
to
Friday, 27th December 1991
inclusive

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

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

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PRIVATE
and not for Publication

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 15 DECEMBER - RAVENHEAD JUNCTION

The Departure line between Canal Bridge level crossing and Ravenhead Junction will be taken out of use and the hand points at each end secured out of use, pending removal.

(40/41)

MONDAY, 16 DECEMBER - BETWEEN HIXON AND ASTON-BY-STONE

The 90 m.p.h. permanent speed restriction applying on the up line between 31 m.p. and 33 $\frac{1}{4}$ m.p. will be removed.

The 75 m.p.h. permanent speed restriction applying on the down and up lines between 31 m.p. and 30 miles 69 chains will be removed.

The 90 m.p.h. permanent speed restriction applying on the down and up lines between 30 miles 69 chains and 29 miles 10 chains will be removed from the up line and will be reduced in length on the down line to apply between 30 miles 20 chains and 29 miles 10 chains.

(40/41)

TUESDAY, 17 DECEMBER - HELLIFIELD

The Down Branch Distant signal and the Up Branch Starting signal will both be renewed as straight post semaphore signals at the same location and reduced in height to approximately 17 feet above rail level.

(40/41)

WEDNESDAY, 18 DECEMBER - HELLIFIELD

The Up Main Home 2 signal will be renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(40/41)

SCOTTISH REGION

MONDAY 16 DECEMBER - POLMADIE

The connection between Nos 3 and 4 Down Through sidings at the Rutherglen end, previously set for movements along No 3 Down Through siding and secured out of use, will be reinstated.

(40/41)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HIXON AND ASTON-BY-STONE

A fixed warning system has been provided between 31 miles 26 chains and 29 miles 68 chains in two sections.

The south section gives warnings through 3 audible alarm units situated between 31 miles 26 chains and 30 miles 71 chains and is switched on and off by means of plungers located as follows:-

- S1 - down side at engineer's access point adjacent to overbridge 125.
- S2 - up side on overhead line structure HC 31/16.

The north section gives warnings through 8 audible alarm units situated between 30 miles 71 chains and 29 miles 68 chains and is switched on and off by means of plungers located as follows:-

- N1 - down side at engineer's access point adjacent to overbridge 125.
- N2 - up side at engineer's access point at 30 $\frac{1}{4}$ m.p.
- N3 - down side adjacent to underbridge 121A.

(40/41)

ASPATRIA

The down main semaphore distant signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(40/41)

SETTLE JN.

The Up Morecambe Home 1 signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(40/41)

HARTFORD JN.

The Run Round Road together with the connection from the Arrival Road has been taken out of use pending removal and all associated signalling disconnected.

(40/41)

SECTION C

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

** SELLAFIELD

The Up Main Home 4 signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(39)

** BEESTON CASTLE

The down home signal and the up starting signal have been reduced in height to 16 feet above rail level.

(38)

** LONGSIGHT T.M.D.

No. 33 Hyde Road Siding has been secured out of use until further notice.

(38)

** ELLESMERE PORT

Signal post telephones have been provided at the Down Main Home 3 semaphore signal and the Up Main Home 2 semaphore signal.

The Diamond signs on the Down Main Home 3 semaphore signal and the Up Main Home 2 semaphore signal have been taken away.

(38)

EASTERN REGION

** WOODBURN JN

The removal and plain lining of the secured out of use trailing connection from the Down Worksop Line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch, previously shown to have been carried out, has not taken place.

The connection remains in situ, although still secured out of use.

(39)

SCOTTISH REGION

** POLMADIE

The connection between Nos. 3 and 4 Down Through Sidings, at the Rutherglen end, has been temporarily set, and secured out of use, for movements along No.3 Down Through siding.

(38)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

Opposite the AWS magnet for Down main signal M181 (Uddingston)
Opposite the AWS magnet for Up main signal M128 (Glasgow side of
Cambuslang station)
Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre
and Newton)

TERMINATION INDICATORS

Opposite Down main signal M133 (Newton side of Cambuslang station)
Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of $1\frac{1}{4}$ miles.

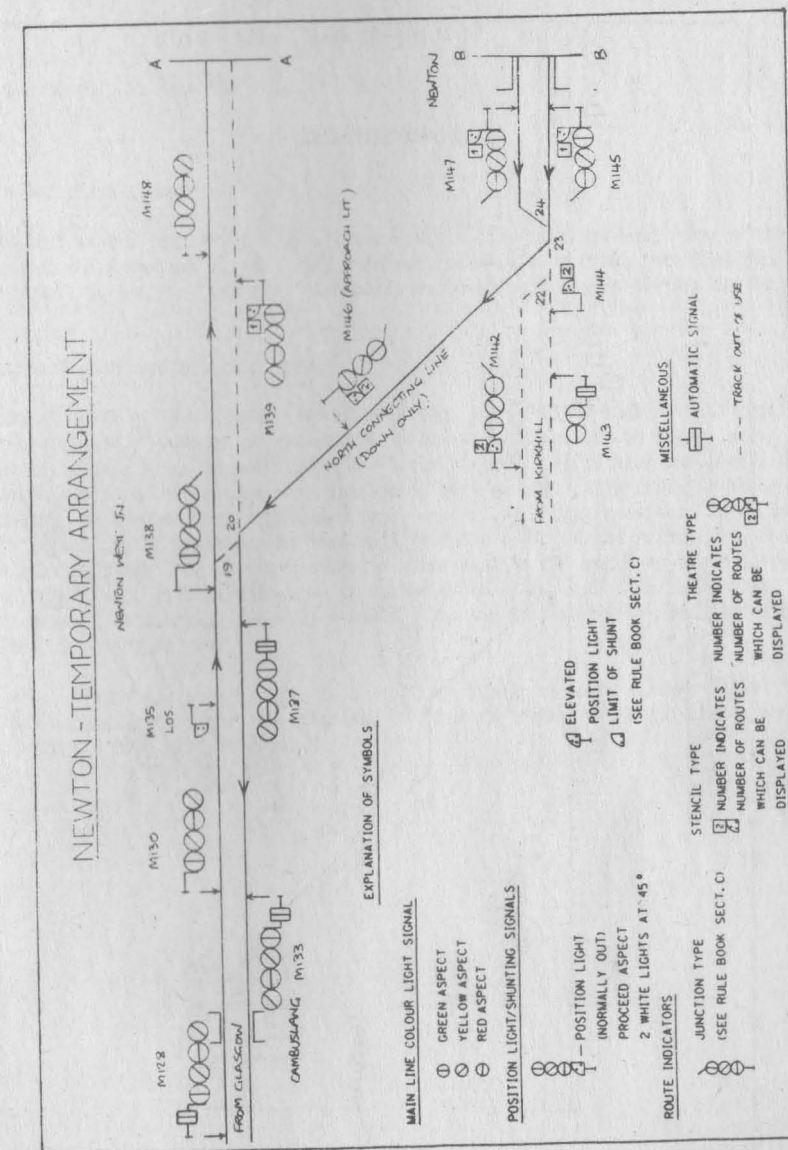
(UFN)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued



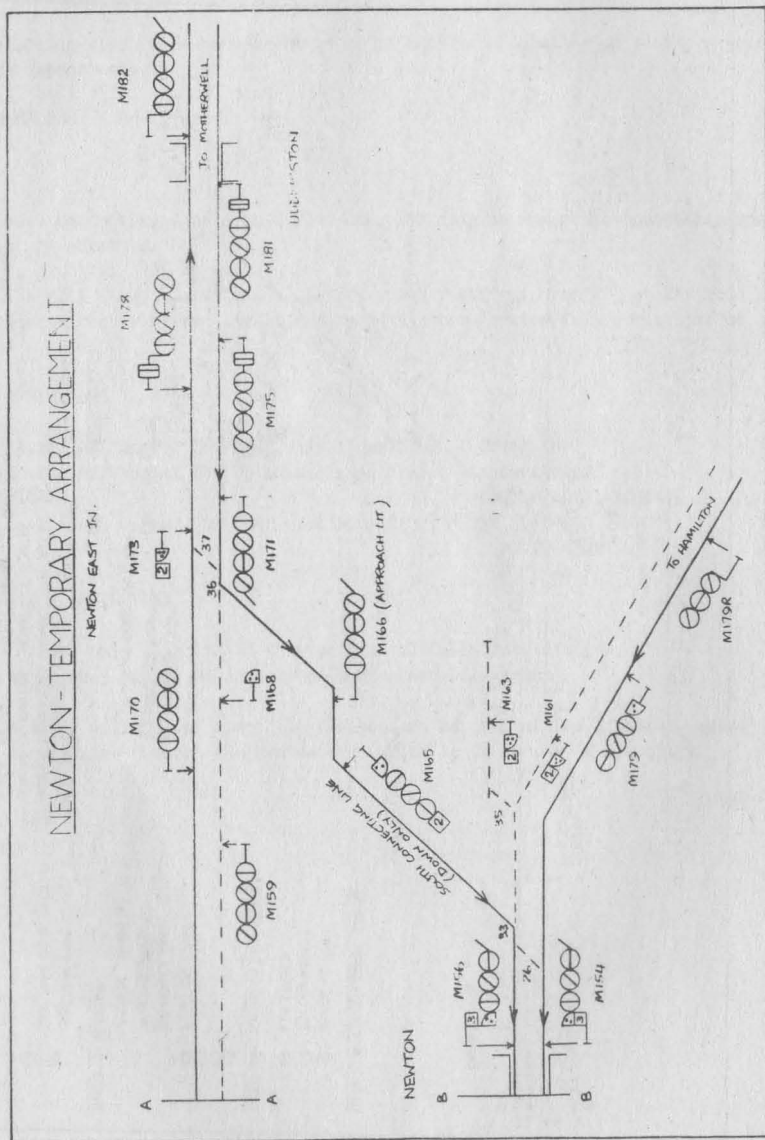
(UFN)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued



(UFN)

SECTION D

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

SECTION 4 - LOCAL INSTRUCTIONS - continued

BIRKENHEAD TO HELSBY (BRANCHES)

BETWEEN MANN ISLAND TO HELSBY JN. (VIA LOOP)

PAGE D61 (See CND No. 37 page 53)

SHELLSTAR SIDINGS

AMEND third paragraph to read:-

On arrival at the connection to Shellstar sidings the Traincrew must work to the instructions of the Competent Person. The complete train must be drawn into Shellstar sidings by the additional locomotive; under no circumstances must the train be divided on the main line.

AMEND eighth and ninth paragraphs to read:-

HELSEBY JN. DOWN DISTANT SIGNAL (FORMER WEST CHESHIRE JUNCTION HOME SIGNAL) retains a red aspect which will be illuminated by the Competent Person by means of the signal post replacement key when a train is working at Shellstar sidings. It is also provided with a signal post telephone communicating with Stanlow & Thornton box. If a train is brought to a stand at Helsby Jn. down distant signal due to it exhibiting a Danger aspect, the Driver must immediately telephone the Signaller at Stanlow & Thornton box. If the Driver is authorised to pass the signal at Danger, he must proceed at extreme caution and not pass the trailing connection to Shellstar sidings unless he is satisfied that the line is clear and all points are in the correct position and properly secured. The Driver must report the circumstances to the Signaller at Helsby Jn. box.

If, when a train has been brought to a stand at Helsby Jn. down distant signal, the telephone has failed, the Driver is authorised to pass the signal at Danger and proceed in accordance with the previous paragraph.

(7-12-91)

British Rail
London Midland Region

CNE



42

WEEKLY OPERATING NOTICE

containing

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

Saturday, 11th January

to

Friday, 17th January 1992

inclusive

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PRIVATE
and not for Publication

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

SATURDAY, 11 JANUARY - BETWEEN ST. HELENS STATION AND RAVENHEAD JN.

The Maximum Permissible Speed on the down and up lines between St. Helens Station and Ravenhead Jn. will be decreased from 20 m.p.h. to 10 m.p.h.

The 15 m.p.h. permanent speed restriction on the down and up lines which applies over the junction to and from the Ravenhead branch will be removed.

(45)

MONDAY, 13 JANUARY - PRESTON STATION

Platform work will be taking place on the down fast platform (No. 3) which will be shortened by approximately 100 yards at the north end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided.

(45)

MONDAY, 13 JANUARY - CHERRY TREE STATION

The down and up platforms will be temporarily shortened in connection with platform work.

Drivers of trains stopping at Cherry Tree must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

MONDAY, 13 JANUARY - BAMBER BRIDGE STATION

The down and up platforms will be temporarily shortened in connection with platform work.

Drivers of trains stopping at Bamber Bridge must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

MONDAY, 13 JANUARY - PLEASINGTON STATION

The down and up platforms will be temporarily shortened in connection with platform work.

Drivers of trains stopping at Pleasington must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

EASTERN REGION

SUNDAY 12 JANUARY - LEEDS STATION (WEST END)

The trailing connection from the Up Goods line to the Up (Wall) Siding will be secured out of use pending removal. The route from Ground Position Light Signal 142 will be disconnected.

The Up (Wall) Siding track will be recovered between Ground Position Light Signal 144 and the buffer stop and GPL 144 will be fixed at Red.

Platform 10 line will be shortened by 26 yards (24 metres). The revised operational platform length will be 117 yards (107 metres).

(45)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

CORNBROOK JN.

The down Chester line has been severed at the 1½ m.p., a buffer stop with red light has been provided and the line has been renamed turnback siding.

The up Chester line has been severed at 1 mile 593 yards and slewed into a new connection in the turnback siding.

The lines beyond the new buffer stop as far as and excluding the Deansgate Jn. box area have been handed over to Greater Manchester Metro Limited.

(43)

PRESTON STATION

No. 1 Siding and No. 2 Locomotive Siding have been temporarily shortened by approximately 40 yards at the buffer stop ends.

(43)

BETWEEN HOLME TUNNEL AND COPY PIT

The temporary speed restriction of 20 m.p.h. over the down and up lines from 25 miles 52 chains to 25 miles 65 chains has become a 20 m.p.h. permanent speed restriction.

(43)

BETWEEN GISBURN TUNNEL AND HELLIFIELD

The temporary speed restriction of 30 m.p.h. over the down and up lines from 30 miles 60 chains to 30 miles 62 chains has become a 30 m.p.h. permanent speed restriction.

(43)

DARWEN STATION

The down and up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Darwen must be prepared to bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as the work progresses.

(43)

EASTERN REGION

BETWEEN GATESHEAD METRO CENTRE AND DUNSTON

The catch points in the Up line at 2m. 74ch., 768 yards before reaching signal T.256, and at 2m. 29ch., 616 yards before reaching signal T.254, have been secured out of use pending removal.

(44)

SECTION C

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

SCOTTISH REGION

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

Opposite the AWS magnet for Down main signal M181 (Uddingston)

Opposite the AWS magnet for Up main signal M128 (Glasgow side of Cambuslang station)

Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre and Newton)

TERMINATION INDICATORS

Opposite Down main signal M133 (Newton side of Cambuslang station)

Opposite Up main signal M178 (between Newton and Uddingston)

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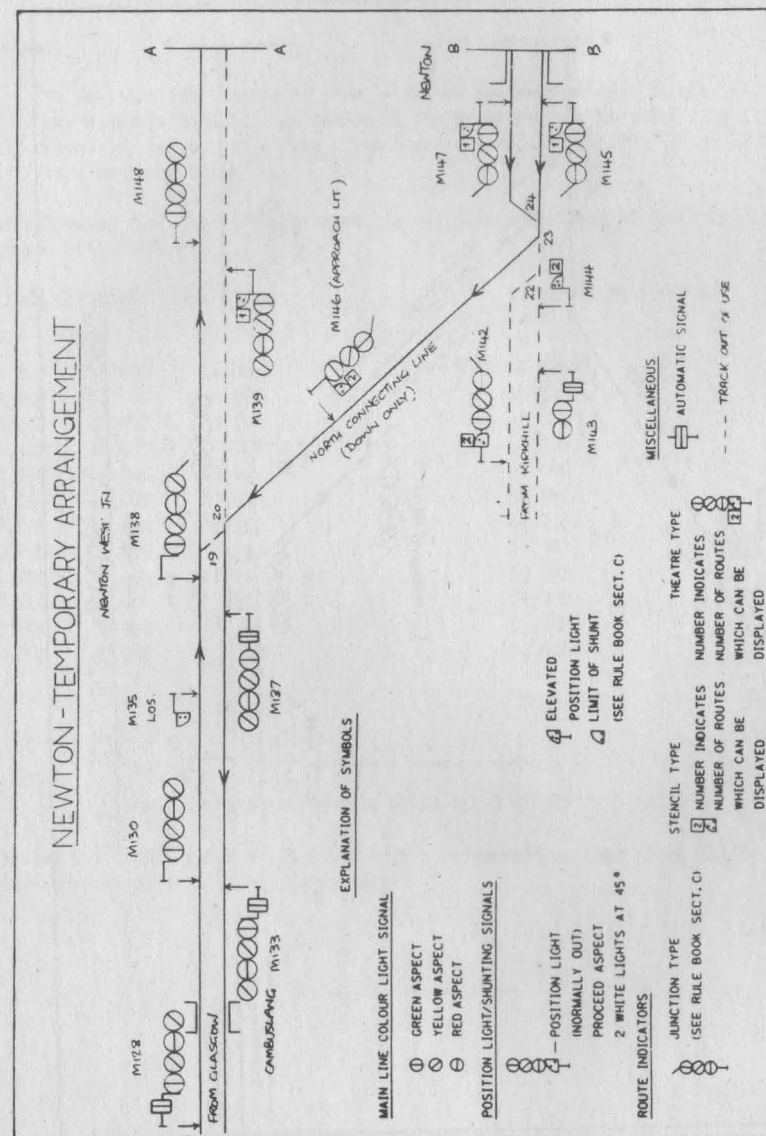
(UFN)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued



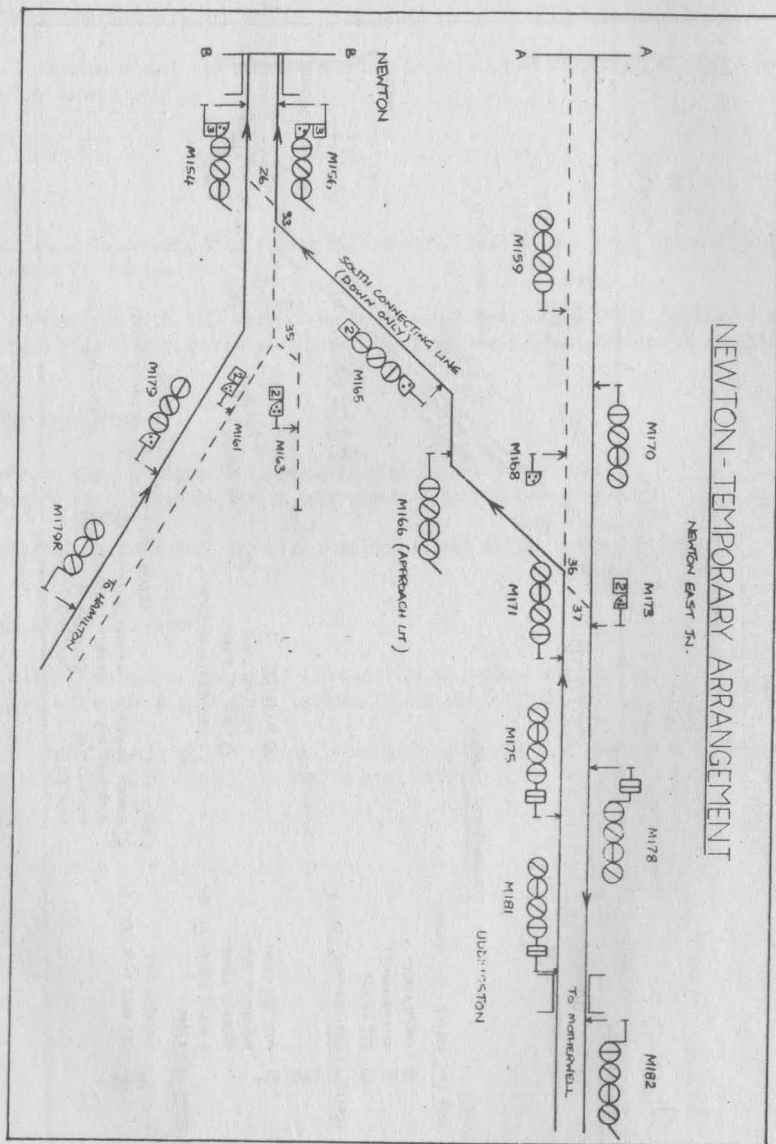
(UFN)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued



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

ADD new clause:-

B1/11 To maximise the loading of steel slabs on BDA wagons it is permissible to load two slabs (X1 and X2), in tandem on the bolsters, with a third slab (Y) loaded centrally on the top of the first layer of two slabs. Slabs X1 and X2 must each rest on three bolsters.

The following table shows the permissible weight combinations of slabs that may be loaded in this manner.

WEIGHT OF SLABS (TONNES) TOTAL WEIGHT (TONNES)

| X1 | X2 | Y | TOTAL WEIGHT (TONNES) |
|--------|--------|--------|-----------------------|
| 13.000 | 13.000 | 18.000 | 44.000 |
| 14.000 | 14.000 | 16.800 | 44.800 |
| 15.000 | 15.000 | 15.500 | 45.500 |
| 16.000 | 16.000 | 14.300 | 46.300 |
| 17.000 | 17.000 | 13.000 | 47.000 |
| 18.000 | 18.000 | 11.800 | 47.800 |
| 19.000 | 19.000 | 10.700 | 48.700 |
| 20.000 | 20.000 | 9.500 | 49.500 |
| 21.000 | 21.000 | 8.200 | 50.200 |
| 22.000 | 22.000 | 7.000 | 51.000 |
| 23.000 | 23.000 | 5.700 | 51.700 |
| 24.000 | 24.000 | 4.500 | 52.500 |

(OD18/119)

(4-12-91)

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

Clauses C 1.4 (b), C 4.2.4 and C 4.2.5 (b), as amended on page 13 of CND No. 37 should have a vertical line in the outer margin.

(OD18/119)

(14-12-91)

British Rail
London Midland Region
CNE  **43**

WEEKLY OPERATING NOTICE

containing,

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

Saturday, 18th January
to
Friday, 24th January 1992
inclusive

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

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

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

PRIVATE
and not for Publication

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

SATURDAY, 18 JANUARY - CARLISLE CITADEL STATION

The temporary stop block in No. 8 bay platform will be removed, re-instating the platform to its original length.

(46)

EASTERN REGION

MONDAY 20 JANUARY - BETWEEN BARDON MILL AND BLENKINSOP

At 10 00 hours the differential Permanent Speed Restriction of $\frac{30}{50}$ mph which applies on the Up line between 35mp. and 34m. 29ch. will be raised to 55mph. Therefore 55mph will apply on the Up line between 35m. 65ch. and 33m. 54ch.

At 10 00 hours a Permanent Speed Restriction of 55mph will be imposed on the Down line between 36mp. and 37m. 13ch.

At 10 00 hours a Permanent Speed Restriction of 30mph will be imposed on the Down line between 37m. 13ch. and 37m. 22ch.

(See Section 'D') (46)

SCOTTISH REGION

SUNDAY 19 JANUARY - BETWEEN QUINTINSHILL AND LOCKERBIE

The existing permanent speed restriction of 100 mph on the Up and Down main lines between 12m 810 yards and 25m 180 yards will be Altered to become :-

UP LINE

| | | |
|---------|---------|---------------------------------|
| 100 mph | between | 25m 180 yards and 14m 830 yards |
| 90 mph | between | 14m 830 yards and 13m 950 yards |
| 100 mph | between | 13m 950 yards and 12m 810 yards |

DOWN LINE

| | | |
|---------|---------|----------------------------------|
| 100 mph | between | 12m 810 yards and 12m 1070 yards |
| 90 mph | between | 12m 1070 yards and 13m 950 yards |
| 100 mph | between | 13m 950 yards and 25m 180 yards |

(See Section D of this Notice)

(46)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

DETAILS OF WORK ALREADY CARRIED OUT

SHAP SUMMIT

A "Stop and Telephone" board and telephone communicating with Shap Granite Quarry have been provided adjacent to the connection to the R.M.C. quarry private siding.

(NEW ITEM) (46)

BETWEEN ST. HELENS STATION AND RAVENHEAD JN.

The Maximum Permissible Speed on the down and up lines between St. Helens Station and Ravenhead Jn. has been decreased from 20 m.p.h. to 10 m.p.h.

The 15 m.p.h. permanent speed restriction on the down and up lines which applies over the junction to and from the Ravenhead branch has been removed.

(45)

PRESTON STATION

Platform work has been taking place on the down fast platform (No. 3) which has been shortened by approximately 100 yards at the north end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided.

(45)

CHERRY TREE STATION

The down and up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Cherry Tree must be prepared to bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as the work progresses.

(45)

SECTION C

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

BAMBER BRIDGE STATION

The down and up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Bamber Bridge must be prepared to bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as the work progresses.

(45)

PLEASINGTON STATION

The down and up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Pleasington must be prepared to bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as the work progresses.

(45)

*** CORNBROOK JN.

The down Chester line has been severed at the 1½ m.p., a buffer stop with red light has been provided and the line has been renamed 'turnback siding'.

The up Chester line has been severed at 1 mile 593 yards and slewed into a new connection in the turnback siding.

The lines beyond the new buffer stop as far as and excluding the Deansgate Jn. box area have been handed over to Greater Manchester Metro Limited.

(43)

*** PRESTON STATION

No. 1 Siding and No. 2 Locomotive Siding have been temporarily shortened by approximately 40 yards at the buffer stop ends.

(43)

*** BETWEEN HOLME TUNNEL AND COPY PIT

The temporary speed restriction of 20 m.p.h. over the down and up lines from 25 miles 52 chains to 25 miles 65 chains has become a 20 m.p.h. permanent speed restriction.

(43)

SECTION C

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

*** BETWEEN GIBBURN TUNNEL AND HELLIFIELD

The temporary speed restriction of 30 m.p.h. over the down and up lines from 30 miles 60 chains to 30 miles 62 chains has become a 30 m.p.h. permanent speed restriction.

(43)

*** DARWEN STATION

The down and up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Darwen must be prepared to bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as the work progresses.

(43)

EASTERN REGION

LEEDS STATION (WEST END)

The trailing connection from the Up Goods line to the Up (Wall) Siding has been secured out of use pending removal. The route from Ground Position Light Signal 142 has been disconnected.

The Up (Wall) Siding track has been recovered between Ground Position Light Signal 144 and the buffer stop and GPL 144 is fixed at Red.

Platform 10 line has been shortened by 26 yards (24 metres). The revised operational platform length is 117 yards (107 metres).

(45)

BETWEEN GATESHEAD METRO CENTRE AND DUNSTON

The catch points in the Up line at 2m. 74ch., 768 yards before reaching signal T.256, and at 2m. 29ch., 616 yards before reaching signal T.254, have been secured out of use pending removal.

(44)

SECTION C

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

SCOTTISH REGION

MIDCALDER JN

The Midcalder lines trailing crossover has been temporarily secured out of use.

(NEW ITEM) (45)

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | KIRKHILL LINES (NEWTON STATION) |
| M138 | M171 | |
| M148 | M137 | M145 |
| M170 | M133 | M147 |
| M178 | | DOWN HAMILTON |
| | | M179 |

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

Opposite the AWS magnet for Down main signal M181 (Uddingston)

Opposite the AWS magnet for Up main signal M128 (Glasgow side of

Cambuslang station)

Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre and Newton)

TERMINATION INDICATORS

Opposite Down main signal M133 (Newton side of Cambuslang station)

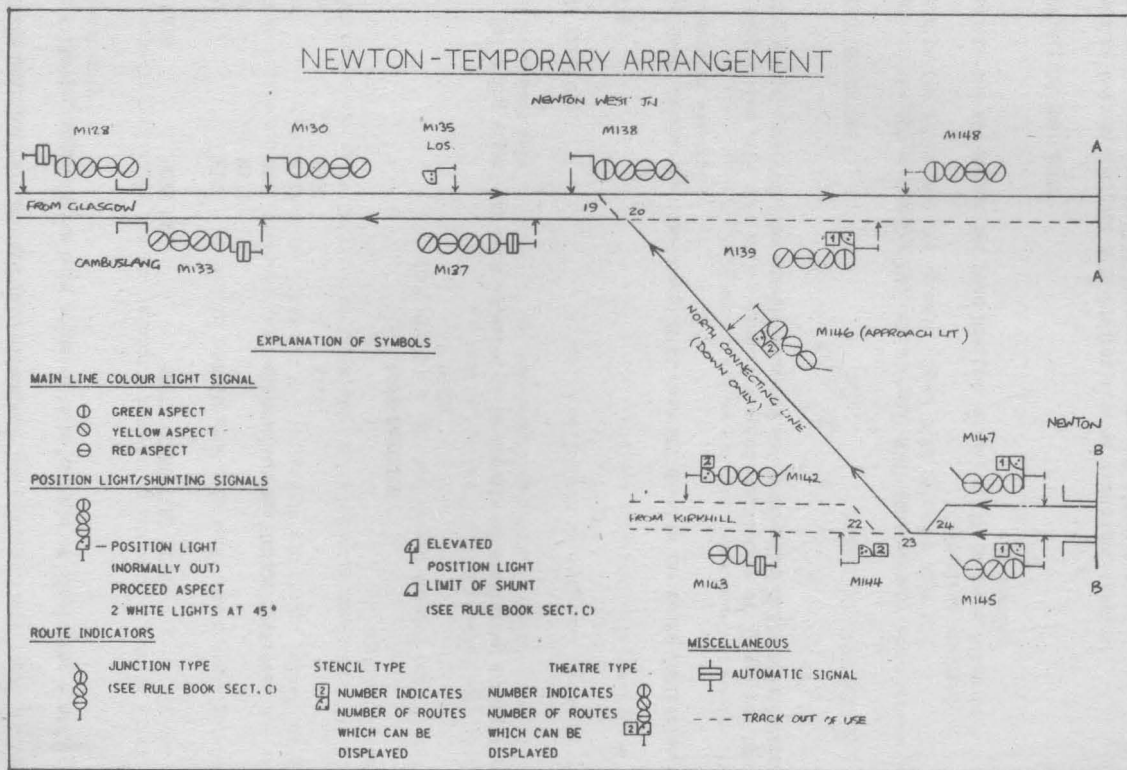
Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of 1 ½ miles.

(UFN)

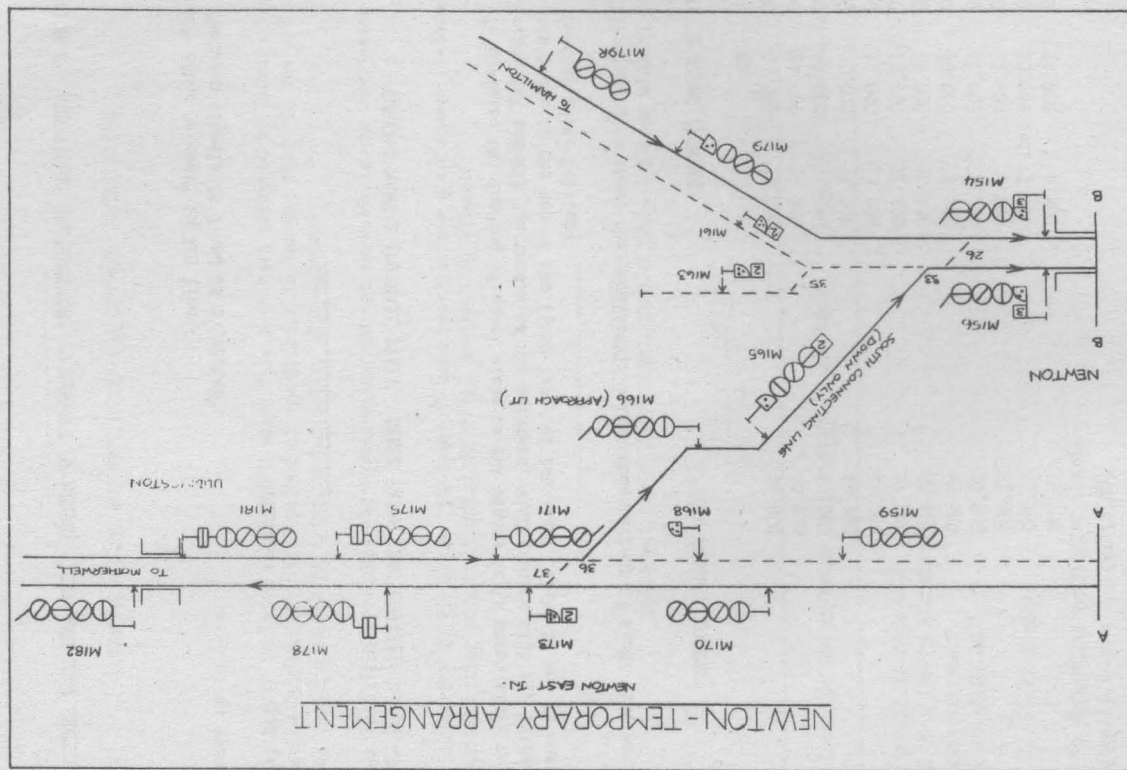
SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

SCOTTISH REGION - continued
 NEWTON AREA - continued



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

SCOTTISH REGION - continued
 NEWTON AREA - continued



Spare

RDR

British Rail
London Midland Region

CNE**44****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 25th January

to

Friday, 31st January 1992

inclusive

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

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

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

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SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 26 JANUARY - EGGINTON JUNCTION

The Micklover test track, M.O.D. siding and up sidings together with the trailing connection in the up main line will be secured out of use pending removal and all associated signalling will be disconnected.

The booklet of instructions respecting the working of the Research and Development test line between Micklover and Egginton Jn. dated November, 1974 will be withdrawn.

(47)

SUNDAY, 26 JANUARY - CORNBROOK JN.

The connection in the turnback siding at 1 mile 593 yards will become a controlled connection and a telephone will be provided thereat to communicate with Manchester Piccadilly box.

Cornbrook Jn. ground frame and its associated telephone will be recovered and the trailing crossover controlled therefrom will be secured out of use pending recovery.

The position 4 junction indicator on signal MP.703 on the down Liverpool line will be recovered and the main aspect will apply to movements along the down Liverpool line. A new position light aspect will be provided on signal MP.703, offset to the left, and will apply to movements to the turnback siding.

Signal MP.704 on the former up Chester line will be replaced by a three aspect colour light signal 137 yards nearer to Cornbrook Jn. on the turnback siding.

A telephone communicating with Manchester Piccadilly box will be provided at Cornbrook Jn.

(47)

SUNDAY, 26 JANUARY - SELLAFIELD

The Down Main Home 2 signal will be renewed at the same location. The signal arms will be reduced in height as follows:-

Down Main Home to approximately 17 feet
Down Main to Up and Down Loop to approximately 13 feet
Down Main (Warning signal) to approximately 11 feet.

(47)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

EASTERN REGION

SUNDAY 26 JANUARY - LEEDS STATION

One of the Bay Sidings between Platforms 2 and 3 will be removed and the remaining Siding will be positioned centrally.

(47)

DETAILS OF WORK ALREADY CARRIED OUT

CARLISLE CITADEL STATION

The temporary stop block in No. 8 bay platform has been removed, re-instating the platform to its original length.

(46)

SHAP SUMMIT

A "Stop and Telephone" board and telephone communicating with Shap Granite Quarry have been provided adjacent to the connection to the R.M.C. quarry private siding.

(46)

BETWEEN ST. HELENS STATION AND RAVENHEAD JN.

The Maximum Permissible Speed on the down and up lines between St. Helens Station and Ravenhead Jn. has been decreased from 20 m.p.h. to 10 m.p.h.

The 15 m.p.h. permanent speed restriction on the down and up lines which applies over the junction to and from the Ravenhead branch has been removed.

(45)

PRESTON STATION

Platform work has been taking place on the down fast platform (No. 3) which has been shortened by approximately 100 yards at the north end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided.

(45)

SECTION C

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

CHERRY TREE STATION

The down and up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Cherry Tree must be prepared to bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as the work progresses.

(45)

BAMBER BRIDGE STATION

The down and up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Bamber Bridge must be prepared to bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as the work progresses.

(45)

PLEASINGTON STATION

The down and up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Pleasington must be prepared to bring their trains to a stand at the temporary stop boards provided, which are being re-positioned as the work progresses.

(45)

EASTERN REGION

BETWEEN BARDON MILL AND BLENKINSOP

The differential Permanent Speed Restriction of $\frac{30}{50}$ mph which applies on the Up line between 35mp. and 34m. 29ch. has been raised to 55mph. Therefore 55mph applies on the Up line between 35m. 65ch. and 33m. 54ch.

A Permanent Speed Restriction of 55mph has been imposed on the Down line between 36mp. and 37m. 13ch.

A Permanent Speed Restriction of 30mph has been imposed on the Down line between 37m. 13ch. and 37m. 22ch.

(See Section 'D')

(46)

SECTION C

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

EASTERN REGION - continued

LEEDS STATION (WEST END)

The trailing connection from the Up Goods line to the Up (Wall) Siding has been secured out of use pending removal. The route from Ground Position Light Signal 142 has been disconnected.

The Up (Wall) Siding track has been recovered between Ground Position Light Signal 144 and the buffer stop and GPL 144 is fixed at Red.

Platform 10 line has been shortened by 26 yards (24 metres). The revised operational platform length is 117 yards (107 metres).

(45)

** BETWEEN GATESHEAD METRO CENTRE AND DUNSTON

The catch points in the Up line at 2m. 74ch., 768 yards before reaching signal T.256, and at 2m. 29ch., 616 yards before reaching signal T.254, have been secured out of use pending removal.

(44)

SCOTTISH REGION

BETWEEN QUINTINSHILL AND LOCKERBIE

The existing permanent speed restriction of 100 mph on the Up and Down main lines between 12m 810 yards and 25m 180 yards has been Altered to become :-

UP LINE

| | | | | |
|---------|---------|---------------|-----|---------------|
| 100 mph | between | 25m 180 yards | and | 14m 830 yards |
| 90 mph | between | 14m 830 yards | and | 13m 950 yards |
| 100 mph | between | 13m 950 yards | and | 12m 810 yards |

DOWN LINE

| | | | | |
|---------|---------|----------------|-----|----------------|
| 100 mph | between | 12m 810 yards | and | 12m 1070 yards |
| 90 mph | between | 12m 1070 yards | and | 13m 950 yards |
| 100 mph | between | 13m 950 yards | and | 25m 180 yards |

(See Section D of this Notice)

(46)

SECTION C

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

SCOTTISH REGION - continued

MIDCALDER JN

The Midcalder lines trailing crossover has been temporarily secured out of use.

(NEW ITEM) (45)

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

Opposite the AWS magnet for Down main signal M181 (Uddingston)

Opposite the AWS magnet for Up main signal M128 (Glasgow side of

Cambuslang station)

Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre and Newton)

TERMINATION INDICATORS

Opposite Down main signal M133 (Newton side of Cambuslang station)

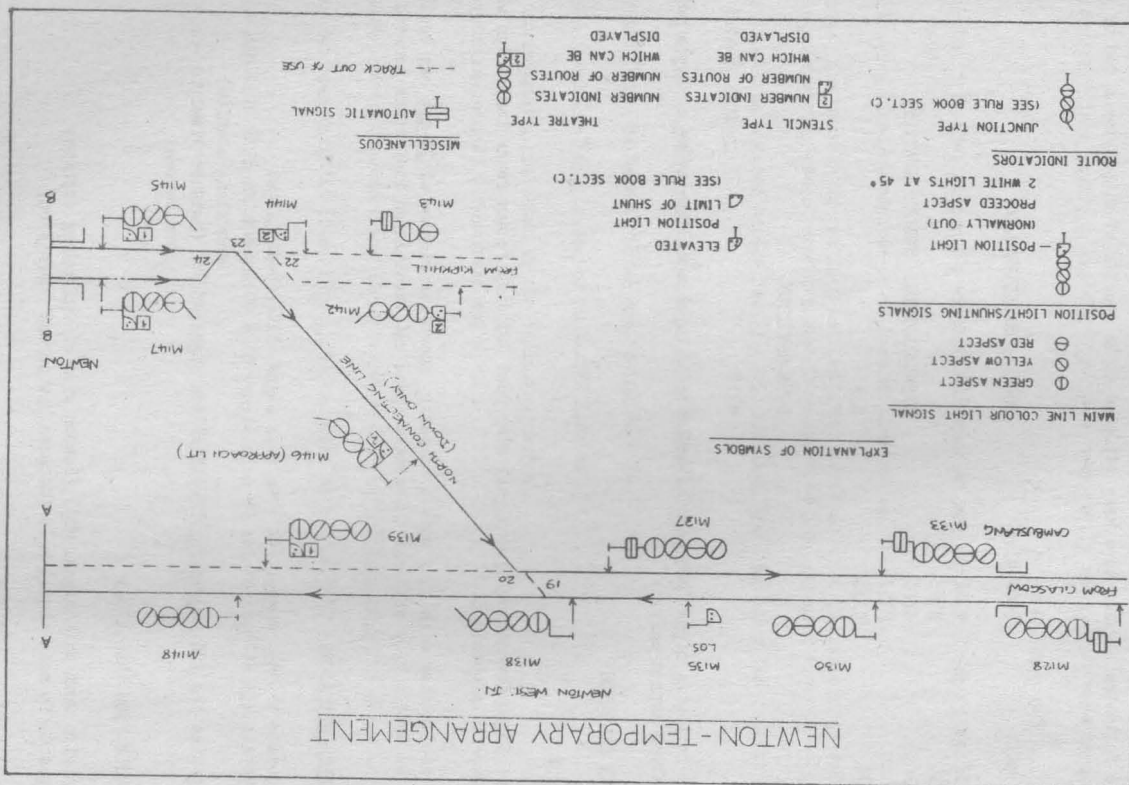
Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of 1 ¼ miles.

(UFN)

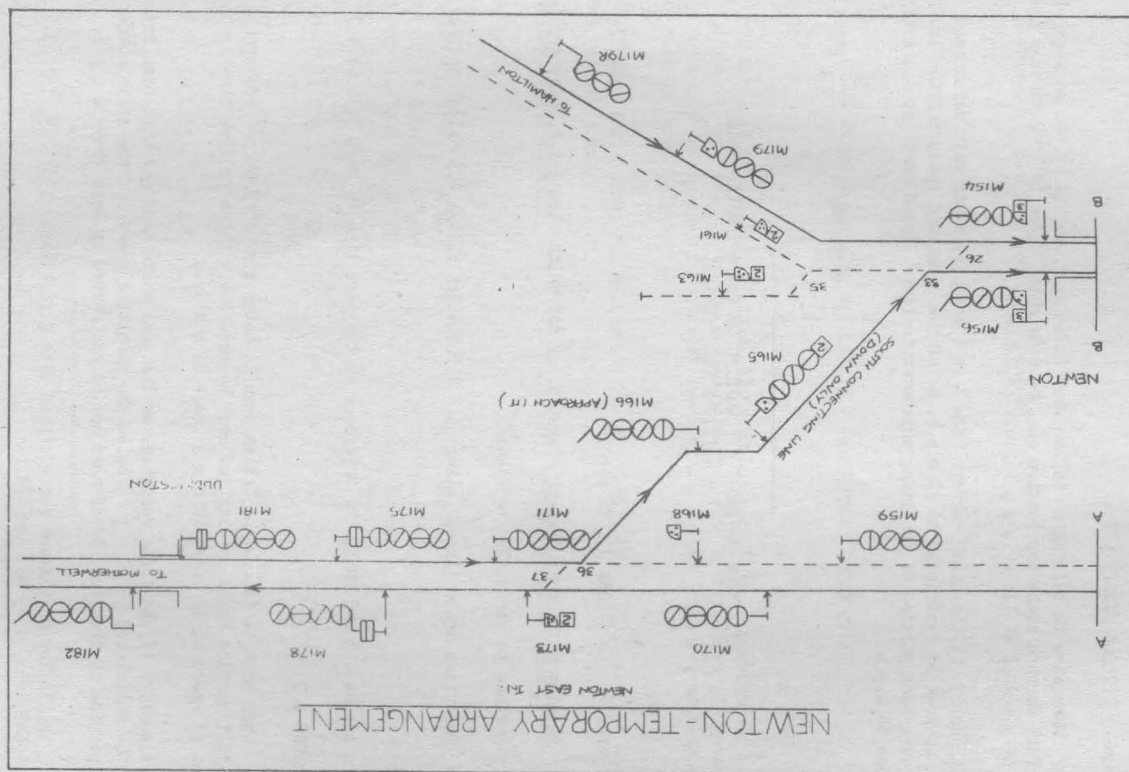
SCOTTISH REGION - continued
NEWTON AREA - continued

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



SCOTTISH REGION - continued
NEWTON AREA - continued

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



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

SECTION 2 - continued

TABLE K - WORKING OF CLASS 9 TRAINS - continued

| From | To | Lines |
|--|--------------------|-----------------|
| PAGE B.15 - continued | | |
| Between HADFIELD TO MANCHESTER AND BRANCHES and STOCKPORT TO MICKLE TRAFFORD AND BRANCHES ADD:- | | |
| MANCHESTER TO ALLERTON AND BRANCHES | | |
| Hunts Cross | Warrington Central | Up |
| MANCHESTER TO HEBDEN BRIDGE AND BRANCHES ADD:- | | |
| Hebden Bridge | Hall Royd Jn. | Up (8-12-91) |

TABLE X - WORKING OF SINGLE LINES BY PILOTMAN

| At or Between | Lines | Direction |
|---|-------|-----------|
| PAGE B20 (CND No.37 page 124) MANCHESTER TO ALLERTON AND BRANCHES AMEND heading to read:- MANCHESTER TO ALLERTON Before Navigation Road and Altrincham item, ADD new heading:- TIMPERLEY TO ALTRINCHAM | | |
| | | (6-1-92) |

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

SECTION 4 - LOCAL INSTRUCTIONS - INDEX

PAGE D2

ADD:-

Cornbrook Junction..... 74
(26-1-92)

SECTION 4 - LOCAL INSTRUCTIONS

CREWE TO GRETNA

PAGE D13

SHAP SUMMIT

DELETE second paragraph and SUBSTITUTE:-

Vehicles must not be stabled on the down siding for any purpose other than running round or proceeding to the quarry.

A block train of empty wagons for the quarry must be drawn into the reception sidings and brought to a stand clear of the connection to the private siding. The Guard must then request permission from the quarry staff, by means of the telephone at the "Stop and Telephone" board, for the movement to enter the private siding.

Before giving permission for the movement to proceed, the quarry staff will ensure that the road barrier is lowered and locked and that the siding is clear. The Guard will then be handed two radio handsets and cards of instructions and the key to the road barrier, and he must hand one radio and card of instructions to the Driver.

When permission has been given for the movement to proceed, the train may propel into the siding for loading, all movements being controlled by radio on instruction from the quarry staff.

On completion of loading, the train must return to the reception sidings and the Guard must return the radio handsets, cards of instructions and road barrier key to the quarry staff in the weighbridge office.

In the event of the radio handsets being inoperative or unavailable, the assistance of the B.R. Person-in-charge at Hardendale Quarry must be sought and all movements must be controlled by handsignals in accordance with the Rule Book, Section J.

**WEEKLY OPERATING NOTICE**

containing

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

Saturday, 8th February
to
Friday, 14th February 1992
inclusive

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

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

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PRIVATE
and not for Publication



WARNING



A.C. ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE EQUIPMENT

COATBRIDGE FREIGHTLINER TERMINAL

Additional equipment as detailed below will be made ALIVE at high voltage (25,000 volts) on and from 00 01 hours on Saturday, 29 February, 1992 and must be regarded as being ALIVE at all times.

| Location | Lines affected | At or between |
|---------------------------------|---------------------|--|
| Coatbridge Feightliner Terminal | No.1 Cripple Siding | Existing live equipment at Structure No. GD/09/76 and NEW Structure No. GD/10/01A. |

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

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

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

(1-2-92)

SECTION A

TEMPORARY SPEED RESTRICTIONS (Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

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

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

| LOCATION | LINES AFFECTED | | MILEAGE AT OR BETWEEN | | REST-RICTION M.P.H. | REMARKS | |
|--------------------------------|-------------------------------------|--------------|-----------------------|--------|---------------------|------------------|--|
| | | | M.C. | M.C. | | | |
| BASFORD HALL JN. TO GRETNA JN. | | | | | | | |
| 1 | Warrington South Jn. | - | Up Fast | 182.00 | 181.67 | 20 | Trackwork. |
| 2 | Warrington North Jn. | Down Fast | - | 182.43 | 182.45 | 20 | Bridgework (No.8). |
| 3 | Warrington North Jn. | Down Slow | - | 182.43 | 182.45 | 20 | Bridgework (No.8). |
| 4 | Haydock Branch Jn. and Golborne Jn. | - | Up Fast | 1.45 | 1.44 | <u>40</u> 100 | Condition of Bridge (No.7). |
| 5 | Shap Summit and Shap Quarry | Down | - | 37.71 | 38.14 | <u>20</u> 60 | Trackwork. From 14 00 Sunday, 9 until 12 00 Monday, 10 February. |
| 6 | Shap Quarry and Shap Summit | - | Up | 38.14 | 37.71 | 20 | Trackwork. From 11 00 until 21 00 Sunday, 9 February. |
| 7 | Caldew Jn. | - | Up Goods | 2.23 | 2.13 | 10 | Condition of track. No AWS warning indication for warning board on the Down Main at 0m. 20chs. |

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 9 FEBRUARY - BEESTON CASTLE & TARPORLEY SIGNAL BOX

The down siding and associated connections from and to the down main line, together with the O.T.M. siding and hand point connection thereto, will be secured out of use, pending removal. All associated signalling will be disconnected.

The points telephone adjacent to the trailing connection from the down main line will be removed.

(49)

MONDAY, 10 FEBRUARY - BETWEEN CALDEW JN. AND MOSSBAND JN.

The existing 20 m.p.h. permanent speed restriction applying over the down and up goods lines from 2 miles 10 chains to 2 miles 17 chains will become a 10 m.p.h. permanent speed restriction applying from 2 miles 15 chains to 2 miles 23 chains.

The existing 30 m.p.h. permanent speed restriction applying over the down goods line from 2 miles 17 chains to 2 miles 64 chains will become a 25 m.p.h. permanent speed restriction applying from 2 miles 23 chains to Kingmoor and will no longer apply to passenger trains.

The existing 25 m.p.h. permanent speed restriction applying over the down goods line from 2 miles 64 chains to Kingmoor (which also applies to passenger trains) will be removed.

The existing 25 m.p.h. permanent speed restriction applying over the up goods/arrival/avoiding line from Mossband Jn. to 2 miles 64 chains will be extended to apply from Mossband Jn. to 2 miles 23 chains.

The existing 30 m.p.h. permanent speed restriction applying over the up goods line from 2 miles 64 chains to 2 miles 17 chains (which also applies to passenger trains) will be removed.

(49)

EASTERN REGION

SUNDAY 9 FEBRUARY - WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the former ACE/AME Siding (and Darnall Depot) at approximately 42m 38chs will be removed and plain line installed.

(49)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HIXON L.C (AHB) AND ASTON-BY-STONE L.C (AHB)

Whistle boards have been provided in both directions 500 yards before reaching Burston Lodge Footpath level crossing (30 miles 59 chains).

(NEW ITEM) (49)

MAGHULL STATION

The up platform has been extended by approximately 12 yards at the Liverpool end.

(NEW ITEM) (49)

HALL ROAD STATION

The up platform has been extended by approximately 17 yards at the Southport end.

(NEW ITEM) (49)

BETWEEN WARRINGTON SOUTH JN. AND ACTON GRANGE G.F. NO.1

The catch points on the up line at 181 miles 70 chains have been replaced by plain line.

(48)

EGGINTON JUNCTION

The Mickleover test track, M.O.D. siding and up sidings together with the trailing connection in the up main line have been secured out of use pending removal and all associated signalling has been disconnected.

The booklet of instructions respecting the working of the Research and Development test line between Mickleover and Egginton Jn. dated November, 1974 has been withdrawn.

(47)

SECTION C

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

CORNBROOK JN.

The connection in the turnback siding at 1 mile 593 yards has become a controlled connection and a telephone has been provided there to communicate with Manchester Piccadilly box.

Cornbrook Jn. ground frame and its associated telephone have been recovered and the trailing crossover controlled therefrom has been secured out of use pending recovery.

The position 4 junction indicator on signal MP.703 on the down Liverpool line has been recovered and the main aspect applies to movements along the down Liverpool line. A new position light aspect has been provided on signal MP.703, offset to the left, and applies to movements to the turnback siding.

Signal MP.704 on the former up Chester line has been replaced by a three aspect colour light signal 137 yards nearer to Cornbrook Jn. on the turnback siding.

A telephone communicating with Manchester Piccadilly box has been provided at Cornbrook Jn.

(47)

SELLAFIELD

The Down Main Home 2 signal has been renewed at the same location. The signal arms have been reduced in height as follows:-

Down Main Home to approximately 17 feet
 Down Main to Up and Down Loop to approximately 13 feet
 Down Main (Warning signal) to approximately 11 feet.

(47)

SECTION C

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

*** CARLISLE CITADEL STATION

The temporary stop block in No. 8 bay platform has been removed, re-instating the platform to its original length.

(46)

*** SHAP SUMMIT

A "Stop and Telephone" board and telephone communicating with Shap Granite Quarry have been provided adjacent to the connection to the R.M.C. quarry private siding.

(46)

EASTERN REGION

LEEDS STATION

Platforms 2 and 3 have been shortened by 7 yards (6 metres) and the buffer stops repositioned accordingly.

The revised operational lengths are:

Platform 2 - 199 yards (182 metres)

Platform 3 - 120 yards (110 metres)

The Bay Siding between Platforms 2 and 3 has been reduced in length to give and operational standage of 82 yards (75 metres).

(48)

BETWEEN ST JAMES JUNCTION AND HEXTHORPE JUNCTION

The signal post telephone for Ground Position Light Signal No.1141, located at approximately 21m.73chs. and for down direction movements from Nos.1 to 5 Up West Sidings, has been repositioned to 30 metres before reaching the signal.

(48)

LEEDS STATION

One of the Bay Sidings between Platforms 2 and 3 has been removed and the remaining Siding is positioned centrally.

(47)

SECTION C

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

EASTERN REGION - continued

** BETWEEN BARDON MILL AND BLENKINSOP

The differential Permanent Speed Restriction of $\frac{30}{50}$ mph which applies on the Up line between 35mp. and 34m. 29ch. has been raised to 55mph. Therefore 55mph applies on the Up line between 35m. 65ch. and 33m. 54ch.

A Permanent Speed Restriction of 55mph has been imposed on the Down line between 36mp. and 37m. 13ch.

A Permanent Speed Restriction of 30mph has been imposed on the Down line between 37m. 13ch. and 37m. 22ch.

(See Section 'D') (46)

SCOTTISH REGION

** BETWEEN QUINTINSHILL AND LOCKERBIE

The existing permanent speed restriction of 100 mph on the Up and Down main lines between 12m 810 yards and 25m 180 yards has been Altered to become :-

UP LINE

100 mph between 25m 180 yards and 14m 830 yards
90 mph between 14m 830 yards and 13m 950 yards
100 mph between 13m 950 yards and 12m 810 yards

DOWN LINE

100 mph between 12m 810 yards and 12m 1070 yards
90 mph between 12m 1070 yards and 13m 950 yards
100 mph between 13m 950 yards and 25m 180 yards

(See Section D of this Notice) (46)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - Until further notice the undernoted permanent way and signalling alterations apply:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the following sketch.

The following consequential alterations apply:-

NEWTON

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

DOWN HAMILTON

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

SPEED INDICATORS

- Opposite the AWS magnet for Down main signal M181 (Uddingston)
- Opposite the AWS magnet for Up main signal M128 (Glasgow side of Cambuslang station)
- Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre and Newton)

TERMINATION INDICATORS

- Opposite Down main signal M133 (Newton side of Cambuslang station)
- Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of 1 ¼ miles.

SKETCH

NOTE: The accompanying sketch has been AMENDED in respect of the South Connecting Line to show signal M165 as "Approach Lit" and to delete the reference to "Approach Lit" from signal M166. (This is to correct an error in the sketch and there is no change to the working arrangements.)

Amended (25-1-92)

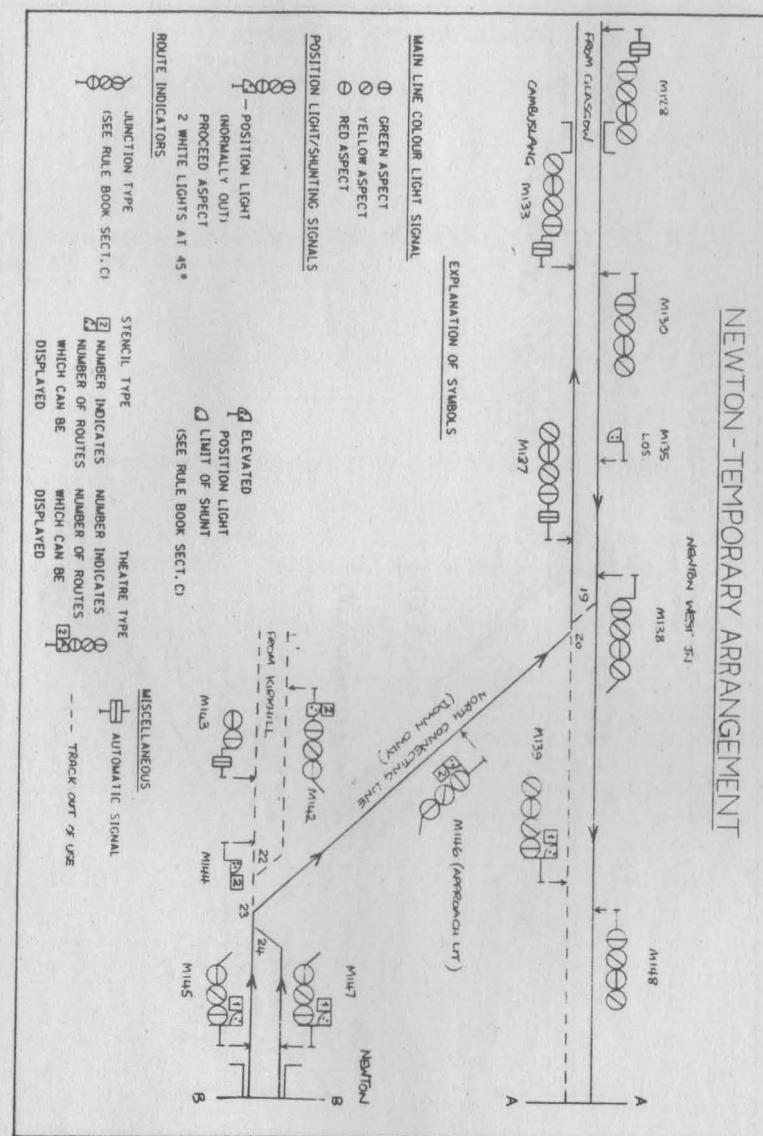
(UFN)

SECTION C

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

SCOTTISH REGION - continued

NEWTON AREA - continued

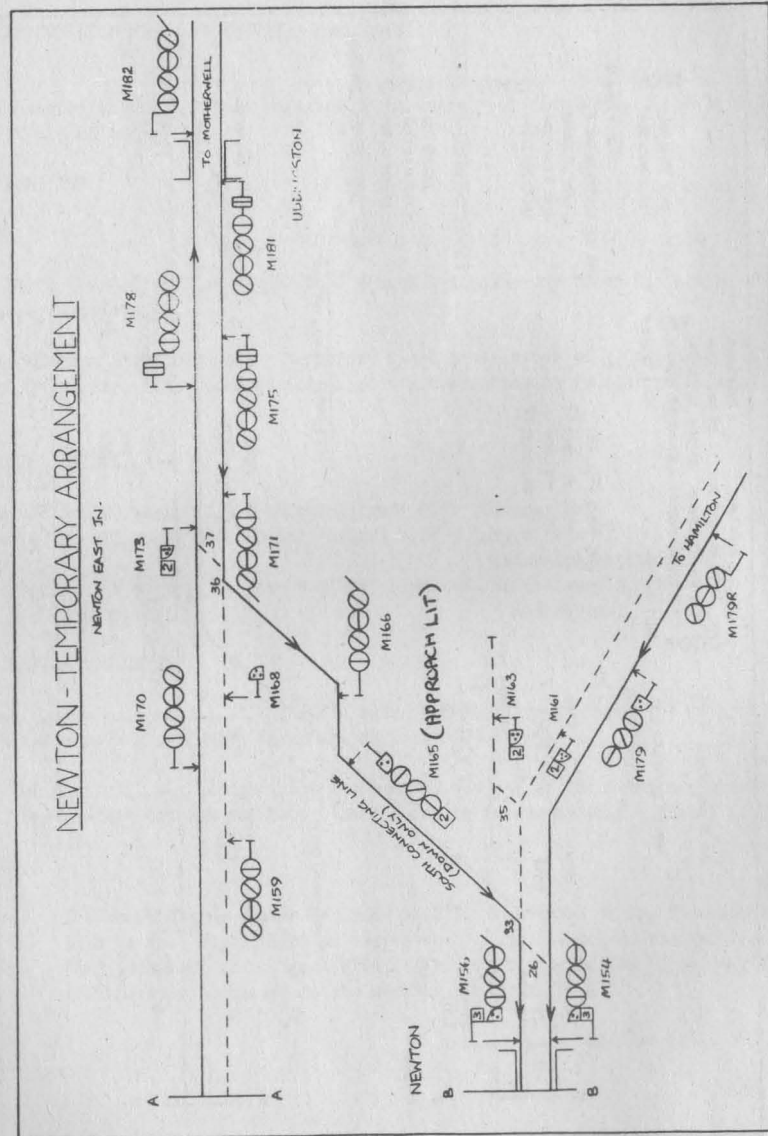


(UFN)

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

SCOTTISH REGION - continued

NEWTON AREA - continued



(Amended 25-1-92)

(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.

APPENDIX NO. 6 TO THE RULE BOOK

WORKING OF THE AUTOMATIC BRAKE ON MULTIPLE UNIT TRAINS

CLAUSE 4.2 (Page 5 CND No.45)

AMEND Note to read:-

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

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

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

PAGE D22

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

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

TRACKSIDE BEHAVIOUR – A CHALLENGE

It's a Fact :

1. Drivers don't always sound the horn when there are people trackside. Sometimes the horn is not sounded promptly or sounded long enough.
2. People trackside do not always acknowledge the train promptly.
3. Staff members are killed trackside each year.

A small effort on your part
could prevent a tragedy

LET US ALL LIVE WITH THIS !

British Rail
London Midland Region
CNE  **47**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 15th February
to
Friday, 21st February 1992
inclusive

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

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

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

PRIVATE
and not for Publication

| AT OR BETWEEN | LINES AFFECTED | REMARKS |
|---|--|--|
| SCOTTISH REGION - continued | | |
| BYREHILL TO AYR - continued | | |
| TUESDAY 18 TO WEDNESDAY 19 FEBRUARY | | |
| SC32 Kilwinning Jn and Irvine | Down BLOCKED Up Between Trains | 00 55 to 06 00 daily. Trackwork. POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF 8R48, 22 17 THORNTON TO FALKLAND. |
| EDINBURGH WAVERLEY TO HAYMRKET EAST JN. | | |
| SUNDAY 16 FEBRUARY | | |
| SC33 Waverley West and Princes St Gardens | Line W, X, Y and Z BLOCKED Lines W, X, Y and Z Between Trains | 01 00 to 05 30) Trackwork. POSSESSION) TO BE GIVEN UP FOR) THE PASSAGE OF ECS) AND 1Z50, 11 45 05 30 to 08 00) EDINBURGH TO QUEEN ST. |
| SC34 Princes St Gardens and Haymarket East Jn | Down and Up North BLOCKED No.1 Siding Between Trains | 00 00 to 16 00) Drainage and Signalling) work. TRAINS TO RUN) OVER SOUTH LINES.) POSSESSION TO BE GIVEN UP FOR THE PASSAGE OF ECS AND 1Z50, 11 45 EDINBURGH TO QUEEN STREET. |

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

SUNDAY, 16 FEBRUARY - BETWEEN BIRKENHEAD NO. 1 AND BIDSTON

The existing temporary speed restriction of 25 m.p.h. over the down and up lines from 4 miles 34 chains to 4 miles 42 chains will become a 25 m.p.h. permanent speed restriction.

A Warning Indicator and associated AWS permanent magnet will be provided 968 yards before reaching the 25 m.p.h permanent speed restriction which commences at 4 miles 42 chains on the up line.

The Warning Indicator and associated AWS permanent magnet located 836 yards before reaching the 35 m.p.h. permanent speed restriction which commences at 4 miles 22 chains on the up line, will be removed.

(50)

SCOTTISH REGION

SUNDAY 16 FEBRUARY - NEWTON AREA

NOTE THE ITEM HEADED 'NEWTON AREA' IN CNE No.46 (PAGES 67 TO 70 INCLUSIVE) IS SUPERSEDED.

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

The undernoted permanent way and signalling arrangements and the associated diagrams will apply :-

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

(Note that the full range of signalled moves through these crossovers will not apply as the North and South Connecting lines remain available for Down direction movements only at this stage).

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

SUNDAY, 16 FEBRUARY - NEWTON AREA - continued

The following lines/connections will Remain out of Use :-

Up Hamilton line between Newton East Junction and Hamilton West including the connection to the Turnback Siding.

Down Kirkhill line between Newton West Junction and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Junction.

Kirkhill lines trailing crossover at Newton East Junction.

The following arrangements will continue to apply :-

NEWTON

The South and North Connecting lines will Continue to be worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station will Continue to be worked in the DOWN direction only.

BETWEEN HAMILTON WEST AND NEWTON

Trains will Continue to be worked over the DOWN Hamilton line in the DOWN direction only.

SIGNALLING ARRANGEMENTS

The following signals, previously adjusted to be capable of displaying a red or single yellow aspect only will be altered to be capable of displaying a red, single yellow, double yellow (where applicable) or green aspect :-

| UP MAIN | DOWN MAIN | SOUTH CONNECTING LINE |
|---------|-----------|---------------------------------|
| M128 | M181 | M165 |
| M130 | M175 | |
| M138 | M171 | KIRKHILL LINES (NEWTON STATION) |
| M148 | M137 | |
| M170 | M133 | M145 |
| M178 | | M147 |
| | | DOWN HAMILTON |
| | | M179 |

(Additionally Down main line signals M159 and M139 will be brought back into use with all signal aspects available).

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

SUNDAY, 16 FEBRUARY - NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

SIGNALLING ARRANGEMENTS - continued

Down Hamilton signal M179R, previously adjusted to be capable of displaying a single yellow or double yellow aspect only, will be altered to be capable of displaying a single yellow, double yellow, or green aspect.

In addition, the flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, which were previously provided on the Up approach to Uddingston Jn, will be reinstated. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

| SIGNAL NO | ASPECT SEQUENCE |
|----------------|------------------------|
| M178 | Single flashing yellow |
| M170 (Up main) | Double flashing yellow |

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

Down South Connecting line signal M165, will be altered to display a "U" route indication when a proceed aspect is obtained.

The application of all running signals, with the exception of those detailed below (and of Up main signal M182) will be to the next signal capable of displaying a red aspect.

RUNNING SIGNALS

| Signal | Aspect | Route Indication Where Provided | Application To or Towards |
|-----------|---------------------|---------------------------------|---------------------------|
| DOWN MAIN | | | |
| M139 | Main Position Light | - 'X' | M137 Up Main LOS |
| M171 | Main | Position 1 Junction Indicator | M165 |
| | Main | - | M159 |

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

SUNDAY, 16 FEBRUARY - NEWTON AREA - continued

BETWEEN HAMILTON WEST AND NEWTON - continued

SIGNALLING ARRANGEMENTS - continued

POSITION LIGHT SIGNALS

The following position light signals will be Brought Back Into Use as follows :-

| Signal | Route Indication where Provided | From | Application Towards |
|--------|---------------------------------|-----------|---|
| M168 | - | Down Main | Up Main |
| M173 | 'L' 'M' | Up Main | Down South connecting line Down Main |

TEMPORARY SPEED RESTRICTIONS

The temporary speed restriction of 25 mph previously imposed throughout the Newton area will be withdrawn and all associated speed and termination indicators removed.

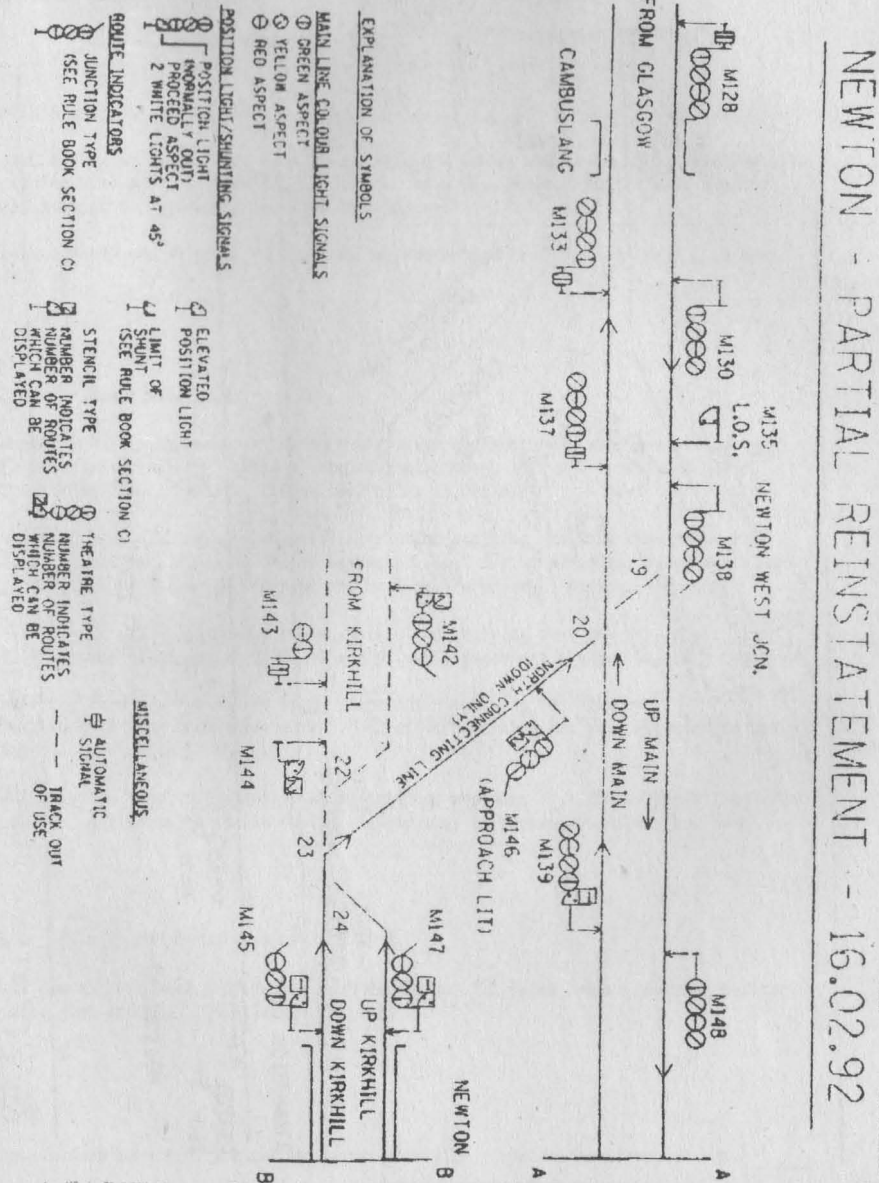
(All concerned to note 'Section A' of this and following Notices as temporary speed restrictions may be imposed within the Newton area in connection with ongoing engineering work).

(50)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

SUNDAY, 16 FEBRUARY - NEWTON AREA - continued



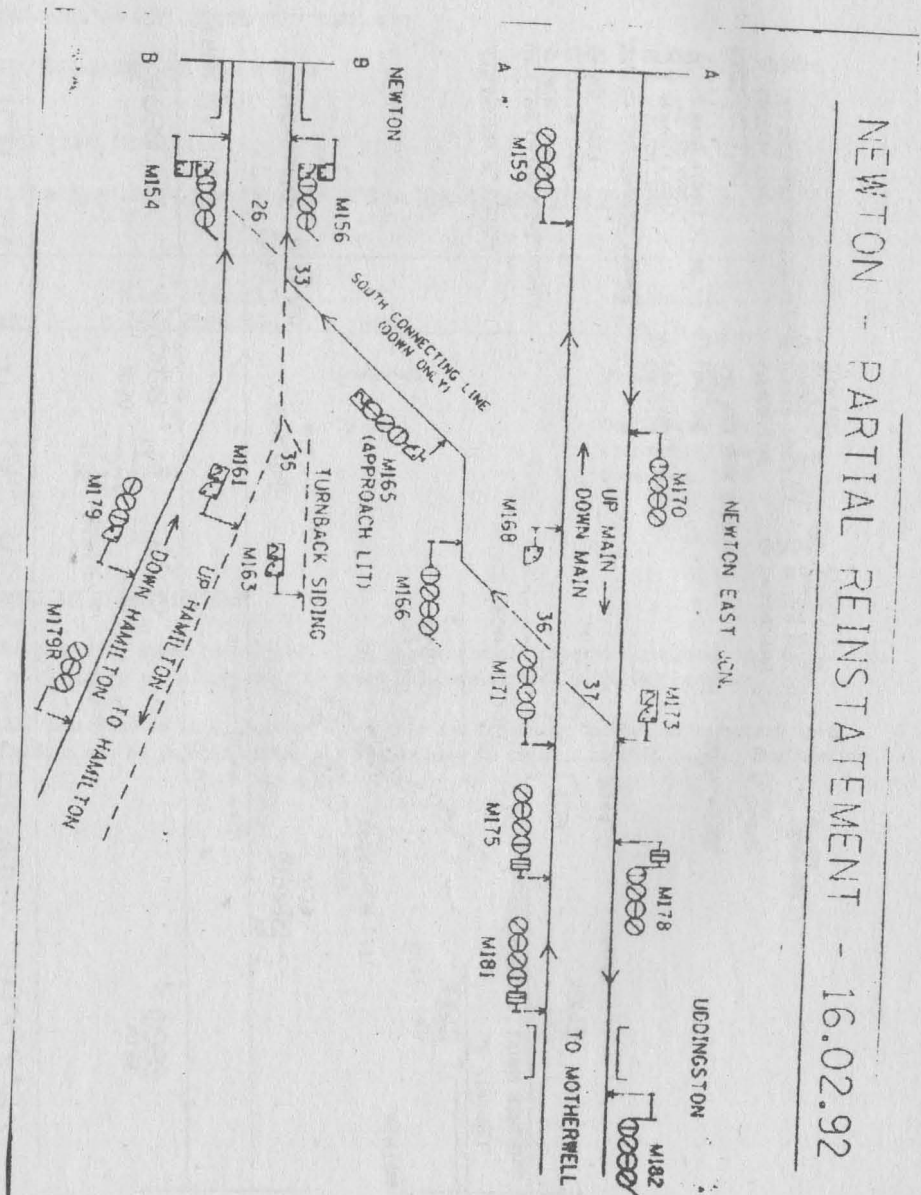
(50)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

SUNDAY, 16 FEBRUARY - NEWTON AREA - continued



(50)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

EDALE

The up distant signal has been renewed as a 2-aspect colour-light signal, repositioned 45 yards nearer to Chinley and is now 1565 yards from the up home signal.

(NEW ITEM) (48)

BEESTON CASTLE & TARPORLEY SIGNAL BOX

The down siding and associated connections from and to the down main line, together with the O.T.M. siding and hand point connection thereto, have been secured out of use, pending removal. All associated signalling has been disconnected.

The points telephone adjacent to the trailing connection from the down main line has been removed.

(49)

BETWEEN CALDEW JN. AND MOSSBAND JN.

The existing 20 m.p.h. permanent speed restriction applying over the down and up goods lines from 2 miles 10 chains to 2 miles 17 chains has become a 10 m.p.h. permanent speed restriction applying from 2 miles 15 chains to 2 miles 23 chains.

The existing 30 m.p.h. permanent speed restriction applying over the down goods line from 2 miles 17 chains to 2 miles 64 chains has become a 25 m.p.h. permanent speed restriction applying from 2 miles 23 chains to Kingmoor and no longer applies to passenger trains.

The existing 25 m.p.h. permanent speed restriction applying over the down goods line from 2 miles 64 chains to Kingmoor (which also applies to passenger trains) has been removed.

The existing 25 m.p.h. permanent speed restriction applying over the up goods/arrival/avoiding line from Mossband Jn. to 2 miles 64 chains has been extended to apply from Mossband Jn. to 2 miles 23 chains.

The existing 30 m.p.h. permanent speed restriction applying over the up goods line from 2 miles 64 chains to 2 miles 17 chains (which also applies to passenger trains) has been removed.

(49)

BETWEEN HIXON L.C (AHB) AND ASTON-BY-STONE L.C (AHB)

Whistle boards have been provided in both directions 500 yards before reaching Burston Lodge Footpath level crossing (30 miles 59 chains).

(49)

MAGHULL STATION

The up platform has been extended by approximately 12 yards at the Liverpool end.

(49)

SECTION C

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

HALL ROAD STATION

The up platform has been extended by approximately 17 yards at the Southport end.

(49)

BETWEEN WARRINGTON SOUTH JN. AND ACTON GRANGE G.F. NO.1

The catch points on the up line at 181 miles 70 chains have been replaced by plain line.

(48)

*** EGGINTON JUNCTION

The Mickleover test track, M.O.D. siding and up sidings together with the trailing connection in the up main line have been secured out of use pending removal and all associated signalling has been disconnected.

The booklet of instructions respecting the working of the Research and Development test line between Mickleover and Egginton Jn. dated November, 1974 has been withdrawn.

(47)

*** CORNBROOK JN.

The connection in the turnback siding at 1 mile 593 yards has become a controlled connection and a telephone has been provided there to communicate with Manchester Piccadilly box.

Cornbrook Jn. ground frame and its associated telephone have been recovered and the trailing crossover controlled therefrom has been secured out of use pending recovery.

The position 4 junction indicator on signal MP.703 on the down Liverpool line has been recovered and the main aspect applies to movements along the down Liverpool line. A new position light aspect has been provided on signal MP.703, offset to the left, and applies to movements to the turnback siding.

Signal MP.704 on the former up Chester line has been replaced by a three aspect colour light signal 137 yards nearer to Cornbrook Jn. on the turnback siding.

A telephone communicating with Manchester Piccadilly box has been provided at Cornbrook Jn.

(47)

SECTION C

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

*** SELLAFIELD

The Down Main Home 2 signal has been renewed at the same location. The signal arms have been reduced in height as follows:-

Down Main Home to approximately 17 feet
Down Main to Up and Down Loop to approximately 13 feet
Down Main (Warning signal) to approximately 11 feet.

(47)

EASTERN REGION

WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the former ACE/AME Siding (and Darnall Depot) at approximately 42m 38chs has been removed and plain line installed.

(49)

BROUGH STATION

From 08 00 the operational length of the Up Bay Platform at Brough will be reduced from 196 yards (179 metres) to 156 yards (142 metres) and the buffer stop repositioned accordingly.

(49)

LEEDS STATION

Platforms 2 and 3 have been shortened by 7 yards (6 metres) and the buffer stops repositioned accordingly.

The revised operational lengths are:

Platform 2 - 199 yards (182 metres)

Platform 3 - 120 yards (110 metres)

The Bay Siding between Platforms 2 and 3 has been reduced in length to give an operational standage of 82 yards (75 metres).

(48)

BETWEEN ST JAMES JUNCTION AND HEXTHORPE JUNCTION

The signal post telephone for Ground Position Light Signal No.1141, located at approximately 21m.73chs. and for down direction movements from Nos.1 to 5 Up West Sidings, has been repositioned to 30 metres before reaching the signal.

(48)

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

EASTERN REGION - continued

** LEEDS STATION

One of the Bay Sidings between Platforms 2 and 3 has been removed and the remaining siding is positioned centrally.

(47)

GENERAL INSTRUCTIONS AND NOTICES

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

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

APPENDIX NO. 6 TO THE RULE BOOK

WORKING OF THE AUTOMATIC BRAKE ON MULTIPLE UNIT TRAINS

CLAUSE 4.2 (Page 5 CND No.45)

AMEND Note to read:-

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

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

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

PAGE D22

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

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

TRACKSIDE BEHAVIOUR – A CHALLENGE

It's a Fact :

1. Drivers don't always sound the horn when there are people trackside. Sometimes the horn is not sounded promptly or sounded long enough.
2. People trackside do not always acknowledge the train promptly.
3. Staff members are killed trackside each year.

A small effort on your part
could prevent a tragedy

LET US ALL LIVE WITH THIS !

June

British Rail
London Midland Region

CNE**51****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 14th March

to

Friday, 20th March 1992

inclusive

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

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

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

PRIVATE
and not for Publication



WARNING



A.C. ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE EQUIPMENT

COATBRIDGE FREIGHTLINER TERMINAL

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

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

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

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

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

(1-2-92)

SECTION A

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

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

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

| | LOCATION | LINES AFFECTED | | MILEAGE AT OR BETWEEN | | REST-RICTION | REMARKS |
|-------------------------------------|-------------------------------------|----------------|----------|-----------------------|--------|------------------|--|
| | | | | M.C. | M.C. | | |
| BASFORD HALL JN. TO GRETN A JN. | | | | | | | |
| 1 | Warrington North Jn. | - | Up Fast | 182.45 | 182.43 | 20 | Bridgework (No.8). Until 11 00 Friday, 20 March. |
| 2 | Warrington North Jn. | - | Up Slow | 182.45 | 182.43 | 20 | Bridgework (No.8). Until 11 00 Friday, 20 March. |
| 3 | Haydock Branch Jn. and Golborne Jn. | - | Up Fast | 1.45 | 1.44 | <u>40</u> 100 | Condition of Bridge (No.7). |
| 4 | Penrith and Eden Valley | - | Up | 48.51 | 48.29 | <u>20</u> 60 | Trackwork. From 14 00 Sunday, 15 until 12 00 Monday, 16 March. |
| 5 | Eden Valley and Penrith | Down | - | 48.29 | 48.51 | 20 | Trackwork. From 11 00 until 21 00 Sunday, 15 March. |
| 6 | Caldew Jn. | - | Up Goods | 2.23 | 2.13 | 10 | Condition of track. No AWS warning indication for warning board on the Down Main at 0m. 20chs. |
| WEAVER JN. TO LIVERPOOL LIME STREET | | | | | | | |
| 7 | Ditton Jn. No.2 and Speke Jn. | Down Slow | - | 186.00 | 186.22 | 50 | Condition of track. |
| 8 | Speke Jn. and Ditton Jn. No.2 | - | Up Slow | 186.60 | 183.20 | 50 | Condition of track. |

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

SATURDAY, 14 MARCH - DERBY STATION

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

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

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

(2)

TUESDAY, 17 MARCH - HELLIFIELD

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

(2)

WEDNESDAY, 18 MARCH - HELLIFIELD

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

(2)

EASTERN REGION

MONDAY 16 MARCH - BETWEEN LOW FELL JN AND KING EDWARD BRIDGE SOUTH JN

At 10 00 hours the reflectorised signs for the Permanent Speed Restriction of 50mph which applies on the Down Main in the Down direction between 79m. 26ch. and 79m. 34ch. will be removed and this restriction will be deleted from the Sectional Appendix.

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

(See Special Notice 36E)

(2)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION

SUNDAY, 15 MARCH - NEWTON AREA

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

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

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

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

The Down and Up South Connecting line will be Put out of use.

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

The North Connecting line will be Available for Two-Way Working.

The following arrangements will continue to apply :-

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

The following lines/connection will Remain Out of Use :-

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

SIGNALLING ARRANGEMENTS

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

SUNDAY, 15 MARCH - NEWTON AREA - continued

RUNNING SIGNALS

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

The following signals will be brought back into use :-

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

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

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

NOTE

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

POSITION LIGHT SIGNALS

The following position light signals will be In Use as follows :-

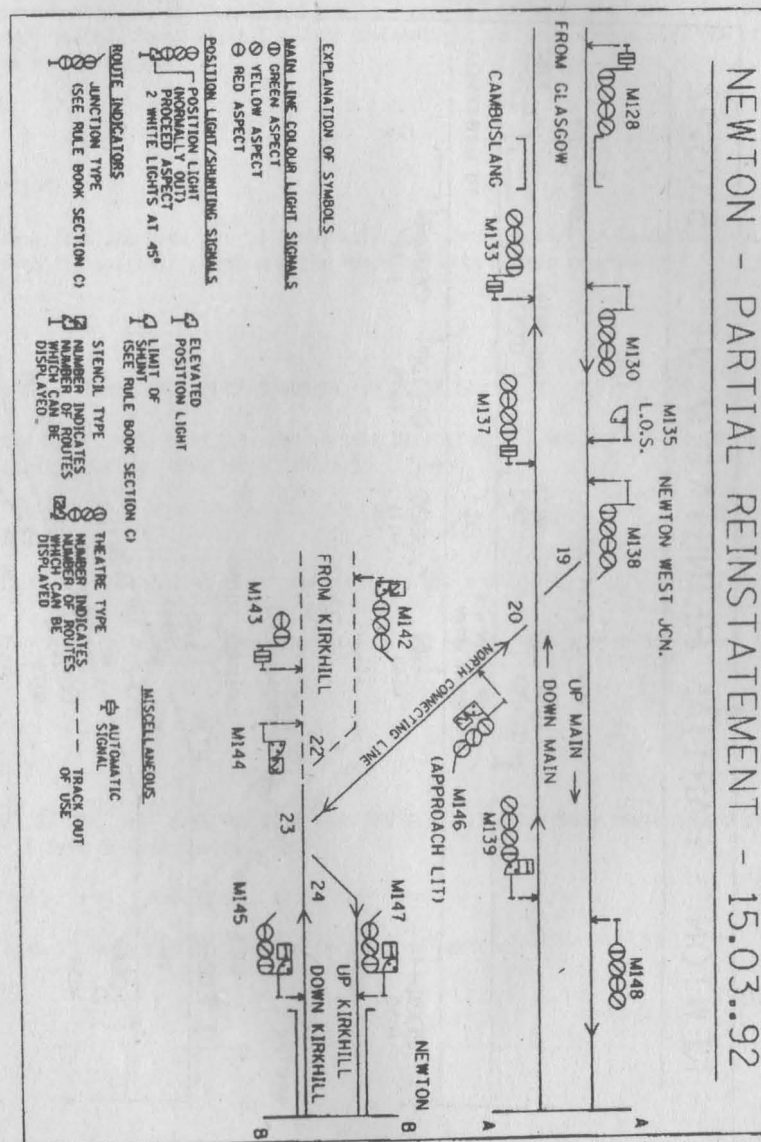
| Signal | Route Indication where Provided | From | Application Towards |
|--------|---------------------------------|-----------|---------------------|
| M168 | - | Down Main | Up Main |
| M173 | 'M' | Up Main | Down Main |

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

SUNDAY, 15 MARCH - NEWTON AREA - continued

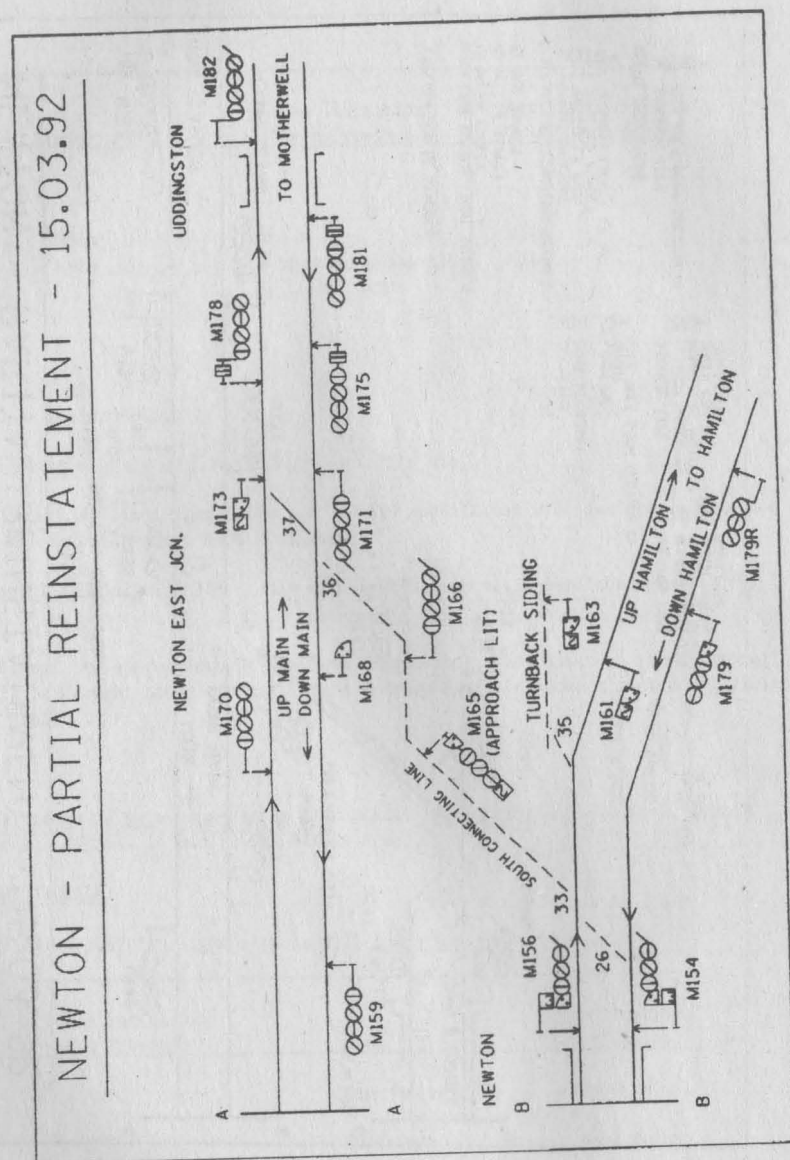


SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SCOTTISH REGION - continued

SUNDAY, 15 MARCH - NEWTON AREA - continued



(2)

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

BETWEEN BOOTLE JN. AND SEFTON JN.

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

(1)

PRESTON STATION

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

(1)

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

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

(1)

CORKICKLE NO.1

The Poorhouse siding has been shortened by 235 yards. The stop block is now situated at 73m.520yards.

(52)

** BOOTLE JN.

Signal BJ.104 located on the Up & Down LNW Goods line has been repositioned on the left hand side, 18 feet from the nearest rail.

The red aspect is now 14 feet above rail level.

The signal post telephone remains in the same position.

(51)

SECTION C

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

*** BETWEEN DAISYFIELD L.C. AND WILPSHIRE

The catch points on the down line at 12 miles 55 chains have been replaced by plain line.

(51)

*** BETWEEN GISBURN TUNNEL AND HELLIFIELD

The catch points on the down line at 29 miles 67 chains and 34 miles 07 chains have been replaced by plain line.

(51)

EASTERN REGION

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

A Permanent Speed Restriction of 90 m.p.h. for trains formed entirely of Class 15X units has been imposed on the Down line between 10 $\frac{1}{2}$ m.p. and 6 $\frac{1}{2}$ m.p. and on the Up line between 5 $\frac{1}{2}$ m.p. and 10m. 66chs.

(See Section D) (1)

BETWEEN DENABY LC AND MEXBOROUGH

There has been a permanent speed restriction of 60 mph imposed on the Down line between 16m 44ch and 16m 29ch.

(See SN 27E) (52)

*** BETWEEN HALTWHISTLE AND LOW ROW S.B.

Baron House Public Footpath Level Crossing (at 41m. 28ch.)

The Whistle Boards applying to the above level crossing have been repositioned to 290 yards either side of the crossing.

(51)

SCOTTISH REGION

DALZELL YARD AND HAMILTON SIDINGS

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

(1)

GENERAL INSTRUCTIONS AND NOTICES

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

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

APPENDIX NO. 6 TO THE RULE BOOK

WORKING OF THE AUTOMATIC BRAKE ON MULTIPLE UNIT TRAINS

CLAUSE 4.2 (Page 5 CND No.45)

AMEND Note to read:-

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

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

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

PAGE J8

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

PAGE J9

Section J7 - DELETE : Parkeston Quay

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

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

PAGE D22

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

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

SHUNTING SAFETY

S

Stay out when easing up

A

Advise the Driver when you are going between vehicles - show a Red Light or tell the Driver to remain stationary.

F

First disconnect the Brake Pipe when uncoupling.

E

Everything else must be coupled before the Brake Pipe when coupling.

T

Train heat supply must be switched off before coupling or uncoupling Electric Train Heat cables.

Y

You can prevent the train moving by opening the brake pipe cock or by taking the vacuum pipe off the dummy stopper.

FOLLOW THESE SIX STEPS FOR SAFETY
WHEN COUPLING OR UNCOUPLING