

Spare PAGE 59/60 10/25

British Rail
London Midland Region

CSE



42

WEEKLY OPERATING NOTICE

containing

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

Saturday, 12th January
to
Friday, 18th January 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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SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
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SOUTHERN REGION - continued

BICKLEY JN. TO SEVENOAKS (VIA SWANLEY) - continued

TUESDAY/WEDNESDAY, 15/16 AND WEDNESDAY/THURSDAY, 16/17 JANUARY

S76	Swanley and Rochester Bridge Jn	Up BLOCKED Down BLOCKED	23 50 to 05 45) Track maintenance) and unloading 00 50 to 05 45) materials clear of Swanley VS 898,895 points and Rochester Bridge Jn 59 points. 17m 40c and 32m 70c. Current switched off Down Line at Swanley CB P280, Tweedhill CB's P280,282, Darenth CB's P282,284, Fawkham CB's P284,286, Hartley CB's P286,288, Meopham CB's P288,290, Cobhambury CB's P290,292, Lower Bush CB's P292,294, Merralls Shaw CB's P294, 296, Strood CB P296. H/S 711. Close 1585 and off Up Line at Swanley CB's P279, Tweedhill CB's P279,281, Darenth CB's P281,283, Fawkham CB's P283,285, Hartley P285,287, Meopham CB's P287,289, Cobhambury CB's P289,291, Lower Bush CB's P291,293, Merralls Shaw CB's P293,295, Strood CB P295. H/S 712. Close 1587.
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WEDNESDAY/THURSDAY, 16/17 AND THURSDAY/FRIDAY, 17/18 JANUARY

S77	Bickley and St Mary Cray	Down and Up Chatham Fast BLOCKED	23 10 to 04 20. Unloading materials clear of Bickley VS 857 points and angles and St.Mary Cray VS 875,876 points. 12m 10c and 13m 12c. Current switched off at Chislehurst CB.s L.230,231,237,238, H/S 4427, 4428,4729,4722, (4715,673 NO).
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FRIDAY, 18 JANUARY

S78	Swanley/Otford Jn and Sevenoaks	Up and Down BLOCKED	00 20 to 05 35. Unloading materials and track maintenance clear of Swanley VS 300,301 signals/Otford Jn VS 920,921 points and Sevenoaks 59 crossover. 17m 66c and 26m 50c. Current switched off at Eynsford CB's P321,322,323,324, Lullingstone CB's P323,324,325,326, Greenhill CB's P325,326,327,328, Otford CBs P327,328,347,348, Sevenoaks CB's P347,348. H/S 715,716.
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SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Monday, 14 January - Between Silkstream Jn. and Mill Hill Broadway

The existing 75 m.p.h. permanent speed restriction over the down and up slow lines from 9 miles 15 chains to 9 miles 45 chains will be removed.

(OD14/GEN/265)

Monday, 14 January - Between St. Albans City and Harpenden Jn.

The existing 75 m.p.h. permanent speed restriction over the down slow line from 22 m.p. to 23 miles 40 chains will be shortened to apply from 22 miles 38 chains to 23 m.p.

The existing 75 m.p.h. permanent speed restriction over the up slow line from 23 miles 40 chains to 22 m.p. will be removed.

(OD14/GEN/265)

Monday, 14 January - Between Ampthill Tunnels and Bedford South Jn.

The existing 75 m.p.h. permanent speed restriction over the down and up slow lines from 42 miles 19 chains to 45 m.p. will be shortened to apply from 42 miles 19 chains to 42 miles 52 chains.

(OD14/GEN/265)

Sunday, 13 January - Hinckley

The up main outer home semaphore signal and up main inner home semaphore signal will be taken away.

A new 3 aspect (R/Y/G) colour light signal HY.3 will be provided on the up main line at 3 miles 1137 yards. A.W.S. equipment will be provided 200 yards in rear of the signal.

The up main line starting semaphore signal and the ground shunt signal on the up main line by the trailing points to the up sidings will be provided with diamond signs.

(OD14/81/149)

Tuesday, 15 January - Mantle Lane

Position light shunt signal ML.2 situated on the down goods loop will be raised to three feet above rail level.

(OD14/90/23)

Signalling and Permanent Way Alterations - continued

EASTERN REGION

Sunday, 13 January - Northallerton

The main to main trailing crossover at 29m. 62ch. will be taken out of use UNTIL SUNDAY, 20 JANUARY.

Sunday, 13 January - Newcastle West Jn.

4-aspect searchlight signal N169, together with associated theatre route indicator and position light signal, located on the gantry at the west end of Newcastle station, and applying to Up direction movements from Nos. 9 and 10 Platforms, will be abolished. The gantry will be abolished.

4-aspect searchlight signals N159 (Platform 10) and N161 (Platform 9) will now read to Up Main 4-aspect searchlight signal N179.

Sunday, 13 January - Thornaby

The facing crossover between the Up and Down Goods lines adjacent to Thornaby station platform will be secured out of use in the normal position pending removal.

The Down Goods line end of the trailing crossover between the Up and Down Goods lines, adjacent to Thornaby station platform, will be secured out of use in the reverse position pending removal.

3-aspect colour light signal TY215, located approx. 250 yards to the west of Thornaby station, on the out of use former Down Goods line, will be abolished and the remaining portion of the abandoned Down Goods line between this signal and the connections at Thornaby station will be progressively removed.

Signalling and Permanent Way Alterations - continued

WESTERN REGION

Between 08 00 and 16 00 Saturday, 12 January or until completion - West Drayton

Signal S.106 (Red aspect and subsidiary signal applicable to down direction movements on the Up Goods line) will be repositioned approximately 15 yards EAST of its present position.

(95/TX/5)

Sunday, 13 January - Reading (No. 5 Platform Line)

The A.W.S. inductor applicable to signals R.53 (Up direction) and R.240 (Down direction) will be repositioned approximately 20 yards to the west end of the station.

In addition, the "theatre" type route indicator on signal R.53 will be renewed as a fibre optic type, and the indication displayed for a route towards the Up Relief line will be altered to read "UR". All other indications will remain unaltered.

(95/TX/5)

From 05 00 Monday, 14 January until further notice - Slough

The Down Relief platform will be temporarily shortened at the Reading end, with 90 metres remaining in use. Drivers must bring their trains to a stand clear of the work.

(95/TX/5)

Sunday, 13 January - Reading (Oxford Road Junction)

In preparation for the impending commissioning of the new facilities at the west end of Upper Triangle diesel depot, the connections at Oxford Road Junction leading to the depot together with associated signalling will be brought back to use.

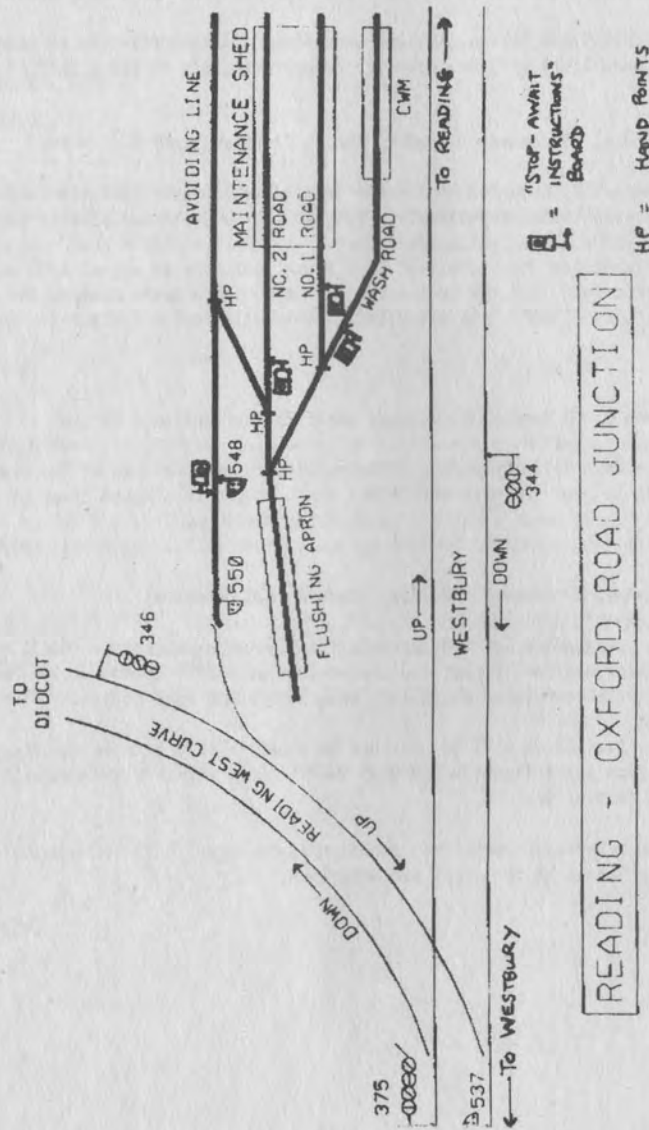
New facilities will be provided as shown in bold line on the diagram printed on page 3. New position light signal R.548 will read towards signal R.550 and will be approximately 75 yards in rear of it.

The reinstated route from position light signal R.537 will henceforth apply as far as the new "Stop" board on the depot Avoiding Line.

(95/TX/5)

WESTERN REGION - continued

Sunday, 13 January - Reading (Oxford Road Junction) - continued



(95/TX/5)

SOUTHERN REGION

Sunday, 13 January - Brixton (Shepherds Lane)

Down Chatham Main line signal VS.105, together with the associated AWS equipment, will be repositioned 17 yards towards Voltaire Road Jn. The distance from signal VS.97 will be 634 yards. The distance to signal VS.109 will be 547 yards.

Down Atlantic line signal VS.107, together with the associated AWS equipment will be repositioned 17 yards towards Voltaire Road Jn. The distance from signal VS.99 will be 613 yards. The distance to signal VS.111 will be 525 yards.

(RW/2153/16)

DETAILS OF WORK ALREADY CARRIED OUT

Willesden High Level Area

Position light shunt signals WN.551 and WN.552 provided on 16 December (Weekly Operating Notice CSE 38) apply also to movements to the down carriage line.

Sudbury Loco Holding Sidings

Position light shunt signal WN.520 provided on the 16 December (Weekly Operating Notice CSE 38) applies also to movements to Sudbury Loco Holding Sidings.

(New Item) (OD14/87/48)

Salop Goods Jn.

AWS track equipment has been provided on the down Manchester Independent line 200 yards on the approach to signal SG.15.

(New Item) (OD14/GEN/63)

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

Melton Station S.B. - Melton G.F.

A new line has been provided from Melton G.F. alongside the existing Research line to the new Asfordby Mine. The line is called the 'UP & DOWN ASFORDBY'.

Approximately 880 yards from Melton G.F. along the Up & Down Asfordby line, a hand point has been provided to allow access to the Arrival line / Departure line. The Arrival and Departure lines are approximately 330 yards long. A hand point connection has been provided at the loading end of both lines leading on to a Loading Neck which is approximately 360 yards long between the hand points and the buffer stop.

Alterations to notice boards are as follows :-

The board situated on the Up & Down Through Siding, adjacent to Melton G.F., lettered 'STOP. OPERATE G.F. COMMENCEMENT OF STAFF SECTION' has been replaced by a new board lettered 'STOP AND CHECK POINTS'.

The board situated on the Test Track facing Old Dalby, lettered 'STOP. OPERATE G.F. END OF STAFF SECTION' has been replaced by a double-sided notice board. The side facing Old Dalby will be lettered 'END OF STAFF SECTION. STOP AND TELEPHONE'. The side facing Melton has been lettered 'COMMENCEMENT OF EDWALTON STAFF SECTION'.

A new double-sided notice board and a telephone to Melton S.B. have been provided near to the ground frame connection. The board applies to the Up & Down Asfordby line. The side facing Asfordby has been lettered 'END OF STAFF SECTION. STOP AND TELEPHONE'. The side facing Melton has been lettered 'COMMENCEMENT OF ASFORDBY STAFF SECTION'.

The following notice boards have been provided at the Mine end of the new line :-

A new double-sided notice board has been provided approximately 22 yards from the hand points leading onto the Arrival / Departure lines. The side facing Melton has been lettered 'END OF STAFF SECTION. STOP AND CHECK HAND POINTS'. The side facing Asfordby Mine has been lettered 'COMMENCEMENT OF STAFF SECTION'.

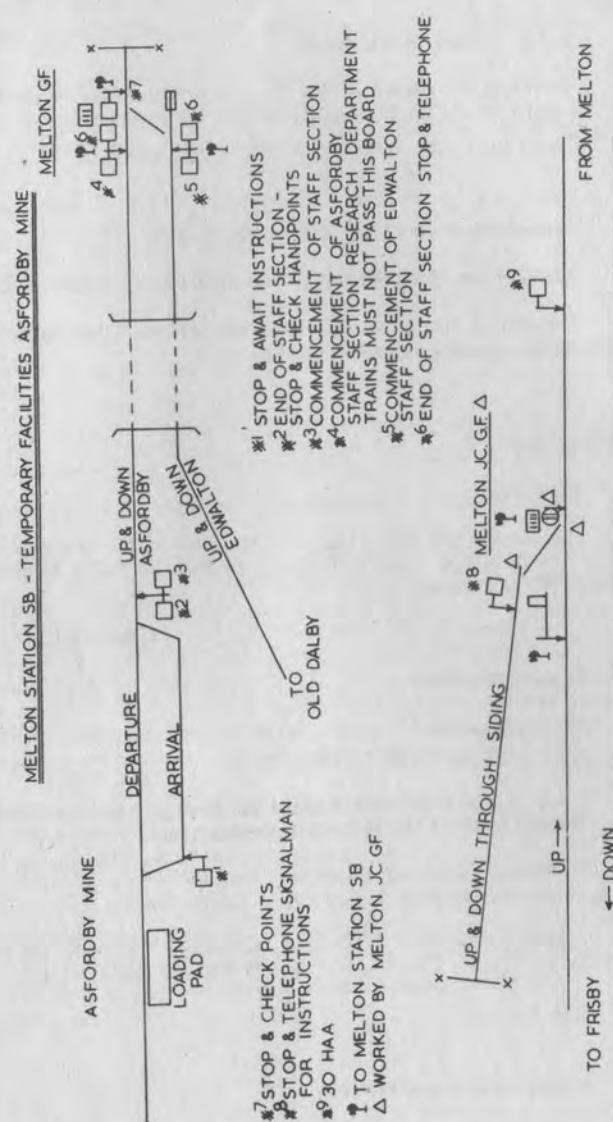
A new notice board facing Melton has been provided on the Arrival line at the loading end of the line, lettered 'STOP AND AWAIT INSTRUCTIONS'.

The maximum speed on the Up & Down Asfordby line is 20 m.p.h.

At Melton Junction G.F.

A new notice board facing Frisby, lettered '30 HAA' has been provided on the Up line approximately 340 yards from the Melton side of the ground shunting signal controlled by Melton Junction G.F.

See following sketch

Signalling and Permanent Way Alterations - continued
Details of work already carried out - continued

Signalling and Permanent Way Alterations - continued
 Details of work already carried out - continued

B.O.C. Sidings, North Wembley

Following the removal of the electric overhead line equipment from B.O.C. Sidings, a notice board "NO ACCESS TO ELECTRIC TRAINS" has been provided at the hand-points leading to the sidings.

(OD14/AC/DC) (43)

Between Green Lane L.C. (AHB) and Saltney Jn.

Boundary Lane footpath level crossing 211 miles 35 chains

The whistle boards (which were already provided) have been re-positioned 250 yards before reaching the crossing in both directions.

(OD12/LC/56) (43)

WESTERN REGION

Gloucester

The theatre type route indicator on signal G.233, on the Up Relief line, has been replaced by a fibre optic type route indicator. The route to the UP RECEPTION is now indicated by "RC" and not "R", as previous.

(New Item) (95/TX/5)

Reading West Curve

The catch points on the Up line at 0m. 4chs. have been removed.

(New Item) (95/TX/5)

Between Knucklas and Llangunllo Tunnel

Permanent Speed Restrictions have been IMPOSED on the single line, approaching and over the private crossing known as Lower Hall, as follows:-

Down direction - 10 m.p.h. between 16m. 06ch. and 16m. 11ch.
 Up direction - 5 m.p.h. between 16m. 14ch. and 16m. 11ch.

(See Section D).

(95/TX/5) (44)

Southall Yard S & T Siding

A new siding, adjacent to the headshunt, has been brought into use. It is reached via a handpoint at approximately 9m. 60chs. which will normally be secured towards the headshunt.

(See Section D).

(95/TX/5) (43)

GENERAL INSTRUCTIONS AND NOTICES

New Item

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

RULE BOOK (BR 87109)

SECTION P - APPOINTMENT OF LOOKOUTMEN

(CSD-36 Page 91)

Renumbered Clause 3.1.3.
 Clause 4.4.4.

DELETE :- Amended instructions

(OD15/-) (15-12-90)

APPENDIX TO THE RULE BOOK (BR 87109/43)

(CSD-36 Page 91)

Appendix No. 6 Page 6.3
 Clause 1.6.1.

DELETE :- Amended instructions

(OD15/-) (15-12-90)

**WORKING MANUAL FOR RAIL STAFF BR.30054 PART 2 (GREEN PAGES)
 SECTION B**

ADD new entry:-

"B1/11 Before traffic, which requires the use of the outer stanchion pockets, is loaded onto BDA wagons, a check must be carried out to ascertain that the wagons are in Pool 9040. Wagons in any other Pool must not be used when the outer stanchion pockets are required for securing traffic."

(OD18/119) (12.1.91.)

**OPERATION
CLEAN
SWEEP**

THE ABC OF CURING BRAKE DRAG

APPLY DRIVERS BRAKE VALVE TO
THE EMERGENCY POSITION

BRAKE DISTRIBUTOR RELEASE
CORD TO BE PULLED

CHECK THAT BRAKE BLOCKS HAVE
RELEASED

DRIVERS BRAKE VALVE TO THE
RUNNING POSITION

EXASPERATED ?
TRY RIC, DIC, PULL AND KICK

RIC DIC PULL and KICK

- RIC** - Reservoir isolating cock to be operated
- DIC** - Distributor isolating cock to be operated
- PULL** - Pull the distributor release cords
- KICK** - Kick the brake blocks to make sure they
have released

NIL spare

British Rail
London Midland Region

CSE**51****WEEKLY OPERATING NOTICE**

containing

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TEMPORARY ENGINEERING WORKS
SIGNALLING & PERMANENT WAY ALTERATIONS
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Saturday, 16th March
to
Friday, 22nd March 1991
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WARNING



A.C. ELECTRIFIED LINES
WILLESDEN CARRIAGE MARSHALLING SIDINGS

The Overhead Line Equipment has been extended on Nos 10 to 15 Sidings from existing structure WC 07/35 to existing structure CL 07/22, at the connection onto the Up Carriage line.

It will be energised at 25,000 volts from 09 00 on Monday, 18 March and must be regarded as "ALIVE" at all times.

The Working Instructions for AC Electrified Lines (BR 29987) will apply.

(OD15/31/89) (16-2-91)



WARNING



A.C. ELECTRIFIED LINES

EAST COAST MAIN LINE ELECTRIFICATION

STOKE TRACK SECTIONING CABIN

The existing Track Sectioning Cabin at Stoke is being extended Northwards by a distance of 7 metres. In addition, OHL Bare Feeders are being installed between OHL structures E160/10 and E161/04A on the Down Main, and between E160/22A and E160/09 on the Up Main.

FROM 12 00 HOURS ON SUNDAY 17TH MARCH, 1991 THE OVERHEAD LINE EQUIPMENT REFERRED TO ABOVE, INCLUDING ALL ROOF BUSHINGS AND CONNECTIONS THERETO AT STOKE TSC, WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS ALIVE AT ALL TIMES.

In association with the above work, Neutral Sections are being installed adjacent to OHL structure E161/04A on the Down Main, and E160/22 on the Up Main.

The Electricity Supply will be controlled by staff at Hornsey Electrical Control Room, which is manned continuously. Communication with the Electrical Control Room can be obtained:-
over the National Radio Network using call code 2174
or via Railway ETD 00-59420/21
or British Telecom 081-348-9542.

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

SIGNALLING AND PERMANENT WAY
ALTERATIONS

. Items will not appear in future issues

Monday, 18 March - Willesden - Temporary Level Crossings

A temporary level crossing will be provided over the Up High Level Arrival Line at 2 m. 44 yds.

A temporary level crossing will be provided over the Up Engine Line (Sudbury) at 2 m. 460 yds.

(OD12/LC/819)

Sunday, 17 March - Park Lane Junction

The facing connection between the up and down Walsall lines, in advance of signal SY.265 and the associated spring trap points in the down Walsall line, will be repositioned 43 yards nearer Ryecroft Jn.

(OD14/-)

Sunday, 17th March - Sutton Bridge Jn.

The Loco siding, together with the trailing connection from the down main line will be secured out of use, pending removal and all associated signalling disconnected.

On the Up and Down Welshpool line, the facing connection to the Sand Drag will be secured out of use, pending removal.

(OD14/83/257)

EASTERN REGION

Sunday, 17 March - Between Parkgate Jn. and Hopetown Jn.

The facing connection from the Down Main line to the Down Goods line (on the Eastgate Branch) will be taken out of use and plain line installed.

The Down and Up Goods lines between Parkgate Jn and Albert Hill (0m 32ch) will be taken out of use pending removal.

The Down/Up Goods line between Albert Hill and Hopetown Jn will be taken out of use until further notice.

At Hopetown Jn, the connection between the Down/Up Bishop Auckland line and the Down/Up Goods line, and also the connection from the Down/Up Bishop Auckland line to the Down/Up Branch, will be secured out of use permitting movements on the Down/Up Bishop Auckland line only.

Signalling and Permanent Way Alterations - continued

WESTERN REGION

Sunday, 17 March - Reading Station Area

The stencil indicators on the following signals will be renewed in fibre optic form :-

R.53 -	No. 5 platform line (Up direction)
R.140 -	No. 7 platform line (bay)
R.153 -	No. 10 platform line (bay)
R.242 -	No. 9 platform line (Down direction)
R.251 -	No. 8 platform line (Up direction)
R.253 -	No. 6 platform line (bay)

The "R" indications displayed at these signals for routes to the relief lines will be altered as follows :-

R.53/153/251/253 - "UR"
R.140/242 - "DR"

All other indications displayed will remain unaltered.

(95/TX/5)

Tuesday, 19 March - Gloucester, Barnwood Junction

The stencil type indicator on signal G.50 will be replaced in fibre optic form with no change in indication displayed.

(95/TX/5)

DETAILS OF WORK ALREADY CARRIED OUT

Brandon

Whistle boards have been provided 480 yards in both the up and down direction before reaching Brandon footpath level crossing 90m. 50chs.

(NEW ITEM)

(OD12/LC/921)

Birmingham New Street

Signal NS.217 situated at the north end of Platform 9 has been temporarily taken away.

The connection from Platform 9 to No. 3 Siding north end, has been temporarily secured out of use.

The position light aspect associated with signal NS.187 has been temporarily taken out of use.

(OD14/91/14) (1/2)

SECTION C

Signalling and Permanent Way Alterations - continued
 Details of work already carried out - continued

Fenny Compton

The headshunt (tamper siding) situated at the Banbury end of the down sidings, has been taken away and the points leading to the siding will now serve only as trap points.

(OD14/-) (1/2)

Farringdon Station

Safety fencing has been erected at Farringdon station in connection with the construction of a footbridge at the North end of the station. Drivers of trains entering the station on the down Moorgate line must be prepared for reduced sighting of signal WH. 413, at the Kings Cross end of the down platform.

(OD14/-) (52)

Ratcliffe Power Station

A temporary level crossing (open crossing) has been provided over Coal Lines A and B and Departure Line (Coal Line C). The crossing is situated 176 yards before reaching signals A1 and B1.

(OD12/LC/668) (52)

Lichfield City Station

The up sidings and the associated ground frames (No.1 & No.2) along with the up and down main lines through the station have been taken out of use, pending recovery.

Pending recovery all connections, trailing or facing, between the main lines through the station and the platform lines have been secured for through running on the platform lines

The up sidings connections have been secured out of use, pending recovery.

Pending recovery, the slip connection from the down platform at the signalbox end to the up Walsall line has been secured out of use.

All main semaphore signals applying to movements to or from the main lines through the station have been taken away.

The four arm disc ground shunting signal situated on the down main line by the connection to the down sidings has been taken away and replaced with a two arm disc ground shunting signal applying to set back movements to the down sidings or up platform line.

The two arm disc ground shunting signal situated on the up main line at the Derby end of the station applying to set back movements to the up main or down main line has been taken away

(OD14/88/87) (52)

SECTION C

Signalling and Permanent Way Alterations - continued
 Details of work already carried out - continued

Hednesford

The up home signal has been repositioned 454 yards further from the box.

The up distant signal has been repositioned 429 yards further from the box and is 886 yards from the up home signal.

(OD14/88/169) (52)

Manton Junction

The existing train operated warning system has been changed and split into three sections, named 'South', 'Tunnel' and 'North'.

Each section is still operated by control switches, labelled 'South', 'Tunnel' or 'North' using signal replacement keys.

The South section is operated by control switches provided at the following locations :-

Adjacent to the Down Branch to Up Branch connection.

Adjacent to Manton Jn. G.F. on the Down side.

At the south end of Manton Tunnel on the Down side.

The Tunnel section is operated by control switches provided at the following locations:-

At the south end of the Tunnel on the Down side.

At the north end of the Tunnel on the Up side.

The North section is operated by control switches provided at the following locations :-

At the north end of the Tunnel on the Up side.

Adjacent to the connection from the Up line to the Down line on the Up side at Manton North Jn.

At the regular access point at Cemetery Road on the Oakham line just north of Manton Tunnel on the Down side. A telephone will be provided adjacent to the control switch at the access point.

An additional warning siren has been provided in Manton Tunnel.

A notice board lettered 'Notice to Staff - Providing staff are clear of track, switch off T.O.W.S. in rear before operating T.O.W.S. in advance' has been provided at each end of Manton Tunnel adjacent to the control switches.

(OD14/85/175) (52)

Signalling and Permanent Way Alterations - continued
 Details of work already carried out - continued

**** Between Bedford South Jn. and Bedford North Jn.**

The following existing permanent speed restrictions have been removed :-

20 m.p.h. permanent speed restriction over the down slow line from 50 m.p. to 50 m. 24chs..

20 m.p.h. permanent speed restriction over the up slow line (down direction) from 50 m.p. to 50m. 34chs.

20 m.p.h. permanent speed restriction over the down slow line (up direction) from 50m. 24chs. to 50 m.p.

20 m.p.h. permanent speed restriction over the up slow line from 50m. 34chs. to 50 m.p.

The existing 20 m.p.h. permanent speed restriction to and from and over the "up and down" platform loop has become a 30 m.p.h. permanent speed restriction.

The existing 50 m.p.h. permanent speed restriction over the down slow and up slow (down direction) from 49 $\frac{1}{2}$ m.p. to 50 m.p. has been extended from 49 $\frac{1}{2}$ m.p. to 50m. 35chs.

The existing 50 m.p.h. permanent speed restriction over the up slow and down slow (up direction) from 50 m.p. to 49 $\frac{1}{2}$ m.p. has been extended from 50m. 35chs, to 49 $\frac{1}{2}$ m.p.

(OD14/81/24) (51)

Signalling and Permanent Way Alterations - continued
 Details of work already carried out - continued

EASTERN REGION

Between Heeley and Sheffield

Various Permanent Speed Restrictions on the Down line between 157m 52ch and 158m 24ch have been withdrawn.

The reflectorised Speed Restriction Warning Indicator Sign on the Down line at 156m 78ch giving warning of the Permanent Speed Restriction of 35 mph at 158m 07ch has been changed to read 15 mph and gives warning of the Permanent Speed Restriction of 15 mph at 158m 24ch.

(See Section 'D') (1/2)

Shirebrook Jn.

The existing 2-aspect colour light Down Branch Starting Signal SJ.11 has become a 4-aspect signal, temporarily capable of displaying a RED/YELLOW aspect only.

The signal has been elevated by 14 feet and moved from the right to the left hand side of the line.

(1/2)

Parkgate Jn

The Down Main end of the trailing crossover between the Down and Up Main lines has been removed and plain line installed.

(1/2)

Between Parkgate Jn. and North Road

3-aspect colour light signal D852, located on the Up Goods line at approximately 0m. 08ch., has been fixed at Red pending removal.

(1/2)

Darlington (Hopetown Jn)

Darlington West Yard Ground Frame has been abolished.

The stencil route indication to the West Yard from 3-aspect colour light signal D840, located on the Down/Up Bishop Auckland line at approx. 1m 18ch, has been abolished.

The stencil route indication to the West Yard from Ground Position Light signal D846, located on the Through Siding at approx. 1 mile post, has been abolished together with the stencil indicator.

(52)

SECTION C

Signalling and Permanent Way Alterations - continued
 Details of work already carried out - continued

EASTERN REGION - continued

Ferryhill South Jn

3-aspect colour light signal F443, located on the Up Slow line at approximately 56½mp, has been removed from the gantry and replaced on a straight post at the same location.

3-aspect colour light signal F445, located on the Up Goods Loop at approximately 56½mp, has been removed from the gantry and replaced as a ground mounted signal at the same location, with the following route indications;

ASPECT	INDICATION	ROUTE
PL	S	SHUNT SPUR
MAIN	-	DOWN FERRYHILL
PL	X	UP FERRYHILL
MAIN	U	UP MAIN

(52)

Ferryhill

3-aspect colour light signal F437, located on the Down Slow line at approximately 57m 04ch., has been removed 70 yards further south.

(52)

Between Tursdale Jn. and Durham

4-aspect colour light signal F413, located on the Down Main line at approx. 59m 35ch, has been moved 141 yards further south.

4-aspect colour light signal F406, located on the Up Main line at approx. 61½mp, has been moved 300 yards further north, and has been mounted on an off-set post.

4-aspect colour light signal TY401, located on the Down Main line at approx. 64½mp, has been moved 686 yards further north.

4-aspect colour light signal TY399, located on the Down Main line at approx. 65m 09ch, has been abolished.

(52)

SECTION C

Signalling and Permanent Way Alterations - continued
 Details of work already carried out - continued

** Between Thrybergh Jn. and Aldwarke South Jn. (GC)

The Up Mexborough line between Aldwarke South Jn (GC) and Thrybergh Jn has been secured out of use pending removal.

The Up Mexborough line between Thrybergh Jn and Mexborough Jn, via Kilnhurst, remains in use for trains from the Silverwood Colliery Branch only, travelling to Doncaster via Mexborough.

Thrybergh Jn. has been remodelled and relaid as a single line to double line junction as shown in the diagram accompanying this notice.

The facing points in the Up Tinsley line at Aldwarke South Jn (GC) have been taken out of use and temporarily plain lined, set towards the Down Main line, pending relaying as new plain line on a revised alignment.

The switch diamond points in the Down Tinsley line at Aldwarke South Jn (GC) have been taken out of use and temporarily plain lined, pending relaying as new plain line on a revised alignment.

SIGNALLING ALTERATIONS

All signalling associated with the secured out of use Up Mexborough line between Aldwarke South Jn (G.C.) and Thrybergh Jn has been abolished.

The route from 3-aspect colour light signal SA.27, located on the Up Tinsley line at approximately 6m 62ch, has been taken out of use. The combined Position 1 and 2 junction indicator (position 2 already out of use) has been removed and SA.27 signal reads towards Down Main signal S.455, without a junction route indication.

The Ground Frame operated trailing crossover between the Up and Down Mexborough lines at approximately 7m 02ch has been secured out of use in the normal position pending removal and the associated Ground Frame has been abolished.

Ground Position Light shunting signal No. 1102, located on the Down Mexborough line at Thrybergh Jn (applicable for crossover movements from the Down Mexborough line to Up Mexborough line signal S.716), has been abolished.

Details of the layout and signalling alterations are shown in the diagram on the following page.

SECTION C

Signalling and Permanent Way Alterations - continued
 Details of work already carried out - continued

WESTERN REGION - continued

Princes Risborough

The permanent speed restriction of 60 m.p.h. on the Down line has been extended to commence 20 chains nearer High Wycombe, at 23m. 5chs., and continue to 24m. 7 ½chs. A warning indicator has been provided at 22m. 44 ½chs.

A new permanent speed restriction of 25/35 m.p.h. has been imposed at 24m. 7 ½chs. on the Down line and continue to 24m. 15chs. A warning indicator has been provided at 23m. 5chs., combined with the indicator for the commencement of the 60 m.p.h. restriction; an AWS inductor has been provided for the warning indicator.

A new permanent speed restriction of 35 m.p.h. has been imposed in the Up direction on the Single line from Bicester North, from 24m. 78chs. to 24m. 65chs. A warning indicator, with an AWS inductor, has been provided at 25m. 69 ½chs.

The permanent speed restriction over the connection to/from the Thame branch has been amended to 25 m.p.h.

(See Section 'D')

(95/TX/5) (52)

Between High Wycombe and Bicester North

The work shown to take place in Yellow Signalling Notice No. 44 has now taken place.

(95/TX/5) (52)

**** Slough**

The Down Relief platform has been temporarily shortened at the London end, with 70 metres remaining in use. Drivers must bring their trains to a stand clear of work.

(95/TX/5) (51)

**** Gloucester Yard Junction**

The existing stencil type indicators on Signals G.237 and G.337, on the Down and Up Charfield lines (Up direction), have been replaced in fibre optic form. The existing "NY" and "Y" indications remain unchanged.

(95/TX/5) (51)

SECTION C

Signalling and Permanent Way Alterations - continued
 Details of work already carried out - continued

WESTERN REGION - continued

**** Between Wooferton and Leominster**

The intermediate block section on the Down line has been abolished, and the IB Distant and Home signals (WF.100R / WF.100) near former Berrington station have been removed.

The signal post telephone on WF.100 has also been removed.

The clearance of Woofferton Down Starting signal now indicates that the line is clear as far as Leominster Down Home signal.

(See Section D)

(95/TX/5) (51)

**** Bicester North**

Bicester North Ground Frame has been taken out of use. The engineers siding has been taken out of use until the re-signalling at Bicester North. The connection Down & Up Main to engineers siding has been secured normal.

(95/TX/5) (51)

**** South Ruislip**

The crossover currently used by trains from the Down & Up Greenford to reach the Down Main line has been replaced by a single lead connection.

(95/TX/5) (51)

SOUTHERN REGION

**** Voltaire Road Junction**

A new facing connection, secured out of use until further notice, has been provided on the Chatham Reversible 178 yards in advance of VS 94 signal.

A new facing connection, secured out of use until further notice, has been provided on the Down Chatham Main 105 yards in advance of VS 89 signal.

A new switch diamond, secured out of use until further notice, has been provided on the Up Chatham Fast 255 yards in advance of VS 92 signal.

(RW/2153/16) (51)

APPENDIX INSTRUCTIONS - continued

SECTIONAL APPENDIX - SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 4 - continued

LOCAL INSTRUCTIONS - continued

TRENT SOUTH JUNCTION TO NEWARK (BRANCHES)

PAGE D.101

BULCOTE (A.O.C.R.) LEVEL CROSSING

DELETE existing instruction and SUBSTITUTE :-

1. GENERAL

- 1.1. Bulcote Crossing is equipped with road traffic signals operated automatically by approaching trains. Telephones communicating with Lowdham signal box are provided.
- 1.2. The operation of the crossing equipment is remotely monitored by the Signalman's observance of the indications provided in Lowdham signal box.

2. WHEN LOCAL OPERATION IS REQUIRED

2.1. The crossing must be locally operated if :-

- (a) a failure of equipment occurs affecting normal operation of the crossing.
- (b) a train becomes disabled within the crossing controls.
- (c) road works are to be undertaken which will or may affect the normal flow of road traffic.
- (d) repairs or renewals to crossing equipment are to be undertaken other than routine maintenance as provided for in the Rule Book, Section E.
- (e) a wrong direction movement is to be made over the crossing.
- (f) Single Line Working is to be introduced.
- (g) a trolley is to come within the crossing controls.
- (h) an Absolute Possession is to be granted, unless arrangements have been made to ensure that the crossing controls will not be actuated by the work or movements other than those passing normally over the crossing. (Such arrangements must apply during the whole time of the possession unless it has been agreed by the appropriate Operations Officer that the crossing need only be locally operated when it is affected by the work).

APPENDIX INSTRUCTIONS - continued

SECTIONAL APPENDIX - SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 4 - continued

LOCAL INSTRUCTIONS - continued

TRENT SOUTH JUNCTION TO NEWARK (BRANCHES) - continued

PAGE D.101 - continued

BULCOTE (A.O.C.R.) LEVEL CROSSING - continued

2. WHEN LOCAL OPERATION IS REQUIRED - continued

2.1. The crossing must be locally operated if:- continued

- (i) a train is required to stop in the section within the crossing controls.

If clause (a), (b) or, in the case of emergency road works, (c) applies, local control must be taken as soon as possible and until this had been done the Driver must be instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so.

2.2. Whenever the crossing is being locally operated all movements over the crossing must be controlled by handsignals.

3. PASSAGE OF ROYAL TRAIN

The instructions shown on page 9.8 of Appendix No. 9 to the Rule Book apply at this crossing. Local control must be taken and the road traffic signals actuated at least 10 minutes before the Royal Train will pass.

(16.2.91)

WOLVERHAMPTON TO CHESTER AND BRANCHES

PAGE D127

ABBEY FOREGATE

MAIN SHROPSHIRE SIDING

AMEND first sentence to read:-

A ground signal situated between No. 1 up main line and the main Shropshire siding is provided for the purpose of protecting shunting operations in up sidings No. 1 and No. 3.

(10.2.91)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

SUNDAY 17 MARCH - BETWEEN HEALEY MILLS 'A' JN AND HORBURY JN

1. In connection with resignalling between the above locations, disconnection of signals on the Down L & Y line (former Down Slow) will take place between 14 00 and 21 00 hours Sunday 17 March from:-

Signal HM.192 (at approximately 43m 37ch) to Signal D.445 (at approximately 44m 25ch).

A maximum speed of 10 mph will apply.

2. Trains will be handsignalled under emergency block working conditions.
Handsignalmen will be appointed at the Signals at which emergency block working commences.
3. The Driver of each train will be issued with a written authority by the Handsignalman located at the entrance to each emergency block section, authorising him to proceed, in accordance with Rule Book Section D.

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

NEWCASTLE STATION AREA : A.W.S. EQUIPMENT

In connection with the introduction of new signalling, A.W.S. inductors are progressively being installed within the present "A.W.S. gap" area, which is identified by line side signs.

These inductors are not suppressed, and Drivers will receive A.W.S. warnings at new signal positions, which they should cancel.

Commencing Saturday 16 March and until resignalling commissioned.

(UFN)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

EAST CROYDON AND REDHILL - STARTING OF TRAINS

For an initial trial period of three months from Saturday, 9 March, at East Croydon and Redhill a white disc held above the head will be used to give the following handsignals :-

Train with slam doors - person in charge of platform to Guard to indicate when station work is complete and the doors are properly closed;

Trains with power operated doors - person in charge of platform to Guard (Driver of DD train) to indicate when station work is complete and the doors are ready to be closed.

The provisions of the Rule Book, Section B, Clauses 7.5.1 and 7.6.1 and Section H, Clauses 5.2.1 and 5.4.1 are modified accordingly. (At night if the use of a handlamp is necessary, a white light held steadily above the head will continue to be used).

Comments from traincrew and other staff on this trial should be made to the Area Manager, Floor 3, Southern House, CROYDON. (From 31 March, comments in respect of East Croydon should be made to the Movements Manager at Victoria and comments in respect of Redhill should be made to the Movements Manager at Brighton.

(RP/487)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

INTRODUCTION OF A THREE PAGE VEHICLE DEFECT BOOK -
CANTON BASED SETS

At the present time vehicles are only checked when they are booked into an examination situation on arrival at Canton, therefore in a non examination situation vehicles can have defects which would not be attended to, prior to departure.

In an effort to enhance the quality of defect rectification a new three page defect book and reporting system has been introduced with effect from Saturday, 9 February.

The new VDB will consist of a three page reporting system. The first page can be detached by the Driver if he is being relieved in mid diagram, this page will be given to a Supervisor who will inform Swindon Control PABX No. 077 3444 Fax No. 077 3256, Control will then use the information to give advance fault information to Canton Depot.

The second page of the VDB will be kept for maintenance records and the third page will be kept on the vehicle as a record. There will be only one book per set which should be kept in the Driving Cab at all times.

Vehicle Defect Books from all sets arriving on Canton will be forwarded to the Maintenance Controller.

Before departure from the Depot into service, the Driver will collect the VDB from the Maintenance Controller, thus ensuring himself that the vehicle is ready for service.

(OD15/-) (16.2.91)

BIRMINGHAM NEW ST: FIRE REGULATIONS

Birmingham New Street Station is now classed as a sub surface station under Section 12 of the Fire Regulations Act 1989.

To comply with the above Act, the whole of the New Street Station complex has been designated as a 'No Smoking' area.

All staff, are required to refrain from smoking in the prohibited area.

Conductors/Senior Conductors should announce on approach to New Street that smoking is prohibited, in the station. This message should be repeated if the train is delayed at New Street Station.

When it is necessary to evacuate the train/station the Traincrew must take instructions from the person in charge of the Platform.

An alarm test is carried out each Monday at 11 00.

(OD17.FIRE 36) (2.2.91)

MISCELLANEOUS INSTRUCTIONS - continued

POWELL DUFFRYN LOW PLATFORM WAGONS

The above wagons, which are formed in sets of five wagons (two outer and three inner), will enter service, in the near future, between the Isle of Grain and Willesden/Stratford Freightliner Terminals.

The wagons have conventional drawgear at the outer ends and a bar type coupling at the inner ends. A maximum speed of 60 m.p.h. applies in all conditions. Automatic air brakes and a wheel operated parking brake are fitted to each wagon.

Whilst, due to the low floor height, the wagons could carry a 9' 6" high container over specified routes it MUST BE stressed that they must not be loaded with containers in excess of 8' 6" high at the present time.

Each wagon can be loaded in one of the following patterns :-

2 X 20' containers
1 X 30' container
1 X 40' container

The wagons are fitted with two types of twistlock, fixed or turn-over, some twistlocks have fixed operating handles whilst others have "loose" operating handles. All containers MUST BE secured by four twistlocks. When a container is likely to be fouled by the turn-over twistlocks, the turn-over twistlocks, must be positioned in the recess provided, "loose" operating handles can also be placed in the same recess.

Due to the design of these wagons it has been necessary to fit the bogies with inside axle-boxes which if they overheat will not be identified by lineside Hot Axle-Box detectors. The wagons are therefore fitted with their own detection equipment. Drivers must be advised that these wagons are being conveyed and in the event of this being operated the instructions in Appendix 1 to the Rule Book must be applied.

(OD18/119) (23.2.91)

SAFETY HELPLINE

(CSD-45 page 410)

The SAFETY HELPLINE is an additional aid to Traincrew in connection with Signalling Irregularities and other perceived Safety Hazards, which has been introduced on the London Midland Region.

However, in no way does it supersede the present incident reporting procedures, e.g. Rule Book 'B', Clause 2.1.2, 'C' Clause 6.8, and 'H' Clause 7.1.

After reporting an incident or hazard to Safety through normal channels, Traincrew will subsequently have recourse to the Safety Helpline on the following dedicated telephone lines to update or seek further information on their initial report:-

05-32145	or	05-32168	E.T.D.
0270-532145	or	0270-532168	B. Tel.

These telephones are located within the Regional Control Office at Crewe and are manned continually.

(OD16/GEN) (Amended 2.3.91.)

MISCELLANEOUS INSTRUCTIONS - continued

PERIODICAL OPERATING NOTICE CSD 45

Please note, Pages containing amendments to Sectional Appendix Southern Section have been printed in the wrong order. Amendments to pages A175 to A201 are published on pages 115 to 127 of CSD 45.

(OD15/-) (16.2.91)

SAFE WORKING OF TRAINS COURSE 1990/91

Please note that the Terminal examination of the above course will NOT be held on Wednesday, 24 April.

The venues and date will be notified in due course.

(503/SWOT) (23.2.91) (4)

*** W.C.M.L. DRIVING VAN TRAILERS (A.S.L.)

- 1) When driving from the D.V.T. drivers must not use the Automatic Speed Limiter.
The dial should be set to maximum and the train driven conventionally pending the removal of this control.

W.C.M.L. DRIVING VAN TRAILERS (WHEEL SLIP OCCURANCE)

- 2) When driving from the D.V.T. should the wheelslip indication display red, or should it be suspended that wheelslip is occurring, the driver should reduce the tractive effort and apply sand as necessary to restore adhesion between wheel and rail.

(503/TL/1/38) (23.2.91) (51)
(503/T8/10/3)*** CHILTERN LINES RESIGNALING - BETWEEN
HIGH WYCOMBE AND BICESTER NORTH

The amendment previously published to take place on Monday, 11 February (CSE No.46 Pages 123, 124, 125 & 126) and Wednesday, 13 February (CSE No.47 Pages 130 & 131) will now take place on Monday, 4 March and Wednesday, 6 March, respectively.

(23.2.91) (51)

MISCELLANEOUS INSTRUCTIONS - continued

*** PASSENGER TRAINS OVER GOODS LINES

SATURDAY, 16 TO SUNDAY, 17 MARCH
SUNDAY, 17 TO MONDAY, 18 MARCH

TRAINS: 1E23 23 00 Sat St. Pancras to Sheffield
1E20 23 05 Sun St. Pancras to Sheffield

LINES: DOWN GOODS LINE - CLAY CROSS NORTH JN. TO CHESTERFIELD

1. These trains are authorised to travel over the section(s) of goods line shown above.
2. Speed not to exceed 20 m.p.h. subject to strict observance of any lower temporary or permanent speed restriction.
3. The instructions for Working of Passenger Trains over Goods Lines or Goods Loops must be observed.
4. The instructions on Page 3.1 of Appendix No.3 to the Rule Book entitled "MOVEMENT OF VEHICLES CONVEYING PASSENGERS OVER POINTS NOT FITTED WITH LOCKING APPARATUS" must be observed. All hand worked points to be clipped, scotched and padlocked, both facing and trailing.
5. All sidings/lines connected to the line on which the train will run which are not equipped with trapping protection must be clear, or any train or vehicles upon them must be at a stand, and, unless a manned locomotive is attached, must be specially examined and secured.
6. Propelling is strictly prohibited. All movements must be driven from the leading cab.

(OD15/54/9144) (16.3.91)(51)

CREWE
13 MARCH, 1991

P.G. RAYNER
Regional Operations Manager