

Spare

British Rail
London Midland Region
CSE  **1/2**

WEEKLY OPERATING NOTICE

containing

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

Saturday, 30th March
to
Friday, 12th April 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 CSE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

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

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

To join the Signalling Record Society visit

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

SECTION B

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

SOUTHERN REGION - continued

FARRINGTON JN. TO BRIGHTON (VIA LONDON BRIDGE) - continued

THURSDAY, 11 AND FRIDAY, 12 APRIL

S29 Balcombe and Haywards Heath	Up main, Up Loop, BLOCKED	00 15 to 05 50. Trackwork clear of Balcombe T.1777 points and Haywards Heath T.338/340 signals. 31m 40ch and 37m 50ch. Current switched off at Balcombe CB B.131, Redbridge CB.s B.131,133, Ouse Valley CB.s B.133, 135,137, H/S 180,183,5761, (9852 NO). REVERSIBLE WORKING ON DOWN LINE.
---------------------------------	---------------------------	--

KENSINGTON OLYMPIA TO NORTH POLE JN.

SUNDAY, 31 MARCH

S30 Latchmere Jn. and Mitre Bridge	Down and Up West London BLOCKED	08 00 to 18 00. Track renewal clear of Latchmere Jn. VS744/745 points/signal VS59 and Mitre Bridge WN397 points/signal WN151. 0m 60c and 5m 70c.
------------------------------------	---------------------------------	--

SATURDAY 6 TO MONDAY 8 APRIL

S31 Clapham Jn./ Falcon Jn./ Culvert Road Jn. and Willesden W. London Jn./High Level Jn.	Latchmere Reversible, Down and Up West London, Down and Kensington BLOCKED	23 30 Sat to 02 00 Mon. Track renewal clear of Clapham Jn. W629 points/Falcon Jn. VC592/593 signals, Culvert Road Jn. VS762/763 points and Willesden signals MB2/15/WN137/WHL1112. 0m 41c(Clapham Jn.)/0m 20c(Falcon Jn)/2m 11c(Culvert Rd.Jn) and 0m 30c/0m 24c/0m 15c/0m 33c.
--	--	---

MONDAY 8 TO TUESDAY 9 APRIL

S32 Clapham Jn. and Kensington Sdgs	Nos.1 - 4 Sdgs. BLOCKED	10 00(Mon) to 03 00(Tues). Loading materials clear of buffer stops and 667/668 points. 4m 12c and 3m 70c.
-------------------------------------	-------------------------	---

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Sunday, 31 March - Oakham

The semaphore up main home signal will be reduced in height to 18 feet above rail level.

(OD14/90/97)

Monday, 8 April - Denby

The arrival line will be slued into the single lead which connects the loaded sidings and the points converted to spring points to lie for the loaded siding only.

The existing single line to Denby will be disconnected whilst a new loading bunker is constructed.

(OD14/90/18)

Saturday, 30 March - Narborough

The up sidings will be shortened to form a single siding 188 yards in length. The remainder of the up sidings and the headshunt will be taken away.

(OD14/-)

Saturday, 30 March - Hinckley

The trailing main line crossover and the slip connection from the up siding will be secured out of use and the associated signals taken out of use pending removal.

(OD14/81/149)

Sunday, 7 April - Dorrington

The trailing connection from the Down Main line to the Down Siding, at the Church Stretton end of the siding, will be secured out of use pending recovery and all associated signalling disconnected.

The Down Siding will also be shortened by 54 yards at the Church Stretton end.

(OD14/GEN/306/9)

Sunday, 7 April - Wem

The Down Reception Siding will be shortened by 104 yards. The neck at the station end of the siding will be taken away and the points on the Down Reception Siding will now serve only as trap points.

(OD14/-)

Signalling and Permanent Way Alterations - continued

EASTERN REGION

THURSDAY, 4 APRIL - WEST HOLMES JUNCTION

The crossover from the Transfer line (Up Siding) to the Up Main line will be secured permanently out of use pending removal.

The main to main trailing crossover and the trailing connection with the Down Newark will be altered in the following way. The northern end of the crossover will be secured permanently in the normal position whilst the trailing connection with the Down Newark will be secured permanently in the reverse position. The southern end of the existing crossover thus becomes the trailing connection from the Down Newark to the Up Main line.

As a result of these changes the following signals will be abolished:-

Miniature arm signal reading Down Main line to Transfer line (Up Siding).

Ground Shunt signal reading Up Main line to Down Main line and Up Main line to Transfer line (Up Siding).

Miniature arm signal reading Transfer line (Up Siding) to Holmes Yard, Up Goods line or Up Main line.

Miniature arm signal reading along the Transfer line (Up Siding) northwards.

The route from the Down Main ground shunt set back signal to the north of the junction towards Newark to Holmes Yard, Up Goods line or Up Main line will be abolished, leaving only the route to set back along the Down Main line to the ground shunt signal just to the south of West Holmes signal box.

SATURDAY 30 MARCH - ERYHOLME

The Ground Switch Panel will be abolished.

The facing and trailing crossovers will be secured out of use pending removal.

WESTERN REGION

Sunday, 7 April - Swindon

The ground frames at Rodbourne "A", Rodbourne "B" and Rushey Platt will be taken out of use. The associated connections in the Up Goods Line will be secured out of use pending recovery.

(95/TX/5)

Saturday, 6 April - Between Oxford Road Junction and Reading (Westbury Line Junction)

Up line signal R.379 will have its theatre indicator renewed in fibre optic form, with no alteration to the numbers displayed.

(95/TX/5)

Signalling and Permanent Way Alterations - continued

WESTERN REGION - continued

Saturday, 6 April - Between Oxford Road Junction and Reading West Junction

Down West Curve line signal R.377 will have its theatre indicator renewed in fibre optic form. The "R" indication displayed for movements to the Down Relief line will be changed to "DR". All other indications will be unaltered.

(95/TX/5)

Sunday, 7 April - Builth Road Station

The Craven Arms end of the platform will be shortened by 20 metres.

(95/TX/5)

DETAILS OF WORK ALREADY CARRIED OUT

Lidlington

The Warning Indicator for the 30 m.p.h. permanent speed restriction which commences at 8 miles 56 chains on the down main line, has been provided with an AWS permanent magnet. The magnet has been positioned 200 yards before reaching the Indicator.

(OD14/GEN/4) (3)

Lichfield City

The down main (Sutton) line fixed semaphore distant signal has been taken away and replaced by a single yellow aspect colour light distant signal in the same position.

(OD14/88/87) (3)

Croft Sidings

The semaphore up home signal has been reduced in height to 18 feet above rail level.

(OD14/GEN 118) (3)

Baschurch

The existing 40 m.p.h. permanent speed restriction over the up line from 179 miles 04 chains to 178 miles 40 chains has been removed. The associated warning indicator and AWS permanent magnet has also been removed.

(OD14/84/61) (3)

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

Sutton Bridge Jn.

The facing connection and trailing connection from the down main line to the down goods running loop, Sutton Bridge Junction Ground Frame and all associated connections have been secured out of use, pending recovery. All associated signalling has been disconnected and the telephones at the ground frame and at the exit from Abbey Foregate yard sidings have been recovered.

(OD14/83/257) (3)

** Willesden - Temporary Level Crossings

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

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

(OD12/LC/819) (1/2)

** Brandon

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

(OD12/LC/921) (1/2)

** 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)

** Penny 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)

** University Station

The work at University Station has now been completed and the up platform is now permanently shortened by 16 yards at the Kings Norton end.

(New Item) (OD14/91/3) (1/2)

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

** 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, have been repositioned 43 yards nearer Ryecroft Jn.

(OD14/-) (1/2)

** Sutton Bridge Jn.

The Loco siding, together with the trailing connection from the down main line has been 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 has been secured out of use, pending removal.

(OD14/83/257) (1/2)

EASTERN REGION

** Immingham Reception Sidings/Immingham New Marshalling Sidings

The Up Through Siding (Engine Line) between Immingham Reception Sidings and Immingham East has been slewed at the East end of the Reception Sidings and connected into the C & W Loop by hand points. The C & W Loop line has been extended at the East end and slewed back into the Engine Line/Up Through Siding.

The Engine line between the two new slews has been removed.

(1/2)

** Between Parkgate Jn. and Hopetown Jn.

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

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

The Down/Up Goods line between Albert Hill and Hopetown Jn has been 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, have been secured out of use permitting movements on the Down/Up Bishop Auckland line only.

(1/2)

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

EASTERN REGION - continued

* * * 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)

WESTERN REGION

Stoke Works Junction

The stencil indicator on signal G.12 (Down Goods Loop) has been renewed in fibre optic form. There is no change in indication displayed.

(95/TX/5) (3)

Cheltenham

The stencil indicator on signal G.45 (Up Main line) has been renewed in fibre optic form. There is no change in indication displayed.

(95/TX/5) (3)

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

WESTERN REGION - continued

Between East Usk Junction and Bishton L.C.

The permanent speed restriction of $\frac{20}{30}$ m.p.h. which applies over the Up Relief line between 154m. 18chs. and 153m. 5chs. has been REMOVED, and the maximum permissible speed of the line applies.

(See Section D)

(95/TX/5) (3)

Between Magor and Severn Tunnel Junction

The permanent speed restriction of 20 m.p.h., which applies over the Up Relief line between 150m. 54chs. and 150m. 34chs., has been REMOVED, and the maximum permissible speed of the line applies.

(See Section D)

(95/TX/5) (3)

* * * Reading Station Area

The stencil indicators on the following signals have been 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 have been altered as follows :-

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

All other indications displayed remain unaltered.

(95/TX/5) (1/2)

* * * Gloucester, Barnwood Junction

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

(95/TX/5) (1/2)

* * * Paddington (Westborne Park)

Marcon siding No.1 has been shortened by 20 yards and the stop block repositioned accordingly.

(95/TX/5) (1/2)

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

WESTERN REGION - continued

** Hayes

The existing stencil type indicator on Signal 00/207 (Up Bay line) has been renewed in fibre optic form. The existing "R" indication has been changed to "UR".

(95/TX/5) (1/2)

** Didcot

The existing stencil type indicator on Signal R.217 (No.5 Platform line, Up direction) has been renewed in fibre optic form. The existing "R" indication has been changed to "UR".

(95/TX/5) (1/2)

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 N SINGLE LINE WORKING

Clauses 2.3.2, 2.5, 4.2.6 (as shown CSD 45 page 5)

These items should have a vertical blackline in the outer margin

(OD15/6/N) (2.2.91)

APPENDIX No 13. TO THE RULE BOOK (BR 87109/43)

CIVIL ENGINEER'S STRUCTURE GAUGING TRAIN

Clause 1 (as shown CSD 45 page 5)

This item should have a vertical black line in the outer margin.

(OD15/64/13) (2.2.91)

BR.30062 - REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

- BR 30062/1 TRACK CIRCUIT BLOCK REGULATIONS
- BR 30062/2 ABSOLUTE BLOCK REGULATIONS
- BR 30062/3 ELECTRIC TOKEN BLOCK REGULATIONS
- BR 30062/4 TOKENLESS BLOCK REGULATIONS

Regulations 9, clause 9.1.1(v) amend to:-

(v) the Driver must be accompanied by the Guard or other employee during darkness, fog or falling snow or when in a tunnel unless it is illuminated.

BR 30062/6 SINGLE LINES WORKED BY NO SIGNALMAN TOKEN SYSTEM

BR 30062/7 ONE TRAIN WORKING ON SINGLE LINES WHERE A TRAIN STAFF IS PROVIDED

BR 30062/8 ONE TRAIN WORKING ON SINGLE LINES WHERE A TRAIN STAFF IS NOT PROVIDED

Regulation 9, clause 9.1.1(iv) amend to:-

(iv) the Driver must be accompanied by the Guard or other employee during darkness, fog or falling snow or when in a tunnel unless it is illuminated.

(6.4.91)

Spare

British Rail
London Midland Region

CSE



8

WEEKLY OPERATING NOTICE

containing

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

Saturday, 18th May
to
Friday, 24th May 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 CSE", 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, 19 May - Between Attleborough and Nuneaton South Jn.

The up slow line overhead neutral section together with the associated APC magnets will be repositioned 308 yards nearer Attleborough at 96 mile 30 chains.

(OD14/GEN/299)

Saturday, 18 May - Blakedown Station

The work on both platforms at Blakedown Station has now been completed. The Down platform will now measure 131 yards in length.

The Up platform has been shortened by 27 yards at the Kidderminster end and will now measure 131 yards in length in rear of Signal BN.1.

(OD14/-)

Sunday, 19 May - Yorton Station

A temporary platform will be brought into use on the Up line immediately on the Shrewsbury side of the existing platform, which will be taken out of use, pending reconstruction. The temporary platform will be the same length as the existing Up platform.

(OD14/-)

EASTERN REGION

Saturday, 18 May - Between TurSDale Jn and Durham

TurSDale Footpath Crossing (af 59m 25ch)

Whistle Boards will be erected as follows:-

Down Main line	- 502 yards before reaching the crossing
Up Main line	- 502 yards before reaching the crossing
Down Main (Up direction)	- 290 yards before reaching the crossing
Up Main (Down direction)	- 290 yards before reaching the crossing

Hett Steps Footpath Crossing (at 61m 09ch)

Whistle Boards will be erected as follows:-

Down Main line	- 510 yards before reaching the crossing
Up Main line	- 510 yards before reaching the crossing
Down Main (Up direction)	- 340 yards before reaching the crossing
Up Main (Down direction)	- 340 yards before reaching the crossing

Signalling and Permanent Way Alterations - continued

EASTERN REGION - continued

Monday, 20 May - Between York and Skelton Jn

At 10 00 hrs the Permanent Speed Restriction of 50 mph on the Down line applicable between 0m 42ch and 1m 09ch will be raised to 60 mph.

(See Section 'D')

Monday, 20 May - Between Darlington and Aycliffe

At 10 00 hours the Permanent Speed Restriction of 85 mph on the Down line between 48mp and 48m 50ch will be raised to 95 mph.

(See Section 'D')

A reflectorised Speed Restriction Warning Indicator will be provided on the Down line between Darlington North Jn and Aycliffe at 47m 63ch giving warning of the Permanent Speed Restriction of 85 mph at 48m 50ch.

The distance between the Warning Indicator and the commencement of the 85 mph speed restriction will be 1474 yards. An A.W.S. permanent magnet will be provided 200 yards before reaching the indicator.

The reflectorised Speed Restriction Warning Indicator on the Down line at 47m 13ch giving warning of the Permanent Speed Restriction of 85 mph at 48mp will be removed, together with the associated permanent magnet.

(See Section 'D')

Monday, 20 May - Between Darlington North Jn and Aycliffe

At 10 00 hours the Permanent Speed Restriction of 90 mph on the Down and Up lines between 44m 59ch and 44m 67ch will be raised to 125 mph.

(See Section 'D')

WESTERN REGION

Sunday, 19 May - Dolau Station

The Llandrindod Wells end of the platform will be closed for reconstruction work until further notice. Drivers of stopping trains must bring their trains to a stand clear of the work at the Craven Arms end.

During this period passenger trains calling at Dolau must not exceed two coach lengths.

From 10 00 Monday, 13 May - Between Standish Jn. and Bristol East Jn.

The following catch points will be secured out of use pending recovery :-

<u>Line</u>	<u>m. ch.</u>	<u>Location</u>
Down Main	120.1	Yate South
Up Filton	1.67	Stapleton Road
Up Filton	2.11	Narrowways
Up Filton	2.60	Ashley Hill

Signalling and Permanent Way Alterations - continued

WESTERN REGION - continued

Between Oxford Road Jn. and Reading West Jn.

On Saturday, 6 April, the Down West Curve line signal R.377 had its theatre indicator renewed in fibre optic form. However, the "R" indication displayed for movements to the Down Relief line was NOT changed to "DR" as previously published, but remains as "R".

(Amended Item)

DETAILS OF WORK ALREADY CARRIED OUT

Bletchley

The "Stop and Telephone" board located at the access point to the P.Way yard, T.M.D. and Cambridge sidings, opposite position light ground signal BY.68, has been amended to read "Stop and check points".

(NEW ITEM) (OD14/-) (9/10)

Rugby Station

The south end of up through platform 2 and bay platform 7 have been temporarily taken out of use. Drivers of up trains booked to call at Rugby should bring their trains to a stand at the "Stop" board provided 150 yards from the south end of the platform.

(OD14/-) (9/10)

Between Attleborough and Nuneaton South Jn.

The up fast line overhead neutral section together with the associated APC magnets has been repositioned 308 yards nearer Attleborough at 96 mile 30 chains.

The down fast line overhead neutral section together with the associated APC magnets has been repositioned 308 yards nearer Attleborough at 96 mile 30 chains.

(OD14/GEN/299) (9/10)

Birmingham New St. Station

Position light signal NS.202 on platform 5 has been provided with an additional stencil indicator '5' for 'shunt ahead' movements along platform 5.

(OD14/85/51) (9/10)

Luton (Crescent Road Yard)

Nos. 3 and 4 sidings have been temporarily taken out of use.

(New Item) (OD14/-) (9/10)

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

Kettering South Jn.

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

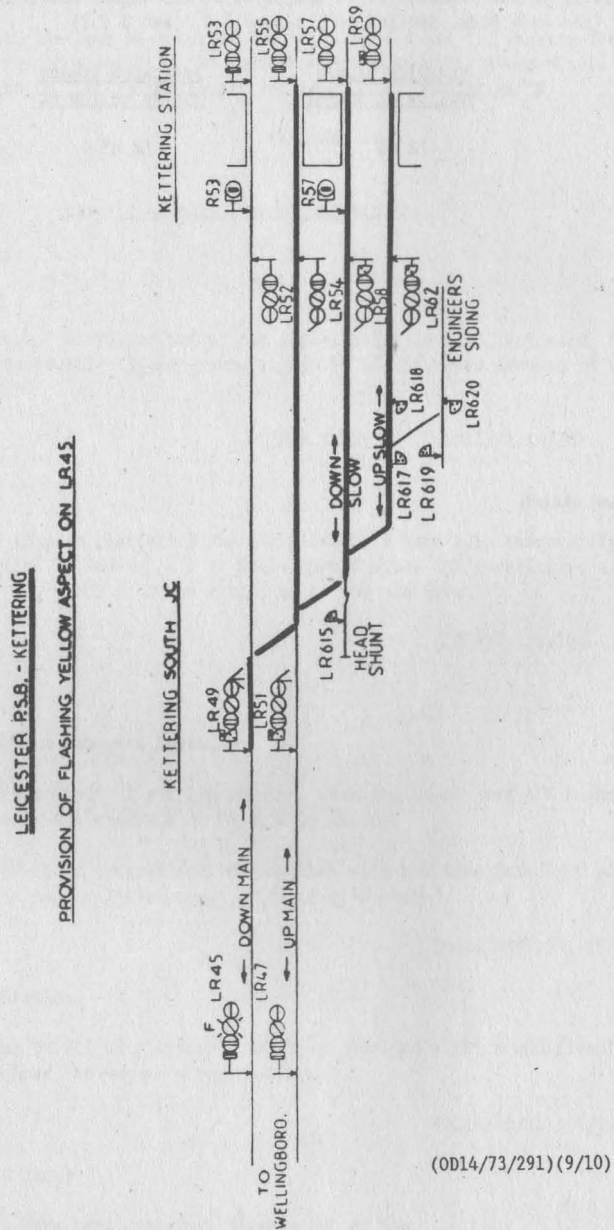
<u>Line</u>	<u>Flashing single yellow at signal</u>	<u>Indicates steady single yellow at</u>	<u>Junction indicator displayed</u>
Down main	LR 45	LR 49	Position 4 (Down main to up main)
			Or Position 5 (Down main to down slow)
			Or Position 6 (Down main to up slow)

See following sketch

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

Kettering South Jn. - continued



Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

Silverdale Colliery

The existing 2 arm Siding signal on the Madeley Branch line opposite Silverdale West G.F., has been replaced by a 2 arm ground shunting signal in the same position. The upper arm applies to the Siding and the lower arm to the Down & Up line.

(OD14/91/13) (9/10)

Melton Mowbray Station Yard

The buffer stops on the Middle and Crane roads have been taken away and the sidings connected via handpoints to a neck to provide run-round facilities.

(New Item) (OD14/80/127) (9/10)

Stourbridge Junction

A T-shaped white board has been provided between the rails of the Stourbridge Town branch line adjacent to the top of the platform ramp at the Kidderminster end of the station. Two bulkhead type red lamps have been mounted on the cross member facing Stourbridge Town and form "buffer stop" lights.

The structure is 66 yards from the existing buffer stops and the lamps are 4 feet above rail level.

(OD14/5/239) (9/10)

**

Northampton Station

Signal NHL.11, situated at the south end of platform No.3 and signal NHL.7 situated at the south end of platform No.2 have been provided with (but not brought into use) right away indicators, theatre type route indicators and position light shunt signals.

The additional indicators and position light shunt signals remain out of use, until further notice.

(OD14/84/312) (8)

**

Stenson Jn.

The catch points on the down Stenson line at 131 miles 19 chains have been replaced by plain line.

(OD14/GEN 117) (8)

**

Lenton South Jn.

The position 1 junction indicators and position light signals, at present out of use on signals TT.298 and TT.299, have been taken away.

(OD14/85/64) (8)

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

**

Blakedown Station

Both platforms at Blakedown station have been extended by 78 yards at the Stourbridge end. The existing platforms have been closed for re-furbishing. Drivers of trains stopping at Blakedown must bring their trains to a stand at the temporary stop boards provided.

(OD14/-) (8)

EASTERN REGION

Between Havenhouse and Skegness

Due to the condition of Underbridge No. 5 at 8m. 01ch., permanent speed restrictions of 10 m.p.h. have been imposed on the Down and Up lines between 7m. 78chs. and 8m. 02chs. and apply in both the Down and Up direction on each line.

The permanent speed restrictions do not apply to trains formed of Class 14X, Class 15X or Conventional DMU's.

(See Section 'D') (9/10)

Arksey LC

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

(New item) (9/10)**Between Brocklesby Jn. and Wrawby Jn.**

The maximum permissible speed of 45 m.p.h. which applies on the Down and Up lines for Class 6-9 trains between 99m. 39chs. and 94m. 12chs. has been raised to 60 m.p.h.

(See Section 'D') (9/10)

Darlington - Ferryhill - Durham

The area between approximately 32½ mile post (north of Northallerton) and 71 mile post (South of Chester-le-Street), also the Down and Up Saltburn lines between Darlington and approximately 5 mile post (west of Tees-side Airport) and the Down/Up Bishop Auckland line between Darlington and approximately 1½ mile post have been resignalled and controlled from Tyneside Signal box.

A Maximum Permissible Speed of 50 mph has been imposed for movements in the WRONG direction over the Down and Up Main lines between Ouston Crossovers and Northallerton.

See also Section "D" regarding a restriction of 50 mph for right direction movements during commissioning work.

Full details of the revised signalling and layout will be shown in SUPPLEMENTARY SIGNALLING NOTICE NO. 155. All concerned should ensure they are in receipt of a copy.

(9/10)

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

EASTERN REGION - continued

Between Masborough Sorting Sidings South Jn. and Masborough Station North Jn.

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Masborough Sorting Sidings South Jn and Masborough Station North Jn at 161m 38ch giving warning of the Permanent Speed Restriction of 40 mph at 162m 12ch.

The distance between the warning indicator and the 40 mph speed restriction is 1188 yards.

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

(9/10)

**

Between Eryholme and Darlington South Jn.

4-aspect colour light signal D.927, located on the Down Main line at approximately 40m 17ch, has been moved 100 yards further south.

4-aspect colour light signal D.921, located on the Down Main line at approximately 42m 62ch, has been moved 91 yards further south. The associated position light signal, reading to signal D.915 on the Down Passenger Loop, has been abolished.

(8)

WESTERN REGION

Until Sunday, 9 June - Hayes

The Down Relief platform has been temporarily shortened by 90 yards at the London end. Drivers must bring their trains to a stand clear of the work.

(New Item) (9/10)

Theale Reception Sidings

Various alterations to provide new run round facilities have been brought into use. Details are contained in a yellow single sheet "Signalling Notice No. 46", which has been distributed to Traincrew Depots and other locations concerned. Staff working over this section of line should ensure that they have a copy of that Notice. If staff have not received a copy they must advise their supervisor.

(New Item) (9/10)

Between Stoke Edith LC and Shelwick Jn.

The "30" permanent speed restriction warning indicator for Down trains beside the single line at 147m. 26chs. has been removed. A new reflectorised "30" warning indicator, has been provided at 147m. 22chs., together with A.W.S.

(95/TX/5)(9/10)

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

WESTERN REGION - continued

Llandrindod Wells

The Down platform, with the exception of two coach lengths at the Llanelli end beyond the disused signal box, has been taken out of use until further notice for rebuilding work.

Drivers must bring their trains to a stand clear of the work.

(95/TX/5)(9/10)

**

Llandeilo Junction (Down Side)

Civil Engineer's Sidings Nos. 1 to 7 inclusive have been taken out of use pending recovery.

The handpoints giving access to these sidings have been secured out of use.

(95/TX/5) (8)

GENERAL INSTRUCTIONS AND NOTICES

New Item

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

BR.30062 - REGULATIONS FOR TRAIN SIGNALLING AND
 SIGNALMEN'S GENERAL INSTRUCTIONS

- BR 30062/1 TRACK CIRCUIT BLOCK REGULATIONS
 BR 30062/2 ABSOLUTE BLOCK REGULATIONS
 BR 30062/3 ELECTRIC TOKEN BLOCK REGULATIONS
 BR 30062/4 TOKENLESS BLOCK REGULATIONS

Regulations 9, clause 9.1.1(v) amend to:-

(v) the Driver must be accompanied by the Guard or other employee during darkness, fog or falling snow or when in a tunnel unless it is illuminated.

- BR 30062/6 SINGLE LINES WORKED BY NO SIGNALMAN TOKEN SYSTEM
 BR 30062/7 ONE TRAIN WORKING ON SINGLE LINES WHERE A TRAIN STAFF IS PROVIDED
 BR 30062/8 ONE TRAIN WORKING ON SINGLE LINES WHERE A TRAIN STAFF IS NOT PROVIDED

Regulation 9, clause 9.1.1(iv) amend to:-

(iv) the Driver must be accompanied by the Guard or other employee during darkness, fog or falling snow or when in a tunnel unless it is illuminated.

(6.4.91)

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

Appendix 1

Page AP 42

ADD:-

UN 3077	Environmentally Harmful Substances	ND by rail	595
	Solid n.o.s	ND by rail	595
UN 3082	Environmentally Harmful Substances	ND by rail	595
	Liquid n.o.s.	ND by rail	595

(13.4.91)

APPENDIX INSTRUCTIONS - continued

SECTIONAL APPENDIX - SOUTHERN SECTION DATED JUNE 1988 - continued

SECTION 2

PAGE B.18

TABLE K - WORKING OF CLASS 9 TRAINS

Under heading DERBY TO BLACKWELL (BRANCHES)

ADD

From	To	Lines
Sheet Stores Jn.	Stenson Jn.	Down

(4.5.91)

LOCAL INSTRUCTIONS - INDEX

PAGE D.1 (GSD 2 Page 220)

Delete:-

Blakedown.....	Page 121
----------------	-------------

(18.5.91)

LOCAL INSTRUCTIONS

EUSTON TO CREWE COAL YARD

PAGE D12

BETWEEN EUSTON AND NORTHAMPTON

AMEND:- BLETCHLEY Platforms 3 and 4 to read:-

BLETCHLEY Platforms 1 and 2

(30.3.91.)

HANSLOPE TO RUGBY (VIA NORTHAMPTON)

PAGE D27

BETWEEN NORTHAMPTON AND EUSTON

AMEND:- BLETCHLEY Platforms 3 and 4 to read:-

BLETCHLEY Platforms 1 and 2

(30.3.91)

APPENDIX INSTRUCTIONS - continued

SECTIONAL APPENDIX - SOUTHERN SECTION DATED JUNE 1988 - continued

LOCAL INSTRUCTIONS- continued

BIRMINGHAM NEW STREET TO BLACKWELL

PAGE D.65

FIVE WAYS

AMEND:- reference to clauses 7.4.2 to read clause 7.4.4

(20.4.91)

ST. PANCRAS TO CHESTERFIELD (BRANCHES)

PAGE D.94

MELTON MOWBRAY

Down Goods Loop

ADD new second paragraph :-

When trains are split in the down goods loop to enable Pedigree Petfoods vehicles to be worked across to the station yard, the Person in charge of shunting operations must advise the Signaller at Melton signalbox when the last vehicles have been removed and the loop is again clear throughout.

(20.5.91)

PAGE D.99

MATLOCK BRANCH

DELETE 2nd paragraph of instruction and SUBSTITUTE:-

Guards of passenger trains starting from Matlock must advise the Signaller at Derby box by telephone when the train is ready to depart. If, however, the telephone has failed, the train must not be detained in order to carry out this instruction but the Signaller at Derby box must be advised of the circumstances at the first opportunity.

(20.4.91)

MISCELLANEOUS INSTRUCTIONS - continued

** PASSENGER TRAINS OVER GOODS LINES

TUESDAY 21, WEDNESDAY 22 AND THURSDAY 23 MAY

TRAINS: 1D79 HST St. Pancras to Derby
1E01 HST St. Pancras to Sheffield

LINE: LENTON SOUTH JN. TO BEESTON SOUTH JN. UP GOODS LINE

1. These trains are authorised to travel over the section(s) of goods line show 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 APPRATUS" 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 trains 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.

(21.5.91) (8)

MISCELLANEOUS INSTRUCTIONS - continued

EASTERN REGION

NEWCASTLE STATION - NO. 6 PLATFORM

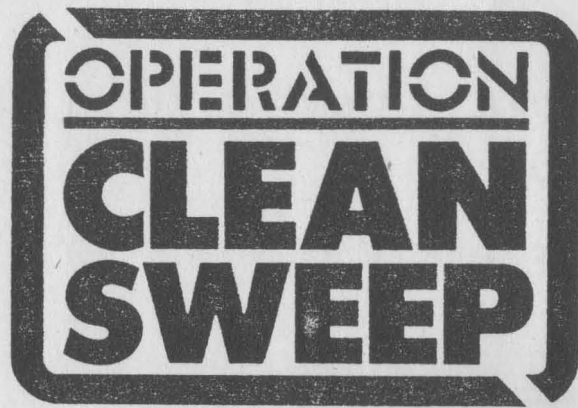
Drivers of Up trains must bring their trains to a stand at the marker boards provided.
(9/10)

NEWCASTLE STATION

Drivers of Up HST's booked to call at platform 8 must bring their train to a stand at signal No.486.
(9/10)

CREWE
15 MAY, 1991

R.W. OWEN
Regional Operations Manager



THE ABC OF CURING BRAKE DRAG

APPLY DRIVERS BRAKE VALVE TO
THE EMERGENCY POSITION

BRAKE DISTRIBUTOR RELEASE
CORD TO BE PULLED

CHECK THAT BRAKE BLOCKS HAVE
RELEASED

DRIVERS BRAKE VALVE TO THE
RUNNING POSITION

EXASPERATED ?
TRY RIC, DIC, PULL AND KICK

RIC DIC PULL and KICK

RIC - Reservoir isolating cock to be operated

DIC - Distributor isolating cock to be operated

PULL - Pull the distributor release cords

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

63
Spate

British Rail
London Midland Region

CSE**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 CSE", 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.

FROM 00 01 HOURS ON MONDAY, 27 MAY, 1991 ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WAS ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation are:-

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 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

Delays must be kept to a minimum.

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 power 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 passengers stock with slam doors.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Saturday, 15 June - Between Northchurch Tunnels and Tring South Jn.

The existing 75 m.p.h. permanent speed restriction over the down slow line from 29 miles 12 chains to 29 miles 56 chains will be removed.

The existing 80 m.p.h. permanent speed restriction over the up slow line from 30 miles 20 chains to 29 miles 60 chains will be removed.

(OD.14/GEN/3B)

EASTERN REGION

SATURDAY 15 JUNE - BETWEEN AYCLIFFE AND FERRYHILL SOUTH JN

Footpath Crossing No. 108 (at 51m 36ch).

Whistle Boards will be erected 510 yards either side of the above crossing.

(15)

DETAILS OF WORK ALREADY CARRIED OUT

Bedford Station Jn.

The existing 15 m.p.h. permanent speed restriction which applies through the connections between the slow line has become a 20 m.p.h. permanent speed restriction.

(OD14/GEN/46) (14)

Manton North Jn.

The existing 30 m.p.h. permanent speed restriction which applies through the connection from the up main to the down main has become a 20 m.p.h. permanent speed restriction.

(OD14/GEN/46) (14)

SECTION C

Signalling and Permanent Way Alterations - continued
Details Of Work Already Carried Out - continued

Between Attleborough and Nuneaton South Jn.

The down slow line overhead neutral section together with the associated APC magnets has been repositioned 308 yards nearer Attleborough at 96 mile 30 chains.

(OD14/GEN/299) (13)

Brereton Sidings

The connections to and from Lea Hall Colliery situated approximately 600 yards on the Rugeley side of the box have been secured out of use, pending removal.

(OD14/91/46) (13)

Staythorpe Power Station

A temporary level crossing (open crossing) has been provided over Reception Road B and Run Round Road B adjacent to Arnolds footpath level crossing 14 miles 770 yards (Nottingham East Jn. to Newark Mileage).

A 10 m.p.h. speed restriction has been imposed over the crossing and combined whistle and speed restriction boards have been provided before reaching the crossing in both directions.

(OD12/LC/1033) (13)

Talybont Station

A temporary platform has been brought into use immediately on the Harlech side of the existing platform, which has been taken out of use, pending reconstruction. The temporary platform is the same length as the existing platform.

(OD14/-) (13)

EASTERN REGION

Between Northallerton and Thirsk

The Permanent Speed Restriction of 50 mph on the Up Slow line between 29m 08ch and 29mp and 28m 70ch and 28mp has been raised to 70 mph and 80/SP 90' mph respectively.

(New Item) (14)

Between Northallerton and Thirsk

The reflectorised Speed Restriction Warning Indicator on the Up Slow line at 29m 46ch, giving warning of the Permanent Speed Restriction of 50 mph at 29m 08ch, has been removed, together with the associated permanent magnet.

(New Item) (See Section 'D') (14)

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

EASTERN REGION - continued

Between Ouston Jn. and Durham

The Permanent Speed Restriction of 110 m.p.h. on the Up line between 72m 23ch and 68½mp has been raised to 115 mph.

(New Item) (See Section 'D') (14)

Kings Cross

A black/yellow marker post has been located between platform line Nos. 7 and 8 at the Buffer Stop end. Drivers should bring Mark IV or HST's to a stand to ensure that, as far as possible, the Drivers cab window is in line with the marker post. This is to enable the stock to be positioned correctly for watering purposes.

(14)

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 have 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, has therefore become 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 is 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

Between Grantham and Highdyke

The Permanent Speed Restriction of 100 mph on the Up line between 105m 27ch and 104m 58ch has been raised to 115 mph

(14)

Arksey LC

The Down Passenger Loop has been brought back into use

(14)

Loversall Carr Jn.

The facing connection from the Down Main to the Down/Up West Slow at 152 mile post has been secured out of use and plain line installed.

(New item)

(14)

Huntingdon Station

Platform 1 (Up Side Bay Platform)

A new C.C.T.V. system has been provided for Driver Only Operated trains, with TV monitors located in the cress at the 4 and 8 Car Stop positions.

This system replaces the existing mirror.

(13)

Between Fitzwilliam and Sandal & Agbrigg

A Permanent Speed Restriction of 50 mph has been imposed on both the Down and Up lines between 170½mp and 171m 07ch.

(13)

Between Fitzwilliam and Sandal & Agbrigg

A reflectorised Speed Restriction Warning Indicator has been provided between Fitzwilliam and Sandal & Agbrigg on the Down line at 169m 32ch giving warning of the Permanent Speed Restriction of 50 mph at 170½mp.

The distance between the warning indicator and the 50 mph speed restriction is 1 mile 176 yards.

An A.W.S. magnet has been provided 200 yards before reaching the indicator.

(13)

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

EASTERN REGION - continued

Between Sandal & Agbrigg and Fitzwilliam

A reflectorised Speed Restriction Warning Indicator has been provided between Sandal & Agbrigg and Fitzwilliam on the Up line at 172m 18ch giving warning of the Permanent Speed Restriction of 50 mph at 170m 07ch.

The distance between the warning indicator and the 50 mph speed restriction is 1 mile 242 yards.

An A.W.S. magnet has been provided 200 yards before reaching the indicator.

(13)

WESTERN REGION

Southall

Up Relief line signal O.0.115 has been repositioned 34 yards nearer to Paddington. There is no alteration to height or meaning of the signal, however it should be noted that pending completion of track slewing work the repositioned O.0.115 is now approximately 14 feet 6 inches to the left of the running line until further notice.

(14)

Southall

The Up Relief platform has been temporarily shortened by 90 yards at the London end. Drivers must bring their trains to a stand clear of the work.

(14)

Hayes

The Down Relief platform has been temporarily shortened by 90 yards at the Reading end. Drivers must bring their trains to a stand clear of the work.

(14)

Between Craven Arms and Pantyffynnon

The locks on the token instrument huts have been changed. A special key to open the huts has been issued with the token by the signalman at Craven Arms / Pantyffynnon and drivers should ensure that the key is handed to the signalman at one of the above locations, when the token is returned.

(14)

GENERAL INSTRUCTIONS AND NOTICES

New Item

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

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

2.3 If substantial disruption is anticipated, Operations Control must be informed in order that a senior officer of the British Transport Police can be advised immediately.

2.4 Care must be taken to avoid direct contact with the body. Protective gloves must be worn and subsequently disposed of as shown in local instructions.

APPENDIX INSTRUCTIONS - continued
INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
OVER THE OTHER REGIONS BR.30054/4 DATED NOVEMBER 1986
SECTION D - EASTERN REGION - continued

LOCAL INSTRUCTIONS

ADD :- PAGE E3.9

CAMBRIDGE TO MARCH WEST JN.

CAMBRIDGE

Disposal of Locomotives.

Drivers bringing locomotives to the old locomotive sidings should report to the Traincrew Supervisor

Relief of Traincrews.

Traincrews who are sent to Cambridge for relief purposes must, on arrival, report to the Traincrews Supervisor's office at Cambridge Joint signing-on-point.

Trains standing at Main Platforms not to be set back without special authority.

Drivers working trains into and out of the Main Platforms at Cambridge station, must not make a set back movement without the authority of the signalman.

Passenger Trains, Changing of Locomotives.

The Shunter will be responsible for conveying information either verbally, or by handsignal between the Guard and the Driver in accordance with the Rules and Instructions for working the Automatic Brake on Locomotive Hauled trains.

MARCH SOUTH JN.

When the signals are cleared for a train to set back from the Up Main line to the Up Reception line or Up Sidings, the driver is authorised to commence the setting back movement and the provisions of the Rule Book, Section J, Clause 3.1 and 3.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

MARCH EAST JN.

Relief of Traincrews.

Down freight trains or light locomotives must not stop on the Main line at March East Jn. for the purpose of relief unless specially booked to do so.

Trains detained on Down Goods lines Nos. 1 or 2.

Drivers of trains detained on these lines between March South Jn. and March East Jn. may contact the signalman at March East Jn. by means of the telephone in the Goods Shed, adjacent to the Down Goods lines Nos. 1 and 2.

APPENDIX INSTRUCTIONS - continued
INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
OVER THE OTHER REGIONS BR.30054/4 DATED NOVEMBER 1986 - continued
SECTION D - EASTERN REGION - continued

ADD :- PAGE E3.9 - cont:-

WHITTLESEA

Harts Drove level crossing.

After moving towards the Down Main Section signal at Danger, for shunting purposes, Down tains must be set back behind the Down Main Second Home signal before proceeding into the section towards King's Dyke.

(8.6.91)

MISCELLANEOUS INSTRUCTIONS - continued

MASTER KEYS

Drivers are again reminded of the effects of the use of unauthorised "keys" (screwdrivers, split pins etc) which makes it impossible to insert the proper key - an unlocked controller in a rear cab can cause low power.

Maintenance staff have been advised against the use of anything other than the correct key and Drivers must follow the same course of action.

In situations where the key cannot be correctly inserted in both controllers and the controls cannot be properly locked/unlocked, Drivers should request maintenance attention.

(503/T8/10/3) (503/T1/1/9) (15.6.91) (17)

** PASSENGER TRAINS OVER GOODS LINES

SUNDAY, 16 JUNE

TRAINS : VARIOUS PASSENGER TRAINS
LINES : DOWN AND UP GOODS LINES RATCLIFFE JN. TO TRENT SOUTH JN.
DOWN GOODS LOOP TRENT EAST JN. TO MEADOW LANE L.C.

1. These trains are authorised to travel over the section(s) of goods line shown above.
2. Speed not to exceed 40 m.p.h. over the Down and Up Goods lines between Ratcliffe Jn. and Trent South Jn. and 15 m.p.h. over the Down Goods loop between Trent East Jn. and Meadow Lane Crossing, 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.
7. Passenger trains are authorised to depart the Down Goods Loop at Trent East Jn. towards the Up Main line or Down East Curve on the clearance of position light ground signal TT.221. The requirements of the Rule Book, Section C, Clause 6.4.1 are hereby exempt.

(15.6.91.) (12)

MISCELLANEOUS INSTRUCTIONS - continued

SECURITY OF INSECURE EXTERNAL SLAM DOORS

Staff are reminded of the importance of giving correct and accurate information.

A number of cases have arisen recently where incorrect and inaccurate information has been given by staff following instances of slam doors coming open in traffic.

This has resulted in abortive work being carried out examining the wrong vehicle/door and more importantly gives rise to the possibility of the culprit door going undetected.

Notice of all concerned is drawn to the importance of identifying accurately the vehicle number and door concerned.

(OD16/GEN46/TH) (15.6.91)

EASTERN REGION

HABROUGH STATION - SHORT UP AND DOWN PLATFORMS

2R65 09 45 (Sun) Sheffield to Cleethorpes

2R62 17 44 (Sun) Cleethorpes to Sheffield

When the above trains are composed of their booked 2 x 2 car Class 156 unit formation the Guard must upon the relevant trains departure from either Barnetby (Up) or Grimsby Town (Down) announce that passengers wishing to alight at Habrough must move to the front 2 car unit. The Guard must then take up a position at the rear door of the front 2 car unit and remain there until the train arrives at Habrough, whereupon the Guard must operate the release for this one door only, and arrange for passengers to alight and board the train from it.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Sheffield :-

2R61 21 03 (Sun) Sheffield to Cleethorpes when formed by a 2 car Class 156 unit and a 2 car Class 150 unit.

(UFN)

PLATFORM 1 - KINGS CROSS STATION

Class 91 locos are now cleared to enter Platform 1 at Kings Cross.

(14)

British Rail
London Midland Region

CSE**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 CSE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

Printed in England by Bemrose Security Printing, Derby



WARNING



A.C. ELECTRIFIED LINES

CAMBRIDGE NORTH TO WATERBEACH NORTH

THE OVERHEAD LINE EQUIPMENT FROM CAMBRIDGE NORTH HAS BEEN EXTENDED ALONG THE UP AND DOWN MAIN LINES THROUGH THE CHESTERTON AREA & WATERBEACH STATION TO A POINT 175 YARDS (160 METRES) NORTH OF THE 61½MP.

AS FROM 08 30 HOURS ON SUNDAY 30TH JUNE 1991 THE OVERHEAD LINE EQUIPMENT WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be:-

From the existing electrified lines at Cambridge North Structure No. C/90/50 along the Up and Down Main lines towards Ely to a point 175 yards north (160 metres) of the 61½mp Structure No: C/99/07 & 08.

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

(8D)



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 HAS BEEN ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS ALIVE AT ALL TIMES

The limits of energisation are:-

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

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Sunday, 23 June - Wembley Central

The theatre-type route indicator on signal WN.26, situated on the 'up & down' goods line, will be converted to a fibre-optic type indicator.

(OD14/-)

Sunday, 23 June - West Hampstead North Jn.

The catch points on the down fast line at 4 miles 12 chains (550 yards before reaching signal WH. 35) will be replaced by plain line.

(OD14/GEN 117)

Monday, 24 June - Between Bennerley NCB Sidings and Langley Mill

A 65 m.p.h. permanent speed restriction will be imposed over the down line from 127 miles 66 chains to 128 miles 18 chains.

(OD14/GEN/46)

EASTERN REGION

Saturday, 22 to Sunday, 23 June - Between Fitzwilliam and Hare Park Jn.

A new facing crossover will be installed between the Down and Up Main lines at 171 $\frac{1}{2}$ mp. The crossover will be secured out of use until further notice.

A new trailing connection will be installed in the Down Main line at 171m 09ch. The connection will be secured out of use in the normal position until further notice.

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.

DETAILS OF WORK ALREADY CARRIED OUT

Between Northchurch Tunnels and Tring South Jn.

The existing 75 m.p.h. permanent speed restriction over the down slow line from 29 miles 12 chains to 29 miles 56 chains has been removed.

The existing 80 m.p.h. permanent speed restriction over the up slow line from 30 miles 20 chains to 29 miles 60 chains has been removed.

(OD.14/GEN/3B) (15)

Signalling and Permanent Way Alterations - continued
Details Of Work Already Carried Out - continued

Luton Station

"Travelling Post Office Stop" boards have been erected on platform 4, 84 yards on the approach side of signal WH.102 on the up fast line and on platform 5, 15 yards on the approach side of signal WH.101 on the down fast line.

The reflective stop boards are a 28 inch square with the words "TPO STOP" in yellow lettering on a red background.

(New Item) (OD14/91/54) (15)

Bedford Station

A "Travelling Post Office Stop" board has been erected on platform 1, 44 yards on the approach side of signal WH.358 on the up slow line.

The reflective stop board is a 28 inch square with the words "TPO STOP" in yellow lettering on a red background.

(New Item) (OD14/91/54) (15)

Silverdale

The single line between Apedale Junction and Silverdale has been severed 617 yards east of Silverdale East G.F. and a stop block has been provided at 3 miles 14 chains.

The line between Holditch Colliery and Apedale Junction has been removed.

(New Item) (OD14/91/13) (15)

Saxby Jn.

A telephone has been installed on a pedestal opposite Saxby signal box, on the up side for the use of traincrews when the box is closed.

(New Item) (OD14/-) (15)

Rolleston Station

A "2-CAR STOP" sign has been erected on the down platform. Drivers of 2-car sets must be prepared to bring their trains to a stand at this board to ensure that all doors open on to the raised part of the platform.

(New Item) (OD14/-) (15)

Hinckley

A telephone has been installed on the structure of Hinckley signal box for the use of traincrews when the box is closed.

(New Item) (OD14/-) (15)

Signalling and Permanent Way Alterations - continued
 Details Of Work Already Carried Out - continued

Bedford Station Jn.

The existing 15 m.p.h. permanent speed restriction which applies through the connections between the slow line has become a 20 m.p.h. permanent speed restriction.

(OD14/GEN/46) (14)

Manton North Jn.

The existing 30 m.p.h. permanent speed restriction which applies through the connection from the up main to the down main has become a 20 m.p.h. permanent speed restriction.

(OD14/GEN/46) (14)

**** Between Attleborough and Nuneaton South Jn.**

The down slow line overhead neutral section together with the associated APC magnets has been repositioned 308 yards nearer Attleborough at 96 mile 30 chains.

(OD14/GEN/299) (13)

**** Brereton Sidings**

The connections to and from Lea Hall Colliery situated approximately 600 yards on the Rugeley side of the box have been secured out of use, pending removal.

(OD14/91/46) (13)

**** Staythorpe Power Station**

A temporary level crossing (open crossing) has been provided over Reception Road B and Run Round Road B adjacent to Arnolds footpath level crossing 14 miles 770 yards (Nottingham East Jn. to Newark Mileage).

A 10 m.p.h. speed restriction has been imposed over the crossing and combined whistle and speed restriction boards have been provided before reaching the crossing in both directions.

(OD12/LC/1033) (13)

**** Talybont Station**

A temporary platform has been brought into use immediately on the Harlech side of the existing platform, which has been taken out of use, pending reconstruction. The temporary platform is the same length as the existing platform.

(OD14/-) (13)

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

EASTERN REGION

Between Aycliffe and Ferryhill South Jn.

Footpath Crossing No. 108 (at 51m 36ch).

Whistle Boards have been erected 510 yards either side of the above crossing.

(15)

Between Northallerton and Thirsk

The Permanent Speed Restriction of 50 mph on the Up Slow line between 29m 08ch and 29mp and 28m 70ch and 28 $\frac{1}{2}$ mp has been raised to 70 mph and 80/'SP 90' mph respectively.

(14)

Between Northallerton and Thirsk

The reflectorised Speed Restriction Warning Indicator on the Up Slow line at 29m 46ch, giving warning of the Permanent Speed Restriction of 50 mph at 29m 08ch, has been removed, together with the associated permanent magnet.

(See Section 'D') (14)

Between Ouston Jn. and Durham

The Permanent Speed Restriction of 110 m.p.h. on the Up line between 72m 23ch and 68 $\frac{1}{2}$ mp has been raised to 115 mph.

(See Section 'D') (14)

Kings Cross

A black/yellow marker post has been located between platform line Nos. 7 and 8 at the Buffer Stop end. Drivers should bring Mark IV or HST's to a stand to ensure that, as far as possible, the Drivers cab window is in line with the marker post. This is to enable the stock to be positioned correctly for watering purposes.

(14)

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

EASTERN REGION - continued

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 have 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, has therefore become 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 is 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:-

<u>ASPECT</u>	<u>APPLIES TO</u>
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

Between Grantham and Highdyke

The Permanent Speed Restriction of 100 mph on the Up line between 105m 27ch and 104m 58ch has been raised to 115 mph

(14)

Arksey LC

The Down Passenger Loop has been brought back into use

(14)

Loversall Carr Jn.

The facing connection from the Down Main to the Down/Up West Slow at 152 mile post has been secured out of use and plain line installed.

(14)

*** Huntingdon Station

Platform 1 (Up Side Bay Platform)

A new C.C.T.V. system has been provided for Driver Only Operated trains, with TV monitors located in the cress at the 4 and 8 Car Stop positions.

This system replaces the existing mirror.

(13)

*** Between Fitzwilliam and Sandal & Agbrigg

A Permanent Speed Restriction of 50 mph has been imposed on both the Down and Up lines between 170½mp and 171m 07ch.

(13)

*** Between Fitzwilliam and Sandal & Agbrigg

A reflectorised Speed Restriction Warning Indicator has been provided between Fitzwilliam and Sandal & Agbrigg on the Down line at 169m 32ch giving warning of the Permanent Speed Restriction of 50 mph at 170½mp.

The distance between the warning indicator and the 50 mph speed restriction is 1 mile 176 yards.

An A.W.S. magnet has been provided 200 yards before reaching the indicator.

(13)

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

EASTERN REGION - continued

** Between Sandal & Agbrigg and Fitzwilliam

A reflectorised Speed Restriction Warning Indicator has been provided between Sandal & Agbrigg and Fitzwilliam on the Up line at 172m 18ch giving warning of the Permanent Speed Restriction of 50 mph at 170m 07ch.

The distance between the warning indicator and the 50 mph speed restriction is 1 mile 242 yards.

An A.W.S. magnet has been provided 200 yards before reaching the indicator.

(13)

WESTERN REGION

Pontrilas

Due to track condition the Up Goods loop has been taken out of use until further notice. A temporary stop block has been erected in the loop at approximately 11m 8ch.

(New Item)

(15)

Southall

Up Relief line signal O.O.115 has been repositioned 34 yards nearer to Paddington. There is no alteration to height or meaning of the signal, however it should be noted that pending completion of track slewing work the repositioned O.O.115 is now approximately 14 feet 6 inches to the left of the running line until further notice.

(14)

Southall

The Up Relief platform has been temporarily shortened by 90 yards at the London end. Drivers must bring their trains to a stand clear of the work.

(14)

Hayes

The Down Relief platform has been temporarily shortened by 90 yards at the Reading end. Drivers must bring their trains to a stand clear of the work.

(14)

Between Craven Arms and Pantyffynnon

The locks on the token instrument huts have been changed. A special key to open the huts has been issued with the token by the signalman at Craven Arms / Pantyffynnon and drivers should ensure that the key is handed to the signalman at one of the above locations, when the token is returned.

GENERAL INSTRUCTIONS AND NOTICES

New Item

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

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

2.3 If substantial disruption is anticipated, Operations Control must be informed in order that a senior officer of the British Transport Police can be advised immediately.

2.4 Care must be taken to avoid direct contact with the body. Protective gloves must be worn and subsequently disposed of as shown in local instructions.

MISCELLANEOUS INSTRUCTIONS - continued

PASSENGER TRAINS OVER GOODS LINES

FRIDAY, 28 JUNE TO SATURDAY, 20 JULY

TRAINS : VARIOUS PASSENGER TRAINS

LINES : UP GOODS LINE BETWEEN NORTHAMPTON NO.4 SIGNALBOX AND NORTHAMPTON NO.3 SIGNALBOX

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.

(28.6.91) (17)

MISCELLANEOUS INSTRUCTIONS - continued

EASTERN REGION

HABROUGH STATION - SHORT UP AND DOWN PLATFORMS

2R65 09 45 (Sun) Sheffield to Cleethorpes

2R62 17 44 (Sun) Cleethorpes to Sheffield

When the above trains are composed of their booked 2 x 2 car Class 156 unit formation the Guard must upon the relevant trains departure from either Barnetby (Up) or Grimsby Town (Down) announce that passengers wishing to alight at Habrough must move to the front 2 car unit. The Guard must then take up a position at the rear door of the front 2 car unit and remain there until the train arrives at Habrough, whereupon the Guard must operate the release for this one door only, and arrange for passengers to alight and board the train from it.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Sheffield :-

2R61 21 03 (Sun) Sheffield to Cleethorpes when formed by a 2 car Class 156 unit and a 2 car Class 150 unit.

(14)

PLATFORM 1 - KINGS CROSS STATION

Class 91 locos are now cleared to enter Platform 1 at Kings Cross.

(14)

FOLEYS/BOX

WON.PUB

B.R.31012

Attended

British Rail
London Midland Region

CSE  **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

Curry

0221



0636

0M13

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 CSE", if subsequently received acknowledge by telephone to CREWE (05-321 25) to avoid duplication.

PRIVATE
- and not for Publication

Printed in England by Bemrose Security Printing, Derby

0170

0215 INLET

4

16



WARNING



A.C. ELECTRIFIED LINES

CAMBRIDGE NORTH TO WATERBEACH NORTH

THE OVERHEAD LINE EQUIPMENT FROM CAMBRIDGE NORTH HAS BEEN EXTENDED ALONG THE UP AND DOWN MAIN LINES THROUGH THE CHESTERTON AREA & WATERBEACH STATION TO A POINT 175 YARDS (160 METRES) NORTH OF THE 61 $\frac{1}{2}$ MP.

AS FROM 08 30 HOURS ON SUNDAY 30 JUNE THE OVERHEAD LINE EQUIPMENT WAS ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation are:-

From the existing electrified lines at Cambridge North Structure No. C/90/50 along the Up and Down Main lines towards Ely to a point 175 yards north (160 metres) of the 61 $\frac{1}{2}$ mp Structure No: C/99/07 & 08.

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



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 HAS BEEN ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS ALIVE AT ALL TIMES

The limits of energisation are:-

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

SECTION B

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

SOUTHERN REGION - continued

KENSINGTON OLYMPIA TO NORTH POLE JN.

SATURDAY/SUNDAY, 20/21 JULY

S32 Latchmere Jn./ Falcon Jn./ Culvert Road Jn. and North Pole Jn	Latchmere Reversible, Down and Up West London, Down and Up Kensington BLOCKED	23 30 to 21 45. Unloading materials between signal VS59 at Latchmere Jn, Falcon Jn. VC592/593 signals, Culvert Road Jn. VS762/763 points and North Pole Jn NP13 points. 0m 60c (Latchmere Jn.)/0m 20c (Falcon Jn)/2m 11c (Culvert Rd. Jn) and 5m 30c.
--	--	---

MONDAY/TUESDAY, 22/23 TO THURSDAY/FRIDAY, 25/26 JULY

S33 North Pole Jn and Kensington Olympia	Up West London BLOCKED	21 45 to 04 55. Track renewals clear of North Pole Jn NP13 points and Kensington Olympia KS68 points. 5m 30c and 3m 65c. SINGLE LINE WORKING OVER DOWN LINE.
--	---------------------------	--

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Monday, 22 July - Between Northampton No.4 and Watford Lodge

Down Northampton line signal NH4.3 and associated AWS equipment will be taken away and a new 3 aspect R/Y/G colour light signal RY.1047 with AWS equipment will be provided 100 yards in rear of the former signal NH4.3.

Up Northampton line signal NH4.83 and associated AWS equipment will be taken away and a new 3 aspect R/Y/G colour light signal RY.1052 with AWS equipment will be provided 260 yards in advance of the former signal NH4.83. On signal RY.1052 a position 1 junction indicator will be provided (but not brought into use) and will remain out of use until further notice.

The following Northampton No.4 signals will become Rugby signals and will be renumbered as follows:-

DOWN NORTHAMPTON LINE		UP NORTHAMPTON LINE	
Old Numbers	New Numbers	Old Numbers	New Numbers
NH4.112	RY.1053	NH4.129	RY.1074
NH4.113	RY.1055	NH4.128	RY.1072
NH4.115	RY.1057	NH4.127	RY.1070
NH4.116	RY.1059	NH4.125	RY.1068
NH4.118	RY.1061	NH4.123	RY.1066
NH4.120	RY.1063	NH4.121	RY.1064
NH4.122	RY.1065	NH4.119	RY.1062
NH4.124	RY.1067	NH4.117	RY.1060
NH4.126	RY.1069	NH4.114	RY.1056
		NH4.84	RY.1054

All the new and renumbered signals prefixed RY will be provided with telephones connected to Rugby power signal box.

(OD14/84/312)

Monday 22 July - Between Northampton No.3 and Northampton No.4

Until further notice the No.1 Down Goods and associated signal routes will be taken out of use and the facing points to the No.1 Down Goods at the Northampton No.3 end will be secured for movements to the Up & No.2 Down Goods only. The routes from signals NH3.53 (Platform 2) and NH3.54 (platform 3) to the Up & No.2 Down Goods will be disconnected and the pos.1 & 2 junction indicators will be taken out of use.

Signal NH4.19 on the Up & No.2 Down Goods applying to movements to the Engineer's Sidings will be taken away and a "Stop & Await Instructions" board will be provided 75 yards in rear of former signal NH4.19.

(OD14/84/312)

Tuesday 23 July - Northampton Up Sidings

The box worked points in No.1 siding giving access to Nos.2,3,4 and 5 sidings adjacent to Northampton No.4 signal box, will be converted to hand operation.

(OD14/84/312)

Signalling and Permanent Way Alterations - continued

Sunday, 21 July - Abbey Foregate

The box-worked facing connection from the up main Shropshire siding to the connection between No. 1 up main line and up siding No. 1, together with all associated signalling will be taken away.

(OD.14/91/33)

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.

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

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

EXISTING NO.	LOCATION	NEW NO.
SA.52 (Elevated PL)		Aldwarke New Site (at 6m 43chs) 1091
SA.51 (GPL)	Down Tinsley (at 6m 39chs) (for Up direction movements)	1092

MONDAY 22 JULY - BETWEEN BOULTHAM CROSSING LC AND WEST HOLMES

Skewbridge Tip Crossing Occupation (at 32m 18chs)

The Whistle Boards applying to the above crossing will be repositioned as follows:-

Down direction - 273 yards before reaching the crossing

Up direction - 197 yards before reaching the crossing

MONDAY 22 JULY BETWEEN WOODBURN JN TO DEEPCAR

At 10 00 hours the maximum permissible speed of 60mph on the single line between Woodburn Jn and Deepcar will be reduced to 30mph. The Permanent Speed Restriction of 10mph on the single line between 41m 25chs and 41m 15chs will be removed.

WESTERN REGION

Saturday, 6 July to Friday, 26 July - Between Paddington and Subway Junction

Due to rebuilding of the retaining wall the Down relief No.2 line will be temporarily taken out of use between 0m.40chs. and 0m.52ch.

Wednesday, 17 July - Between Hayes and West Drayton

Dawley No. 2 Ground Frame will be taken out of use. The connection Up Goods Loop to Siding will be secured out of use pending removal.

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Bletchley TMD

Siding No. 5 has been shortened by 166 yards.

(New Item) (OD14/-) (19)

Between Shrewsbury and Aberystwyth/Pwllheli

The Driver's flashing white lights at all A.O.C.L./A.B.C.L. Level Crossings have been progressively converted to 2-aspect heads. The top aspect continues to function as the Driver's flashing white light but, until further notice, the bottom aspect is out of use.

(New Item) (OD.14/GEN/31 & OD.14/GEN/314) (19)

Nottingham Carriage Sidings

Nottingham Carriage Sidings have been renamed Nottingham Eastcroft Sidings.

No. 7 Siding has been shortened by 20 yards.

A fuelling apron, approximately 50 yards long, has been provided on No. 8 Siding approximately 77 yards on the Nottingham side of the hand worked connection between Nos. 1 and 8 Sidings.

A vehicle washing plant has been provided on No. 8 Siding, approximately 83 yards on the Nottingham side of the new fuelling apron. A notice board worded "STOP, PRESS START BUTTON, AWAIT PROCEED LIGHT" has been provided adjacent to the No. 8 Siding, 10 yards on the approach side of the washing plant and facing trains approaching in the Nottingham direction. A 3 m.p.h speed restriction board has been provided adjacent to the washing plant and this speed restriction applies to trains passing through the washing plant whilst it is in operation. (Note: The "STOP" and speed restriction boards do not apply to trains passing through the washing plant and not requiring washing).

2 and 4-car marker boards have been provided as shown below:-

- a) In the Headshunt at the Sneinton end of the sidings 50 and 100 yards respectively from the hand worked connection between Nos. 1 and 8 Sidings.
- b) On No. 8 Siding 50 and 100 yards respectively on the Nottingham side of the washing plant.

(OD14/91/4) (18)

Between Asfordby L.C. (AHB) and Frisby L.C.

Whistle boards have been provided in both directions 440 yards before reaching Mill Deeping Occupation level crossing (110 miles 41 chs.).

(OD12/LC.1127) (18)

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

** Between Tring and Cheddington

A 100 m.p.h. permanent speed restriction has been imposed over the down fast line from 31 miles 60 chains to 34 miles 20 chains.

(OD14/GEN/3B) (17)

** Northampton

The down slow line and neck and the up slow line between Northampton No.3 box and Northampton No.4 box (Market Harborough Jn.) has been taken out of use and a "Temporary Siding" has been brought into use over the down slow line between Northampton No.3 box and signal NH4.7. A temporary stop block with a red light has been positioned across the rail below signal NH4.7. Signal NH4.7 and associated AWS equipment has been taken out of use pending recovery.

All crossing connections between the up fast line and up slow/up goods lines and up goods to down slow neck, near Northampton No.4 box, have been secured out of use, pending removal and the associated ground shunting signals applying to or from the up or down slow lines have been taken out of use pending removal.

A temporary stop block has been positioned across the up slow line beneath signal NH3.22. Signal NH3.22 and associated AWS equipment have been taken out of use pending recovery.

The following signals have the main aspect routes to the down slow and position light shunt aspect routes to the up slow taken out of use. The position light shunt aspect at these signals with a S route indication now applies to shunt movements to the "Temporary Siding":-
NH3.42 (Platform 5) NH3.43 (Platform 4) NH3.51 (Platform 1)

Clearance of position light shunt signals NH3.55 (River Sdgs) and NH3.39 (Castle Yard) with a S route indication now applies to shunt movements to the "Temporary Siding".

The routes from signals NH3.53 (Platform 2) and NH3.54 (platform 3) to the down slow will be disconnected and the position 4 route indicators have been taken out of use.

The route from signal NH3.35 (up slow) position light shunt signal to the up slow has been disconnected and the US route indication has been taken out of use.

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued.

*** Northampton - continued

Market Harborough Jn. area

At approx. 67m. 20chs. a new trailing crossover has been provided between the up and down main lines and temporarily secured out of use. Between 67m. 17chs and 67m. 9chs a new facing crossing connection has been provided between the up main line and the up slow line and temporarily secured out of use. A 30 yard section of of the down slow neck ahead of signal NH.4.8 has been taken away and at this point a stop block has been placed across the new up main to up slow connection. Signal NH4.8 and associated AWS equipment have been taken out of use pending recovery.

The section of the up slow line between the connection from the up slow line to the up goods line and the new trailing connection from the up main line to the up slow line have been taken away.

Signal NH4.79 (Up slow) and associated AWS equipment have been taken out of use pending recovery.

The route from signal NH4.82 (up main) to the up slow and up goods lines has been disconnected and the pos.1 and Pos.2 junction indicators have been taken out of use.

The route from signal NH4.83 (up main) to the up slow line has been disconnected and the pos.1 junction indicator has been taken out of use.

(17)

*** West Hampstead South Jn.

The catch points on the down fast line at 3 miles 53 chains (547 yards before reaching signal WH.33) have been replaced by plain line.

(OD14/GEN 117) (17)

*** Northfield

The down fast/up fast island platform has been taken out of use pending removal.

(OD14/-) (17)

EASTERN REGION

Between South Kirkby Jn. and Hare Park Jn.

The AWS equipment associated with 3-aspect colour light signals L.635 on the Down Passenger Loop and L.630 on the Up Passenger Loop have been abolished.

(19)

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

EASTERN REGION - continued

Between Healey Mills "B" Jn. and Hopbury 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 46mp 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)

*** Between Helpston Jn. and Tallington

Public Footpath Crossing No.112, located at 83m 24ch, has Whistle Boards provided as follows:-

Down Slow line - 503 yards before reaching the crossing

Down Fast line - 700 yards before reaching the crossing

(17)

Signalling and Permanent Way Alterations - continued

Details Of Work Already Carried Out - continued

EASTERN REGION - continued

** Between Newark Crossing and Retford

The following Public Footpath Crossings have Whistle Boards provided 733 yards either side of the crossing:-

<u>Crossing</u>	<u>Mileage</u>
No.174	123m 20ch
No.210	132m 62ch
No.211	132m 71ch

(17)

WESTERN REGION

Aylesbury Station

The platforms at Aylesbury station are being reconstructed and resurfaced. Drivers must bring their trains to a stand clear of the work.

(New Item) (19)

Westbourne Park Station

The down and Up platforms have been permanently reduced in length by 4 chains at the country end. Drivers must bring their trains to stand clear of the work.

(18)

Drayton Green Station

New platforms located at the West Ealing end of the station have been brought into use, the existing platforms have been temporarily closed for rebuilding work. Drivers must bring their trains to stand clear of the work.

(18)

Signalling and Permanent Way Alterations - continued

Details Of Work Already Carried Out - continued

WESTERN REGION - continued

Between Amersham And Aylesbury

The maximum permissible speed in either direction between 25m 21ch. and 38m 18ch, has been amended to 30 m.p.h.
75 *

(* Locomotive hauled trains must NOT exceed 70 m.p.h)

(See section D)

Between High Wycombe And Aynho Junction

The maximum Permissible speed in either direction between High Wycombe and Princes Risborough has been amended to 75 * m.p.h.

(* locomotive hauled trains must NOT exceed 70 m.p.h.)

The maximum permissible speed in either direction between Princes Risborough and Aynho Junction has been amended to 35 m.p.h.
75

(See section D)

(18)

** PADDINGTON TO OLD OAK COMMON: HARD HAT SITES

The following areas are under the control of the Area Civil Engineer, reading, and are designated as hard hat sites:

Paddington New Yard Engineers Sidings
Old Oak Common Engineers Sidings
old Oak Common Coronation Sidings (numbers 47 to 51)

Each site is clearly identified and all staff entering any of the above sites are required to wear hard hats.

(17)

Foley S/Box

WON.PUB

B.R.31012

British Rail
London Midland Region

CSE



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 CSE", 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 - Leighton Buzzard Station

The 13-car stop boards situated on the up and down fast and slow lines will be taken away.

(OD14/89/135)

Monday, 29 July - Between Milton Keynes Central and Wolverton

The existing 75 m.p.h. permanent speed restriction over the down slow line from 51 miles 34 chains to 51 miles 72 chains will be removed.

(OD14/GEN/3B)

Monday 29 July - Northampton

Resignalling and remodelling of lines will take place in the Northampton area, details of which have been published in a yellow backed "NORTHAMPTON RESIGNALLING" Special Notice 77E .

The following are amendments to the text, signalling sketch and "List of Routes" as shown in the above special notice:-

Until further notice, the new facing crossover at the south end of the Northampton station along with the following associated signal routes will not be brought into use:-

- RY.1015 (down Northampton line) to the "up & down" slow line (plat.1) main aspect with pos.4 junction indicator.
- RY.1022 (up Northampton fast) to the down Northampton line position light with DN route indicator.
- RY.1024 ("up & down" slow line, plat.1) to the down Northampton line position light with DN route indicator.
- RY.1205 (down Northampton line) to the "up & down" slow line (plat.1) .

Signalling and Permanent Way Alterations - continued

Monday 29 July - Northampton - continued

Delete the first four Permanent Speed Restrictions shown on page 2 of SN.77E and substitute the following:-

<u>Line(s)</u>	<u>Speed</u>	<u>Between</u>
Down and up main lines	- 35 m.p.h.	65m.36chs. and 65m.53chs.
Down and up main lines	- 20 m.p.h.	65m.53chs. and 65m.65chs.
Down and up fast lines	- 30 m.p.h.	65m.65chs. and 66m.18chs.
Down and up fast/main lines	- 60 m.p.h.	66m.18chs. and 67m.40chs.
Down platform loop - plat.3 (down and up	- 30 m.p.h.	(Northampton South Jn. and
"Up & down" slow - plat.1 (direction	- 30 m.p.h.	(Northampton North Jn.

(See also Section D table "A" for full details)

Watford Lodge up goods loop trailing points shown on signalling sketch as spring worked should be shown as box worked.

(OD14/84/312)

Sunday, 28 July - Between Desford L.C. and Bagworth Jn.

A 20 m.p.h. permanent speed restriction will be imposed between 105 miles 38 chains and 106 miles 11 chains and will apply in both directions.

(OD14/73/291)

WESTERN REGION

** Saturday, 6 July to Friday, 26 July - Between Paddington and Subway Junction

Due to rebuilding of the retaining wall the Down relief No.2 line will be temporarily taken out of use between 0m.40 $\frac{1}{2}$ ch. and 0m.52ch.

UNTIL FURTHER NOTICE - HAYES & HARLINGTON STATION

The Up Main platform will be temporarily shortened by 90 metres at the Country end. Drivers must bring their trains to a stand clear of the work.

Monday, 29 July - Reading

The permanent speed restriction over the following connections at the Paddington end of the station will be reduced to $\frac{5}{15}$ m.p.h:

Over Down Main to Up Main trailing crossover, 35m.66ch. and 35m.68ch.

Nos. 5 and 6 Platform lines to and from Down Relief line, 35m.63ch. and 35m.68ch.

These speed restrictions will apply in BOTH DIRECTIONS over the connections concerned.

(See Section D)

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Northampton No.4 and Watford Lodge

Down Northampton line signal NH4.3 and associated AWS equipment have been taken away and a new 3 aspect R/Y/G colour light signal RY.1047 with AWS equipment has been provided 100 yards in rear of the former signal NH4.3.

Up Northampton line signal NH4.83 and associated AWS equipment have been taken away and a new 3 aspect R/Y/G colour light signal RY.1052 with AWS equipment has been provided 260 yards in advance of the former signal NH4.83. On signal RY.1052 a position 1 junction indicator has been provided (but not brought into use) and remains out of use until further notice.

The following Northampton No.4 signals have become Rugby signals and have been renumbered as follows:-

DOWN NORTHAMPTON LINE		UP NORTHAMPTON LINE	
Old Numbers	New Numbers	Old Numbers	New Numbers
NH4.112	RY.1053	NH4.129	RY.1074
NH4.113	RY.1055	NH4.128	RY.1072
NH4.115	RY.1057	NH4.127	RY.1070
NH4.116	RY.1059	NH4.125	RY.1068
NH4.118	RY.1061	NH4.123	RY.1066
NH4.120	RY.1063	NH4.121	RY.1064
NH4.122	RY.1065	NH4.119	RY.1062
NH4.124	RY.1067	NH4.117	RY.1060
NH4.126	RY.1069	NH4.114	RY.1056
		NH4.84	RY.1054

All the new and renumbered signals prefixed RY have been provided with telephones connected to Rugby power signal box.

(OD14/84/312) (20)

Between Northampton No.3 and Northampton No.4

Until further notice the No.1 Down Goods and associated signal routes have been taken out of use and the facing points to the No.1 Down Goods at the Northampton No.3 end have been secured for movements to the Up & No.2 Down Goods only. The routes from signals NH3.53 (Platform 2) and NH3.54 (platform 3) to the Up & No.2 Down Goods have been disconnected and the pos.1 & 2 junction indicators have been taken out of use.

Signal NH4.19 on the Up & No.2 Down Goods applying to movements to the Engineer's Sidings has been taken away and a "Stop & Await Instructions" board has been provided 75 yards in rear of former signal NH4.19.

(OD14/84/312) (20)

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

Northampton Up Sidings

The box worked points in No.1 siding giving access to Nos.2,3,4 and 5 sidings adjacent to Northampton No.4 signal box, have been converted to hand operation.

(OD14/84/312) (20)

Abbey Foregate

The box-worked facing connection from the up main Shropshire siding to the connection between No. 1 up main line and up siding No. 1, together with all associated signalling has been taken away.

(OD.14/91/33) (20)

Bletchley TMD

Siding No. 5 has been shortened by 166 yards.

(OD14/-) (19)

Between Shrewsbury and Aberystwyth/Pwllheli

The Driver's flashing white lights at all A.O.C.L./A.B.C.L. Level Crossings are being progressively converted to 2-aspect heads. The top aspect continues to function as the Driver's flashing white light but, until further notice, the bottom aspect is out of use.

(OD.14/GEN/31 & OD.14/GEN/314) (19)

*** Nottingham Carriage Sidings

Nottingham Carriage Sidings have been renamed Nottingham Eastcroft Sidings.

No. 7 Siding has been shortened by 20 yards.

A fuelling apron, approximately 50 yards long, has been provided on No. 8 Siding approximately 77 yards on the Nottingham side of the hand worked connection between Nos. 1 and 8 Sidings.

A vehicle washing plant has been provided on No. 8 Siding, approximately 83 yards on the Nottingham side of the new fuelling apron. A notice board worded "STOP, PRESS START BUTTON, AWAIT PROCEED LIGHT" has been provided adjacent to the No. 8 Siding, 10 yards on the approach side of the washing plant and facing trains approaching in the Nottingham direction. A 3 m.p.h speed restriction board has been provided adjacent to the washing plant and this speed restriction applies to trains passing through the washing plant whilst it is in operation. (Note: The "STOP" and speed restriction boards do not apply to trains passing through the washing plant and not requiring washing).

2 and 4-car marker boards have been provided as shown below:-

- In the Headshunt at the Sneinton end of the sidings 50 and 100 yards respectively from the hand worked connection between Nos. 1 and 8 Sidings.
- On No. 8 Siding 50 and 100 yards respectively on the Nottingham side of the washing plant.

(OD14/91/4) (18)

CSE-18C/5

SECTION C

96

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

*** Between Asfordby L.C. (AHB) and Frisby L.C.

Whistle boards have been provided in both directions 440 yards before reaching Mill Deeping Occupation level crossing (110 miles 41 chs.).

(OD12/LC.1127) (18)

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.

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 have 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

CSE-18C/6

SECTION C

97

Signalling and Permanent Way Alterations - continued

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

EXISTING NO.	LOCATION	NEW NO.
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)

BETWEEN BOULTHAM CROSSING LC AND WEST HOLMES

Skewbridge Tip Crossing Occupation (at 32m 18chs)

The Whistle Boards applying to the above crossing have been repositioned as follows:-

Down direction - 273 yards before reaching the crossing

Up direction - 197 yards before reaching the crossing

(20)

MONDAY 22 JULY BETWEEN WOODBURN JN TO DEEPCAR

The maximum permissible speed of 60mph on the single line between Woodburn Jn and Deepcar has been reduced to 30mph. The Permanent Speed Restriction of 10mph on the single line between 41m 25chs and 41m 15chs has been removed.

(20)

Between South Kirkby Jn. and Hare Park Jn.

The AWS equipment associated with 3-aspect colour light signals L.635 on the Down Passenger Loop and L.630 on the Up Passenger Loop have been abolished.

(19)

CSE D

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

EASTERN REGION - continued

** Between Healey Mills "B" Jn. and Hopbury 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 Ferry Bridge 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 41ch 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

WESTERN REGION

Between Hayes and West Drayton

Dawley No. 2 Ground Frame has been taken out of use. The connection Up Goods Loop to Siding has been secured out of use pending removal.

(20)

Aylesbury Station

The platforms at Aylesbury station are being reconstructed and resurfaced. Drivers must bring their trains to a stand clear of the work.

(19)

** Westbourne Park Station

The down and Up platforms have been permanently reduced in length by 4 chains at the country end. Drivers must bring their trains to stand clear of the work.

(18)

** Drayton Green Station

New platforms located at the West Ealing end of the station have been brought into use, the existing platforms have been temporarily closed for rebuilding work. Drivers must bring their trains to stand clear of the work.

(18)

** Between Amersham And Aylesbury

The maximum permissible speed in either direction between 25m 21ch. and 38m 18ch, has been amended to $\frac{30}{75}$ m.p.h.

75 *

(* Locomotive hauled trains must NOT exceed 70 m.p.h)

(See section D)

Between High Wycombe And Aynho Junction

The maximum Permissible speed in either direction between High Wycombe and Princes Risborough has been amended to 75 * m.p.h.

(* locomotive hauled trains must NOT exceed 70 m.p.h.)

The maximum permissible speed in either direction between Princes Risborough and Aynho Junction has been amended to $\frac{35}{75}$ m.p.h

75

(See section D)

(18)

CSE-18D/18

SECTION D

136

APPENDIX INSTRUCTIONS - continued
INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
OVER THE OTHER REGIONS BR.30063/4 DATED NOVEMBER 1986
SECTION D - EASTERN REGION - continued

LOCAL INSTRUCTIONS

ADD :- PAGE D3.9

CAMBRIDGE TO MARCH WEST JN.

CAMBRIDGE

Disposal of Locomotives.

Drivers bringing locomotives to the old locomotive sidings should report to the Traincrew Supervisor

Relief of Traincrews.

Traincrews who are sent to Cambridge for relief purposes must, on arrival, report to the Traincrews Supervisor's office at Cambridge Joint signing-on-point.

Trains standing at Main Platforms not to be set back without special authority.

Drivers working trains into and out of the Main Platforms at Cambridge station, must not make a set back movement without the authority of the signalman.

Passenger Trains, Changing of Locomotives.

The Shunter will be responsible for conveying information either verbally, or by handsignal between the Guard and the Driver in accordance with the Rules and Instructions for working the Automatic Brake on Locomotive Hauled trains.

MARCH SOUTH JN.

When the signals are cleared for a train to set back from the Up Main line to the Up Reception line or Up Sidings, the driver is authorised to commence the setting back movement and the provisions of the Rule Book, Section J, Clause 3.1 and 3.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

MARCH EAST JN.

Relief of Traincrews.

Down freight trains or light locomotives must not stop on the Main line at March East Jn. for the purpose of relief unless specially booked to do so.

Trains detained on Down Goods lines Nos. 1 or 2.

Drivers of trains detained on these lines between March South Jn. and March East Jn. may contact the signalman at March East Jn. by means of the telephone in the Goods Shed, adjacent to the Down Goods lines Nos. 1 and 2.

CSE-18D/19

SECTION D

137

APPENDIX INSTRUCTIONS - continued
INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
OVER THE OTHER REGIONS BR.30063/4 DATED NOVEMBER 1986
SECTION D - EASTERN REGION - continued

ADD :- PAGE D3.9 - cont:-

WHITTLESEA

Harts Drove level crossing.

After moving towards the Down Main Section signal at Danger, for shunting purposes, Down tains must be set back behind the Down Main Second Home signal before proceeding into the section towards King's Dyke.

(8.6.91)

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

WEEKLY OPERATING NOTICE

containing

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

Saturday, 24th August
to
Friday, 6th 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 CSE", 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, 1 September - Radlett

A banner repeating signal, WH.R254, will be provided on the up slow line at 15 miles 217 yards.

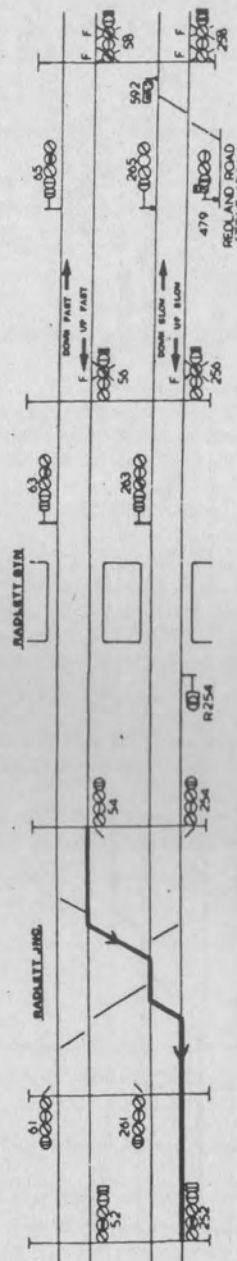
Flashing yellow aspects will be displayed at the signals detailed below and will apply to the routes shown (see Rule Book, Section C, clauses 3.1.1 and 3.1.2).

Line	Flashing double yellow at signal	Flashing single yellow at signal	Indicates steady single yellow at	Junction indicator displayed
Up fast	WH.58	WH.56	WH.54	Position 1 (Up fast to up slow)
Up slow	WH.258	WH.256	WH.254	Position 4 (Up slow to up fast)

See following sketches.

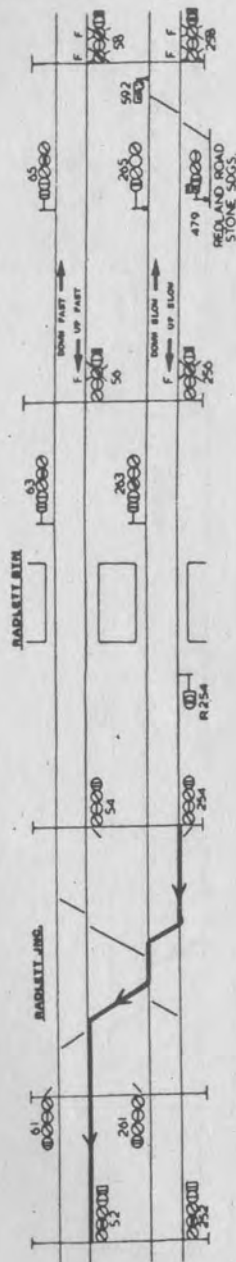
Signalling and Permanent Way Alterations - continued

Sunday, 1 September - Radlett - continued



Signalling and Permanent Way Alterations - continued

Sunday, 1 September - Radlett - continued



(OD14/GEN/104)

Signalling and Permanent Way Alterations - continued

Monday, 26 August - Leamington Spa Jn.

Ground position light shunting signal LN.126, situated on the down main line at the Warwick end of the trailing crossover between the up main and the down main, will be re-positioned 20 yards nearer to Warwick.

(OD14/-)

Sunday, 1 September - Between Dudding Hill Junction and Acton Canal Wharf.

Neasden Junction signal box will be re-opened and Absolute Block working will be re-instated on the down and up goods lines between Dudding Hill Junction, Neasden Junction and Acton Canal Wharf boxes.

NEASDEN JUNCTION

The signal box end of the trailing crossover between the Down and Up Goods lines will be fitted with a facing point lock.

The two-arm ground disc shunting signal, situated on the Dudding Hill side of the box and applying to set back movements from the Up Goods to the Down Goods and CEGB sidings will be re-positioned 90 feet nearer to Neasden Junction box.

BETWEEN NEASDEN JUNCTION AND NEASDEN SOUTH JUNCTION

The existing Up Branch line will be removed. The remaining Down Branch line will become the 'Up & Down' Branch line. The former Neasden South up branch starting signal with Neasden Jn. up branch distant arm beneath will be taken away and a new Neasden Jn. up reflectorised distant board provided at the same mileage on the left hand side of the 'Up & Down' Branch. The existing Neasden Jn. Up Branch Home signal will be re-positioned at the same mileage on the left hand side of the 'Up & Down' Branch.

The existing Neasden Jn. Down Branch starting signal with the former Neasden South Down Branch Distant arm beneath will be taken away.

Track Circuit Block working will be introduced on the 'Up & Down' Branch line between Neasden Junction box and Neasden South Junction (Marylebone P.S.B. area).

(OD14/89/93)

EASTERN REGION

Monday, 2 September - Woodburn Jn.

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

Saturday/Sunday, 24/25 August - 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 will be replaced by plain line. Some track realignment will also take place.

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Radcliffe and Rectory Jn.

The existing Warning Indicator, on the down line at 123 miles 26 chains and the associated A.W.S. permanent magnet, applying to the 30 m.p.h. Permanent Speed Restriction which commences at 123 miles 45 chains, have been re-positioned to 122 miles 52 chains.

(OD14/GEN 306/3) (24)

** Willesden West London Jn.

Permissive working has been withdrawn on the down low level goods line between signals WN.117 and WN.86.

(OD14/GEN/184) (22/23)

** Willesden (Wembley Central)

The route from signal WN.27 (down slow line) to the up slow line has been temporarily taken out of use.

(OD14/87/48) (22/23)

** Northampton

At the south end of the Northampton station, a new facing crossover (as shown in "NORTHAMPTON RESIGNALING" Special Notice 77E) along with the following associated signal routes have been brought into use:-

RY.1015 (down Northampton line) to the "up & down" slow line (plat.1) main aspect with pos.4 junction indicator.

RY.1022 (up Northampton fast) to the down Northampton line position light with DN route indicator.

RY.1024 ("up & down" slow line, plat.1) to the down Northampton line position light with DN route indicator.

RY.1205 (down Northampton line) to the "up & down" slow line (plat.1) .

(OD14/84/312) (22/23)

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

** Crewe Diesel Depot

The coal road in the down yard sidings has been temporarily shortened by approximately 70 feet from the buffer stops.

(OD14/-) (22/23)

** Between Cricklewood South Jn. and Brent Curve Jn.

Permissive working has been withdrawn on the down Hendon line between signals WH.441 and WH.449.

(OD14/GEN/184) (22/23)

** Between Kettering and Kettering Station Jn.

Permissive working has been withdrawn in the slow line platforms at Kettering station.

(OD14/GEN/184) (22/23)

** Between Knighton Jn. and Wigston North Jn.

Permissive working has been withdrawn in both directions on the "up & down" goods line.

(OD14/GEN/184) (22/23)

** Mountsorrel Redlands P.S.

Twin bulkhead white lights and a notice board have been provided at the south end of the Departure line on the right hand side, facing Leicester. The left hand light applies to South Siding 2 and the right hand light applies to South Siding 3.

The notice board has been lettered 'HAND POINTS at South end of No.2 or No.3 Sidings are set to Headshunts when ILLUMINATED.'

(OD14/72/276) (22/23)

** Between Trent South Jn. and Sheet Stores Jn.

Permissive working has been withdrawn on the down goods loop.

(OD/GEW/184) (22/23)

** Between St. Mary's North Jn. and Little Eaton Jn.

Permissive working has been withdrawn on the down goods line.

(OD/GEW/184) (22/23)

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

** Between Clay Cross South Jn. and Clay Cross North Jn.

Permissive working has been withdrawn on the down (Derby) goods loop.

(OD/GEN/184) (22/23)

** Between Coney Green Jn. and Chesterfield.

Permissive working has been withdrawn between Coney Green Jn. and signal S.3 on the down goods line and between signal TT.1 and Coney Green Jn. on the up goods line.

(OD/GEN/184) (22/23)

** Between Melbourne Jn. and Sunny Hill

Permissive working has been withdrawn on the down goods line.

(OD/GEN/184) (22/23)

** Elford G.F.

Permissive working has been withdrawn on the down goods loop.

(OD/GEN/184) (22/23)

** Between Walsall and Walsall Pleck Jn.

Permissive working has been withdrawn on the up fast line between signals WL.68 and WL.81.

(OD/GEN/184) (22/23)

** Between Landywood and Cannock

The existing 20 m.p.h. permanent speed restriction over the down and up lines from 6 miles 18 chains to 6 miles 60 chains has been removed.

(OD14/87/93) (22/23)

** Between Hednesford and Brereton Sidings

The existing 20 m.p.h. permanent speed restriction over the down line from 9 miles 45 chains to 10 miles 10 chains has been removed.

(OD14/82/282) (22/23)

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

** Between Brereton Sidings and Hednesford

The existing 20 m.p.h. permanent speed restriction over the up line from 10 miles 10 chains to 9 miles 15 chains has been removed.

(OD14/79/238) (22/23)

** Between Harringworth and Corby Tunnel

The temporary speed restriction of 20 m.p.h. over the up line from 84 miles 14 chains to 83 miles 63 chains has become a 20 m.p.h. permanent speed restriction. A Warning Indicator and associated AWS permanent magnet has been provided 880 yards before reaching the 20 m.p.h. permanent speed restriction.

(OD14/89/54) (22/23)

** Between Seaton Tunnel and Glaston Tunnel

The temporary speed restriction of 20 m.p.h. over the down line from 86 miles 50 chains to 86 miles 75 chains has become a 20 m.p.h. permanent speed restriction. A Warning Indicator and associated AWS permanent magnet has been provided 902 yards before reaching the 20 m.p.h. permanent speed restriction.

(OD14/90/109) (22/23)

** Between Lenton North Jn. and Lenton South Jn.

Permissive working has been withdrawn on the up goods line.

(OD14/GEN/184) (22/23)

** Croft Sidings

The down main semaphore starting signal has been reduced in height to 15 feet above rail level.

(OD14/GEN/118) (24)

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

**** Between Aldridge and Ryecroft Jn.**

The existing 20 m.p.h. permanent speed restriction over the down line from 46 miles 30 chains to 47 miles 10 chains has been removed.

A 35 m.p.h. permanent speed restriction has been imposed on the down line from 46 miles 60 chains to 47 miles 0 chains.

(OD.14/85/96) (22/23)

**** Weston Rhyn**

Weston Rhyn signal box has been abolished and Weston Rhyn level crossing is operated by a Crossing Keeper until further notice.

In the up direction, the up distant signal, situated 1683 yards on the Croes Newydd side of the signal box has been fixed at Caution. The up home 1 signal, situated 626 yards on the Croes Newydd side of the signal box has been taken away. The up home 2 signal, situated 130 yards on the Croes Newydd side of the signal box has been fixed at Danger. The up starting signal, situated 312 yards on the Gobowen side of the signal box has been taken away.

In the down direction, the down distant signal, situated 1197 yards on the Gobowen side of the signal box has been fixed at Caution. The down home signal, situated 30 yards on the Gobowen side of the signal box has been fixed at Danger. The down home 2 signal, situated 450 yards on the Croes Newydd side of the signal box and the down starting signal, situated 872 yards on the Croes Newydd side of the signal box have been removed.

The Block Section has become Gobowen North to Croes Newydd North Fork.

(OD14/87/115) (22/23)

EASTERN REGION

**** York Yard North (Klondyke Sidings)**

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

(22/23)

**** Between Foxlow Jn. and Beighton Jn.**

SLITTING MILL ACCOMMODATION L.C. (AT 151M. 7CHS.)

The above level crossing has been equipped with a telephone communicating with Sheffield Signal Box.

(22/23)

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

EASTERN REGION - continued

**** King Edward Bridge South Jn.**

The secured out of use trailing connection in the Up Main line at approximately 79 1/2 mile post has been plain lined.

(22/23)

**** King Edward Bridge South Jn.**

The secured out of use facing connection in the Down Main line at approximately 79 1/2 mile post has been plain lined.

(22/23)

**** Between Hexham and Bardon Mill**

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Haydon Bridge Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Crossgates	25m. 08ch.
Willow Gap	29m. 48ch.
Lipwood	29m. 70ch.

(22/23)

WESTERN REGION

**** Newport**

The existing route indicators on signals N.225 and N.226 have been renewed in fibre-optic form.

(22/23)

**** Newport**

The existing route indicator on signal N.125 has been renewed in fibre-optic form.

(22/23)

SECTION C

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

WESTERN REGION - continued

*** Paddington New Yard Marcon Sidings

In order to extend the A.C.E.'s depot, the following have taken place :-

Marcon Siding No. 1 has been shortened to 1m. 4chs. and will accommodate 16 SLU's.

(Amended) (22/23)

*** Pangbourne Station

During platform rebuilding, platforms have been shortened at the London end by up to 3 coach lengths. Drivers should be prepared to bring their trains to a stand clear of the work.

Llanelli

Old Castle ground frame has been taken out of use and removed. The trailing connection in the Up Main line leading from the former siding has been removed and replaced with plain line.

Associated position light signals PT.558 and PT.501 has been taken out of use pending removal. The signalled route along the Up Main in the Down direction towards PT.558 from signals PT.286 and PT.560 (Llanelli West) has been taken out of use.

(22/23)

*** Between Paddington and Maidenhead

S. & T. Lookout men are using experimental high visibility clothing of a distinctive colour with reflective "LOOKOUT" badge, and are using a high intensity white flashing strobe light during hours of darkness. This will assist in making staff more conspicuous when on or about the track.

Drivers and other staff who wish to comment on this experiment may do so either through their own Supervisor or direct to:-

The Signal Mtce. Engineer
S & T Department
Portchester Road
PADDINGTON

Tel. 00-31190 or 00-31191 or FAX to 00-26792

(22/23)

Signalling and Permanent Way Alterations - continued
Details Of Work Already Carried Out - continued

SOUTHERN REGION

St. Pauls Thameslink

The 2 and 3 aspect signals, VS 348 and VS 350, applying to movements towards Farringdon, from the Down and Up platforms respectively, have been repositioned roof hung. Consequently, the signal post telephones have been moved from the existing signal posts to recesses in the walls.

(RW/1815/3)(24)

Between Latchmere Jn. and Kensington Olympia

Signalling and permanent way alterations have taken place as shown in Signal Instruction No. 9 1991. All concerned must ensure that they are in possession of a copy of this instruction.

(RW/2028/16)(24)

British Rail
London Midland Region
CSE  **38/39**

WEEKLY OPERATING NOTICE

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.

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 CSE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

SECTION A

WESTERN REGION

BETWEEN SOUTHALL AND HAYES

Signal DM.10 between Southall and Hayes has an additional experimental yellow aspect to the left of the main signal head. This yellow aspect will be displayed at all times, except when DM.10 is red. The main signal head aspects will be displayed as previously and have the usual meaning.

The purpose is to determine whether two aspects side by side can be seen satisfactorily and without loss of clarity to other aspects in the signal; during the course of the experiment the additional yellow may be moved slightly left or right, to assess the best position.

465 yards before the signal an experimental fibre optic arrow indicator has been installed. The arrow is also provided to determine whether it can be seen satisfactorily; its direction may be varied.

Drivers are requested to report their views on both items to their Driver Manager.

NOTE -

1. When signal DM.10 is at yellow and the additional aspect is being displayed, i.e. two yellow aspects are displayed horizontally, signal 00.58 ahead will be at Danger
2. Should either of the two experimental items fail or be incorrectly exhibited it will not be necessary for Drivers to stop to report the matter.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Monday, 16 December - Between Apsley and Hemel Hempstead

A 100 m.p.h. permanent speed restriction will be imposed over the down fast line from 23 miles 11 chains to 24 miles 29 chains.

(OD14/GEN/46)

Sunday, 15 December - Washwood Heath

Position light ground signal SY.477, applying to up direction movements from the down main line to the reception lines, down and up goods line and up main line, will be provided with a fixed red main aspect immediately above the position light aspect.

Position light ground signal SY.479, applying to up direction movements from the down goods line to the reception lines, down and up goods line, up main line, down sidings and Metro Cammell private siding, will be provided with a fixed red main aspect immediately above the position light aspect.

(OD14/83/279)

Sunday, 15 December - Between Aston South Jn. and Duddeston

An overhead line neutral section with associated APC magnets and warning boards will be provided at approx. 1m. 37chs. on the Up Fast Vauxhall.

(OD14/AC/OLE)

Sunday, 22 December - Between Duddeston and Aston South Jn.

An overhead line neutral section with associated APC magnets and warning boards will be provided at approx. 1m. 37chs. on the Down Fast Vauxhall.

(OD14/AC/OLE)

Saturday/Sunday, 14/15 December - Stretton Heath Level Crossing

The Driver's flashing white light situated on either side of the crossing will have a flashing red light positioned beneath it.

(OD14/-)

Saturday/Sunday, 14/15 December - Westbury Level Crossing

The Driver's flashing white light situated on either side of the crossing will have a flashing red light positioned beneath it.

(OD14/87/40)

Signalling and Permanent Way Alterations - continued

Saturday/Sunday, 14/15 December - Plas-y-Court Level Crossing

The Driver's flashing white light situated on either side of the crossing will have a flashing red light positioned beneath it.

(OD14/83/161)

Saturday/Sunday, 14/15 December - Forden Level Crossing

The Driver's flashing white light situated on either side of the crossing will have a flashing red light positioned beneath it.

(OD14/90/35)

Saturday/Sunday, 14/15 December - Abermule Level Crossing

The Driver's flashing white light situated on either side of the crossing will have a flashing red light positioned beneath it.

(OD14/85/123)

Saturday/Sunday, 14/15 December - Weig Lane Level Crossing

The Driver's flashing white light situated on either side of the crossing will have a flashing red light positioned beneath it.

(OD14/90/36)

Saturday/Sunday, 14/15 December - Borth Capel Soar Level Crossing

The Driver's flashing white light situated on either side of the crossing will have a flashing red light positioned beneath it.

(OD14/85/212)

Saturday/Sunday, 14/15 December - Llandre Level Crossing

The Driver's flashing white light situated on either side of the crossing will have a flashing red light positioned beneath it.

(OD14/85/213)

Signalling and Permanent Way Alterations - continued

EASTERN REGION

Sunday, 22 December - Between Tinsley South Jn. and Woodburn Jn.

From 05 00, the former Down Tinsley line between Tinsley South Junction and Broughton Lane Junction will be brought back into use and at this stage the line between Tinsley South Junction and Woodburn Junction will be open for use in the Down direction only.

The Up Tinsley line between Woodburn Junction and Om 56chs and the Up Goods line between Om 56chs and Broughton Lane Junction will be taken out of use and all associated signalling will be abolished.

The South West Arrival line between Broughton Lane Junction and Shepcote Lane Junction will be taken out of use together with all associated signalling.

At Woodburn Junction, the position 1 indicator on Signal WJ.69, associated with movements from the Up Worksop line to the Up Tinsley line, will be removed.

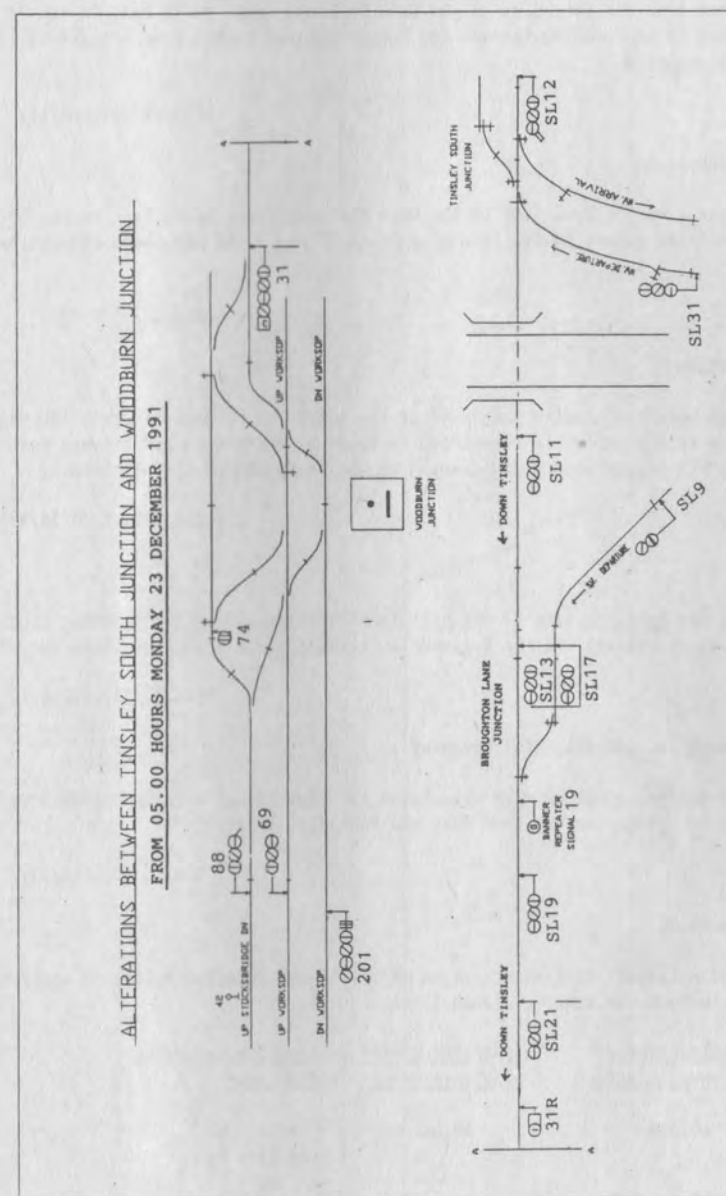
The existing signalling in the Down direction between Tinsley South Junction and Woodburn Junction will be retained.

Details of the revised layout and signalling arrangements are shown in the diagram included with this notice.

Signalling and Permanent Way Alterations - continued

EASTERN REGION - continued

Sunday, 22 December - Between Tinsley South Jn. and Woodburn Jn. - continued



Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Harrow North Junction

The connections from the Down Slow to the Down Fast and from the Up Fast to the Up Slow have been secured out of use pending removal and the associated routes from signals WJ.11 and WJ.19 have been disconnected.

(OD14/88/154)(40/41)

** Watford North Junction

The connections from the Down Slow to the Down Fast and from the Up Fast to the Up Slow along with the associated signal routes from signals WJ.59 and WJ.68 have been brought back into use.

(OD14/88/55)(38/39)

** Northampton Station

Platform 2 has been temporarily shortened at the north end by approximately 130 yards. Until further notice this platform is restricted to four-car units only and Drivers must bring their trains to a stand at the stop board erected at the south end of the platform.

(OD14/PAD1/190)(38/39)

** Northampton

A buffer stop has been provided at the Mill Lane Junction end of the shunting line (main line mileage 67 miles 29 chains) and the Engineer's Training lines have been taken out of use.

(OD14/91/87)(38/39)

** Between Silkstream Jn. and Mill Hill Broadway

Overhead line neutral sections with associated APC magnets and warning boards have been provided at approx. 8m. 29chs. on the Down Fast and Down Slow lines.

(OD14/85/61C)(38/39)

** Loughborough North Jn.

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

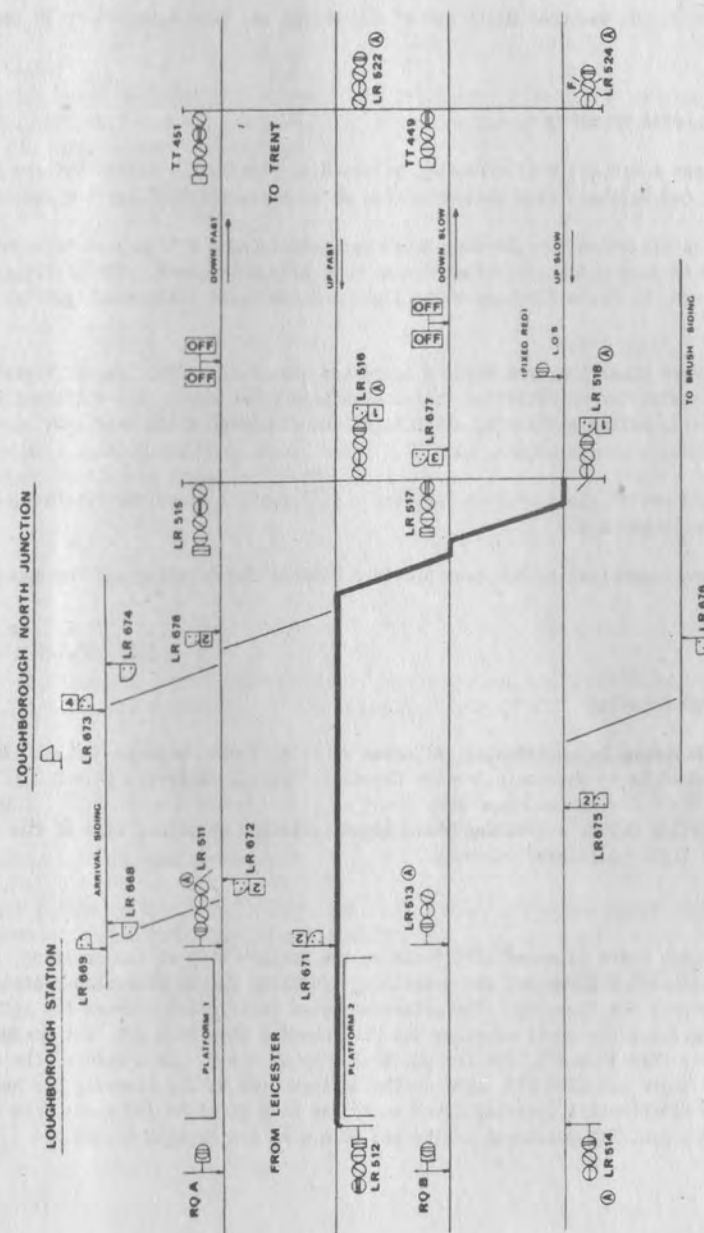
Line	Flashing single yellow at signal	Indicates steady single yellow at	Junction indicator displayed
Up Slow	LR.524	LR.518	Position 4 (Up Slow to Up Fast)

See following sketch

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

** Loughborough North Jn. - continued



(OD14/SP6)(38/39)

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

**** Saltley Bank Engine Siding**

The neck at the Washwood Heath end of the siding has been extended by 20 feet.

(OD14/-)(38/39)

**** Buttington Level Crossing**

Buttington A.O.C.L. level crossing, situated at 32 miles 27 chains between Plas-y-Court level crossing and Welshpool has been converted to an Automatic half-barrier crossing.

In the up direction, the Warning Board and associated A.W.S. magnet together with the Cancelling Indicator for down direction trains have been taken away. The differential speed restriction board, Driver's flashing white light and simulated train headlight have also been taken away.

In the down direction, the Warning Board and associated A.W.S. magnet together with the Cancelling Indicator for up direction trains have been taken away. The differential speed restriction board, Driver's flashing white light and simulated train headlight have also been taken away.

The speed restrictions between the former differential speed restrictions boards and the crossing no longer apply.

Telephone communication has been provided between the crossing and the supervising box, Machynlleth.

(OD14/85/214)(38/39)

**** Tygwyn Level Crossing**

Tygwyn A.O.C.L. level crossing, situated at 113m. 55chs. between Harlech and Talsarnau, has been converted to an Automatic Barrier Crossing, locally monitored (A.B.C.L.).

The existing Driver's flashing white light, situated on either side of the crossing has a flashing red light positioned below it.

DOWN DIRECTION

The warning board situated 1376 yards on the Harlech side of the crossing, together with its associated A.W.S. magnet and cancelling indicator for up direction trains, has been repositioned nearer the crossing. The permanent speed restriction between the speed restriction board and the level crossing has been amended from 55 m.p.h. for passenger trains to 35 m.p.h. and from 35 m.p.h. for freight trains to 20 m.p.h. As a result, the differential crossing speed board situated 650 yards on the Harlech side of the crossing has been taken away and a new differential crossing speed board has been provided 250 yards from the crossing to indicate 35 m.p.h. for passenger trains and 20 m.p.h. for freight trains.

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

**** Tygwyn Level Crossing - continued**

UP DIRECTION

The warning board situated 1376 yards on the Porthmadog side of the crossing, together with its associated A.W.S. magnet and cancelling indicator for down direction trains, has been repositioned 201 yards nearer the crossing.

A local control unit has been provided on the Harlech side of the crossing on the up side of the line.

Telephones to Machynlleth box have been provided for road users on each side of the crossing.

(OD14/89/152)(38/39)

**** Wrenbury**

The Up Main semaphore starting signal and the Up Main semaphore home signal have both been reduced in height to 17 feet above rail level.

(OD14/GEN/118)(38/39)

ANGLIA REGION

**** Dalston Junction**

Because of track and points renewals at Dalston Junction, the connection between the Down and Up No. 1 lines are not available for A.C. electric trains, until further notice.

(39/SA1.14)(38/39)

EASTERN REGION

Between Broughton Lane Jn. and Woodburn Jn.

The catch points in the Down Tinsley line at 0m 59chs, 512 yards before reaching Signal SL.21, have been abolished and plain line installed.

(40/41)

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

EASTERN REGION - continued

****** Between Tallington LC and Stoke

The catch points in the Down Slow line at 92m 14ch, 695 yards before reaching Signal P.581, have been secured out of use pending removal.

(38/39)

****** Between Oakenshaw South Jn. and Crofton West Jn. and Pontefract West Jn.

The catch points in the Up line at 52m 06ch, 561 yards before reaching Signal O.323, have been abolished.

(38/39)

WESTERN REGION

Paddington

Platforms 13 and 14 have been shortened by 24 yards at the West end. The SPT for 00 83 and 00 84 have been moved by 38 yards towards the buffer stop.

(40/41)

Cheltenham Spa

A new 10 car stop board has been provided at the Gloucester end of the Down platform, approximately 20 metres beyond the 9 car stop board.

(40/41)

****** Cardiff Canton (Regional Railways Depot)

A new Depot protection scheme has been introduced. Thereafter, entry and departure of roads 1 to 11 and 20 road are controlled by signals.

(See Section D)

(38/39)

****** Between Southall and Hayes

An additional signal head has been provided to the left of signal DM.10 on the down Main line. It displays a constant single yellow aspect, except when signal DM.10 is at red (when the additional aspect will be extinguished).

An experimental fibre optic arrow indicator has also been provided 465 yards before the signal. It is illuminated at various times and has no meaning to trainmen.

(38/39)

Signalling and Permanent Way Alterations - continued

Details of work already carried out - continued

SOUTHERN REGION

Borough Market Junction

The connection in the Up Charing Cross line leading towards Cannon Street, together with the position 4 junction indicator on L.86 signal, has been removed.

(40/41)

****** 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)(38/39)

British Rail
London Midland Region

CSE



46

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.

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 CSE", 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, 8 February - Willesden T.M.D.

The D.C. 3rd rail equipment will be taken away from part of the "Run Round" road between the arrival/departure line and Willesden Suburban signalbox. Notice boards reading "No Access to D.C. Traction" will be provided at the limits of the 3rd rail equipment for movements to the south end of the "Run Round" road and to the Headshunt.

(OD14/AC/DC)

Sunday, 9 February - Butlers Lane Station

Two-aspect (Y/G) signal FO.2R on the up Sutton line will be repositioned 25 yards nearer to Lichfield.

Two-aspect (Y/G) signal FO.111R on the down Sutton line will become a three-aspect signal with the additional bottom aspect temporarily blanked out. This signal will also be repositioned 25 yards nearer to Lichfield.

(OD14/88/87)

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.

Friday, 14 February - Between Ferryhill South Jn. and Norton-on-Tees South

The Down and Up lines between Ferryhill South Jn and Norton-on-Tees South will be brought back into use and will be renamed ie Norton-on-Tees South to Ferryhill South Jn will become the Down line and Ferryhill South Jn to Norton-on-Tees South will become the Up line.

Track Circuit Block Regulations will apply between Signal F452 and Ferryhill South Jn on the Down line and between Ferryhill South Jn and Signal F453 in the Up direction.

Absolute Block Working Regulations will apply between Norton-on-Tees South and Signal F452 in the Down direction and Between Signal F453 and Norton-on-Tees South in the Up direction.

Signalling and Permanent Way Alterations - continued

EASTERN REGION - continued

Friday, 14 February - Between Ferryhill South Jn. and Norton-on-Tees South - continued

Signalling Alterations

3-aspect colour light signals T438 and T432, located on the Up Slow line at approximately 57m 02ch and 57m 61ch respectively, will have their Green aspects brought back into use.

3-aspect colour light signal F452, located on the Down Ferryhill line at approximately 9m 62ch, will have its Green aspect brought back into use.

3-aspect colour light signal T450, with associated position light signal, located on the Down Ferryhill line at Ferryhill South Jn and previously fixed at Red, will have its Green and Yellow aspects brought back into use.

Ground Position light Signal No 442, located on the Up Ferryhill line at Ferryhill South Jn, will be brought back into use for Down direction movements into the Up Goods Loop and Up Sidings. The signal has been repositioned 7 yards further south.

A new Ground Position Light Limit of Shunt Signal, numbered and plated 457, will be brought into use on the Down Ferryhill line (for Up direction movements) 450 yards to the South of Signal T450, and will display two horizontal red lights. This will replace the Limit of Shunt board at the same location.

The following signals at Ferryhill South Jn will now display the following indications:-

SIGNAL	ASPECT	INDICATION	ROUTE
GPL 442 (Up Ferryhill)	PL	G	Up Goods Loop
	PL	S	Up Sidings
T443 (Up Slow)	Main	-	Up Ferryhill
	PL	X	Down Ferryhill
	Main	Pos 4	Up Main
	Main	Pos 5	Down Main
T445 (Up Goods Loop)	PL	S	Shunt Spur
	Main	-	Up Ferryhill
	PL	X	Down Ferryhill
	Main	U	Up Main
	Main	D	Down Main
GPL 447 (Up Sidings)	PL	S	Shunt Spur
	PL	F	Up Ferryhill
	PL	X	Down Ferryhill
	PL	U	Up Main
	PL	D	Down Main
T450 (Down Ferryhill)	Main	-	Down Slow
	PL	G	Up Goods Loop
	PL	S	Up Sidings

(The above item has been previously published (WON CSE 30) as coming into operation from Sunday 20 October 1991, but the line has not in fact been in operational use.)

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Warwick G.F. and Hatton

Whistle boards have been provided in both directions 350 yards before reaching the Footpath level Crossing at 110 miles 77 chains.

(New Item) (OD12/LC.764) (8.2.92) (48)

Stafford No.5

The trailing connection from the down fast to Platform 3 and associated position light ground signal SD5.114 has been re-positioned approximately 29 yards nearer to Crewe.

(OD14/91/57) (47)

Ratcliffe Power Station

A temporary level crossing has been provided at the point where Coal lines A and B converge.

The crossing is situated 15 yards in advance of signals A7 and B7.

(OD12/LC.68) (47)

Melton G.F. - Edwalton Test Track

The arrester bed and associated track work at the Melton Mowbray end of the Melton G.F. - Edwalton Test Track has been removed. A temporary stop block has been placed across the line at approximately 106 miles 53 chains (169 yards on the Melton Jn. side of Melton Ground Frame 'End of Staff Section' board) pending the erection of a Permanent Stop Block.

(OD14/86/142) (47)

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.

(OD14/90/115) (47)

** Wolverhampton North Jn.

The down siding together with the trailing connection from the down Stour line has been taken away and all associated signalling disconnected.

(OD14/86/126) (46)

Signalling and Permanent Way Alterations - continued
Details Of Work Already Carried Out - continued

** Tyseley Diesel Depot

New "Stop and Await Instructions" boards have been installed at the south end of fuelling roads 13, 14 and 15 which replace the existing boards.

At the north end of fuelling roads 13, 14 and 15, new "Stop and Await Instructions" boards have been installed approximately 20 yards north of the existing boards.

An additional "Stop and Await Instructions" board has been installed outside the north end shunters' cabin adjacent to the 12 and 13 road points.

(OD14/GEN/264) (46)

** Yardley Wood

The up platform has been temporarily shortened by 70 yards. Drivers of up trains stopping at Yardley Wood 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.

(OD14/PAD 1/190)(46)

EASTERN REGION

Between Crankley Point LC and Langford LC

A permanent speed restriction of $\frac{30}{40}$ mph has been imposed on the Down Line between 18 $\frac{1}{2}$ m.p. and 19 $\frac{1}{4}$ m.p.

(48)

Leeds Station

Platforms 2 and 3 have been shortened by 7 yards (6 metres) and the buffer stops have been 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)

Leeds Station

One of the Bay Sidings between Platforms 2 and 3 has been removed and the remaining Siding has been repositioned centrally.

(47)

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

WESTERN REGION

Banbury Area

Signalling alterations have been taking place. Details are contained in Signalling Notice No. 52 which has been distributed to the staff concerned. Staff who have not yet received their copy of that notice should obtain one from their supervisor.

(New Item) (48)

Between Southall and Hayes

An additional signal head has been provided to the left of signal DM.10 on the down Main line. It displays a constant single yellow aspect, except when signal DM.10 is at red (when the additional aspect extinguished).

An experimental fibre optic arrow indicator has also been provided, 465 yards before the signal. It is illuminated at various times and has no meaning to trainmen.

(Amended Item) (47)

Banbury Area - Signalling alterations have been taking place between Saturday 1st and Monday 3rd February 1992. Details are contained in Signalling Notice No. 52 which is being distributed to the staff concerned. Staff who do not receive their copy of that notice by 25 January should obtain one from their supervisor.

(47)

Between Marylebone and Harrow-On-The-Hill

The maximum permissible speed has been increased from 70mph to 75mph, for DMUs only. An additional permanent speed restriction of $\frac{30}{60}$ applies on both lines

between the bridge at 200m.p. and Neasden South Junction, with an additional warning indicator provided at 200m.26ch. for Up trains.

(47)

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

WESTERN REGION - continued

Between Northolt Park and South Ruislip

The 25mph maximum permissible speed on the Down line has been removed and replaced by $\frac{30}{50}$

from 0m.43ch. to 0m.20ch.

From 0m.20ch. the maximum permissible speed will be $\frac{30}{60}$ until clear of all points at South

Ruislip.

The existing 25mph warning indicator and AWS has been removed. A new $\frac{30}{50}$ warning indicator has been provided at 1m.36ch. (AWS is NOT provided.)

(47)

Between South Ruislip and High Wycombe

The maximum permissible speed has been increased from 70mph to 75mph, for DMUs only.

(47)

High Wycombe

The permanent speed restriction from 16 $\frac{1}{2}$ m.p. to 17 $\frac{1}{2}$ m.p. has been adjusted from 45mph to 50mph on the Down line and from $\frac{35}{45}$ mph to $\frac{35}{50}$ mph on the Up line.

Warning indicators have been adjusted accordingly.

(47)

*** Tackley

The Down platform has been shortened by 11 metres at the Banbury end. Drivers must be prepared to bring trains to a stand clear of the work.

(46)

*** Tackley

The Up platform has been shortened by 15 metres at the Banbury end. Drivers must be prepared to bring trains to a stand clear of the work.

(46)

*** Craven Arms LC

The trailing connection from the former Up Refuge into the Diesel siding at 19m.52.3ch. has been secured out of use pending recovery of the Up Refuge.

(46)

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

WESTERN REGION - continued

** Craven Arms Down Sidings GF

The handpoint in the Down Main line at 19m.73ch. has been secured out of use pending recovery of the Down sidings and the ground frame.

(46)

** Leominster Up Siding GF

The trailing handpoint connection at 38m.66ch. in the Up Refuge, and the handpoint connection at 38m.57.7ch. in the headshunt, have been secured out of use pending recovery of the Up side shunt spur.

(46)

** Hereford Down Siding GF (Brecon Curve Junction)

The trailing handpoint connection in No.2 down Refuge siding at 50m.50.2ch, leading from No.1 down Refuge siding, has been secured out of use pending recovery of No.1 Refuge.

(46)

** Between Bristol Parkway and Stoke Gifford Junction

No.7 and No.9 Roads in Stoke Gifford Down Yard have been recovered.

The London end of No.6 and No.8 Roads have been slewed into a new trailing handpoint connection in No.5 Road at 122m.61ch. The Bristol end of No.6 and No.8 Roads have been recovered, and the handpoint connection into No.5 Road at 122m.66.9ch. has been secured out of use.

(46)

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

SOUTHERN REGION

Orpington

A New facing crossover, secured out of use until further notice, has been provided between the Up and Down lines 48 yards in advance of Main signal JE 41.

(RW/2153/16) (48)

Norwood Junction

A 'Right Away' indicator has been installed on the Up London Bridge slow line platform (No.1 platform) starting signal, T.16.

(RW/615/6) (47)

Orpington

Shunt signal, JE27, located in the Down Slow line at the Chelsfield end of the station, and applying to movements towards the Up Slow line platform, has been repositioned 85 yards towards Chelsfield.

Shunt signal, JE28, located in the Down Main line at the Chelsfield end of the station and applying to movements towards the Down Fast line has been repositioned 7 yards towards Chelsfield.

(RW/2153/16) (47)

Queenstown Road

A new position 5 junction indicator, covered out of use until further notice, has been provided on signal W.103 on the Down Main Fast line approaching the station.

(RW/2151/16) (47)

West London Junction

The facing connection in the Down Windsor line country side of Queenstown Road station leading to the Down Windsor Fast and Slow lines has been repositioned 148 yards towards Queenstown Road. The Up Windsor line has been realigned accordingly.

(RW/2151/16) (47)

*** West London Junction

A new facing crossover, secured out of use until further notice, has been provided between the Down and Up Windsor Fast lines London side of the new junction leading to the West London line.

(RW/2151/16) (46)

CSE-46D/11

120

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

EASTERN REGION

SHEFFIELD STATION

As a result of flood damage to the signalling equipment in the Sheffield Station area emergency block working has been introduced as shown below:-

Down Main line

From signal S.126 (North end of platform 1) or signal S.127 (North end of platform 2) or signal S.130 (North end of platform 5) to signal S.165 (in advance of Mill Race Junction).

Up Main line

From signal S.164 (approach side of Mill Race Junction) to signal S.150 (approach side of Sheffield Station).

When permission is given by the signalman for a train to proceed the driver will be given the necessary instructions by the handsignalman and handed an emergency block working ticket for the section concerned.

Mill Race Junction and Nunnery Main Line Junction have been secured for main line running only.

(Amended 25.1.92) (47)

LEEDS STATION PLATFORM 11

Until further notice platform work will be taking place.

Drivers of trains should work to the instructions of notice boards whilst work is being carried out.

The platform will be temporarily shortened by 25 metres.

(25.1.92) (47)

CSE-46D/12

121

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

SOUTHERN REGION

BRIGHTON BUFFER STOP COLLISIONS

From Monday, 27 January

Following a staff suggestion concerning ways of reducing buffer collisions at terminat stations, the area of platform edge beyond the buffer stop face will, on platforms 2, 7 and 8 at Brighton, be painted yellow in the hope that this will increase Drivers' perception of the length of platform available.

Drivers are invited to submit their observations on the effectiveness of the yellow lines to their local Traincrew Manager.

(RW4/369) (27.1.92) (47)

CREWE
5 FEBRUARY, 1992

R.W. OWEN
Regional Operations Manager

TRACKSIDE BEHAVIOUR — A CHALLENGE

■ ■ CSE A

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 !

WESTERN REGION

**

BETWEEN SOUTHALL AND HAYES

Signal DM.10 between Southall and Hayes has an additional experimental yellow aspect to the left of the main signal head. This yellow aspect will be displayed at all times, except when DM.10 is red. The main signal head aspects will be displayed as previously and have the usual meaning.

The purpose is to determine whether two aspects side by side can be seen satisfactorily and without loss of clarity to other aspects in the signal; during the course of the experiment the additional yellow may be moved slightly left or right, to assess the best position.

465 yards before the signal an experimental fibre optic arrow indicator has been installed. The arrow is also provided to determine whether it can be seen satisfactorily; its direction may be varied.

Drivers are requested to report their views on both items to their Driver Manager.

NOTE -

1. When signal DM.10 is at yellow and the additional aspect is being displayed, i.e. two yellow aspects are displayed horizontally, signal 00.58 ahead will be at Danger

2. Should either of the two experimental items fail or be incorrectly exhibited it will not be necessary for Drivers to stop to report the matter.

(Until 1600 Friday 14 February)

(K2/44/92) (46)

**

SAFETY FIRST

SMOOTH BRAKE APPLICATIONS MAY PREVENT

ON TRAIN ACCIDENTS AND DAMAGE

(K2/43/92) (46)

SIGNALLING AND PERMANENT WAY
ALTERATIONS

* * Items will not appear in future issues

Saturday, 8 February - Willesden T.M.D.

The D.C. 3rd rail equipment will be taken away from part of the "Run Round" road between the arrival/departure line and Willesden Suburban signalbox. Notice boards reading "No Access to D.C. Traction" will be provided at the limits of the 3rd rail equipment for movements to the south end of the "Run Round" road and to the Headshunt.

(OD14/AC/DC)

Sunday, 9 February - Butlers Lane Station

Two-aspect (Y/G) signal FO.2R on the up Sutton line will be repositioned 25 yards nearer to Lichfield.

Two-aspect (Y/G) signal FO.111R on the down Sutton line will become a three-aspect signal with the additional bottom aspect temporarily blanked out. This signal will also be repositioned 25 yards nearer to Lichfield.

(OD14/88/87)

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.

Friday, 14 February - Between Ferryhill South Jn. and Norton-on-Tees South

The Down and Up lines between Ferryhill South Jn and Norton-on-Tees South will be brought back into use and will be renamed ie Norton-on-Tees South to Ferryhill South Jn will become the Down line and Ferryhill South Jn to Norton-on-Tees South will become the Up line.

Track Circuit Block Regulations will apply between Signal F452 and Ferryhill South Jn on the Down line and between Ferryhill South Jn and Signal F453 in the Up direction.

Absolute Block Working Regulations will apply between Norton-on-Tees South and Signal F452 in the Down direction and Between Signal F453 and Norton-on-Tees South in the Up direction.

Signalling and Permanent Way Alterations - continued

EASTERN REGION - continued

Friday, 14 February - Between Ferryhill South Jn. and Norton-on-Tees South - continued

Signalling Alterations

3-aspect colour light signals T438 and T432, located on the Up Slow line at approximately 57m 02ch and 57m 61ch respectively, will have their Green aspects brought back into use.

3-aspect colour light signal F452, located on the Down Ferryhill line at approximately 9m 62ch, will have its Green aspect brought back into use.

3-aspect colour light signal T450, with associated position light signal, located on the Down Ferryhill line at Ferryhill South Jn and previously fixed at Red, will have its Green and Yellow aspects brought back into use.

Ground Position light Signal No 442, located on the Up Ferryhill line at Ferryhill South Jn, will be brought back into use for Down direction movements into the Up Goods Loop and Up Sidings. The signal has been repositioned 7 yards further south.

A new Ground Position Light Limit of Shunt Signal, numbered and plated 457, will be brought into use on the Down Ferryhill line (for Up direction movements) 450 yards to the South of Signal T450, and will display two horizontal red lights. This will replace the Limit of Shunt board at the same location.

The following signals at Ferryhill South Jn will now display the following indications:-

SIGNAL	ASPECT	INDICATION	ROUTE
GPL 442 (Up Ferryhill)	PL	G	Up Goods Loop
	PL	S	Up Sidings
T443 (Up Slow)	Main	-	Up Ferryhill
	PL	X	Down Ferryhill
	Main	Pos 4	Up Main
	Main	Pos 5	Down Main
T445 (Up Goods Loop)	PL	S	Shunt Spur
	Main	-	Up Ferryhill
	PL	X	Down Ferryhill
	Main	U	Up Main
	Main	D	Down Main
GPL 447 (Up Sidings)	PL	S	Shunt Spur
	PL	F	Up Ferryhill
	PL	X	Down Ferryhill
	PL	U	Up Main
	PL	D	Down Main
T450 (Down Ferryhill)	Main	-	Down Slow
	PL	G	Up Goods Loop
	PL	S	Up Sidings

(The above item has been previously published (WON CSE 30) as coming into operation from Sunday 20 October 1991, but the line has not in fact been in operational use.)

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Warwick G.F. and Hatton

Whistle boards have been provided in both directions 350 yards before reaching the Footpath level Crossing at 110 miles 77 chains.

(New Item) (OD12/LC.764) (8.2.92) (48)

Stafford No.5

The trailing connection from the down fast to Platform 3 and associated position light ground signal SD5.114 has been re-positioned approximately 29 yards nearer to Crewe.

(OD14/91/57) (47)

Ratcliffe Power Station

A temporary level crossing has been provided at the point where Coal lines A and B converge.

The crossing is situated 15 yards in advance of signals A7 and B7.

(OD12/LC.68) (47)

Melton G.F. - Edwalton Test Track

The arrester bed and associated track work at the Melton Mowbray end of the Melton G.F. - Edwalton Test Track has been removed. A temporary stop block has been placed across the line at approximately 106 miles 53 chains (169 yards on the Melton Jn. side of Melton Ground Frame 'End of Staff Section' board) pending the erection of a Permanent Stop Block.

(OD14/86/142) (47)

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.

(OD14/90/115) (47)

*** Wolverhampton North Jn.

The down siding together with the trailing connection from the down Stour line has been taken away and all associated signalling disconnected.

(OD14/86/126) (46)

Signalling and Permanent Way Alterations - continued
Details Of Work Already Carried Out - continued

*** Tyseley Diesel Depot

New "Stop and Await Instructions" boards have been installed at the south end of fuelling roads 13, 14 and 15 which replace the existing boards.

At the north end of fuelling roads 13, 14 and 15, new "Stop and Await Instructions" boards have been installed approximately 20 yards north of the existing boards.

An additional "Stop and Await Instructions" board has been installed outside the north end shunters' cabin adjacent to the 12 and 13 road points.

(OD14/GEN/264) (46)

*** Yardley Wood

The up platform has been temporarily shortened by 70 yards. Drivers of up trains stopping at Yardley Wood 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.

(OD14/PAD 1/190) (46)

EASTERN REGION

Between Crankley Point LC and Langford LC

A permanent speed restriction of $\frac{30}{40}$ mph has been imposed on the Down Line between 18 $\frac{1}{2}$ m.p. and 19 $\frac{1}{4}$ m.p.

(48)

Leeds Station

Platforms 2 and 3 have been shortened by 7 yards (6 metres) and the buffer stops have been 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)

Leeds Station

One of the Bay Sidings between Platforms 2 and 3 has been removed and the remaining Siding has been repositioned centrally.

(47)

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

WESTERN REGION

Banbury Area

Signalling alterations have been taking place. Details are contained in Signalling Notice No. 52 which has been distributed to the staff concerned. Staff who have not yet received their copy of that notice should obtain one from their supervisor.

(New Item) (48)

Between Southall and Hayes

An additional signal head has been provided to the left of signal DM.10 on the down Main line. It displays a constant single yellow aspect, except when signal DM.10 is at red (when the additional aspect extinguished).

An experimental fibre optic arrow indicator has also been provided, 465 yards before the signal. It is illuminated at various times and has no meaning to trainmen.

(Amended Item) (47)

Banbury Area - Signalling alterations have been taking place between Saturday 1st and Monday 3rd February 1992. Details are contained in Signalling Notice No. 52 which is being distributed to the staff concerned. Staff who do not receive their copy of that notice by 25 January should obtain one from their supervisor.

(47)

Between Marylebone and Harrow-On-The-Hill

The maximum permissible speed has been increased from 70mph to 75mph, for DMUs only. An additional permanent speed restriction of $\frac{30}{60}$ applies on both lines

between the bridge at 200m.p. and Neasden South Junction, with an additional warning indicator provided at 200m.26ch. for Up trains.

(47)

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

WESTERN REGION - continued

Between Northolt Park and South Ruislip

The 25mph maximum permissible speed on the Down line has been removed and replaced by $\frac{30}{50}$ from 0m.43ch. to 0m.20ch. From 0m.20ch. the maximum permissible speed will be $\frac{30}{60}$ until clear of all points at South Ruislip.

The existing 25mph warning indicator and AWS has been removed. A new $\frac{30}{50}$ warning indicator has been provided at 1m.36ch. (AWS is NOT provided.)

(47)

Between South Ruislip and High Wycombe

The maximum permissible speed has been increased from 70mph to 75mph, for DMUs only.

(47)

High Wycombe

The permanent speed restriction from 16 $\frac{1}{2}$ m.p. to 17 $\frac{1}{2}$ m.p. has been adjusted from 45mph to 50mph on the Down line and from $\frac{35}{45}$ mph to $\frac{35}{50}$ mph on the Up line. Warning indicators have been adjusted accordingly.

(47)

*** Tackley

The Down platform has been shortened by 11 metres at the Banbury end. Drivers must be prepared to bring trains to a stand clear of the work.

(46)

*** Tackley

The Up platform has been shortened by 15 metres at the Banbury end. Drivers must be prepared to bring trains to a stand clear of the work.

(46)

*** Craven Arms LG

The trailing connection from the former Up Refuge into the Diesel siding at 19m.52.3ch. has been secured out of use pending recovery of the Up Refuge.

(46)

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

WESTERN REGION - continued

** Craven Arms Down Sidings GF

The handpoint in the Down Main line at 19m.73ch. has been secured out of use pending recovery of the Down sidings and the ground frame.

(46)

** Leominster Up Siding GF

The trailing handpoint connection at 38m.66ch. in the Up Refuge, and the handpoint connection at 38m.57.7ch. in the headshunt, have been secured out of use pending recovery of the Up side shunt spur.

(46)

** Hereford Down Siding GF (Brecon Curve Junction)

The trailing handpoint connection in No.2 down Refuge siding at 50m.50.2ch, leading from No.1 down Refuge siding, has been secured out of use pending recovery of No.1 Refuge.

(46)

** Between Bristol Parkway and Stoke Gifford Junction

No.7 and No.9 Roads in Stoke Gifford Down Yard have been recovered.

The London end of No.6 and No.8 Roads have been slewed into a new trailing handpoint connection in No.5 Road at 122m.61ch. The Bristol end of No.6 and No.8 Roads have been recovered, and the handpoint connection into No. 5 Road at 122m.66.9ch. has been secured out of use.

(46)

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

SOUTHERN REGION

Orpington

A New facing crossover, secured out of use until further notice, has been provided between the Up and Down lines 48 yards in advance of Main signal JE 41.

(RW/2153/16) (48)

Norwood Junction

A 'Right Away' indicator has been installed on the Up London Bridge slow line platform (No.1 platform) starting signal, T.16.

(RW/615/6) (47)

Orpington

Shunt signal, JE27, located in the Down Slow line at the Chelsfield end of the station, and applying to movements towards the Up Slow line platform, has been repositioned 85 yards towards Chelsfield.

Shunt signal, JE28, located in the Down Main line at the Chelsfield end of the station and applying to movements towards the Down Fast line has been repositioned 7 yards towards Chelsfield.

(RW/2153/16) (47)

Queenstown Road

A new position 5 junction indicator, covered out of use until further notice, has been provided on signal W.103 on the Down Main Fast line approaching the station.

(RW/2151/16) (47)

West London Junction

The facing connection in the Down Windsor line country side of Queenstown Road station leading to the Down Windsor Fast and Slow lines has been repositioned 148 yards towards Queenstown Road. The Up Windsor line has been realigned accordingly.

(RW/2151/16) (47)

** West London Junction

A new facing crossover, secured out of use until further notice, has been provided between the Down and Up Windsor Fast lines London side of the new junction leading to the West London line.

(RW/2151/16)

(46)

British Rail
London Midland Region
CSE  **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 CSE", if subsequently received acknowledge by telephone to CREWE (05-32125) to avoid duplication.

PRIVATE
and not for Publication

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

SOUTHERN REGION - continued

KENSINGTON OLYMPIA TO NORTH POLE JN. - continued

SATURDAY, 15 TO SUNDAY, 16 FEBRUARY

S40 Kensington Olympia and Willesden West London Jn/ High Level	Down and Up West London and Down and Up Willesden High Level BLOCKED	19 05 Sat to 15 00 Sun. Construction work between Kensington "O" KS37/55 signals and Willesden West London Jn WN139/141/137 signals/High Level HL1112/WN150 signals. 4m 15c and 6m 0c.
---	---	--

SIGNALLING AND PERMANENT WAY
ALTERATIONS

*** Items will not appear in future issues

Sunday, 16 February - Lichfield City

The down platform line will be slued by approximately 9 feet towards the down side at the Birmingham end of the platform between 16 miles 1364 yards and 16 miles 1561 yards.

(OD14/88/87)

Saturday, 15 February - Between Nuneaton Midland Jn. and Abbey Jn.

The up and down main lines between Nuneaton Midland Jn. and Abbey Jn. will be secured out of use and the associated signalling disconnected, pending removal.

(OD14/81/149)

Sunday, 16 February - Abbey Jn.

Abbey Jn. signalbox will be taken out of use and all former box worked connections will be secured out of use and the associated signalling disconnected, pending removal. The points telephone at the former main line crossover and the notice board "For run round purposes locomotives must be detached at this point" by the down Birmingham line will be taken away.

The Abbey Jn. area will become controlled by Nuneaton signalbox and all former Abbey Jn. box main line colour light 3/4 aspect signals will become fully automatic and will be replated with Nuneaton signalbox numbers as follows:-

Signal AJ.16 on the down main will be renumbered NN.21.

Signal AJ.20 on the down main will be renumbered NN.20.

Signal AJ.42 on the up main will be renumbered NN.8.

Telephones at the above signals will become connected to Nuneaton signal box.

The track circuit block system will apply on the down and up Birmingham/Nuneaton lines between Nuneaton and Saltley boxes.

(OD14/81/149)

SECTION C

Signalling and Permanent Way Alterations - continued

Sunday, 16 February - Between Nuneaton Station and Abbey Jn./Ashby Jn.

A new controlled 3 aspect R/Y/G colour light signal NN.22 with a position light shunt aspect applying to movements along the down Birmingham line will be provided on the down Birmingham line at Nuneaton North Jn. at 97 miles 784 yards, 115 yards in rear of down to up Birmingham line crossover. AWS equipment will be provided 150 yards in rear of the signal.

The banner repeating signal situated by the up Birmingham line at 97 miles 1416 yards applying to signal NN.6 will be taken away.

Signal NN.27 on the down slow at the north end of platform 2 will be provided with a position 2 junction indicator applying to movements to the down Birmingham line (NN.22) via the down slow to down Birmingham connection immediately in advance of signal NN.27. The position 1 junction indicator will now apply to movements to the down Birmingham line signal (NN.21) via the connection between the up and down Birmingham lines in advance of signal (NN.22).

A new position light "Limit of Shunt" indicator will be provided on the up slow 48 yards in rear of signal NN.7.

A new position light ground shunt signal NN.28 will be provided at the north end of the up goods applying to shunt movements to the new up slow position light "Limit of Shunt" indicator.

The AWS equipment applying to signal NN.9 (up fast) and signal NN.7 (up slow) will be repositioned immediately on the north side of Ashby Jn., 212 yards in rear of the signals.

Position light shunt signal NN.29 on the up goods at the north end of the station will be renewed as a ground mounted 4 aspect (Y/G/Y/R) colour light signal with the RED aspect at the top and with a position light aspect and theatre type route indicator applying to routes from the up goods as follows:-

Aspect	Route Indicator	Route to
PL	-	Up Goods
M	F	Down Fast
PL	-	Down Fast
M	S	Down Slow
PL	-	Down Slow
M	B	Down Birmingham
PL	-	Down Birmingham

(OD14/81/149)

SECTION C

Signalling and Permanent Way Alterations - continued

Monday, 17 February - Wednesbury Central

The following sidings at Wednesbury Steel Terminal will be secured out of use, pending removal :-

Coal Sidings 1 - 7.
Brunswick Down Sidings 1, 2, 5 and 6.
Engineering Sidings 1, 3, 4, 5 and 6.
Cripple Dock Siding and the siding adjacent to it.

(OD14/92/13)

EASTERN REGION

Sunday, 16 February - Between East Holmes and West Holmes

The secured out of use facing crossover between the Down and Up Main lines at approximately 83m 23ch will be removed and plain line installed.

WESTERN REGION

Saturday, 15 February - Bristol, Bath Road Depot

A new depot protection scheme will be introduced, with 'Stop and Await instructions' boards provided at the entrance to each shed road.

(See Section D)

Wednesday, 19 February - Between Gloucester, Barnwood Junction and Horton Road Junction

The signal post telephone on position light signal G.444 will be moved from between the UGL and UML to the Up side cess.

Between 09 00 and 16 30 Wednesday, 19 February - Marylebone Station

The RA indicators situated on signals ME.1, ME.3, ME.5 and ME.7 will be altered to display both RA and CD indications.

New indicators will also be provided half way down the platforms and also display RA and CD.

New CD plungers will be provided adjacent to the existing RA plungers.

Instructions for the use of CD (Close Doors) indicators are contained in Rule Book, Section H 5.4.

(This work was postponed from 21/22 January)

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Willesden T.M.D.

The D.C. 3rd rail equipment has been taken away from part of the "Run Round" road between the arrival/departure line and Willesden Suburban signalbox. Notice boards reading "No Access to D.C. Traction" have been provided at the limits of the 3rd rail equipment for movements to the south end of the "Run Round" road and to the Headshunt.

(OD14/AC/DC) (49)

Butlers Lane Station

Two-aspect (Y/G) signal FO.2R on the up Sutton line has been repositioned 25 yards nearer to Lichfield.

Two-aspect (Y/G) signal FO.111R on the down Sutton line has become a three-aspect signal with the additional bottom aspect temporarily blanked out. This signal has also been repositioned 25 yards nearer to Lichfield.

(OD14/88/87) (49)

Toton T.M.D.

The depot protection arrangements have been modified as shown below :-

- a) All 'Stop & Await Instructions' boards have been replaced by position light ground signals controlled by the 'Designated Person'. A plunger is provided adjacent to each signal.
- b) Flashing beacons are provided over each road approximately 3 yards inside the shed.
- c) Klaxons are provided inside the shed operated by the passage of vehicles over treadles located between the signals at the shed doors.
- d) The spring trap points located outside the shed on roads 13, 14 and 15 are now electrically detected by the relevant position light signal.

(New Item) (OD14/GEN 264) (49)

Gobowen South to Nantmawr Quarry Sidings

The points at Llanddu Jn. for Nantmawr Quarry have been secured out of use, pending removal of the line between Llanddu Jn. and Nantmawr Quarry.

(New Item) (OD14/85/68) (49)

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

Between Warwick G.F. and Hatton

Whistle boards have been provided in both directions 350 yards before reaching the Footpath level Crossing at 110 miles 77 chains.

(OD12/LC.764) (8.2.92) (48)

** Stafford No.5

The trailing connection from the down fast to Platform 3 and associated position light ground signal SD5.114 has been re-positioned approximately 29 yards nearer to Crewe.

(OD14/91/57) (47)

** Ratcliffe Power Station

A temporary level crossing has been provided at the point where Coal lines A and B converge.

The crossing is situated 15 yards in advance of signals A7 and B7.

(OD12/LC.68) (47)

** Melton G.F. - Edwalton Test Track

The arrester bed and associated track work at the Melton Mowbray end of the Melton G.F. - Edwalton Test Track has been removed. A temporary stop block has been placed across the line at approximately 106 miles 53 chains (169 yards on the Melton Jn. side of Melton Ground Frame 'End of Staff Section' board) pending the erection of a Permanent Stop Block.

(OD14/86/142) (47)

** 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.

(OD14/90/115) (47)

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

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)

Between Ferryhill South Jn. and Norton-on-Tees South

The Down and Up lines between Ferryhill South Jn and Norton-on-Tees South have been brought back into use and have been renamed ie Norton-on-Tees South to Ferryhill South Jn has become the Down line and Ferryhill South Jn to Norton-on-Tees South has become the Up line.

Track Circuit Block Regulations now apply between Signal F452 and Ferryhill South Jn on the Down line and between Ferryhill South Jn and Signal F453 in the Up direction.

Absolute Block Working Regulations now apply between Norton-on-Tees South and Signal F452 in the Down direction and Between Signal F453 and Norton-on-Tees South in the Up direction.

Signalling Alterations

3-aspect colour light signals T438 and T432, located on the Up Slow line at approximately 57m 02ch and 57m 61ch respectively, now have their Green aspects brought back into use.

3-aspect colour light signal F452, located on the Down Ferryhill line at approximately 9m 62ch, now has its Green aspect brought back into use.

3-aspect colour light signal T450, with associated position light signal, located on the Down Ferryhill line at Ferryhill South Jn and previously fixed at Red, now has its Green and Yellow aspects brought back into use.

Ground Position light Signal No 442, located on the Up Ferryhill line at Ferryhill South Jn, has been brought back into use for Down direction movements into the Up Goods Loop and Up Sidings. The signal has been repositioned 7 yards further south.

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

EASTERN REGION - continued

Ferryhill South Jn. and Norton-on-Tees South - continued

Signalling Alterations - continued

A new Ground Position Light Limit of Shunt Signal, numbered and plated 457, has been brought into use on the Down Ferryhill line (for Up direction movements) 450 yards to the South of Signal T450, and displays two horizontal red lights. This replaces the Limit of Shunt board at the same location.

The following signals at Ferryhill South Jn now display the following indications:-

SIGNAL	ASPECT	INDICATION	ROUTE
GPL 442 (Up Ferryhill)	PL	G	Up Goods Loop
	PL	S	Up Sidings
T443 (Up Slow)	Main	-	Up Ferryhill
	PL	X	Down Ferryhill
	Main	Pos 4	Up Main
	Main	Pos 5	Down Main
T445 (Up Goods Loop)	PL	S	Shunt Spur
	Main	-	Up Ferryhill
	PL	X	Down Ferryhill
	Main	U	Up Main
	Main	D	Down Main
GPL 447 (Up Sidings)	PL	S	Shunt Spur
	PL	F	Up Ferryhill
	PL	X	Down Ferryhill
	PL	U	Up Main
	PL	D	Down Main
T450 (Down Ferryhill)	Main	-	Down Slow
	PL	G	Up Goods Loop
	PL	S	Up Sidings

(The above item was previously published (WON CSE 30) as coming into operation from Sunday 20 October 1991, but the line has not in fact been in operational use.)

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

EASTERN REGION - continued

Between Crankley Point LC and Langford LC

A permanent speed restriction of $\frac{30}{40}$ mph has been imposed on the Down Line between 18 $\frac{1}{2}$ m.p. and 19 $\frac{1}{2}$ m.p.

(48)

Leeds Station

Platforms 2 and 3 have been shortened by 7 yards (6 metres) and the buffer stops have been 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)

*** Leeds Station

One of the Bay Sidings between Platforms 2 and 3 has been removed and the remaining Siding has been repositioned centrally.

(47)

WESTERN REGION

Banbury Area

Signalling alterations have been taking place. Details are contained in Signalling Notice No. 52 which has been distributed to the staff concerned. Staff who have not yet received their copy of that notice should obtain one from their supervisor.

(48)

*** Between Southall and Hayes

An additional signal head has been provided to the left of signal DM.10 on the down Main line. It displays a constant single yellow aspect, except when signal DM.10 is at red (when the additional aspect extinguished).

An experimental fibre optic arrow indicator has also been provided, 465 yards before the signal. It is illuminated at various times and has no meaning to trainmen.

(Amended Item) (47)

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

WESTERN REGION - continued

*** Banbury Area

Signalling alterations have been taking place between Saturday 1st and Monday 3rd February 1992. Details are contained in Signalling Notice No. 52 which is being distributed to the staff concerned. Staff who do not receive their copy of that notice by 25 January should obtain one from their supervisor.

(47)

*** Between Marylebone and Harrow-On-The-Hill

The maximum permissible speed has been increased from 70mph to 75mph, for DMUs only. An additional permanent speed restriction of $\frac{30}{60}$ applies on both lines

between the bridge at 200m.p. and Neasden South Junction, with an additional warning indicator provided at 200m.26ch. for Up trains.

(47)

*** Between Northolt Park and South Ruislip

The 25mph maximum permissible speed on the Down line has been removed and replaced by $\frac{30}{50}$

from 0m.43ch. to 0m.20ch.

From 0m.20ch. the maximum permissible speed will be $\frac{30}{60}$ until clear of all points at South

Ruislip.

The existing 25mph warning indicator and AWS has been removed. A new $\frac{30}{50}$ warning indicator has been provided at 1m.36ch. (AWS is NOT provided.)

(47)

*** Between South Ruislip and High Wycombe

The maximum permissible speed has been increased from 70mph to 75mph, for DMUs only.

(47)

*** High Wycombe

The permanent speed restriction from 16 $\frac{1}{2}$ m.p. to 17 $\frac{1}{2}$ m.p. has been adjusted from 45mph to 50mph on the Down line and from $\frac{35}{45}$ mph to $\frac{35}{50}$ mph on the Up line.

Warning indicators have been adjusted accordingly.

(47)

SECTION C

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

SOUTHERN REGION

Orpington

A New facing crossover, secured out of use until further notice, has been provided between the Up and Down lines 48 yards in advance of Main signal JE 41.

(RW/2153/16) (48)

*** Norwood Junction

A 'Right Away' indicator has been installed on the Up London Bridge slow line platform (No.1 platform) starting signal, T.16.

(RW/615/6) (47)

*** Orpington

Shunt signal, JE27, located in the Down Slow line at the Chelsfield end of the station, and applying to movements towards the Up Slow line platform, has been repositioned 85 yards towards Chelsfield.

Shunt signal, JE28, located in the Down Main line at the Chelsfield end of the station and applying to movements towards the Down Fast line has been repositioned 7 yards towards Chelsfield.

(RW/2153/16) (47)

*** Queenstown Road

A new position 5 junction indicator, covered out of use until further notice, has been provided on signal W.103 on the Down Main Fast line approaching the station.

(RW/2151/16) (47)

*** West London Junction

The facing connection in the Down Windsor line country side of Queenstown Road station leading to the Down Windsor Fast and Slow lines has been repositioned 148 yards towards Queenstown Road. The Up Windsor line has been realigned accordingly.

(RW/2151/16) (47)

GENERAL INSTRUCTIONS AND NOTICES

New Item

*** 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 CSD No. 45)

AMEND note to read:-

The following Classes are equipped with disc brakes : 158, 159, 165
 310, 312 - 322, 442, 455, 456, 507 and 508.

(OD15/64/6)(1.2.92.)

WORKING MANUAL FOR RAIL STAFF BR. 30054/6 (WHITE PAGES)

PAGE D22

CLAUSE D10/1

DELETE fifth item - "Colour markings on barrels and solebars of tank wagons."

(OD18/119)(1.2.92.)

APPENDIX INSTRUCTIONS

SECTIONAL APPENDIX - SOUTHERN SECTION DATED 1991

INDEX (STATIONS, SIGNAL BOXES ETC)

Page A.7

AMEND

Cumberfords item to read:-
 Cumberfords..... 25

Page A10

Delete:-
 Nantmawr 196

Page A14

Delete:-
 White Gates LC 196

(15.2.92)