

British Rail**CSE****28****WEEKLY OPERATING NOTICE**

containing

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

**Saturday, 3rd October
to
Friday, 9th October 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and not for Publication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 RECORD SOCIETY

www.s-r-s.org.uk

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WARNING



SPECIAL NOTICE TO STAFF ON THE ENERGISATION AT 25,000 VOLTS OF THE OVERHEAD LINE EQUIPMENT FROM THE EXISTING ELECTRIFIED OVERHEAD LINE AT ASTON NORTH JUNCTION STRUCTURES BS/01/45 & 46 TO LICHFIELD TRENT VALLEY HIGH LEVEL STRUCTURES DW/24/03 & 04.

THE OVERHEAD LINE EQUIPMENT FROM ASTON NORTH JUNCTION HAS BEEN EXTENDED ALONG THE UP AND DOWN SUTTON LINES THROUGH GRAVELLY HILL, ERDINGTON, CHESTER ROAD, WYLDE GREEN, SUTTON COLDFIELD, FOUR OAKS (INCLUDING BAY PLATFORM), BUTLERS LANE, BLAKE STREET, SHENSTONE, LICHFIELD CITY (INCLUDING EMU STABLING SIDING) AND LICHFIELD TRENT VALLEY HIGH LEVEL TO A POINT 224 METRES NORTH OF THE 18 M.P.

FROM 00:01 HOURS ON SUNDAY 18TH OCTOBER THE OVERHEAD LINE EQUIPMENT BETWEEN THE POINTS SHOWN ABOVE WILL BE ENERGISED AT 25,000 VOLTS, AND FROM THIS TIME MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The Working Instructions for A.C. Electrified Lines (BR 29987) will apply, and staff concerned must ensure that they are supplied with a copy. There is no danger to staff performing their normal duties providing the instructions are carried out in all respects.

The electrified supply will be controlled by staff located at Rugby Electrical Control Room, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

(1) Via Railway E.T.D. 050-6422

or.....

(2) Via British Telecom telephone number 0788-576256

In the event of any queries in connection with the electrification of the lines dealt with in this Notice (other than something requiring emergency action, when the procedure laid down in the Working Instructions for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer (ICWML), Quayside Tower, Birmingham.

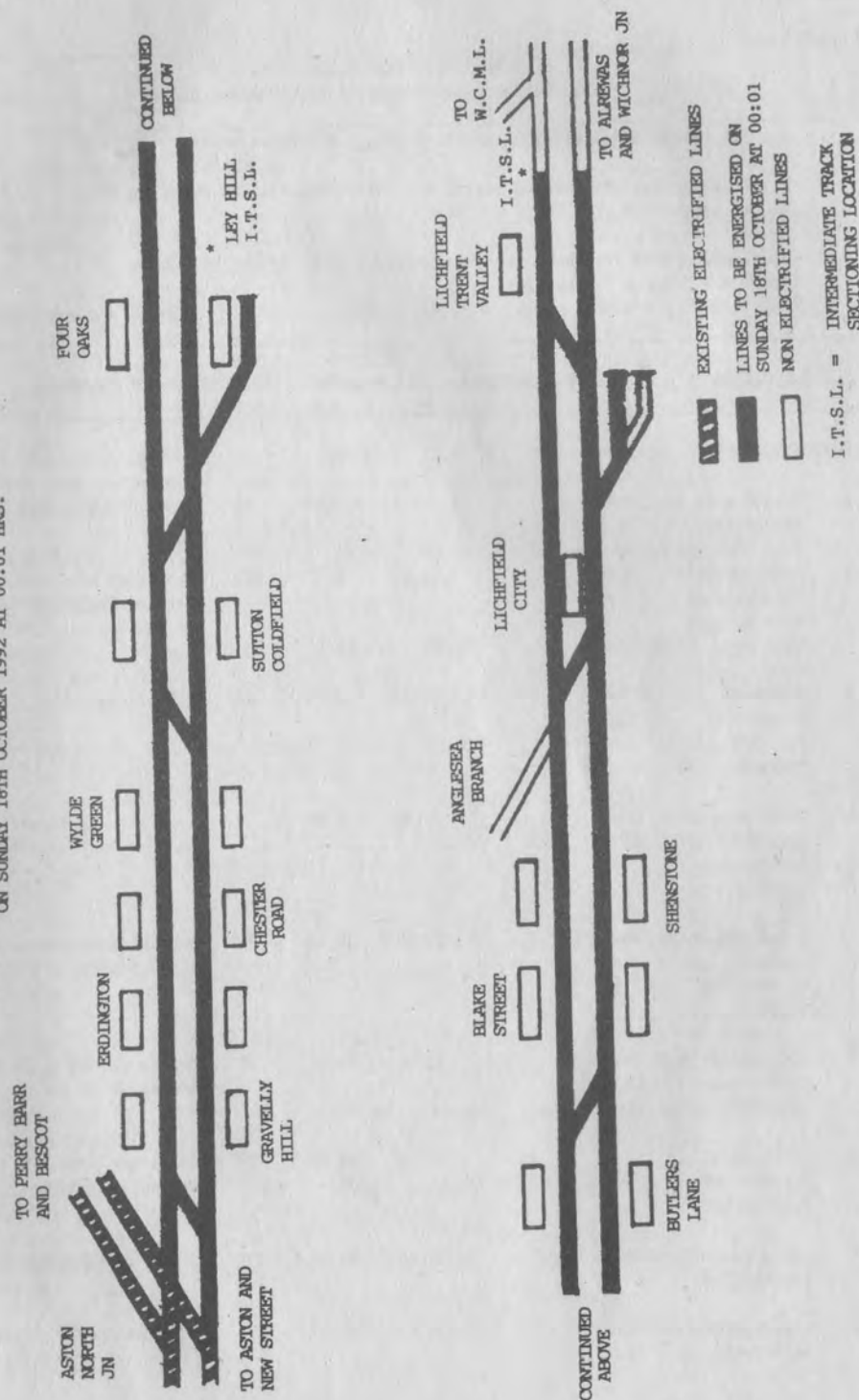
(SEE DIAGRAM ON FOLLOWING PAGE)

(RRC/O/S/92/118)

REGIONAL RAILWAYS

ASTON TO LICHFIELD ELECTRIFICATION

DIAGRAM OF LINES TO BE ENERGISED AT 25,000 VOLTS A.C. ON SUNDAY 18TH OCTOBER 1992 AT 00:01 HRS.



Signalling and Permanent Way Alterations - continued

Sunday, 4 October - Mitre Bridge Junction

Position light shunting signals WN.153 and WN.160 situated on the Kensington side of Mitre Bridge level crossing and applying to set-back movements on the up West London line will be taken out of use, pending recovery.

(OD14/88/52)

Monday, 5 October - between Coundon Road L.C. and Coventry North Junction

A new 20 m.p.h. permanent speed restriction will apply on the up main line from 0m 73ch to 0m 71ch

(RRC/O/S/GEN/33)

Monday, 5 October - between Bedworth and Nuneaton South Junction

A new 20 m.p.h. permanent speed restriction will apply on the down and up main lines from 6m 42ch to 6m 44ch

(RRC/O/S/GEW/33)

Monday, 5 October - between Kingsbury Jn. and Whitacre Jn.

The maximum permissible speed over the up and down lines will become 45 m.p.h. subject to all other lower speed restrictions.

(RRC/O/S/GEN.33)

Monday, 5 October - Between Doncaster, Marshgate Jn. and Leeds, Whitehall Jn.
(Winterset Coal Disposal Point)

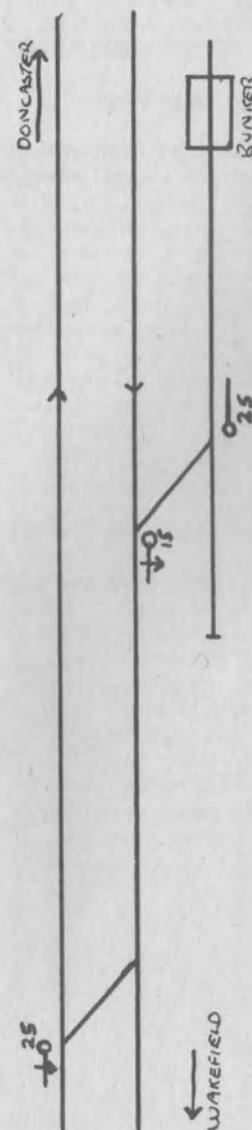
From 10 00 hours the Permanent Speed Restriction for the facing crossover from the Up main to the Down Main Lines at 171m 20ch will be increased to 25mph. Also, a 15mph P.S.R. board will be erected at the entrance to the Coal Disposal Point from the Down Main Line at 171m 09ch.

Please see following diagram.

(See Section 'D')

(31)

Signalling and Permanent Way Alterations - continued

Monday, 5 October - Between Doncaster, Marshgate Jn. and Leeds, Whitehall Jn.
(Winterset Coal Disposal Point - continued)

WINTERSSETT : LOCATION OF PERMANENT SPEED RESTRICTION SIGNS

Signalling and Permanent Way Alterations - continued

** From 09 00 Tuesday, 29 September until 16 00 Wednesday, 7 October - Yardley Wood

The Down platform will be temporarily reduced in length by 65 yards at the Birmingham end. Drivers of trains booked to stop at Yardley Wood station must bring the front of their train to a stand at the temporary stop board provided.

(RRC/O/S/92/128) (28)

** From 09 00 until 16 00 Thursday, 8 October Yardley Wood

The Down platform will be temporarily reduced in length by 65 yards at the Stratford end. Drivers of trains booked to stop at Yardley Wood station must bring the front of their train to a stand at the temporary stop board provided.

(RRC/O/S/92/128) (28)

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Items will not appear in future issues

Slow/Moorgate Lines Between West Hampstead South Junction and Dock Junction North Until Further Notice.

Consequent upon the fire at Kentish Town the temporary signalling introduced on Sunday, 26 July has been modified as follows under Track Circuit Block regulations:-

Down Slow/Moorgate:

Signal	WH.421	Has been restored to full auto working and has had auto plate fitted.
Signal	WH.423	Has been reinstated along with associated AWS and works normally, except the emergency replacement and signal post replacement switch which has not be restored.
Signal	WH.425	Has become an automatic signal and has had an auto plate fitted, an emergency replacement and signal post replacement switch has not been provided.
Signal	WH.R227	Has been reinstated and works normally.
Signal	WH.227	Has become an automatic signal and has had an auto plate fitted, an emergency replacement and signal post replacement switch will has not been provided.
Signal	WH.229	Works normally.

Up Slow/Moorgate:

Signal	WH.216	Has been restored to full auto working and has had an auto plate fitted.
Signal	WH.214	Has been reinstated along with associated AWS and works normally, except the emergency replacement and signal post replacement switch which has not been restored.
Signal	WH.424	Has been reinstated along with associated AWS and works normally, except the emergency replacement and signal post replacement switch which has not been restored.
Signal	WH.422	Has been reinstated along with associated AWS and works normally with a signal post replacement switch.
Signal	WH.420	Has been reinstated to full auto working and has had an auto plate fitted, an emergency replacement and signal post replacement switch has not been provided.
Signal	WH.418	Works normally.

SECTION C

Signalling and Permanent Way Alterations - continued

Talybont Station

Platform reconstruction work is taking place.

Drivers must bring their trains to a stand at the temporary Stop boards provided.

(New Item) (RRC/O/S/-) (30)

Watery Lane L.C.

The footpath level crossing has been taken out of use and the name of the location amended to Watery Lane S.F.

(OD12/LG544)(29)

Four Oaks Station

The down platform has be temporarily shortened by approximately 65 yards at the Lichfield end until further notice. Drivers of down trains booked to stop at Four Oaks station must bring their train to a stand at the temporary stop board provided.

(RRC/O/S/92/99) (24)

Blake St. Station

The new down and up platforms are 164 yards in length. Platform ramps have not yet been completed.

(New Item)(RRC/O/S/92/99)(29)

** Crewe Station

The Holding Siding at the North End of Crewe Station, adjacent to Platform No.12, has been temporarily shortened by 60 yards.

(OD14/-)(28)

** Croft Sidings

A rail scotch has been provided on No.1 Siding approximately 300 yards from the Siding entrance points at the commencement of the Marcroft Engineering Wagon Maintenance area. When wagon maintenance is being carried out the maintenance area will be protected by a red flag or light.

(28)

** Blake Street Station

The new Down and Up platforms are 164 yards in length. Platform ramps have not yet been completed.

(RRC/O/S/92/99)(28)

** Between Pye Bridge Jn. and Sleights East L.C.

A 30 m.p.h. Permanent Speed Restriction has been imposed on the Down and Up lines between 134m.18ch. and 134m.20ch.

(28)

SECTION C

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

Bounds Green Depot

Elevated Ground Position Light signals have been installed at the entrances to Bounds Green Train Sheds as follows:-

SOUTH END ENTRANCESServicing Shed

Road No.9	-	13 yards before reach the doors - (On left side of line)
Road No.10	-	15 yards before reaching the doors - (On left side of line)
Road Nos. 11 and 12		16 yards before reaching the doors - (On left side of line)

Maintenance Shed

Road Nos. 13 and 14		16 yards before reaching the doors - (On left side of line)
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NORTH END ENTRANCESServicing Shed

Road Nos. 9, 10, 11 and 12	-	21 yards before reaching the doors (On left side of line)
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Maintenance Shed

Road Nos. 13 and 14		21 yards before reaching the doors (On left side of line)
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(30)

Between Doncaster, Marshgate Jn. and Leeds, Whitehall Jn.

The Down Passenger Loop between 167m 33ch and 168m 01ch (Hemsworth)

The trailing trap points at 167m 34ch, within the entrance to the loop, and the facing trap points at 167m 79ch, before the exit from the loop, have been clamped out of use pending removal.

(30)

Hemsworth

The Up Passenger Loop has been secured out of use until further notice.

(New Item) (30)

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

Marsh West Jn.

The Down West Curve has been reinstated.

(29)

Between Tinsley East Jn., Brightside Jn., Shepcote Lane and Tinsley Yard

Tinsley South Jn. to Tinsley East Jn.

The Up line has been taken out of use and all associated signalling has been disconnected.

Between Brightside Jn. and Shepcote Lane

The Arrival and Departure lines have been temporarily taken out of use and all associated signalling has been disconnected.

Between Shepcote Lane and Tinsley South Jn.

The North West Departure line has been taken out of use and all associated signalling has been disconnected.

Between Shepcote Lane and Tinsley Yard

The South West Arrival line has been taken out of use and all associated signalling has been disconnected. The Engine line has been taken out of use approximately 140 yards of this line has been retained at the Depot end for access to the Depot and buffer stops have been provided.

Between Tinsley Yard and Tinsley Park

The East Arrival line between signal TY.249 and Tinsley Park has been temporarily taken out of use and all associated signalling has been disconnected.

Between Tinsley East Jn., Brightside Jn., Shepcote Lane and Tinsley Yard - continued

Tinsley Park

The signal box has been abolished together with the associated signalling.

Shepcote Lane Jn.

All signalling has been disconnected and removed except for the routes from Tinsley South Jn to Woodburn Jn and from Tinsley South Jn to Tinsley Yard.

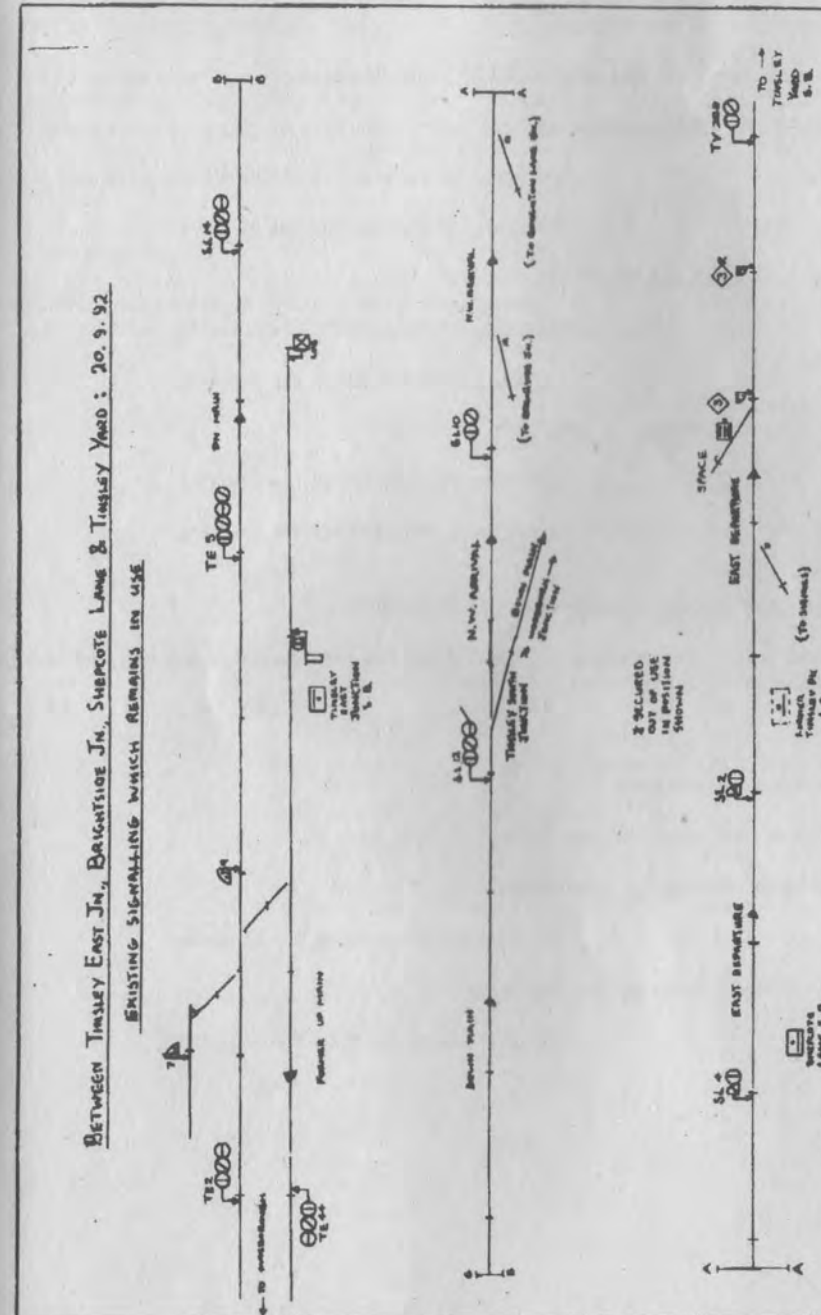
Tinsley Yard

Temporary buffer stops have been provided at the West end of Sidings 9 to 21 inclusive also at the West end of the Secondary Yard West Departure line. The temporary buffer stops have been positioned so as to allow run round movements in Sidings 9, 10, 11 and 12.

Details of the signalling which remains in use are shown in the diagram accompanying this notice.

Signalling and Permanent Way Alterations - continued

Between Tinsley East Jn., Brightside Jn., Shepcote Lane and Tinsley Yard - continued



(29)

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

**** Between Kings Cross and Shaftholme Jn.**

Whistle boards have come into use at the following locations:-

Jiggs Lane Bridleway Crossing (at 38m 61ch)

Down Fast line 440 yards before reaching the crossing

Down Slow line 440 yards before reaching the crossing

Love Lane Footpath Crossing (at 50m 70ch)

Up Fast line 440 yards before reaching the crossing

Up Slow line 440 yards before reaching the crossing

Toad Hole Lane Footpath Crossing (at 151m 78ch)

Up Fast line 440 yards before reaching the crossing

Down Fast line 440 yards before reaching the crossing

(28)

**** Between Werrington Jn. and Peterborough Station (North)**

The position 6 junction indicator on signal P.468 has been abolished and replaced by a Theatre Route Indicator with the letter 'G'.

(28)

**** Between Marshgate Jn. and Leeds**

Whistle boards have come into use at the following locations:-

Barrier Bank Footpath Crossing (at 156m 77ch)

Down Main line 440 yards before reaching the crossing

Adwick-le-Street Footpath Crossing (at 159m 52ch)

Up Main line 440 yards before reaching the crossing

(28)

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

Oxford Up Side Carriage Sidings

A new "Stop and await instructions" board has been provided and is situated on the right hand side of the Up Carriage Sidings adjacent to ground position light signal OX.137. This board applies to moves entering the carriage sidings from the south end.

(See section D)

(New Item) (ROM/S/S/0500/DW) (30)

**** Stevenage Station**

The 3 Train Stop Marker Boards on the Up Slow (Platform 1) and Up Fast (Platform 2) lines have been re-positioned approximately 29 yards North of their present location.

(28)