

British Rail

CSE



7

WEEKLY OPERATING NOTICE

containing

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

Saturday, 8th May

to

Friday, 14th May 1993**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 (05-32201) to avoid duplication.

PRIVATE

and not for Publication

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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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.

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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 LINE IN SUFFOLK STREET TUNNEL (NEW STREET) STRUCTURE BK/42/04 TO THE TERMINATION OF THE EQUIPMENT AT REDDITCH STATION STRUCTURE DA/00/01.

THE OVERHEAD LINE EQUIPMENT FROM SUFFOLK STREET TUNNEL HAS BEEN EXTENDED AS FOLLOWS:- ALONG THE UP AND DOWN GLOUCESTER LINES THROUGH FIVE WAYS, UNIVERSITY, SELLY OAK AND BOURNVILLE. THROUGH KINGS NORTON ALONG THE UP SLOW, UP & DOWN CAMP HILL PLATFORM LINES, AND ALONG THE UP AND DOWN SLOW LINES THROUGH NORTHFIELD AND LONGBRIDGE (INCLUDING THE TURN BACK SIDING). ALONG THE UP AND DOWN FAST / MAIN LINES THROUGH LONGBRIDGE TO BART GREEN (REDDITCH BRANCH PLATFORMS ONLY), AND THE DOWN GOODS FROM LONGBRIDGE TO A POINT 157 METRES SOUTH OF THE 49 3/4 MILEPOST. ALONG THE SINGLE LINE FROM BART GREEN THROUGH ALVECHURCH TO REDDITCH STATION BUFFER STOP.

FROM 00 01 ON SATURDAY, 5 JUNE, THE OVERHEAD LINE EQUIPMENT BETWEEN THE POINTS SHOWN ABOVE WILL BE ENERGISED AT 25,000 VOLTS AND FROM THIS TIME IT 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 Short code 177

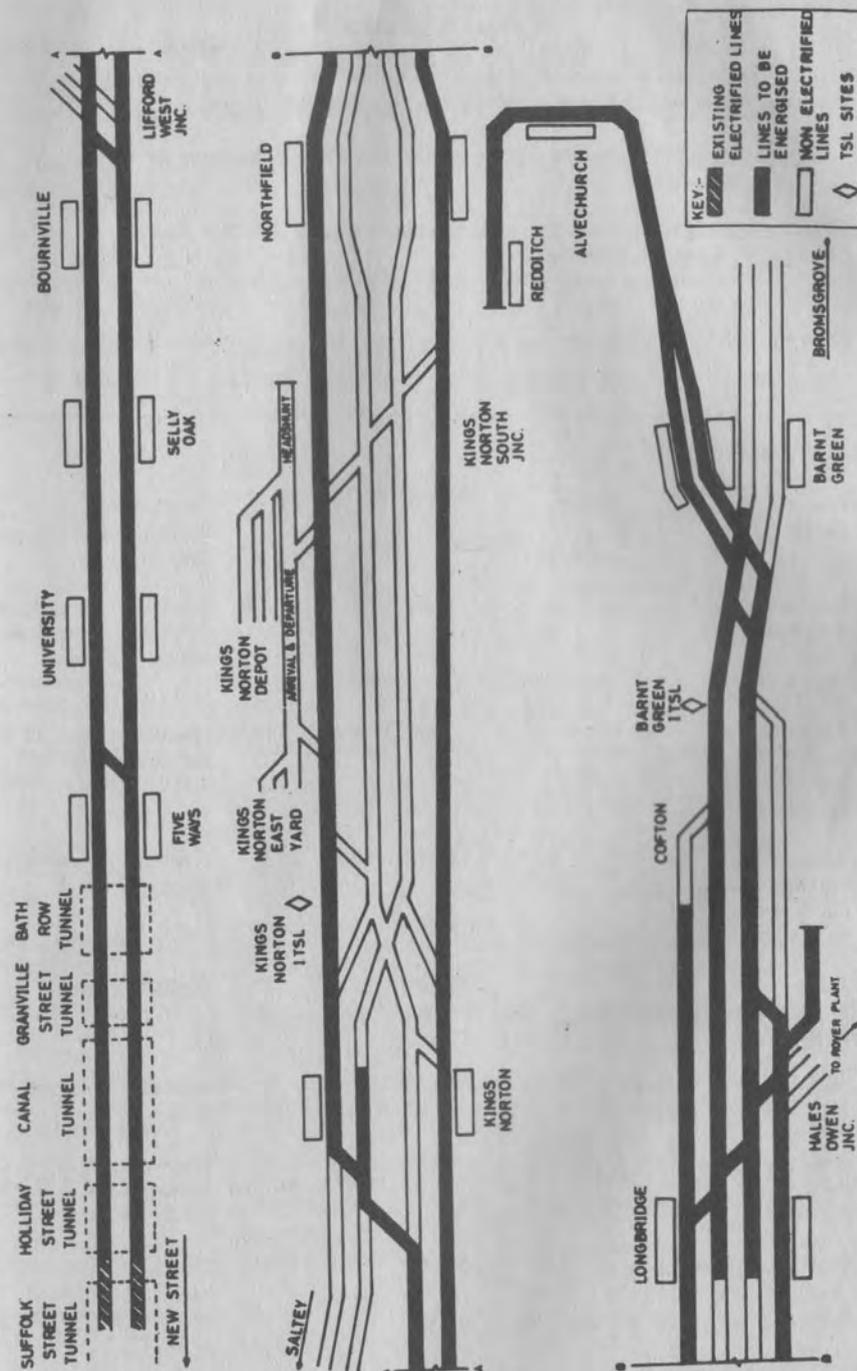
or

ii) 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 Special Notice (other than something requiring emergency action, when the procedure laid down in the Working Instruction for A.C. Electrified Lines must be carried out), the matter should be referred to the Electrification Engineer (ICWCL) Quayside Tower, Birmingham.

SEE DIAGRAM ON FOLLOWING PAGE

NEW STREET TO REDDITCH ELECTRIFICATION SATURDAY 5TH JUNE 1993



SIGNALLING AND PERMANENT WAY
ALTERATIONS

. Items will not appear in future issues.

Monday, 10 May - Brinklow

A new down passenger loop will be provided adjacent to the down fast line between 87mp and 88mp. The maximum permissible speed through the connections into and out of the loop and over the loop itself will be 40 mph.

The existing four-aspect main signal (RY.332) situated on the down fast line approaching the entrance to the loop will be converted to a controlled signal and provided with a position 1 junction route indicator for movements into the loop.

The next four-aspect main signal on the down fast line (RY.187) will also be converted to a controlled signal and re-positioned 55 yards nearer Rugby.

A new four-aspect controlled main signal (RY.186) together with AWS track equipment will be provided on the new loop opposite the re-positioned RY.187 signal.

A telephone to Rugby PSB will be provided 15 feet before reaching each of the above signals.

(OD14/92/14)

ADVANCE NOTICE - Signalling Notice No. 59 - PADDINGTON AREA - This notice is now being distributed and covers stages 1.8A and 1.10 of the resignalling.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(GW1) (10/11)

DETAILS OF WORK ALREADY CARRIED OUT

Willesden West London Junction

The Middle Siding situated between the down fast and up goods lines has been taken out of use, pending removal. Position light shunting signal WN.124 at the exit from the siding has been taken away and all signal routes into the siding have been disconnected.

(OD14/89/131) (9)

Signal NS247 between Five Ways and University

Signal NS247 on the down Gloucester line between Five Ways and University has been renewed on a straight post instead of a bracketed post.

(RRC/O/S/91/3) (9)

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

Tyseley station

Until further notice Platform 4 at Tyseley station has been shortened by 83 yards at the Leamington end. The Birmingham end of the platform has been restored to use. "Trains Stop Here" boards have been provided.

Platform 3 remains shortened at the Birmingham end until further notice.

(New Item) (RRC/O/S/HMRI.019) (9)

Euston Station

The platform re-surfacing work at Euston station has been completed and all platforms are now back in use.

(OD14/-) (8)

Bourneville Station

The down platform at Bourneville station has been temporarily shortened by 77 yards at the Kings Norton end. Drivers of trains calling at Bourneville station must bring their trains to a stand at the temporary Stop boards provided.

The up platform at Bourneville station has been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bourneville station must bring their trains to a stand at the temporary Stop boards provided.

(RRC/O/S/92/99) (8)

NS453 Signal

Signal NS.453 situated on the Up Gloucester line between Five Ways and New Street has been repositioned 75 yards nearer to Five Ways station. The associated AWS magnet has been repositioned accordingly.

(8)

NS455 Signal

Signal NS.455 situated on the Up Gloucester line between Selly Oak and University has been renewed with a straight post instead of a bracketed post.

(8)

Kings Norton to Barnt Green

The following signals have been renewed on gantries:-

SY.32 and SY.34 situated on the Down Fast and Down Slow respectively between Northfield and Longbridge.

SY.29 and SY.31 situated on the Up Slow and Up Fast respectively between Longbridge and Northfield.

SY.23 and SY.25 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

SY.13 and SY.15 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

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

Kings Norton to Barnt Green - continued

The following signals have been renewed on gantries and the position light aspects associated with both signals have been repositioned directly to the right of the red aspect instead of below the red aspect, and the stencil indicators on both signals have been removed:-

SY.33 and SY.35 situated on the Up Slow and Up Fast respectively between Northfield and Kings Norton.

(ROM/S/S/0500/PT) (8)

Brent Curve

The Down and Up Brent Curve lines between Dudding Hill Junction and Brent Curve Junction have been re-opened for traffic.

ROM/S/S/0500/PT (8)

Between Bestwood Park Junction and Hucknall

A Permanent Speed Restriction of $\frac{20}{40}$ has been imposed in the Down direction

approaching Brickyard Lane L.C. The Down direction level crossing speed restriction board has been moved 40 yards nearer to the level crossing.

(See Section D)

(OP4/RA/W.4187/1) (8)

** Wolverhampton

A new 15 mph facing crossover has been provided between the down and up Stour lines immediately on the Birmingham side of the existing trailing crossover at Crane Street Junction.

The up Stour line through Platform 3 has become bi-directional and re-named the "up & down" Stour line.

Signal WN.112 situated on the down Stour line approaching Crane Street Junction has been provided with additional routes via the new crossover as follows:-

Aspect	Indication	Route set
Main	G	"Up & down" goods loop
Red + P/L	G	"Up & down" goods loop
Main	3	Platform 3
Red + P/L	3	Platform 3
Main	2	Platform 2
Red + P/L	2	Platform 2
Red + P/L	MID	Middle Road

Note: The existing routes from signal WN.112 to Platform 2 and the Middle Road via the facing crossover immediately at the south end of the station remains in use with the same signal indications as via the new crossover.

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

** Wolverhampton - continued

Signal WN.118 situated on the down branch approaching Crane Street Junction has been provided with the following additional route:-

Aspect	Indication	Route set
Main	3	Platform 3
Red + P/L	3	Platform 3

Signal WN.73 at the north end of Platform 3 has been brought into use with the following routes:-

Aspect	Indication	Route set
Main	-	Down Stour
Red + P/L	SDG	Carriage Siding No.1 or No.2

(OD14/88/128) (7)

** Kings Norton Station

59 metres of the platform on the Up Gloucester at the Redditch end have been permanently taken out of use. The remaining section of this platform is 151 metres in length. At the same time, 50 metres of the platform on the Down Camp Hill at the Redditch end have been permanently taken out of use and 'Trains To Stop Here' boards have been provided. The remaining section of this platform is 150 metres in length.

(ROM/S/S/0500/PT)(7)

** Between Radford Jn. and Bestwood Park Jn.

The following signals have been fitted with A.W.S. equipment:-

Down direction - TT.319, TT.321, TT.323, LS.4 and BP.1

Up direction - LS.R12, LS.12, TT.324 and TT.322

(OP4/RA/W.4187/1)(7)

** Signal NS 243 on the Up Gloucester line between Five Ways and New Street

Signal NS243 has been replaced with a new signal head on an offset bracket structure. The height of the red aspect has been reduced to 14 feet above rail level. The multi lamp indicator has been repositioned above the signal head. There is no alteration to the existing co-acting signal positioned at ground level.

(RRC/O/S/91/3)(7)

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

**** Longbridge Station**

The Down and Up platforms at Longbridge Station have been re-opened to their original lengths.

**** Langham**

(ROM/S/S/0500/PT) (7)

The arm of the the Down Main Home semaphore signal has been reduced in height to 17 feet 6 inches above rail level.

Signal No.19 at the end of the down goods loop at Langham has been provided with a full size signal arm. The height of the arm has been reduced to 14 feet above rail level.

(RRC/O/S/GEN.25)(7)

**** Between Radford Jn. and Newstead**

The Down and Up Goods lines between Radford Junction and Bestwood Park Junction has been renamed Down and Up Bestwood and have become Passenger lines.

The former Linby line at Bestwood Park Junction has been re-opened as a Single Passenger line worked in accordance with the Regulations for One Train Working on single lines where a train staff is provided and extended to a point 200 yards beyond a new station at Newstead which is situated at 134m.20chs. The Single line is known as the Down/Up Linby.

Details are contained in Supplementary Notice No.3 which has been distributed and those staff concerned who have not received a copy should contact their Supervisor.

(OP4/RA/W.4187/1)(7)

**** Former Abbey Junction, Nuneston**

The board reading "Trains requiring to reverse - When signal shows off proceed as far as marker board to detach locomotive" situated on the post of signal NN21 has been removed.

(RRC/O/S/-) (7)

**** Between Stourbridge Jn. and Round Oak**

The line speed between Stourbridge Junction and Stourbridge North Junction will remain at 45 m.p.h. and the line speed between Stourbridge North Junction and Round Oak will be 35 m.p.h.

(OP4/RA/W.6051)(7)

Dalston Kingsland

The indicators on position light signal DJ 101 located on the Canonbury side of the station and applying to movements from the No.1 Up line towards the station have been altered to read 'D' for the Down line and 'U' for the Up line.

(New Item) (10/SA1.14) (9)

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

Blankney

The arm of the Down Home semaphore signal has been reduced in height to 13 feet 9 inches above rail level.

The arm of the Up Section semaphore signal has been reduced in height to 13 feet 9 inches above rail level.

(RRC/O/S/GEN.25) (9)

Main to Main Crossover at 9m 45ch Tollerton

862B points of the Main to Main Crossover on the Down Main Line have been removed and replaced with plain line.

862A end of the Main to Main Crossover points on the Up Main Line has been clamped out of use.

The above situation will continue until further notice.

(9)

Hubberts Bridge

The existing Up Distant semaphore signal has been renewed with the signal arm at a height of 13 feet 9 inches above rail level. The signal post has been positioned 6 feet 6 inches from the nearest rail.

The existing Down Home semaphore signal has been renewed with the signal arm at a height of 13 feet 9 inches above rail level. The signal post has been positioned 6 feet 6 inches from the nearest rail.

(RRC/O/S/GEN.25) (8)

Aldwarke Jn.

The Permanent Speed Restriction of 25 mph which applies from the facing connection in the Up Main at Aldwarke Jn. to 6m 69ch on the Down Tinsley (towards Rotherham Central Station) has been raised to 50 mph.

(8)

Between Balne Lane and Outwood

The following Permanent Speed Restriction alterations now apply:-

On the Down Line a new Permanent Speed Restriction of 60mph has been introduced between 176m 75chs and 177m 11chs; a new 60mph reflectorised Permanent Speed Restriction board has been installed at 176m 75chs. The 85mph PSR sign at 177m 03chs has been moved further north to 177m 11chs.

On the Up Line a new Permanent Speed Restriction of 45mph has been introduced between 177m 21chs and 177m 09chs; a reflectorised 45mph Advance Warning Permanent Speed Restriction Indicator and an AWS permanent magnet has been installed at 178m 31chs. A new reflectorised 45mph PSR board has been installed at 177m 21chs and the 75mph PSR board at 177m 03chs has been moved further north to 177m 09chs.

(8)

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

York Station Platform 4, Down Direction - Signal Y.235

The Signal Post Telephone for Signal Y.235 has been moved onto a post on Platform 4, adjacent to the signal.

(IC/EC) (8)

** Newark Northgate Station

Ground Position Light Signal No. 1315 on the Up Main Line to the south of Newark Northgate Station, has been moved 40 metres south of its present position.

(7)

Hett Steps Public Footpath Level Crossing (Between TurSDale Jn. & Durham) at 61m. 09ch.

The Whistle Boards at the above level crossing have been repositioned as follows :-

Up Main Line	-	from 510yds to 440yds before reaching the crossing
Down Main Line	-	from 510yds to 440yds before reaching the crossing
Up Main Line (Down direction)	-	from 340yds to 244yds before reaching the crossing
Down Main Line (Up direction)	-	from 340yds to 244yds before reaching the crossing

(IC/EC)(7)

(GWL)(9)

Between Evesham and Pershore

A new 75 m.p.h permanent speed restriction applies in both directions on the single line between 110 m.p.h and 111 m.p.

(New Item) (RRC/O/S/GEN.33) (9)

** Slough

A signal post telephone has been provided at GPL S243 on Slough Goods Straight, immediately outside Slough Panel box.

(GWL)(7)

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

** Banbury North Jn.

The calling-on arm situated on the Up Goods Home signal has been removed.

(ROM/S/S/0500/PT)(7)

** Between Abbotswood Jn. and Aschurch Ground Frame

Telephones have been provided at the following occupation/accommodation crossings :-

Andrews	74m. 71chs.
Cooks No.1	75m. 03chs.
Cooks No.2	75m. 23chs.

The telephones are connected to Gloucester signalbox.

(See Section D)
 (ROM/S/S/0500/PT) (7)

** At Llandovery Level Crossing 29m 24ch

Lineside equipment has been provided in the Down direction only to enable train Drivers to initiate the amber/flashing red road lights and lowering of the full barriers from their cabs.

An elevated horizontal control wire, parallel to the track, has been provided on the nearside of the line adjacent to the rail stop sign.

The control wire is 1.6m in length, 1.5m from the running rail and is at cab window height. Marker lights have been provided at each end of the control wire.

The existing level crossing installation, including the Driver's flashing white light, automatic barrier-raise facility and the local control unit remains unaltered. Operation for Up trains continues to be from the local control unit.

(See Periodical Operating Notice)

(RSW2) (7)

British Rail**CSE****8****WEEKLY OPERATING NOTICE**

containing

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

**Saturday, 15th May
to
Friday, 21st May 1993
inclusive**

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

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

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SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues.

Monday, 17 May between Birmingham New Street (exclusive) and Blackwell (exclusive)

Signalling & Permanent Way alterations will take place between Birmingham New Street (exclusive) and Blackwell (exclusive) on the above dates. The work will be commissioned in two stages.

Full details are contained in Special Notice number 50E which has been issued to all concerned. Any staff who need a copy of this notice and are not in possession of one should contact their Supervisor.

(RRC/O/S/91/3)

** Saturday, 15 May to Sunday, 16 May - Barnt Green

From 06 00 Saturday, 15 May until 20 00 Sunday, 16 May all platforms at Barnt Green station will be temporarily closed to passenger trains, due to platform and footbridge works.

(ROM/S/S/0500/PT) (8)

Saturday, 15 May to Sunday, 16 May - Barnt Green Station

From 06 00 Saturday, to 20 00 Sunday, the down and up main line and down and up Redditch branch line platforms will be taken out of use. During this period trains must not call at the station.

(RRC/O/S/92/82)

Monday, 17 May - between Dovey Jn. and Aberdovey

The 25 m.p.h. permanent speed restriction between 80 $\frac{1}{2}$ m.p. and 84m 77ch applying to the Down Direction will be removed.

A new 35 m.p.h. permanent speed restriction will be introduced between 80m 73ch and 83m 67ch and apply to the Down direction.

A new 35 m.p.h. permanent speed restriction will be introduced between 83m 67ch and 80m 73ch and apply to the Up direction.

A new 25 m.p.h. permanent speed restriction will be introduced between 83m 67ch and 84m 77ch and apply to the Down direction.

The 25 m.p.h. permanent speed restriction between 84m 77ch and 80 $\frac{1}{2}$ m.p. applying to the Up direction will be shortened and will apply between 84m 77ch and 83m 67ch.

(RRC/O/S/GEN.33)

Signalling and Permanent Way Alterations - continued

Sunday, 16 May - Lincoln Pelham Street

The arm of the Down Home semaphore signal on the line from Sleaford will be reduced in height to 13 feet 9 inches above rail level.

The signal post will be repositioned 6 feet 6 inches from the nearest running rail.

(RRC/O/S/GEN.25)

Monday, 17 May - Barnetby Station

From 05 00 hours the operational lengths of the Up Slow (No. 1), Up Fast (No. 2), Down Fast (No. 3) and Down Slow (No. 4) platforms will be permanently shortened to 113 yards (103.5 metres) at the east (Cleethorpes) end.

Monday, 17 May - Between Tinsley Yard and Treeton Jn./Treeton North Jn.

The lines between Treeton Jn/Treeton North Jn and Catcliffe Jn will be taken out of use and all movements to/from Tinsley Yard and Tinsley TMD will be made via the Shepcote Lane end of the Yard.

DETAILS OF WORK ALREADY CARRIED OUT

Brinklow

A new down passenger loop has been provided adjacent to the down fast line between 87mp and 88mp. The maximum permissible speed through the connections into and out of the loop and over the loop itself is 40 mph.

The existing four-aspect main signal (RY.332) situated on the down fast line approaching the entrance to the loop has been converted to a controlled signal and provided with a position 1 junction route indicator for movements into the loop.

The next four-aspect main signal on the down fast line (RY.187) has also been converted to a controlled signal and re-positioned 55 yards nearer Rugby.

A new four-aspect controlled main signal (RY.186) together with AWS track equipment has been provided on the new loop opposite the re-positioned RY.187 signal.

A telephone to Rugby PSB has been provided 15 feet before reaching each of the above signals.

(OD14/92/14) (10/11)

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

Sunday, 9 May - Smethwick Rolfe Street Station

45 metres of the up platform at the Birmingham end will be permanently taken out of use. A notice board worded "Trains to stop here" will be provided.

(New Item) (OD14/-)(10/11)

Kilby Bridge Junction Area

Telephones linked to Leicester P.S.B. have been provided at the following occupation/accommodation crossings:-

93m 49.1/2chs	Hills LC
93m 56chs	Cooks Lane LC

(New Item) (ROM/S/S/0500/PT) (10/11)

Bournville Station

The down platform at Bournville Station has been temporarily shortened by 77 yards at the Birmingham end. Drivers of trains calling at Bournville station must bring their trains to a stand at the temporary Stop board provided. The Kings Norton end of the down platform platform has been restored for use.

The Up platform remains shortened at the Birmingham end until further notice.

(New Item) (RRC/O/S/92/99) (10/11)

Littleworth

The arm of the Up Distant semaphore signal has been reduced in height to 13 feet 9 inches above rail level.

The arm of the Up Home semaphore signal has been in height to 13 feet 9 inches above rail level.

(New Item) (RRC/O/S/GEN.25) (10/11)

Willesden West London Junction

The Middle Siding situated between the down fast and up goods lines has been taken out of use, pending removal. Position light shunting signal WN.124 at the exit from the siding has been taken away and all signal routes into the siding have been disconnected.

(OD14/89/131) (9)

Signal NS247 between Five Ways and University

Signal NS247 on the down Gloucester line between Five Ways and University has been renewed on a straight post instead of a bracketed post.

(RRC/O/S/91/3) (9)

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

Tyseley Station

Until further notice Platform 4 at Tyseley station has been shortened by 83 yards at the Leamington end. The Birmingham end of the platform has been restored to use. "Trains Stop Here" boards have been provided.

Platform 3 remains shortened at the Birmingham end until further notice.

(RRC/O/S/HMRI.019) (9)

** Euston Station

The platform re-surfacing work at Euston station has been completed and all platforms are now back in use.

(OD14/-) (8)

** NS453 Signal

Signal NS.453 situated on the Up Gloucester line between Five Ways and New Street has been repositioned 75 yards nearer to Five Ways station. The associated AWS magnet has been repositioned accordingly.

(8)

** NS455 Signal

Signal NS.455 situated on the Up Gloucester line between Selly Oak and University has been renewed with a straight post instead of a bracketed post.

(8)

** Kings Norton to Barnt Green

The following signals have been renewed on gantries:-

SY.32 and SY.34 situated on the Down Fast and Down Slow respectively between Northfield and Longbridge.

SY.29 and SY.31 situated on the Up Slow and Up Fast respectively between Longbridge and Northfield.

SY.23 and SY.25 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

SY.13 and SY.15 situated on the Up Goods and Up Main respectively between Barnt Green and Longbridge.

The following signals have been renewed on gantries and the position light aspects associated with both signals have been repositioned directly to the right of the red aspect instead of below the red aspect, and the stencil indicators on both signals have been removed:-

SY.33 and SY.35 situated on the Up Slow and Up Fast respectively between Northfield and Kings Norton.

(ROM/S/S/0500/PT) (8)

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

** Brent Curve

The Down and Up Brent Curve lines between Dudding Hill Junction and Brent Curve Junction have been re-opened for traffic.

ROM/S/S/0500/PT (8)

** Between Bestwood Park Junction and Hucknall

A Permanent Speed Restriction of $\frac{20}{40}$ has been imposed in the Down direction

approaching Brickyard Lane L.C. The Down direction level crossing speed restriction board has been moved 40 yards nearer to the level crossing.

(See Section D)

(OP4/RA/W.4187/1) (8)

Dalston Kingsland

The indicators on position light signal DJ 101 located on the Canonbury side of the station and applying to movements from the No.1 Up line towards the station have been altered to read 'D' for the Down line and 'U' for the Up line.

(10/SA1.14) (9)

Blankney

The arm of the Down Home semaphore signal has been reduced in height to 13 feet 9 inches above rail level.

The arm of the Up Section semaphore signal has been reduced in height to 13 feet 9 inches above rail level.

(RRC/O/S/GEN.25) (9)

Main to Main Crossover at 9m 45ch Tollerton

862B points of the Main to Main Crossover on the Down Main Line have been removed and replaced with plain line.

862A end of the Main to Main Crossover points on the Up Main Line has been clamped out of use.

The above situation will continue until further notice.

(9)

** Hubberts Bridge

The existing Up Distant semaphore signal has been renewed with the signal arm at a height of 13 feet 9 inches above rail level. The signal post has been positioned 6 feet 6 inches from the nearest rail.

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

Hubberts Bridge - continued

The existing Down Home semaphore signal has been renewed with the signal arm at a height of 13 feet 9 inches above rail level. The signal post has been positioned 6 feet 6 inches from the nearest rail.

(RRC/O/S/GEN.25) (8)

** Aldwarke Jn.

The Permanent Speed Restriction of 25 mph which applies from the facing connection in the Up Main at Aldwarke Jn. to 6m 69ch on the Down Tinsley (towards Rotherham Central Station) has been raised to 50 mph.

(8)

** Between Balne Lane and Outwood

The following Permanent Speed Restriction alterations now apply:-

On the Down Line a new Permanent Speed Restriction of 60mph has been introduced between 176m 75chs and 177m 11chs; a new 60mph reflectorised Permanent Speed Restriction board has been installed at 176m 75chs. The 85mph PSR sign at 177m 03chs has been moved further north to 177m 11chs.

On the Up Line a new Permanent Speed Restriction of 45mph has been introduced between 177m 21chs and 177m 09chs; a reflectorised 45mph Advance Warning Permanent Speed Restriction Indicator and an AWS permanent magnet has been installed at 178m 31chs. A new reflectorised 45mph PSR board has been installed at 177m 21chs and the 75mph PSR board at 177m 03chs has been moved further north to 177m 09chs.

(8)

** York Station Platform 4, Down Direction - Signal Y.235

The Signal Post Telephone for Signal Y.235 has been moved onto a post on Platform 4, adjacent to the signal.

(IC/EC) (8)

ADVANCE NOTICE - signalling Notice No.59 - PADDINGTON AREA

This notice is now being distributed and covers stages 1.8A and 1.10 of the resignalling.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(GW1) (10/11)

Between Evesham and Pershore

A new 75 m.p.h permanent speed restriction applies in both directions on the single line between 110 m.p.h and 111 m.p.

(RRC/O/S/GEN.33) (9)

APPENDIX INSTRUCTIONS - continued
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
 OVER THE OTHER REGIONS BR.30063/13 DATED DECEMBER 1991
 SECTION N - NETWORK SOUTH EAST (FORMER SOUTHERN REGION LINES)
 SECTION 1 - TABLE 'A' - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down	Up	
NEW KEW JN. TO NORTHELETT (VIA NONHEAD AND HILTHEE GREEN) TO OPERATE ON AND FROM MONDAY, 3 MAY Page 6 - Between Voltaire Road Jn. and Brixton Jn. Add :- Shepherds Lane Jn.		2 60		45	Chatham Main to Atlantic (1-5-93)

APPENDIX INSTRUCTIONS - continued
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
 OVER THE OTHER REGIONS BR.30063/13 DATED DECEMBER 1991
 SECTION N - NETWORK SOUTH EAST (FORMER SOUTHERN REGION LINES)

LOCAL INSTRUCTIONS

PAGE 32

ADD

BETWEEN WATERLOO AND SURBITON/BARNES

At signals with a special sign consisting of a black cross on a white background with a yellow roundel superimposed fixed to the SPT cabinet, traincrew must not normally use these SPTs. When a driver requires to contact the Signalman this must be done by use of "Cab Secure" or "NRN" radio.

Information to pass the signal at Danger cannot be given by means of "NRN" radio. In these circumstances the Signalman must block the adjacent line and then advise the Driver by "NRN" radio that "the _____ line is blocked and it is safe to alight from the cab to use the signal post telephone at signal _____.

If the train does not have a radio, or the radio has failed, the Signalman must block the adjacent line and instruct the Driver of a train which is to pass on another line to stop opposite the driving cab of the detained train in order to instruct the Driver of the detained train that it is safe to alight from the cab to use the signal post telephone.

A line which has been blocked to enable an signal post telephone to be used must remain blocked until the Signalman has ensured, by the occupation and clearance of track circuits, that the train has proceed from the signal.

("Cab Secure" radio includes radios fitted in class 455 units)

(R(SW)1055) (15.5.93)

SECTION D

MISCELLANEOUS INSTRUCTIONS

INTRODUCTION OF PROTOTYPE REFURBISHED MKIII VEHICLE 45084
ON MIDLAND MAIN LINE SERVICES

Commencing on Monday 17th May 1993, a prototype refurbished MkIII vehicle No. 45084 will be introduced on Midland Main Line services. The vehicle will be a classed as Trailer Standard Conductor Disabled vehicle (TSCD).

This TSCD vehicle will contain a Senior Conductors Office which will incorporate Public Address Equipment, together with the facility to communicate with the driver. The emergency equipment locker is located opposite the office. There will also be a buzzer communication to enable the train to be started from this vehicle, the equipment being located adjacent to the door on either side in the vestibule end nearest the Senior Conductors office.

This vehicle will be part of diagram NL365, formed as coach D between the Standard Class accommodation and the Catering vehicles. The former Trailer Guards Standard vehicle (TGS) will be removed from this set and replaced with a Trailer Standard vehicle (TS).

Diagram NL365 is programmed to work the following services:-

1P09	0720	SX	Sheffield to St. Pancras
1F38	1000	SX	St. Pancras to Sheffield
1C32	1321	SX	Sheffield to St. Pancras
1P60	1700	SX	St. Pancras to Sheffield
1M24	0754	SO	Leeds to St. Pancras
1D48	1315	SO	St. Pancras to Nottingham
1C36	1548	SO	Nottingham to St. Pancras
1D64	1815	SO	St. Pancras to Sheffield
1C11	1620	SUN	Derby to St. Pancras
1E43	1850	SUN	St. Pancras to Leeds

All concerned must note that this vehicle may be used on other services, for which no prior advice will be given.

All concerned must note the relocation of the Senior Conductor when giving the handsignal indicating that station work is complete.

(15.5.93)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

WEMBLEY EUROPEAN FREIGHT OPERATING CENTRE

From Monday, 25th January until full commissioning takes place, access to the above Depot will be available for Engineers trains and, in emergency only, ECS trains, through unsignalled connections in the existing running lines. Before any movement is made to or from the Depot through these connections, an Absolute Possession must be taken and Drivers must work to the instructions given by the Engineering/Operating Supervisor on site. All movements must be made at walking pace.

(OD14/89/131)

(23-1-93)

DRIVERS MANUALS (33056/-SERIES) TEMP INSTRUCTIONS
CLASS 153 - 155 DMU TRAINS DATED JULY 1991

Refer CSD - No.2 Page 121

ADD to paragraph (a):-

Check that the isolating cock from the toilet water tank to the engine cooling system is open, this cock is located behind the panel marked 'TCA 2', which is adjacent to the diagnostic fault panel cubicle.

ADD to paragraph (d):-

It should be noted that depressing the water transfer plunger will only allow approximately 9 litres of water to flow from the toilet tank to the engine cooling system therefore the plunger may need to be depressed several times before sufficient water becomes available within the engine cooling system to allow the engine to be restarted, and kept running.

After each depression of the plunger, it must be allowed to restore itself to the normal position before pressing it again.

(2DSTDS)

(24-4-93)

British Rail**CSE****15****WEEKLY OPERATING NOTICE**

containing

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

Saturday, 3rd July

to

Friday, 9th July 1993

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 (05-32201) to avoid duplication.

PRIVATE
and not for Publication



WARNING



A.C. ELECTRIFIED LINES
WILLESDEN FREIGHTLINER TERMINAL

25KV OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE WILLESDEN FREIGHTLINER TERMINAL ADJACENT TO THE DOWN SIDE OF THE WEST COAST MAIN LINE BETWEEN 5 M.P AND THE 6 M.P.

The limits of energisation are:-

South End - From existing overhead line equipment to OLE Structure WF00/14.

North End - From existing overhead line equipment to OLE Structure WF00/18.

FROM 00.01 HOURS ON MONDAY 28 JUNE 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE TERMINAL HAVE BEEN 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 is controlled by staff located at WILLESDEN ELECTRICAL CONTROL ROOM, which is manned continuously.

Communication with the Electrical Control Room can be obtained:-

(1) Via Railway E.T.D. (Telephone No. 00-46161)

or

(2) Via British Telecom (Telephone No. 081-9652304)

In the event of any queries in connection with the above electrification (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.



WARNING



WARNING
A.C. ELECTRIFIED LINES
CREWE, BASFORD HALL UP SIDINGS

SPECIAL NOTICE TO STAFF ON THE ENERGISATION AT 25,000 VOLTS OF THE OVERHEAD LINE EQUIPMENT AT CREWE, BASFORD HALL UP SIDINGS.

OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE NEW NOS. 5 AND 6 SIDINGS (ADJACENT TO NOS. 1 - 4 UP SIDINGS).

The limits of energisation will be:-

At the South end, overhead line structure No. GX/156/45 on the Sidings 5 & 6 lead.

At the North end, overhead line structure No. GX/157/08 on the Sidings 5 & 6.

FROM 17.00 SUNDAY 25 JULY 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 CREWE ELECTRICAL CONTROL ROOM, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

(1) Via Railway E.T.D. (Telephone No. 05 - 32841)

or

(2) Via British Telecom (Telephone No. 0270 - 255582)

In the event of any queries in connection with the above electrification (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.



WARNING



WARNING

A.C. ELECTRIFIED LINES STRATFORD FREIGHTLINER TERMINAL

SPECIAL NOTICE TO STAFF ON THE ENERGISATION AT 25,000 VOLTS OF THE OVERHEAD LINE EQUIPMENT ON THE NEW ENGINE HOLDING SIDINGS.

OVERHEAD LINE EQUIPMENT HAS BEEN INSTALLED IN THE NEW ENGINE HOLDING SIDINGS AT THE WEST END OF THE TERMINAL

The limits of energisation will be:-

At the West end, Structure No. BLO016A and at the East end, Structure No. BT/00/17.

FROM 12.00 MONDAY 19 JULY 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 ROMFORD ELECTRICAL CONTROL ROOM, which is manned continuously. Communication with the Electrical Control Room can be obtained:-

(1) Via Railway E.T.D. (Telephone No. 00 - 57980)

or

(2) Via British Telecom (Telephone No. 0708 - 43545)

In the event of any queries in connection with the above electrification (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.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues.

Monday, 5 July - Between Shilton and Brinklow

The 50 m.p.h. T.S.R. which applies on the up slow line from 90m. 31ch. to 89m. 53ch. will become a 50 m.p.h. P.S.R. applying from 90m. 32ch. to 89m. 53ch. A triangular P.S.R. warning indicator and A.W.S. permanent magnet will be provided approximately 1056 yards before reaching the commencement of the speed restriction.

(OD14/GEN/4)

Monday, 5 July - Pyewipe Junction

The 25 m.p.h. permanent speed restriction on the down main line between 83m. 68ch. and 84m. 19ch. will be withdrawn. The line speed will be increased to 55 m.p.h. between 83m. 68ch. and 84m. 19ch.

The 25 m.p.h. permanent speed restriction on the up main line between 84m. 19ch. and 83m. 68 ch. will be withdrawn. The line speed will be increased to 50 m.p.h. between 84m. 19ch. and 83m. 68ch.

(RRC/0/S/92/157)

Monday, 5 July - Maryland

At 1000 hours, the permanent speed restrictions in the vicinity of Maryland station will revert to their former values, as follows:-

30 between 4m. 17ch. and 4m. 70ch. on the Up and Down Electric lines
40

will be increased to 30
50
60M

40 m.p.h. between 4m. 20ch. and 4m. 70ch. on the Up and Down Main lines
will be increased to 60
70

(18/SA 1.6)

Signalling and Permanent Way Alterations - continued

ADVANCE WARNING - Signalling Notice No. 63 - PADDINGTON AREA

This notice is now being distributed and covers the final stage of the resignalling at Paddington Station which is to be introduced on Monday 26 July.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(UFN) (GW1)

Between Monday, 21 June and Monday, 5 July - Signalling Notice No. 62 - Paddington Area

This notice covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Stage 1.12A has now taken place and Stage 1.12B will take place between Saturday 3 July and Monday 5 July.

The maximum permissible speed over the facing connection at Old Oak Common West for Up direction movements to the ACE Sidings, from the Wycombe line or from Reception line 1, is 15 mph.

Carriage Line 1 at Kensal Green carriage cleaning platform is bi-directional and not as shown on the first diagram of this notice.

(Amended Item)

(GW1)

From Monday, 28 June to Thursday, 29 July - Central Wales Line - Between Craven Arms and Llandrindod Wells - At Dolau Level Crossing (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(RSW2)

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Wolverhampton Station

A double-sided "OFF" indicator has been provided on No. 2 platform at Wolverhampton station, working in conjunction with signal WN.99 at the south end of the platform.

(OD14/GEN/61) (17)

Ratcliffe Power Station

Signal A1 on Coal line "A" has been provided with a Theatre type route indicator which shows indication "A" for the route to signal A2 on Coal line "A". Other indications will be brought into use shortly.

(New Item) (OP4/RA/W.4370)(17)

Tyseley Station

Platform 2 at Tyseley station has been temporarily shortened by 88 yards at the Leamington end. "Trains Stop Here" boards have been provided.

(New Item) (RRC/O/S/HMRI.019) (17)

Tyseley Station

Platform 3 has been shortened by 84 yards at the Leamington end until further notice and "Trains Stop Here" boards have been provided. The Birmingham end of platform 3 has been restored to use.

Work on platform 4 has been completed and the platform restored to its original length.

(New Item) (RRC/O/S/HMRI.019) (17)

Radford Junction to Trowell Junction

The catch points on the Up line at 130 miles 10 chains have been removed and replaced with plain line.

(See Section D) ROM/S/S/0500/PT (17)

Between Radford Jn. - Lincoln Street SB

The Signal Post Telephones on signal TT323 on the Down Mansfield at 127m.7ch. and TT234 on the Up Mansfield at 127m.32ch. have been rehoused inside an anti-vandal box mounted on the Signal Post and opened by a BR No.1 Carriage key.

(New Item) (OP4/RA/W.4187) (17)

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

Sheffield North Junction

The 15 m.p.h. permanent speed restriction between 158m49ch and 158m67ch has been reduced to 5 m.p.h.

The existing 15mph warning indicator on the up line at approx. 159m71ch has been changed to a 5mph warning indicator.

(New Item) (ROM/S/S/0500/PT) (17)

Between Milton Keynes Central and Wolverton

The existing 75 m.p.h. P.S.R., which applies on the down slow line between 51m. 34ch. and 51m. 72ch., has been removed.

(OD14/GEN/3B) (16)

Apsley Station

The existing 80 m.p.h. P.S.R., which applies on the down and up slow lines between 23 m.p. and 23m. 20ch., has been removed.

(OD14/GEN/3B) (16)

Saltley Locomotive Inspection Point

The power operated king points at the entrance to Saltley Locomotive Inspection Point have been converted to hand operated points.

(OP4/RA/W.6100) (16)

Round Oak

The Sidings formed from the former Up line has been abolished and a temporary stop block has been provided at 145m 51ch (at clearance with the connection to the Up Sidings).

(OP4/RA/W.6051) (16)

Between Narborough and Hinckley

The 75 m.p.h. permanent speed restriction (applying to trains composed entirely of Class 15X Units) on the down line between 11m. 14ch. and 7m. 21ch. has been shortened in length to apply from 10m. 20ch. to 9m. 60ch.

The 75 m.p.h. permanent speed restriction (applying to trains composed entirely of Class 15X Units) on the up line between 7m. 03ch. and 11m. 05ch. has been shortened in length to apply from 9m. 60ch. to 10m. 20ch.

(See Section D)

(RRC/O/S/-)(16)

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

Great Malvern Station

Work on the Up platform has been completed and the platform restored to its normal length.

(RRC/O/S/HMRI.018) (16)

** Saltley Depot

The hydraulically worked king points at Saltley Depot on the Arrival/Departure line, leading to the Stabling and Fueling lines have been converted to Hand Point operation, and the control box for the Hydraulic Points, adjacent to the 'Stop and Telephone' board is no longer in use.

(ROM/S/S/0500/PT) (15)

** Radford Junction

The speed restriction to and from the Bestwood Park Jn. line has been amended to 35 m.p.h. between 125m.55ch. and 125m.60ch.

(See Section D)

(OP4/RA/W.4187/1) (15)

** Tyseley Station

Work on platform 4 at Tyseley station has been completed and the platform restored to its original length.

(RRC/O/S/33109) (15)

** Abermule Level Crossing between Welshpool and Newtown

Abermule level crossing has been converted from an Automatic Open Crossing Locally Monitored to Automatic Half Barriers. The existing lineside advance warning boards, speed restriction boards and train drivers flashing red and white lights have been taken away. Telephones are provided at the crossing on each side of the line communicating with Machynlleth signalbox.

The maximum permissible speed over the crossing is 60 m.p.h.

(RRC/O/LC.2126) (15)

** Chester Station

Platform 1 line has been temporarily shortened by approximately 33 yards at the buffer stop end. The existing buffer stop lights have been extinguished and a temporary sleeper stop block, fitted with a stop board and red light, has been provided.

(RRNW/OS/GEN/12) (15)

Darlington Bank Top Station

Signals T895 (Down Platform Line, Platform 4) and T897 (Down By-Pass Line to Platform 4) have been raised by approximately 1 foot on the existing gantries, to improve close sighting.

(IC/EC) (17)

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

Central Wales Line - Between Craven Arms and Llandriddod Wells at Bucknell Level Crossing (AOGL)

The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

In the Up direction a new rail STOP board worded "Press plunger, obtain white light and whistle before proceeding" has been erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the Up direction has been recovered.

While this work is taking place, the normal operation of the crossing has been suspended. The flashing white lights and road traffic signals have been extinguished and an Attendant has been provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(RSW2) (16)

** Signalling Notice No. 61 - PADDINGTON AREA

The new signalling shown in this notice has been introduced.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(GW1) (15)

** Ladbroke Grove

The maximum permissible speed over the connection at 1m.75ch. between Carriage Line 2 and Carriage Line 1 has been amended to 15 mph.

(GW1) (15)

Between St. Johns and New Cross.

The A.W.S. associated with Up Slow Line signal L230 has been moved 20 yards closer to the signal.

(OSM/SE/1104) (17)

St. Johns.

Up Slow Line signal L234, situated at the London end of the station, has been moved 57 yards towards London. The red aspect is 16 feet above the left-hand running rail. The associated A.W.S. has also been moved 57 yards towards London.

(OSM/SE/1104) (17)

SECTION C

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

Between Dunton Green and Hildenborough, inclusive of Bat & Ball Branch to Sevenoaks.

Alterations to signalling and permanent way has taken place as shown in Signalling Instruction No.5 SED 1993.

Details of the altered permanent speed restrictions are shown in Section D of this Notice.

All concerned must ensure that they are in possession of this instruction.

(OSM/SE/1102) (17)

Between Dunton Green and Hildenborough, inclusive of Bat & Ball Branch to Sevenoaks.

Signalling Instruction No.5 SED, showing alterations to signalling and permanent way between Dunton Green and Hildenborough (inclusive of the Bat & Ball Branch to Sevenoaks), has been distributed.

All staff concerned must ensure that they are in possession of this instruction.

(OSM/SE/1102) (17)

Between London Bridge and Spa Road.

The crossover between the Up Passenger Loop and No.5 Down Line has been abolished together with the associated position light signal (No.1490) on No.5 Down Line.

A new facing crossover, secured out of use until further notice, has been provided between No.6 Up Line and No.5 Down Line. The connection in No.6 Up is 3 yards London side of signal L128 and the connection in No.5 Down is 40 yards Country side of signal L127.

(OSM/SE/1104) (16)

Sevenoaks.

The Up Main Line from the London side of Sevenoaks Tunnel to the London end of Sevenoaks station has been taken out of use until further notice.

Up Line signal NE41 on the London side of Sevenoaks Tunnel will only apply to movements to the Up Platform Loop and the points leading to the Up Platform Loop beyond signal NE41 has been set and secured in that direction until further notice.

Signal NE40, together with its associated telephone and Banner Repeater, has been abolished.

The facing points leading from the Up Main to the Up Branch have been abolished and new points have been installed which connects the Up Branch to the Down Main. The new points are 62 yards London side of signal NE38 and have been secured out of use until further notice.

A new crossover, secured out of use until further notice, has been provided between the Down and Up Main. The facing points in the Down Main are 215 yards country side of signal NE3 and the facing points in the Up Main are 48 yards London side of signal NE40.

(OSM/SE/1104) (16)

SECTION C

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

. Between London Bridge and Spa Road.

A new crossover, leading from the Up Passenger Loop to No.6 Up Line, has been provided. The facing connection in the Up Passenger Loop is 180 yards London side of signal L138 and the trailing connection in No.6 Up Line is 260 yards London side of signal L136.

The crossover has been secured out of use until further notice.

(OSM/SE/1104) (15)

. Sevenoaks.

A new facing crossover has been provided between the Down and Up Branch. The Down Branch end of the crossover is 382 yards Sevenoaks station side of signal NE1. The Up Branch end of the crossover is 314 yards Sevenoaks station side of signal VS330.

(OSM/SE/1104) (15)

MISCELLANEOUS INSTRUCTIONS - continued

CLASS 165/166 ASSISTANCE PROCEDURES

Should a Class 165/166 D.M.M.U fail in traffic NORTH OF WOLVERCOT JUNCTION (on Cotswold Line Services) or NORTH OF BANBURY, (on Birmingham - Marylebone Services), or be called upon to render assistance, the Rule Book Appendix, Page 2.7, Clause 3, is amplified as under:-

- A) Class 165/166 Units MUST ONLY be Mechanically & Electrically Coupled to other Class 165/166 Units.
- B) Other Classes of B.S.I. Automatic Coupler fitted Unit, i.e. Class 150/1 & 2, 153,155,156,158, may be mechanically coupled to a Class 165/166, but BOTH ELECTRICAL CONNECTION BLOCK COVERS MUST BE FULLY FULLY RETRACTED, BEFORE COUPLING TAKES PLACE.

Under no circumstances must the Unit types outlined in this clause be electrically coupled to a Class 165/166 Unit.

If, for any reason, an Electrical Connection Block cannot be retracted, Fleet assistance must be sought from the S.P.M. at Tyseley, via the D.C.C. (05 43580).

A 'short' Tommy Bar is fitted to some 3-Car Class 165 Units and a special tool held at the above Depot is required to facilitate retraction of the Electrical Connection Block. Fleet staff must attend and retract the Electrical Connection Block if this is the case.

- C) Class 165/166 Units may be assisted as a last resort, by a Locomotive, Emergency 3 Piece Adapter Coupling, and an Emergency Supply Air Hose.

This Emergency equipment is not carried on the Class 165/166 Units and must be obtained by request to the S.P.M. at Tyseley, via the D.C.C. (05 43580)

(RRC/TT/1/11/5) (3.7.93)

WEMBLEY EUROPEAN FREIGHT OPERATIONS CENTRE-
EMERGENCY WORKING TO AND FROM WILLESDEN CARRIAGE SIDINGS

Until full commissioning of the Freight Operations Centre takes place, access to Willesden Carriage Sidings will be available in emergency only over the route between points 275B and CN5A shown on the accompanying diagram.

An Engineering Department possession will be taken of the rest of the new Freight Operations Centre up to a point clear of the Low Level goods and Engine lines at the South end.

In the event of a complete blockage of the South end of Willesden Carriage Sidings, necessitating empty coaching stock passing to and from Willesden Carriage Sidings at the North end via points 275 and CN5, a Movements Inspector will be appointed to take charge of the operation and he will accompany every movement in either direction between Wembley Central Station, and Carriage Shed North box. Such movements must proceed at walking pace.

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

** PASSENGER TRAINS OVER GOODS LINES

DATE SATURDAY, 3 AND SUNDAY, 4 JULY

TRAINS : VARIOUS PASSENGER TRAINS
LINES : UP GOODS BARNT GREEN STATION TO HALESOWEN JUNCTION.

- 1 These trains are authorised to travel over the section(s) of goods lines shown above.
- 2 Speed not to exceed 20 m.p.h. (INCLUSIVE OF THE POINTWORK ON ENTRY TO THE GOODS LINE) Subject to the 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 lines 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.

(ROM/S/S/521/9308/PT) (03.7.93) (15)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

INTERCITY SIGNAL BOX TELEPHONE NUMBERS

The telephone numbers shown below must be used if it is necessary to contact one of the following signal boxes. These numbers may only be used in connection with essential messages regarding train operations or in case of emergency.

SIGNAL BOX		INTERNAL NUMBER
Basford Hall Jn.	(BH)	05-32790
Betley Road	(BR)	05-32789
Birmingham N. St. PSB	(NS)	054-2800/1
Bletchley	(BY)	00-43338
Bristol	(B)	07-42795
Cardiff	(C)	071-2508
Colwich	(CH)	05-38351
Coventry PSB	(CY)	050-6240/23
Crewe PSB North Panel	(CE)	05-32809/10
Crewe Coal Yard	(CY)	05-32812
Derby	(DY)	05-62317
Exeter	(E)	070-2415
Euston PSB		00-40500
Gloucester	(G)	075-2240
Hademore Crossing	(HC)	050-6027
Leamington Spa	(LN)	050-7850
Lichfield TV	(LD)	050-6023
Madeley	(MY)	05-32815
Marylebone IECC	(ME)	00-29541
Newport	(N)	071-6203
New St. PSB		054-2800/1
Northampton Bridge St.		050-8229
Norton Bridge	(NB)	05-38359
Nuneaton	(NN)	050-6812/3
Old Oak Common	(OO)	00-31077
Oxford	(OX)	078-4219/17
Port Talbot	(PT)	07-33200
Plymouth	(P)	079-2428
Reading	(R)	078-2397
Rugby PSB	(RY)	050-6444/5
Saltley	(SY)	05-43151
Slough New	(SN)	00-36335
Slough	(S)	00-36223
Stafford No.4	(SD4)	05-38317
Stafford No.5	(SD5)	05-38320
Stoke-on-Trent PSB	(SE)	05-35453/83
Swindon	(SN)	077-4189
Tamworth L.L.	(TH)	050-6930
Watford Jn. PSB	(WJ)	00-47278
Westbury	(W)	07-47210
Willesden Jn. PSB	(WN)	00-46299
Willesden C. Shed N.		00-46267
Willesden C. Shed S.		00-46268
Wolverhampton PSB	(WN)	050-5215

(OD/15/411) (Amended 27-2-93) (UFN)

CREWE
30, JUNE 1993BY ORDER of the
OPERATIONS MANAGERS

British Rail

CSE



16

WEEKLY OPERATING NOTICE

containing

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

Saturday, 10th July

to

Friday, 16th July 1993

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 (05-32201) to avoid duplication.

PRIVATE
and not for Publication

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
KENSINGTON OLYMPIA TO NORTH POLE JN. - continued		
UNTIL FURTHER NOTICE - continued		
S29 Mitre Bridge and Willesden West London Jn	Down & Up West London BLOCKED to electric trains	Continuously. Unloading materials. ½ mp and 1mp. Isolation of electrical section AH.6 (p).
S30 Willesden High Level and Kensington Olympia	Up West London	08 00 to 18 00 each Mon to Fri. O.H.E work between Willesden High Level WN150/139/141 signals and Kensington "O" VC808 signal. 5m 70c and 4m 40c. THE RULE BOOK SECTION T PART IV TO APPLY.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items will not appear in future issues.

Monday, 12 July - Ratcliffe Power Station

A new Discharge /Loading Hopper for FGD traffic will be provided adjacent to the existing Coal Discharge Hopper.

A facing connection will be provided from Coal line A leading to new Arrival lines G and H. The standage on the Arrival lines will be 380 yards.

Signal A1 on Coal line "A" has been provided with a theatre type route indicator which will display the following indications:

Indication	Route
A	Coal line "A" (Signal A2)
G	Arrival line G
H	Arrival line H

New signals G1 and H1 will be provided at the Hopper end of Arrival lines G and H will control movements towards the new Hopper. These signals will be operated from the Discharge/Loading Hopper. The telephone adjacent to signals G1 and H1 will communicate with the Control Room. A "STOP" board applicable to set back movements on the Arrival lines will be provided between the lines at the Coal line "A" end and will be applicable to both lines.

A notice board worded STOP - COLLECT RADIO will be provided at the entrance to the Discharge/Loading Hopper.

The line beyond G and H Arrival lines will be known as line J and a new signal J7 will be provided to control movements onto the Unloading Loop.

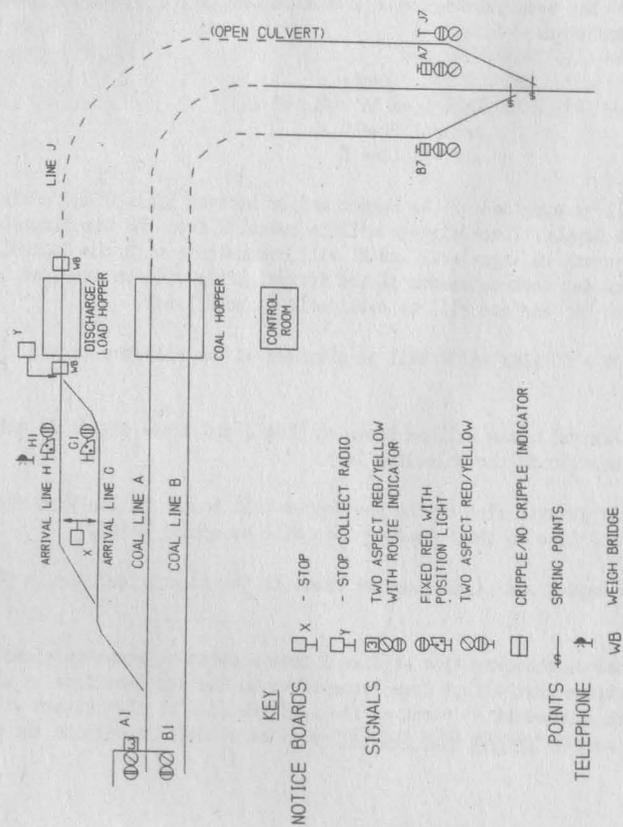
The new connections on the Arrival side of the new Hopper will be controlled from the Control Room. The connection from J line to the Unloading Loop will be spring points.

Details of the new track layout and signalling are shown in the sketch included in this notice.

A open culvert is situated on the cess side of line J from a point adjacent to signal A4 leading to signal J7, Drivers must alight from locomotives on the six foot side at all times except at signal J7 where an area of 15 yards on the approach side of this signal will be covered. Warning boards marked "DANGER OPEN CULVERT" will be situated alongside the cess side of line J.

Signalling and Permanent Way Alterations - continued

Monday, 12 July - Ratcliffe Power Station - continued



RATCLIFFE POWER STATION - (ONLY RELEVANT SIGNALLING SHOWN).

(OP4/RA/W.4370)

SECTION C

Signalling and Permanent Way Alterations - continued

Sunday, 11 July - Harlesden

The trailing connection from the up Low Level goods line to 'G' sidings will be secured out of use pending replacement by plain line and 'G' sidings abolished.

Position light shunting signals WN.62 and WN.59 controlling movements to and from the sidings will be taken away and all other signal routes into the sidings disconnected.

Signals WN.87 and WN.88 at the north end of No.1 and No.2 Reception Sidings respectively will no longer have a route to the up Low Level goods line (signal WN.62).

(OD14/93/8)

Thursday, 15 July - Melton Mowbray

The Down Passenger Home 2 and Down Goods Loop Home 2 signals (at the station end of the down goods loop) will be reduced in height to 19 feet above rail level.

(RRC/O/S/GEN.25)

Friday, 16 July - Melton Mowbray

The Up Distant signal will be reduced in height to 18 feet above rail level.

(RRC/O/S/GEN.25)

Monday, 12 July - Between Doncaster and Leeds

From 10 00 hours, Monday 12 July, the 50 mph Permanent Speed Restriction (PSR) between 170m 40chs and 171m 07chs will be lifted.

This will entail the following alterations :-

DOWN MAIN LINE

The removal of :-

the 50 mph Advance Warning Indicator (A.W.I.) sign at 169m 32chs;
the 50 mph PSR sign at 171m 40chs;
and the 100 mph PSR sign at 170m 07chs.

UP MAIN LINE

The removal of :-

the 50 mph A W I sign at 172m 18chs;
the 50 mph P S R sign at 171m 07chs;
and the 100 mph P S R sign at 170m 40chs.

A 100 mph Miniature PSR sign will be provided at 171m 58chs on the Up Main Line.

The AWS magnets on the Down Main Line (approximately 200 yards in rear of the 50 mph AWI at 169m 32chs) and the Up Main Line (approximately 200 yards in rear of the 50 mph AWI at 172m 18chs) will also be removed.

This will allow continual 100 mph running between 156m 72chs and 174m 28chs.

Signalling and Permanent Way Alterations - continued

ADVANCE WARNING - Signalling Notice No. 63 - PADDINGTON AREA

This notice is now being distributed and covers the final stage of the resignalling at Paddington Station which is to be introduced on Monday 26 July.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(UFN) (GW1)

From Monday, 28 June to Thursday, 29 July - Central Wales Line - Between Craven Arms and Llandrindod Wells - At Dolau Level Crossing (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(RSW2)

Monday, 12 July - Paddington

Signals SN11, SN13, SN15, SN17 and SN19 will be moved from their straight post arrangements to be mounted on a newly provided Gantry, approx 40 yards away from their current position further towards Reading. There will be no change to the meaning of the signals.

New miniature fibre optic banner indicators will be provided for signals SN15 and SN17 at the Reading end of platforms 8 and 9 respectively.

(GW1)

Monday, 12 July - Westerleigh

A hinged sign will be provided on the fence near the level crossing to indicate whether or not the Civil Engineer's Supervisor is on duty.

(FWE5.4)

Signalling and Permanent Way Alterations - continued

Monday, 12 July - Between London Bridge and Spa Road

The connection in No.3 Up line on the London side of signal L118 will be secured out of use pending removal.

The connection in No.4 Down line on the country side of signal L117 will be removed.

The crossover from No.4 Down line to No.5 Down line on the country side of signal L117 will be removed.

A new trailing connection, secured out of use until further notice, will be provided in No.4 Down line 170 yards country side of signal L117.

A new crossover will be provided between Nos.4 and No.5 Down lines. The facing connection in No.4 Down line will be 176 yards country side of signal L117 and the trailing connection in No.5 Down line will be 25 yards country side of signal L127.

(OSM/SE/1104)

DETAILS OF WORK ALREADY CARRIED OUT

Between Shilton and Brinklow

The 50 m.p.h. T.S.R. which applies on the up slow line from 90m. 31ch. to 89m. 53ch. has become a 50 m.p.h. P.S.R. applying from 90m. 32ch. to 89m. 53ch. A triangular P.S.R. warning indicator and A.W.S. permanent magnet have been provided approximately 1056 yards before reaching the commencement of the speed restriction.

(OD14/GEN/4) (18)

Crewe Basford Hall

Two new sidings, 630 yards in length and numbered 5 and 6, have been brought into use adjacent to Nos. 1 to 4 sidings with access via a hand point connection from the Neck/Through siding.

A Stop Board worded "Stop and Await Instructions" has been provided at the exit from the new sidings.

(New Item) (OP4/RA/W.6707) (18)

Wigston South Junction

The facing connection on the Up Fast line at Wigston South Junction at 95 miles 692 yards leading to the former Wigston Carriage Sidings has been removed and replaced by plain line. All associated signalling has been disconnected.

(New Item) (ROM/S/S/0500/PT) (18)

Between Spondon and Derby

The signal post telephone on signal DY.415 on the Up Main at 127 miles 427 yards has been re-housed inside an anti-vandal box mounted on the signal post and opened by a BR No. 1 key.

(New Item) (ROM/S/S/0500/PT) (18)

SECTION C

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

Bennerley

The Signal Post Telephone of Signal TT134 on the Down Main Line at 127m. 8ch. has been rehoused in an anti-vandal box mounted on the signal post. The box can be opened using a BR No.1 Carriage Key.

(New Item) (RRC/O/S/-) (18)

Northfield Station

At Northfield Station, the Down Slow platform has been permanently shortened by 20 metres at the Redditch end.

A 'Trains To Stop Here' board has been temporarily provided.

(New Item) (ROM/S/S/0500/PT) (18)

Tyseley Station

Work on platform 3 has been completed and the platform restored to its full length.

(New Item) (RRC/O/S/HMRI.019) (18)

Bletchley to Beford Station

The catch points listed below have been clipped out of use pending removal.

Up line at 7 miles 31 chains
 Up line at 8 miles 76 chains
 Up line at 9 miles 48 chains

(New Item) (O.S.M.) (18)

Trent Lane

The signal Post Telephone of Signal TT248 on the Up Midland Line at 0m. 56ch. has been rehoused in an anti-vandal box mounted on the signal post. The box can be opened using a B.R. No.1 Carriage Key.

(New Item) (RRC/O/S/-) (18)

Pyewipe Junction

The 25 m.p.h. permanent speed restriction on the down main line between 83m. 68ch. and 84m. 19ch. has been withdrawn. The line speed has been increased to 55 m.p.h. between 83m. 68ch. and 84m. 19ch.

The 25 m.p.h. permanent speed restriction on the up main line between 84m. 19ch. and 83m. 68 ch. has been withdrawn. The line speed has been increased to 50 m.p.h. between 84m. 19ch. and 83m. 68ch.

(RRC/O/S/92/157) (18)

SECTION C

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

Wolverhampton Station

A double-sided "OFF" indicator has been provided on No. 2 platform at Wolverhampton station, working in conjunction with signal WN.99 at the south end of the platform.

(OD14/GEN/61) (17)

Ratcliffe Power Station

Signal A1 on Coal line "A" has been provided with a Theatre type route indicator which shows indication "A" for the route to signal A2 on Coal line "A". Other indications will be brought into use shortly.

(OP4/RA/W.4370)(17)

Between Radford Jn. - Lincoln Street SB

The Signal Post Telephones on signal TT323 on the Down Mansfield at 127m.7ch. and TT234 on the Up Mansfield at 127m.32ch. have been rehoused inside an anti-vandal box mounted on the Signal Post and opened by a BR No.1 Carriage key.

(OP4/RA/W.4187) (17)

Sheffield North Junction

The 15 m.p.h. permanent speed restriction between 158m49ch and 158m67ch has been reduced to 5 m.p.h.

The existing 15mph warning indicator on the up line at approx. 159m71ch has been changed to a 5mph warning indicator.

(ROM/S/S/0500/PT) (17)

** Between Milton Keynes Central and Wolverton

The existing 75 m.p.h. P.S.R., which applies on the down slow line between 51m. 34ch. and 51m. 72ch., has been removed.

(OD14/GEN/3B) (16)

** Apsley Station

The existing 80 m.p.h. P.S.R., which applies on the down and up slow lines between 23 m.p. and 23m. 20ch., has been removed.

(OD14/GEN/3B) (16)

** Saltley Locomotive Inspection Point

The power operated king points at the entrance to Saltley Locomotive Inspection Point have been converted to hand operated points.

(OP4/RA/W.6100) (16)

SECTION C

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

*** Round Oak

The Sidings formed from the former Up line has been abolished and a temporary stop block has been provided at 145m 51ch (at clearance with the connection to the Up Sidings).

(OP4/RA/W.6051) (16)

*** Between Narborough and Hinckley

The 75 m.p.h. permanent speed restriction (applying to trains composed entirely of Class 15X Units) on the down line between 11m. 14ch. and 7m. 21ch. has been shortened in length to apply from 10m. 20ch. to 9m. 60ch.

The 75 m.p.h. permanent speed restriction (applying to trains composed entirely of Class 15X Units) on the up line between 7m. 03ch. and 11m. 05ch. has been shortened in length to apply from 9m. 60ch. to 10m. 20ch.

(See Section D)

(RRC/O/S/-)(16)

** Great Malvern Station

Work on the Up platform has been completed and the platform restored to its normal length.

(RRC/O/S/HMRI.018)(16)

Maryland

The permanent speed restrictions in the vicinity of Maryland station have reverted to their former values, as follows:-

$\frac{30}{40}$ between 4m. 17ch. and 4m. 70ch. on the Up and Down Electric lines

has been increased to $\frac{30}{50}$
60M

40 m.p.h. between 4m. 20ch. and 4m. 70ch. on the Up and Down Main lines
 has been increased to $\frac{60}{70}$

(18/SA 1.6) (18)

Darlington Bank Top Station

Signals T895 (Down Platform Line, Platform 4) and T897 (Down By-Pass Line to Platform 4) have been raised by approximately 1 foot on the existing gantries, to improve close sighting.

(IC/EC) (17)

SECTION C

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

Signalling Notice No. 62 - Paddington Area

This notice covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Stage 1.12A has now taken place and Stage 1.12B has also taken place.

The maximum permissible speed over the facing connection at Old Oak Common West for Up direction movements to the ACE Sidings, from the Wycombe line or from Reception line 1, is 15 mph.

Carriage Line 1 at Kensal Green carriage cleaning platform is bi-directional and not as shown on the first diagram of this notice.

(Amended Item)

(GW1) (18)

*** Central Wales Line - Between Craven Arms and Llandriddod Wells at Bucknell Level Crossing (AOCL)

The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

In the Up direction a new rail STOP board worded "Press plunger, obtain white light and whistle before proceeding" has been erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the Up direction has been recovered.

While this work is taking place, the normal operation of the crossing has been suspended. The flashing white lights and road traffic signals have been extinguished and an Attendant has been provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(RSW2) (16)

Between St. Johns and New Cross.

The A.W.S. associated with Up Slow Line signal L230 has been moved 20 yards closer to the signal.

(OSM/SE/1104) (17)

St. Johns.

Up Slow Line signal L234, situated at the London end of the station, has been moved 57 yards towards London. The red aspect is 16 feet above the left-hand running rail. The associated A.W.S. has also been moved 57 yards towards London.

(OSM/SE/1104) (17)

SECTION C

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

Between Dunton Green and Hildenborough, inclusive of Bat & Ball Branch to Sevenoaks.

Alterations to signalling and permanent way has taken place as shown in Signalling Instruction No.5 SED 1993.

Details of the altered permanent speed restrictions are shown in Section D of this Notice.

All concerned must ensure that they are in possession of this instruction.

(OSM/SE/1102) (17)

** Between London Bridge and Spa Road.

The crossover between the Up Passenger Loop and No.5 Down Line has been abolished together with the associated position light signal (No.1490) on No.5 Down Line.

A new facing crossover, secured out of use until further notice, has been provided between No.6 Up Line and No.5 Down Line. The connection in No.6 Up is 3 yards London side of signal L128 and the connection in No.5 Down is 40 yards Country side of signal L127.

(OSM/SE/1104) (16)

** Sevenoaks.

The Up Main Line from the London side of Sevenoaks Tunnel to the London end of Sevenoaks station has been taken out of use until further notice.

Up Line signal NE41 on the London side of Sevenoaks Tunnel will only apply to movements to the Up Platform Loop and the points leading to the Up Platform Loop beyond signal NE41 has been set and secured in that direction until further notice.

Signal NE40, together with its associated telephone and Banner Repeater, has been abolished.

The facing points leading from the Up Main to the Up Branch have been abolished and new points have been installed which connects the Up Branch to the Down Main. The new points are 62 yards London side of signal NE38 and have been secured out of use until further notice.

A new crossover, secured out of use until further notice, has been provided between the Down and Up Main. The facing points in the Down Main are 215 yards country side of signal NE3 and the facing points in the Up Main are 48 yards London side of signal NE40.

(OSM/SE/1104) (16)

GENERAL INSTRUCTIONS AND NOTICES

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

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

WORKING MANUAL FOR RAIL STAFF (WHITE PAGES) SECTION H (B.R.30054/6)

AMEND H1/2, Second Paragraph to read:-

Planned changes will be published and advice will be given regarding loads. However, if any doubt arises loads can be obtained from Trains Manager (North West Anglia), Crewe between 08 30 and 17 00 SX on extension 05-32235. Outside these times the Duty Freight Managers should be consulted.

(F17/-) (12.6.93)

British Rail**CSE****17****WEEKLY OPERATING NOTICE**

containing

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

**Saturday, 17th July
to
Friday, 23rd July 1993
inclusive**

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PRIVATE
and not for Publication

AT OR BETWEEN	LINES AFFECTED	REMARKS
KENSINGTON OLYMPIA TO NORTH POLE JN.		
UNTIL FURTHER NOTICE		
S24 Longhedge Jn/ West London Jn/ Clapham Jn (SC)/ Clapham Jn (SW) and North Pole Jn/North Pole International Depot	Down & Up Kensington, Down & Up Sheepcote Jn, Latchmere Reversible, Down & Up West London.	Continuously. ELECTRIC TRACTION IS NOT PERMITTED TO RUN ON THESE LINES OTHER THAN FOR TESTING PURPOSES UNLESS PRIOR AGREEMENT HAS BEEN REACHED WITH THE NETWORK ELECTRIFICATION ENGINEER. A TRAIN FORMED OF MAXIMUM 4 CAR LENGTH MAY TERMINATE IN CLAPHAM JN PLATFORM 16, AND SHUNT FROM THE DOWN WEST LONDON LINE VIA VC.289 POINTS TO START FROM PLATFORM 17.
S25 Kensington Olympia and Mitre Bridge Jn	Down West London BLOCKED	Admission of freight and departmental trains to engineers site at North Pole International clear of Kensington Olympia VC.326a points and Mitre Bridge Jn WN.151 signal. 3m 70ch and 5m 65ch. Current to be switched off at North Pole CB L.804, Westway CB L.804, 806, Kensington Olympia CB L.806, H/S (2326 NO). POSSESSION TO BE TAKEN BY ARRANGEMENT BETWEEN SIGNALMEN AND ODS/PICOP.
S26 Kensington Olympia and Mitre Bridge Jn	Down West London	08 00 to 18 00 each Mon to Fri. In connection with O.H.E work between Kensington Olympia VC.809 signal and Mitre Bridge Jn WN.151 signal. 4 mp and 5m 65ch. THE RULE BOOK SECTION T PART IV APPLIES.
S27 North Pole Jn and Mitre Bridge Jn	Down and Up West London	Continuously. Bridgework. 5m 3ch and 5m 63ch.
S28 Mitre Bridge and Willesden West London Jn	Down & Up West London BLOCKED to electric trains	Continuously. Unloading materials. mp and lmp. Isolation of electrical section AH.6 (p).
S29 Willesden High Level and Kensington Olympia	Up West London	08 00 to 18 00 each Mon to Fri. In connection with O.H.E work between Willesden High Level WN.150,139,141 signals and Kensington Olympia VC.808 signal. 5m 70ch and 4 mp. THE RULE BOOK SECTION T PART IV APPLIES.
SATURDAY, 17 TO SUNDAY, 18 JULY		
S30 Latchmere No.2 Jn and Mitre Bridge Jn	Down & Up West London BLOCKED	22 00 Sat to 14 00 Sun. Track circuit testing clear of Latchmere No.2 Jn VC.297 crossover and Mitre Bridge Jn WN.396,397 points. 0m 72ch and 5m 67ch CURRENT NOT AFFECTED.

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues.

Thursday, 22 July - Saxby

The Down Home signal will be reduced in height to 17 feet 6 inches above rail level.

(RRC/O/S/GEN.25)

Sunday, 18 July - Kingham Station

From 10.00 hours the down platform at Kingham station will be temporarily reduced in length by 88 yards at the Worcester end until further notice.

Two Stop boards will be provided on the down platform as follows:

- 1) A board worded "DMU Stop" will be provided at the boundary between the closed section and open sections of the platform. Drivers of DMU trains booked to call at Kingham station must bring their trains to a stand at this board.
- 2) A board worded "HST + LH Stop" will be provided one power car/locomotive length beyond the boundary between the closed and open sections of the platform. Drivers of HST and Locomotive Hauled trains booked to call at Kingham station must bring their trains to a stand at this board.

See Miscellaneous Instruction (Section D)

(RRC/O/S/93/012)

Signalling and Permanent Way Alterations - continued

Monday, 19 July - Between Bow (Thornton Fields Carriage Sidings Jn.) and Carpenters Road North Jn. (Chanelsea).

Carpenters Road Curve will be restored to operational use as a bi-directional SINGLE line between Carpenters Road North Jn. at Chanelsea and Thornton Fields Carriage Sidings Jn. at Bow.

A new double line to single line connection will be brought into use at the Carpenters Road North Jn. end of the curve.

The new single line will be formed out of the former Up Carpenters Road Curve line and, at the south end, the double line Carpenters Road South Jn. into the Cambridge lines has been abolished.

At the south end, new plain line on a revised alignment has been installed linking the former Up Curve line into the former Down Carriage line 'A' to provide the new Single line through to Thornton Fields Carriage Sidings Jn.

There will not be a signalled route from Bow (Midland) Yard to the Carpenters Road Curve Single line or vice versa.

New signalling will be commissioned on the bi-directional Carpenters Road Curve SINGLE line as shown in the accompanying diagram.

Control of the SINGLE line curve will be from Bow Jn. signal box with Stratford signal box signalling movements to and from the SINGLE line at Carpenters Road North Jn.

Track Circuit Block Regulations will apply over the SINGLE line curve between Bow Jn. and Stratford signal boxes in both directions. Permissive Working and the facility for joining trains are both abolished on the former Down Carriage Line 'A' between existing signal B1 and new signal B172.

At this stage of the G.E. resignalling scheme, the SINGLE line curve has GOODS line status, with Special Authorisation being required for passenger use.

Signalling and Permanent Way Alterations - continued

Monday, 19 July - Between Bow (Thornton Fields Carriage Sidings Jn.) and Carpenters Road North Jn. (Chanelsea) - continued

The Line Speeds over the newly formed SINGLE LINE will be revised as follows:-

UP DIRECTION - 15 m.p.h. Throughout from Carpenters Road North Jn. at Chanelsea through to Bow Jn. B1 signal and the crossover to the Up Carriage Line 'B'.

20 m.p.h. From start of Up Carriage Line 'B' (Country end) through to B7 signal and junction on to Up Cambridge line.

DOWN DIRECTION - 20 m.p.h. From start of Down Carriage Line 'A' (London end) through to new B172 signal.

- 15 m.p.h. From B172 signal to Carpenters Road North Jn. at Chanelsea.

A.W.S. Equipment will be provided 50 yards on the approach side of repositioned Signal S157 and new Signal B173 on the realigned Carpenters Road Curve single line in connection with future signalling and remodelling work to upgrade Carpenters Road Curve to passenger status.

The A.W.S. for both these signals will not be suppressed at this stage for wrong direction moves and A.W.S. cancel indication signs will be provided as shown in the accompanying diagram.

(20/SA 1.4, 1.5, 1.21)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Ratcliffe Power Station - continued

New signals G1 and H1 have been provided at the Hopper end of Arrival lines G and H control movements towards the new Hopper. These signals are operated from the Discharge/Loading Hopper. The telephone adjacent to signals G1 and H1 communicates with the Control Room. A "STOP" board applicable to set back movements on the Arrival lines has been provided between the lines at the Coal line "A" end and is applicable to both lines.

A notice board worded STOP - COLLECT RADIO has been provided at the entrance to the Discharge/Loading Hopper.

The line beyond G and H Arrival lines is known as line J and a new signal J7 has been provided to control movements onto the Unloading Loop.

The new connections on the Arrival side of the new Hopper are controlled from the Control Room. The connection from J line to the Unloading Loop is spring points.

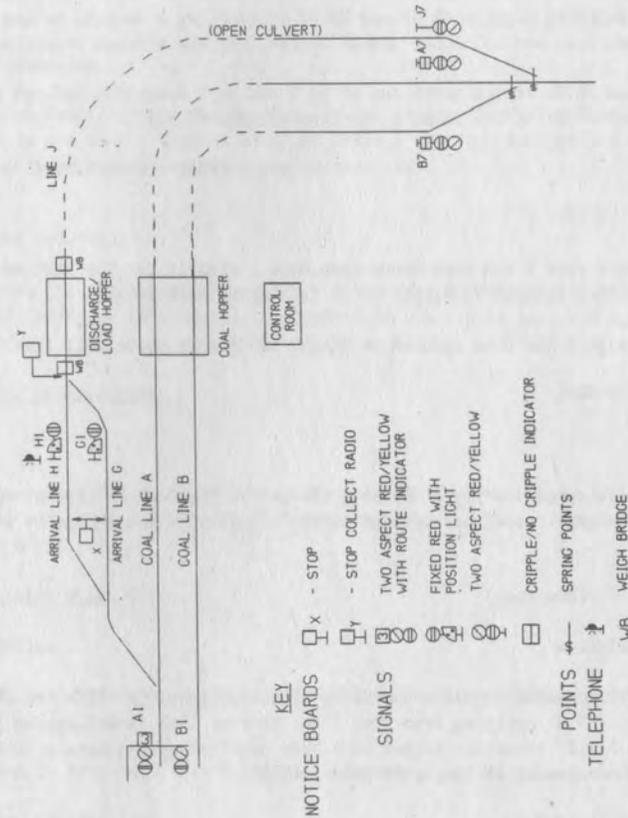
Details of the new track layout and signalling are shown in the sketch on the following page of this notice.

A open culvert is situated on the cess side of line J from a point adjacent to signal A4 leading to signal J7, Drivers must alight from locomotives on the six foot side at all times except at signal J7 where an area of 15 yards on the approach side of this signal has been covered. Warning boards marked "DANGER OPEN CULVERT" have been situated alongside the cess side of line J.

Signalling and Permanent Way Alterations - continued

Details of work Already Carried out - continued

Ratcliffe Power Station - continued



RATCLIFFE POWER STATION - (ONLY RELEVANT SIGNALLING SHOWN).

Signalling and Permanent Way Alterations - continued

Details of work Already Carried out - continued

Harlesden

The trailing connection between the down fast line and up Low Level goods line (No. 356 points) have been temporarily taken out of use.

The trailing connection from the up Low Level goods line to 'G' sidings has been secured out of use pending replacement by plain line and 'G' sidings abolished.

Position light shunting signals WN.62 and WN.59 controlling movements to and from the sidings have been taken away and all other signal routes into the sidings disconnected.

Signals WN.87 and WN.88 at the north end of No.1 and No.2 Reception Sidings respectively no longer have a route to the up Low Level goods line (signal WN.62).

(Amended Item) (OD14/93/8)(19)

Melton Mowbray

The Down Passenger Home 2 and Down Goods Loop Home 2 signals (at the station end of the down goods loop) have been reduced in height to 19 feet above rail level.

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

(RRC/O/S/GEN.25)(19)

Stanton Gate

The Signal Post Telephone on Signal TT.158, located on the Up Main line at 123m.46ch., has been rehoused in an anti-vandal box mounted on the Signal Post and opened by a BR No.1 Carriage Key.

(New Item)

(OP4/RA/W.4352)(19)

Between Shilton and Brinklow

The 50 m.p.h. T.S.R. which applies on the up slow line from 90m. 31ch. to 89m. 53ch. has become a 50 m.p.h. P.S.R. applying from 90m. 32ch. to 89m. 53ch. A triangular P.S.R. warning indicator and A.W.S. permanent magnet have been provided approximately 1056 yards before reaching the commencement of the speed restriction.

(OD14/GEN/4) (18)

Signalling and Permanent Way Alterations - continued

Details of work Already Carried out - continued

Crewe Basford Hall

Two new sidings, 630 yards in length and numbered 5 and 6, have been brought into use adjacent to Nos. 1 to 4 sidings with access via a hand point connection from the Neck/Through siding.

A Stop Board worded "Stop and Await Instructions" has been provided at the exit from the new sidings.

(OP4/RA/W.6707) (18)

Wigston South Junction

The facing connection on the Up Fast line at Wigston South Junction at 95 miles 692 yards leading to the former Wigston Carriage Sidings has been removed and replaced by plain line. All associated signalling has been disconnected.

(ROM/S/S/0500/PT) (18)

Between Spendon and Derby

The signal post telephone on signal DY.415 on the Up Main at 127 miles 427 yards has been re-housed inside an anti-vandal box mounted on the signal post and opened by a BR No. 1 key.

(ROM/S/S/0500/PT) (18)

Bennerley

The Signal Post Telephone of Signal TT134 on the Down Main Line at 127m. 8ch. has been rehoused in an anti-vandal box mounted on the signal post. The box can be opened using a BR No.1 Carriage Key.

(RRC/O/S/-) (18)

Northfield Station

At Northfield Station, the Down Slow platform has been permanently shortened by 20 metres at the Redditch end.

A 'Trains To Stop Here' board has been temporarily provided.

(ROM/S/S/0500/PT) (18)

SECTION C

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Tyseley Station

Work on platform 3 has been completed and the platform restored to its full length.

(RRC/O/S/HMRI.019) (18)

Bletchley to Beford Station

The catch points listed below have been clipped out of use pending removal.

Up line at 7 miles 31 chains

Up line at 8 miles 76 chains

Up line at 9 miles 48 chains

(O.S.M.) (18)

Trent Lane

The signal Post Telephone of Signal TT248 on the Up Midland Line at 0m. 56ch. has been rehoused in an anti-vandal box mounted on the signal post. The box can be opened using a B.R. No.1 Carriage Key.

(RRC/O/S/-) (18)

Pyewipe Junction

The 25 m.p.h. permanent speed restriction on the down main line between 83m. 68ch. and 84m. 19ch. has been withdrawn. The line speed has been increased to 55 m.p.h between 83m. 68ch. and 84m. 19ch.

The 25 m.p.h. permanent speed restriction on the up main line between 84m. 19ch. and 83m. 68 ch. has been withdrawn. The line speed has been increased to 50 m.p.h. between 84m. 19ch. and 83m. 68ch.

(RRC/O/S/92/157) (18)

*** Wolverhampton Station

A double-sided "OFF" indicator has been provided on No. 2 platform at Wolverhampton station, working in conjunction with signal WN.99 at the south end of the platform.

(OD14/GEN/61) (17)

*** Ratcliffe Power Station

Signal A1 on Coal line "A" has been provided with a Theatre type route indicator which shows indication "A" for the route to signal A2 on Coal line "A". Other indications will be brought into use shortly.

(OP4/RA/W.4370)(17)

SECTION C

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

*** Between Radford Jn. - Lincoln Street SB

The Signal Post Telephones on signal TT323 on the Down Mansfield at 127m.7ch. and TT234 on the Up Mansfield at 127m.32ch. have been rehoused inside an anti-vandal box mounted on the Signal Post and opened by a BR No.1 Carriage key.

(OP4/RA/W.4187) (17)

*** Sheffield North Junction

The 15 m.p.h. permanent speed restriction between 158m49ch and 158m67ch has been reduced to 5 m.p.h.

The existing 15mph warning indicator on the up line at approx. 159m71ch has been changed to a 5mph warning indicator.

(ROM/S/S/0500/PT) (17)

Maryland

The permanent speed restrictions in the vicinity of Maryland station have reverted to their former values, as follows:-

30 between 4m. 17ch. and 4m. 70ch. on the Up and Down Electric lines
40

has been increased to 30
50
60M

40 m.p.h. between 4m. 20ch. and 4m. 70ch. on the Up and Down Main lines
has been increased to 60
70

(18/SA 1.6) (18)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Between Doncaster and Leeds

The 50 mph Permanent Speed Restriction (PSR) between 170m 40chs and 171m 07chs has been lifted.

This entails the following alterations :-

DOWN MAIN LINE

The removal of :-

the 50 mph Advance Warning Indicator (A.W.I.) sign at 169m 32chs;
the 50 mph PSR sign at 171m 40chs;
and the 100 mph PSR sign at 170m 07chs.

UP MAIN LINE

The removal of :-

the 50 mph A W I sign at 172m 18chs;
the 50 mph P S R sign at 171m 07chs;
and the 100 mph P S R sign at 170m 40chs.

A 100 mph Miniature PSR sign has been provided at 171m 58chs on the Up Main Line.

The AWS magnets on the Down Main Line (approximately 200 yards in rear of the 50 mph AWI at 169m 32chs) and the Up Main Line (approximately 200 yards in rear of the 50 mph AWI at 172m 18chs) have been removed.

This allows continual 100 mph running between 156m 72chs and 174m 28chs.

(19)

** Darlington Bank Top Station

Signals T895 (Down Platform Line, Platform 4) and T897 (Down By-Pass Line to Platform 4) have been raised by approximately 1 foot on the existing gantries, to improve close sighting.

(IC/EC) (17)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Paddington

Signals SN11, SN13, SN15, SN17 and SN19 have been moved from their straight post arrangements to be mounted on a newly provided Gantry, approx 40 yards away from their current position further towards Reading. There is no change to the meaning of the signals.

New miniature fibre optic banner indicators have been provided for signals SN15 and SN17 at the Reading end of platforms 8 and 9 respectively.

(GW1)(19)

Westerleigh

A hinged sign has been provided on the fence near the level crossing to indicate whether or not the Civil Engineer's Supervisor is on duty.

(FWE5.4)(19)

Signalling Notice No. 62 - Paddington Area

This notice covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Stage 1.12A has now taken place and Stage 1.12B has also taken place.

The maximum permissible speed over the facing connection at Old Oak Common West for Up direction movements to the ACE Sidings, from the Wycombe line or from Reception line 1, is 15 mph.

Carriage Line 1 at Kensal Green carriage cleaning platform is bi-directional and not as shown on the first diagram of this notice.

(Amended Item)

(GW1) (18)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Between London Bridge and Spa Road

The connection in No.3 Up line on the London side of signal L118 has been secured out of use pending removal.

The connection in No.4 Down line on the country side of signal L117 has been removed.

The crossover from No.4 Down line to No.5 Down line on the country side of signal L117 has been removed.

A new trailing connection, secured out of use until further notice, has been provided in No.4 Down line 170 yards country side of signal L117.

A new crossover has been provided between Nos.4 and No.5 Down lines. The facing connection in No.4 Down line is 176 yards country side of signal L117 and the trailing connection in No.5 Down line is 25 yards country side of signal L127.

(OSM/SE/1104)(19)

*** Between St. Johns and New Cross.

The A.W.S. associated with Up Slow Line signal L230 has been moved 20 yards closer to the signal.

(OSM/SE/1104) (17)

*** St. Johns.

Up Slow Line signal L234, situated at the London end of the station, has been moved 57 yards towards London. The red aspect is 16 feet above the left-hand running rail. The associated A.W.S. has also been moved 57 yards towards London.

(OSM/SE/1104) (17)
(RSW2) (16)

*** Between Dunton Green and Hildenborough, inclusive of Bat & Ball Branch to Sevenoaks.

Alterations to signalling and permanent way has taken place as shown in Signalling Instruction No.5 SED 1993.

Details of the altered permanent speed restrictions are shown in Section D of this Notice.

All concerned must ensure that they are in possession of this instruction.

(OSM/SE/1102) (17)

GENERAL INSTRUCTIONS AND NOTICES

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

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

WORKING MANUAL FOR RAIL STAFF (WHITE PAGES) SECTION H (B.R.30054/6)

AMEND H1/2, Second Paragraph to read:-

Planned changes will be published and advice will be given regarding loads. However, if any doubt arises loads can be obtained from Trains Manager (North West Anglia), Crewe between 08 30 and 17 00 SX on extension 05-32235. Outside these times the Duty Freight Managers should be consulted.

(F17/-) (12.6.93)

British Rail**CSE****18****WEEKLY OPERATING NOTICE**

containing

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

**Saturday, 24th July
to
Friday, 30th July 1993
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 (05-32201) to avoid duplication.

PRIVATE
and not for Publication

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues.

Thursday, 29 July - Harringworth S.B.

The arm of the Down Home Signal will be reduced in height to 17 feet above rail level.

(OP4/RA/W.4250)

Monday, 26 July - Various Level Crossing Between Peterborough and Stoke

From 10 00 hours, Monday 26 July, the Whistle Boards at the following level crossings will be repositioned to :-

Helpston (83m 24ch)

Down Fast Line	440 yards before reaching the crossing
Down Slow Line	440 yards before reaching the crossing

No. 116/117 (84m 38ch)

Down Fast Line	440 yards before reaching the crossing
Down Slow Line	440 yards before reaching the crossing
Up Fast Line	440 yards before reaching the crossing
Up Slow Line	440 yards before reaching the crossing

No. 1/2 (84m 54ch)

Down Fast Line	440 yards before reaching the crossing
Down Slow Line	440 yards before reaching the crossing
Up Fast Line	440 yards before reaching the crossing
Up Slow Line	440 yards before reaching the crossing

(IC/EC)

From 06 00 Monday, 26 July, Paddington Area

Signalling Notice No. 63, which has now been distributed, and covers the final stage of the resignalling at Paddington Station, will be effective from this time.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

Maximum Permissible Speed over Line 1 will be 40 mph. Maximum Permissible Speed in Sidings 1 and 2 will be 25 mph.

Signalling and Permanent Way Alterations - continued

From 06 00 Monday, 26 July, Paddington Area - continued

NOTE - Notice No. 63 should be amended as follows:-

1. Signals SN74, SN76, SN78 and SN80 at approximately lmp should be altered to show a 4 Aspect arrangement with aspects Red-Yellow-Blank-Yellow.
2. Signals SN11, SN13, SN15, SN17 and SN19 should be shown in their final position, mounted on a gantry at 0m 22ch (approximately 40 yards from the current position, towards Reading).
3. Additional miniature fibre optic banner indicators should be shown at the Reading end of platforms 8 and 9 for signals SN15 and SN17.

There is no alteration to the meaning of the aspects displayed by any of these signals.

(GW1)

ADVANCE WARNING - Signalling Notice No.63 - PADDINGTON AREA

This notice is now being distributed and covers the final stage of the resignalling at Paddington Station which is to be introduced on Monday, 26 July.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(UFN) (GW1)

Kensal Green

Up Relief line signal SN134 will be provided with a special sign under the signal head consisting of a black cross on a yellow background similar to others in the Paddington area, to indicate to Drivers that they should not leave their trains to communicate with the Signalman until given an assurance that it is safe to do so.

Also, a black diagonal cross with a yellow roundel superimposed will be provided on the cabinet of the signal post telephone.

(21) (GW1)

Craven Arms to Llandeilo Jn - Glanryrnyns FARM O/A Crossing near Llangadog at 23m 02ch

In connection with a level crossing safety improvement scheme, a 30 mph Up direction permanent speed restriction will be applied from 22m 68ch to the crossing. A triangular reflectorised 30 mph warning indicator will also be provided at 22m 28ch.

(21) (GW6.1)

Section C

Signalling and Permanent Way Alterations - continued

From Monday, 28 June to Thursday, 29 July - Central Wales Line - Between Craven Arms and Llandrindod Wells - At Dolau Level Crossing (AOCL)

The existing rail Driver's flashing white light will be replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, will be provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' will be erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction will be recovered.

While this work is taking place, the normal operation of the crossing will be suspended. The flashing white lights and road traffic signals will be extinguished and an Attendant will be provided to safeguard movements. All trains must come to a stand before passing over the crossing.

(RSW2)

DETAILS OF WORK ALREADY CARRIED OUT

Saxby

The Down Home signal has been reduced in height to 17 feet 6 inches above rail level.

(RRC/O/S/GEN.25) (20)

Kingham Station

The down platform at Kingham station has been temporarily reduced in length by 88 yards at the Worcester end until further notice.

Two Stop boards have been provided on the down platform as follows:

- 1) A board worded "DMU Stop" has been provided at the boundary between the closed section and open sections of the platform. Drivers of DMU trains booked to call at Kingham station must bring their trains to a stand at this board.
- 2) A board worded "HST + LH Stop" has been provided one power car/locomotive length beyond the boundary between the closed and open sections of the platform. Drivers of HST and Locomotive Hauled trains booked to call at Kingham station must bring their trains to a stand at this board.

See Miscellaneous Instruction (Section D)

(RRC/O/S/93/012) (20)

SECTION C

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Shrewsbury, Crewe Junction S.B.

The hand point connection from the Coal Concentration Siding to the B.P. Oil Terminal has been secured out of use pending removal.

(New Item) (OP4/RA/W.6028) (20)

Ratcliffe Power Station

A new Discharge /Loading Hopper for FGD traffic has been provided adjacent to the existing Coal Discharge Hopper.

A facing connection has been provided from Coal line A leading to new Arrival lines G and H.

The standage on the Arrival lines is 380 yards.

Signal A1 on Coal line "A" has been provided with a theatre type route indicator which displays the following indications:

<u>Indication</u>	<u>Route</u>
A	Coal line "A" (Signal A2)
G	Arrival line G
H	Arrival line H

New signals G1 and H1 have been provided at the Hopper end of Arrival lines G and H control movements towards the new Hopper. These signals are operated from the Discharge/Loading Hopper. The telephone adjacent to signals G1 and H1 communicates with the Control Room. A "STOP" board applicable to set back movements on the Arrival lines has been provided between the lines at the Coal line "A" end and is applicable to both lines.

A notice board worded STOP - COLLECT RADIO has been provided at the entrance to the Discharge/Loading Hopper.

The line beyond G and H Arrival lines is known as line J and a new signal J7 has been provided to control movements onto the Unloading Loop.

The new connections on the Arrival side of the new Hopper are controlled from the Control Room. The connection from J line to the Unloading Loop is spring points.

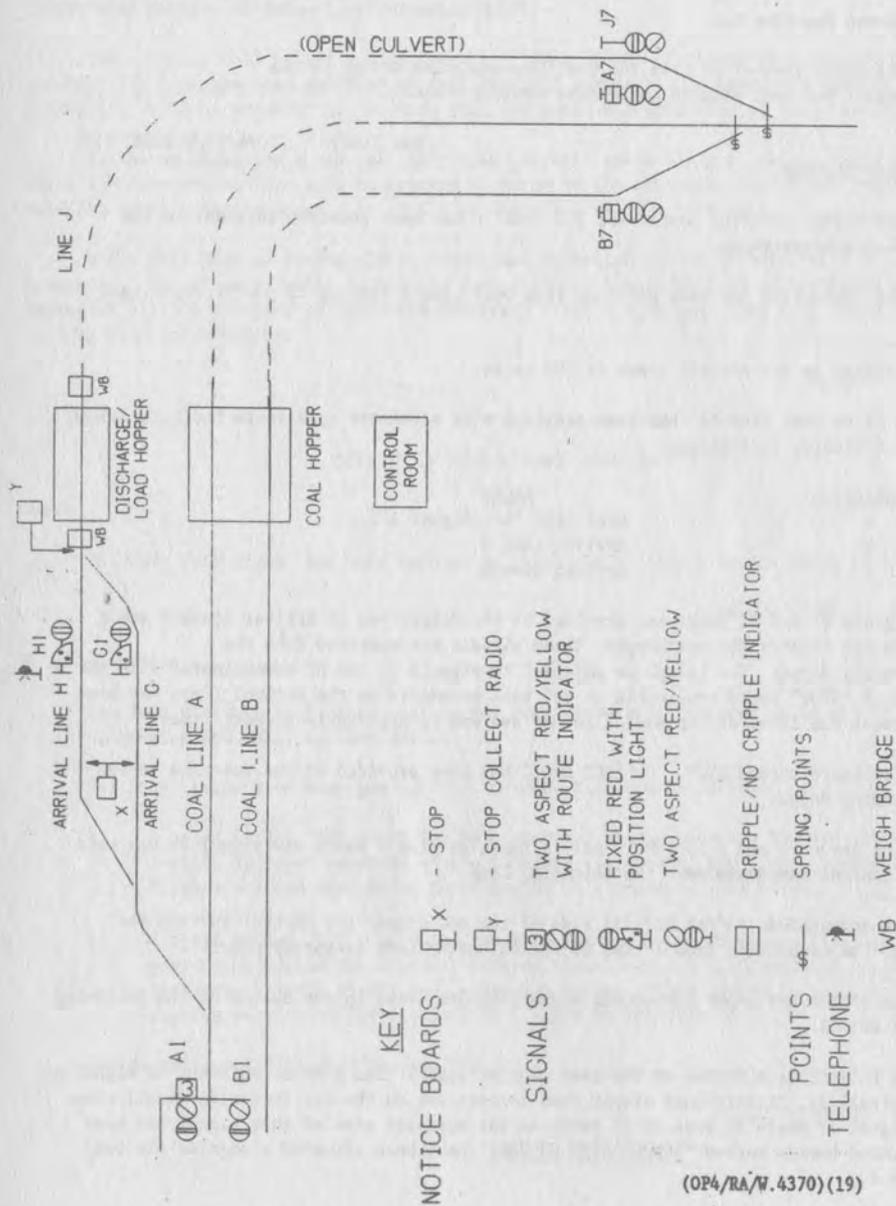
Details of the new track layout and signalling are shown in the sketch on the following page of this notice.

An open culvert is situated on the cess side of line J from a point adjacent to signal A4 leading to signal J7, Drivers must alight from locomotives on the six foot side at all times except at signal J7 where an area of 15 yards on the approach side of this signal has been covered. Warning boards marked "DANGER OPEN CULVERT" have been situated alongside the cess side of line J.

Signalling and Permanent Way Alterations - continued

Details of work Already Carried out - continued

Ratcliffe Power Station - continued



RATCLIFFE POWER STATION - (ONLY RELEVANT SIGNALLING SHOWN).

SECTION C

Signalling and Permanent Way Alterations - continued

Details of work Already Carried out - continued

Harlesden

The trailing connection between the down fast line and up Low Level goods line (No. 356 points) have been temporarily taken out of use.

The trailing connection from the up Low Level goods line to 'G' sidings has been secured out of use pending replacement by plain line and 'G' sidings abolished.

Position light shunting signals WN.62 and WN.59 controlling movements to and from the sidings have been taken away and all other signal routes into the sidings disconnected.

Signals WN.87 and WN.88 at the north end of No.1 and No.2 Reception Sidings respectively no longer have a route to the up Low Level goods line (signal WN.62).

(Amended Item) (OD14/93/8)(19)

Melton Mowbray

The Down Passenger Home 2 and Down Goods Loop Home 2 signals (at the station end of the down goods loop) have been reduced in height to 19 feet above rail level.

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

(RRC/O/S/GEN.25)(19)

Stanton Gate

The Signal Post Telephone on Signal TT.158, located on the Up Main line at 123m.46ch., has been rehoused in an anti-vandal box mounted on the Signal Post and opened by a BR No.1 Carriage Key.

(New Item)

(OP4/RA/W.4352)(19)

** Between Shilton and Brinklow

The 50 m.p.h. T.S.R. which applies on the up slow line from 90m. 31ch. to 89m. 53ch. has become a 50 m.p.h. P.S.R. applying from 90m. 32ch. to 89m. 53ch. A triangular P.S.R. warning indicator and A.W.S. permanent magnet have been provided approximately 1056 yards before reaching the commencement of the speed restriction.

(OD14/GEN/4) (18)

** Crewe Basford Hall

Two new sidings, 630 yards in length and numbered 5 and 6, have been brought into use adjacent to Nos. 1 to 4 sidings with access via a hand point connection from the Neck/Through siding.

A Stop Board worded "Stop and Await Instructions" has been provided at the exit from the new sidings.

(OP4/RA/W.6707) (18)

Signalling and Permanent Way Alterations - continued

Details of work Already Carried out - continued

*** Wigston South Junction

The facing connection on the Up Fast line at Wigston South Junction at 95 miles 692 yards leading to the former Wigston Carriage Sidings has been removed and replaced by plain line. All associated signalling has been disconnected.

(ROM/S/S/0500/PT) (18)

*** Between Spondon and Derby

The signal post telephone on signal DY.415 on the Up Main at 127 miles 427 yards has been re-housed inside an anti-vandal box mounted on the signal post and opened by a BR No. 1 key.

(ROM/S/S/0500/PT) (18)

*** Bennerley

The Signal Post Telephone of Signal TT134 on the Down Main Line at 127m. 8ch. has been rehoused in an anti-vandal box mounted on the signal post. The box can be opened using a BR No.1 Carriage Key.

(RRC/O/S/-) (18)

*** Northfield Station

At Northfield Station, the Down Slow platform has been permanently shortened by 20 metres at the Redditch end.

A 'Trains To Stop Here' board has been temporarily provided.

(ROM/S/S/0500/PT) (18)

*** Tyseley Station

Work on platform 3 has been completed and the platform restored to its full length.

(RRC/O/S/HMRI.019) (18)

*** Bletchley to Bedford Station

The catch points listed below have been clipped out of use pending removal.

Up line at 7 miles 31 chains
Up line at 8 miles 76 chains
Up line at 9 miles 48 chains

(O.S.M.) (18)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

*** Trent Lane

The signal Post Telephone of Signal TT248 on the Up Midland Line at 0m. 56ch. has been rehoused in an anti-vandal box mounted on the signal post. The box can be opened using a B.R. No.1 Carriage Key.

(RRC/O/S/-) (18)

*** Pyewipe Junction

The 25 m.p.h. permanent speed restriction on the down main line between 83m. 68ch. and 84m. 19ch. has been withdrawn. The line speed has been increased to 55 m.p.h between 83m. 68ch. and 84m. 19ch.

The 25 m.p.h. permanent speed restriction on the up main line between 84m. 19ch. and 83m. 68 ch. has been withdrawn. The line speed has been increased to 50 m.p.h. between 84m. 19ch. and 83m. 68ch.

(RRC/O/S/92/157) (18)

Between Bow (Thornton Fields Carriage Sidings Jn.) and Carpenters Road North Jn. (Chanelsea).

Carpenters Road Curve has been restored to operational use as a bi-directional SINGLE line between Carpenters Road North Jn. at Chanelsea and Thornton Fields Carriage Sidings Jn. at Bow.

A new double line to single line connection has been brought into use at the Carpenters Road North Jn. end of the curve.

The new single line has been formed out of the former Up Carpenters Road Curve line and, at the south end, the double line Carpenters Road South Jn. into the Cambridge lines has been abolished.

At the south end, new plain line on a revised alignment has been installed linking the former Up Curve line into the former Down Carriage line 'A' to provide the new Single line through to Thornton Fields Carriage Sidings Jn.

There is not a signalled route from Bow (Midland) Yard to the Carpenters Road Curve Single line or vice versa.

New signalling has been commissioned on the bi-directional Carpenters Road Curve SINGLE line as shown in the accompanying diagram.

Control of the SINGLE line curve is from Bow Jn. signal box with Stratford signal box signalling movements to and from the SINGLE line at Carpenters Road North Jn.

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Between Bow (Thornton Fields Carriage Sidings Jn.)
and Carpenters Road North Jn. (Channelsea) - continued

Track Circuit Block Regulations apply over the SINGLE line curve between Bow Jn. and Stratford signal boxes in both directions. Permissive Working and the facility for joining trains are both abolished on the former Down Carriage Line 'A' between existing signal B1 and new signal B172.

At this stage of the G.E. resignalling scheme, the SINGLE line curve has GOODS line status, with Special Authorisation being required for passenger use.

The Line Speeds over the newly formed SINGLE LINE have been revised as follows:-

UP DIRECTION - 15 m.p.h. Throughout from Carpenters Road North Jn. at Channelsea through to Bow Jn. B1 signal and the crossover to the Up Carriage Line 'B'.

20 m.p.h. From start of Up Carriage Line 'B' (Country end) through to B7 signal and junction on to Up Cambridge line.

DOWN DIRECTION - 20 m.p.h. From start of Down Carriage Line 'A' (London end) through to new B172 signal.

- 15 m.p.h. From B172 signal to Carpenters Road North Jn. at Channelsea.

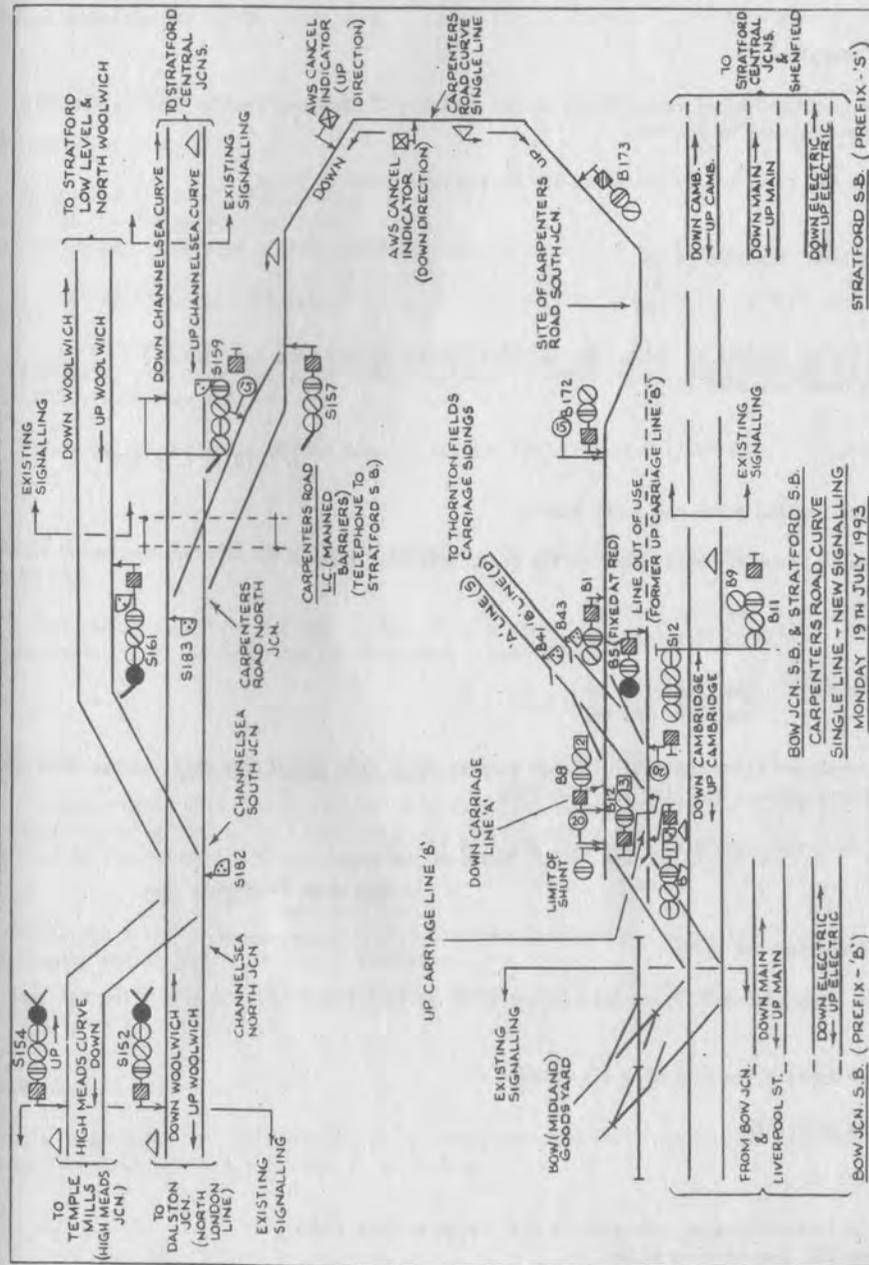
A.W.S. Equipment has been provided 50 yards on the approach side of repositioned Signal S157 and new Signal B173 on the realigned Carpenters Road Curve single line in connection with future signalling and remodelling work to upgrade Carpenters Road Curve to passenger status.

The A.W.S. for both these signals has not been suppressed at this stage for wrong direction moves and A.W.S. cancel indication signs have been provided as shown in the accompanying diagram

(20/SA 1.4, 1.5, 1.21) (20)

Signalling and Permanent Way Alterations - continued

Between Bow (Thornton Fields Carriage Sidings Jn.)
and Carpenters Road North Jn. (Channelsea) - continued



Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

** Maryland

The permanent speed restrictions in the vicinity of Maryland station have reverted to their former values, as follows:-

30 between 4m. 17ch. and 4m. 70ch. on the Up and Down Electric lines
40

has been increased to 30
50
60M

40 m.p.h. between 4m. 20ch. and 4m. 70ch. on the Up and Down Main lines
has been increased to 60
70

(18/SA 1.6) (18)

Between New England North and Stoke Tunnel

The following Permanent Speed Restriction signs have been removed :-

Up Fast - 96m 63ch 135 mph
- 96m 16ch 140 mph

Down Fast - 96m 16ch 135 mph
- 96m 63ch 140 mph

These alterations allow continual 140 mph running UNDER TEST CONDITIONS ONLY, on the Down and Up Fast Lines between 93m 24ch and 100m 39ch.

Refer to Sectional Appendix, Section 1, Pages 58 and 59.

(New Item) (IC/EC) (20)

Between Doncaster and Leeds

The 50 mph Permanent Speed Restriction (PSR) between 170m 40chs and 171m 07chs has been lifted.

This entails the following alterations :-

DOWN MAIN LINE

The removal of :-

the 50 mph Advance Warning Indicator (A.W.I.) sign at 169m 32chs;
the 50 mph PSR sign at 171m 40chs;
and the 100 mph PSR sign at 170m 07chs.

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Between Doncaster and Leeds - continued

UP MAIN LINE

The removal of :-

the 50 mph A W I sign at 172m 18chs;
the 50 mph P S R sign at 171m 07chs;
and the 100 mph P S R sign at 170m 40chs.

A 100 mph Miniature PSR sign has been provided at 171m 58chs on the Up Main Line.

The AWS magnets on the Down Main Line (approximately 200 yards in rear of the 50 mph AWI at 169m 32chs) and the Up Main Line (approximately 200 yards in rear of the 50 mph AWI at 172m 18chs) have been removed.

This allows continual 100 mph running between 156m 72chs and 174m 28chs.

(19)

Central Wales Line between Bucknell and Knighton - The Hall farm 3 crossing at 8m 26ch

Telephones have been provided at the above mentioned Occupation/Accommodation crossing giving users direct contact with the signaller at pantyffynnon.

(New Item) (RSW2) (20)

Paddington

Signals SN11, SN13, SN15, SN17 and SN19 have been moved from their straight post arrangements to be mounted on a newly provided Gantry, approx 40 yards away from their current position further towards Reading. There is no change to the meaning of the signals.

New miniature fibre optic banner indicators have been provided for signals SN15 and SN17 at the Reading end of platforms 8 and 9 respectively.

(GW1)(19)

Westerleigh

A hinged sign has been provided on the fence near the level crossing to indicate whether or not the Civil Engineer's Supervisor is on duty.

(FWE5.4)(19)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

*** Signalling Notice No. 62 - Paddington Area

This notice covers stage 1.12 of the resignalling, ie. Relief Lines between Old Oak Common and Acton Main Line.

Stage 1.12A has now taken place and Stage 1.12B has also taken place.

The maximum permissible speed over the facing connection at Old Oak Common West for Up direction movements to the ACE Sidings, from the Wycombe line or from Reception line 1, is 15 mph.

Carriage Line 1 at Kensal Green carriage cleaning platform is bi-directional and not as shown on the first diagram of this notice.

(Amended Item)

(GW1) (18)

Between London Bridge and Spa Road

The connection in No.3 Up line on the London side of signal L118 has been secured out of use pending removal.

The connection in No.4 Down line on the country side of signal L117 has been removed.

The crossover from No.4 Down line to No.5 Down line on the country side of signal L117 has been removed.

A new trailing connection, secured out of use until further notice, has been provided in No.4 Down line 170 yards country side of signal L117.

A new crossover has been provided between Nos.4 and No.5 Down lines. The facing connection in No.4 Down line is 176 yards country side of signal L117 and the trailing connection in No.5 Down line is 25 yards country side of signal L127.

(OSM/SE/1104)(19)

GENERAL INSTRUCTIONS AND NOTICES

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

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

WORKING MANUAL FOR RAIL STAFF (WHITE PAGES) SECTION H (B.R.30054/6)

AMEND H1/2, Second Paragraph to read:-

Planned changes will be published and advice will be given regarding loads. However, if any doubt arises loads can be obtained from Trains Manager (North West Anglia), Crewe between 08 30 and 17 00 SX on extension 05-32235. Outside these times the Duty Freight Managers should be consulted.

(F17/-) (12.6.93)

British Rail**CSE****19****WEEKLY OPERATING NOTICE**

containing

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

**Saturday, 31st July
to
Friday, 6th August 1993
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 (05-32201) to avoid duplication.

PRIVATE
and not for Publication

Printed in England by Bemrose Security Printing, Derby

AT OR BETWEEN	LINES AFFECTED	REMARKS
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KENSINGTON OLYMPIA TO NORTH POLE JN. - continued

SATURDAY, 31 JULY TO SUNDAY, 1 AUGUST

S19 Latchmere No.2 Jn and Mitre Bridge Jn	Down & Up West London BLOCKED	23 00 to 07 00. Unloading materials, trackwork and Speno train working clear of Latchmere No.2 Jn VC.297 crossover and Mitre Bridge Jn WN.396,397 points. Om 72ch and 5m 65ch. Current to be switched off at Chelsea CB L.811,812,813,814, Earls Court CB L.809,810,811,812, Kensington Olympia CB L.805,806,808,809,810, Westway CB L.803,804,805,806, North Pole CB L.803,804, H/S 1950,1951 (2326,2327 NO).
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MONDAY, 2 TO FRIDAY, 6 AUGUST

S20 North Pole Jn.	All	10 00 to 15 00. S&T Work, disconnecting one set of points or signals at a time. Handsignalmen provided. POSSESSION TO BE TAKEN UNDER RULE BOOK SECTION T.PART II, AS REQUIRED.
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SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues.

Sunday, 1 August - Willesden

The existing searchlight-type signal (WN.71) situated at the south end of Down Through Siding No.2 will be renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal will be renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal will be provided on a separate post.

The existing searchlight-type signal (WN.72) situated at the south end of Down Through Siding No.1 will be renewed as a 3-aspect, ground-mounted main signal with the red aspect uppermost. The associated position light signal will be renewed immediately to the left of the main aspects and the associated stencil indicators approximately 3 yards beyond the signal. The telephone at the signal will be provided on a separate post.

(OD14/93/8)

Sunday, 1 August - Dorrington

The existing up home lower quadrant semaphore signal no. 3 will be replaced by an upper quadrant semaphore signal on a new steel tubular post. The new signal will be at a reduced height of 16 feet above rail level and repositioned 2 yards nearer Dorrington signal box.

(22) (556)

Monday, 2 August - Chester Middle Yard

Engine holding siding No.1 will be shortened and become 32 yards in length from the handpoints adjacent to Chester signalbox.

Engine holding siding No.2 will be slued away from the signalbox and become 54 yards in length from the handpoints.

(RRNW/OS/88/159)

Signalling and Permanent Way Alterations - continued

Paddington Area

Signalling Notice No. 63, which covers the final stage of the resignalling at Paddington Station, is now effective.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

Maximum Permissible Speed over Line 1 will be 40 mph. Maximum Permissible Speed in Sidings 1 and 2 will be 25 mph.

NOTE - Notice No. 63 should be amended as follows:-

1. Signals SN74, SN76, SN78 and SN80 at approximately lmp should be altered to show a 4 Aspect arrangement with aspects Red-Yellow-Blank-Yellow.
2. Signals SN11, SN13, SN15, SN17 and SN19 should be shown in their final position, mounted on a gantry at 0m 22ch (approximately 40 yards from the current position, towards Reading).
3. Additional miniature fibre optic banner indicators should be shown at the Reading end of platforms 8 and 9 for signals SN15 and SN17.

There is no alteration to the meaning of the aspects displayed by any of these signals.

(21) (GW1)

Monday, 2 August - Abergavenny

In connection with the construction of a new footbridge the South end of the station, the two engineers sidings situated behind the down platform will be recovered. The down refuge siding will be shortened and a new stop block positioned outside the signal box at 22m 75ch.

(RSW3)

Monday 2 August - Mortimer

The temporary speed restriction on the Up line at 43m. 10ch. to 43m. 24ch. will become a 30 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet will be provided at 42m. 00ch. on the Down line.

(R(SW)1046)

Monday 2 August - Mortimer

The temporary speed restriction on the Up line at 43m. 24ch. to 43m. 10ch. will become a 40 mph. permanent speed restriction. A reflectorised Advanced Warning board with an associated AWS magnet will be provided at 43m. 08ch. on the Up line.

(R(SW)1046)

Signalling and Permanent Way Alterations - continued

Advance notice. Monday 16 August - Between London Bridge and Spa Road.

Signalling Instruction No.6 SED, showing alterations to signalling and permanent way between London Bridge and Spa Road, will shortly be distributed.

(OSM/SE/1102)

Sunday, 1 August - Between London Bridge and Spa Road.

No.1 Down line signal L121 will be repositioned on a new gantry 34 yards country side of the existing gantry. The Red Aspect will be 16 feet 6 inches above rail level and the associated A.W.S. will be 196 yards London side of the signal.

No.2 Reversible line signal L123 will be repositioned on a new gantry 34 yards country side of the existing gantry. The Red Aspect will be 16 feet 6 inches above rail level and the associated A.W.S. will be 105 yards London side of the signal.

(OSM/SE/1104)

Sunday, 1 August - Slade Green Berthing Shed.

Boards worded "Stop and wait instructions" will be provided at both ends of the Berthing Shed on the left-hand side of Nos. 7, 8, 9, 10 and 11 sidings.

The boards at the London end will be 11 yards from the shed roller shutter doors and the boards at the country end will be 15 yards from the shed roller shutter doors.

(OSM/SE/1104)

Monday, 2 August - Between Kemsing and Otford Jn.

A new facing connection, secured out of use until further notice, will be provided in the Up Maidstone line 1,143 yards country side of signal VS334, (at approximately 25m.60ch.)

(OSM/SE/1104)

DETAILS OF WORK ALREADY CARRIED OUT

Willesden New 'E' Sidings

Sidings A and B have been shortened by 40 yards and the buffer stops re-positioned accordingly.

(New Item) (OD14/87/48) (21)

Wembley Intercity Depot

The trailing connection from the down Carriage line to the Restaurant Car cleaning siding at the north end of the Depot has been replaced by plain line. The ground frame which worked the connection has been abolished.

(New Item) (OD14/93/13) (21)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Bedford South Junction

The unworked catch points in the Up Fast at 48 miles 45 chains have been removed and replaced by plain line.

(New Item) (ROM/S/S/0500/PT) (21)

Harringworth S.B.

The arm of the Down Home Signal has been reduced in height to 17 feet above rail level.

(OP4/RA/W.4250) (21)

Saxby

The Down Home signal has been reduced in height to 17 feet 6 inches above rail level.

(RRC/O/S/GEN.25) (20)

Kingham Station

The down platform at Kingham station has been temporarily reduced in length by 88 yards at the Worcester end until further notice.

Two Stop boards have been provided on the down platform as follows:

- 1) A board worded "DMU Stop" has been provided at the boundary between the closed section and open sections of the platform. Drivers of DMU trains booked to call at Kingham station must bring their trains to a stand at this board.
- 2) A board worded "HST + LH Stop" has been provided one power car/locomotive length beyond the boundary between the closed and open sections of the platform. Drivers of HST and Locomotive Hauled trains booked to call at Kingham station must bring their trains to a stand at this board.

See Miscellaneous Instruction (Section D)

(RRC/O/S/93/012) (20)

Shrewsbury, Crewe Junction S.B.

The hand point connection from the Coal Concentration Siding to the B.P. Oil Terminal has been secured out of use pending removal.

(OP4/RA/W.6028) (20)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

*** Ratcliffe Power Station

A new Discharge /Loading Hopper for FGD traffic has been provided adjacent to the existing Coal Discharge Hopper.

A facing connection has been provided from Coal line A leading to new Arrival lines G and H.

The standage on the Arrival lines is 380 yards.

Signal A1 on Coal line "A" has been provided with a theatre type route indicator which displays the following indications:

Indication	Route
A	Coal line "A" (Signal A2)
G	Arrival line G
H	Arrival line H

New signals G1 and H1 have been provided at the Hopper end of Arrival lines G and H control movements towards the new Hopper. These signals are operated from the Discharge/Loading Hopper. The telephone adjacent to signals G1 and H1 communicates with the Control Room. A "STOP" board applicable to set back movements on the Arrival lines has been provided between the lines at the Coal line "A" end and is applicable to both lines.

A notice board worded STOP - COLLECT RADIO has been provided at the entrance to the Discharge/Loading Hopper.

The line beyond G and H Arrival lines is known as line J and a new signal J7 has been provided to control movements onto the Unloading Loop.

The new connections on the Arrival side of the new Hopper are controlled from the Control Room. The connection from J line to the Unloading Loop is spring points.

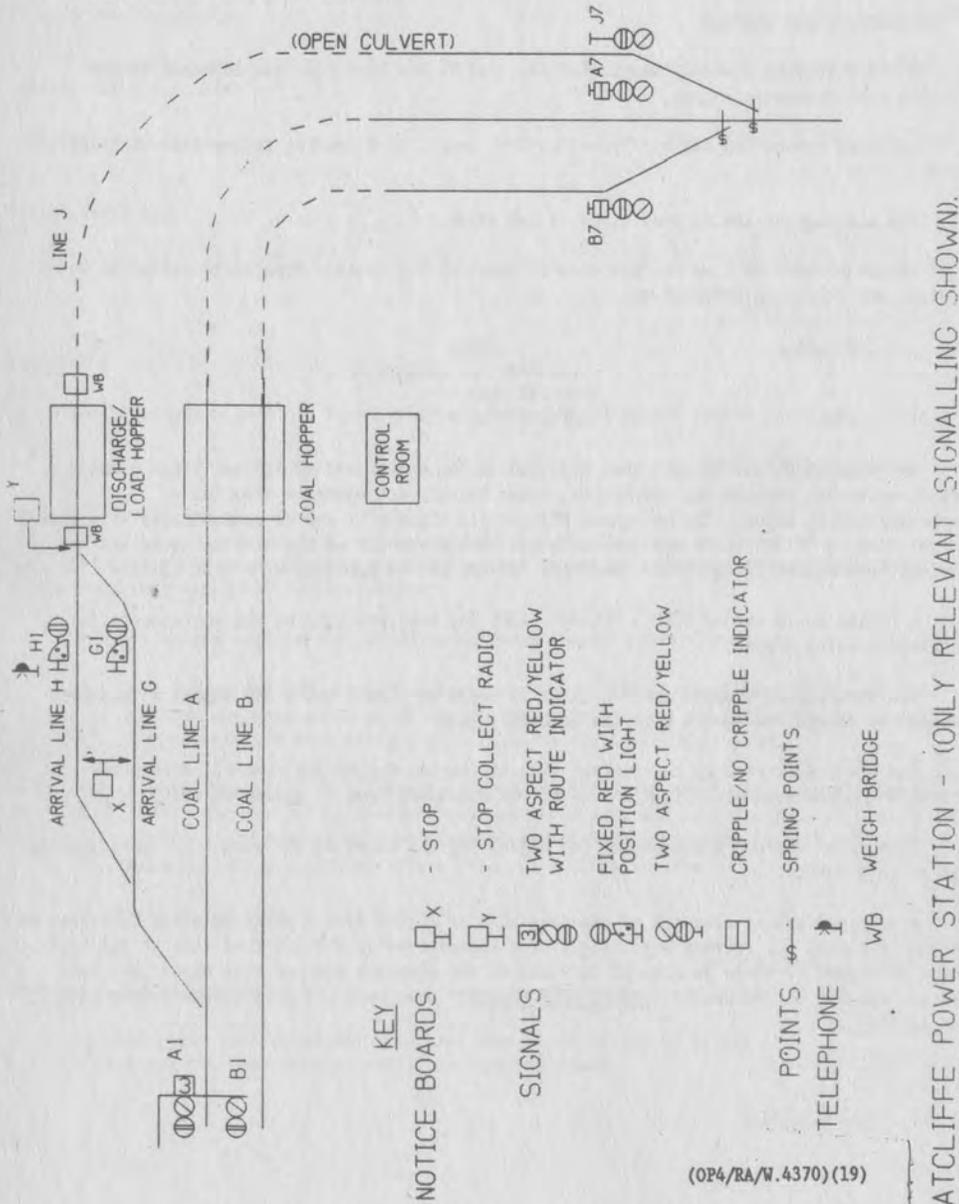
Details of the new track layout and signalling are shown in the sketch on the following page of this notice.

A open culvert is situated on the cress side of line J from a point adjacent to signal A4 leading to signal J7, Drivers must alight from locomotives on the six foot side at all times except at signal J7 where an area of 15 yards on the approach side of this signal has been covered. Warning boards marked "DANGER OPEN CULVERT" have been situated alongside the cress side of line J.

Signalling and Permanent Way Alterations - continued

Details of work Already Carried out - continued

** Ratcliffe Power Station - continued



RATCLIFFE POWER STATION - (ONLY RELEVANT SIGNALLING SHOWN).

SECTION C

Signalling and Permanent Way Alterations - continued

Details of work Already Carried out - continued

** Harlesden

The trailing connection between the down fast line and up Low Level goods line (No. 356 points) have been temporarily taken out of use.

The trailing connection from the up Low Level goods line to 'G' sidings has been secured out of use pending replacement by plain line and 'G' sidings abolished.

Position light shunting signals WN.62 and WN.59 controlling movements to and from the sidings have been taken away and all other signal routes into the sidings disconnected.

Signals WN.87 and WN.88 at the north end of No.1 and No.2 Reception Sidings respectively no longer have a route to the up Low Level goods line (signal WN.62).

(Amended Item) (OD14/93/8)(19)

** Melton Mowbray

The Down Passenger Home 2 and Down Goods Loop Home 2 signals (at the station end of the down goods loop) have been reduced in height to 19 feet above rail level.

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

(RRC/O/S/GEN.25)(19)

** Stanton Gate

The Signal Post Telephone on Signal TT.158, located on the Up Main line at 123m.46ch., has been rehoused in an anti-vandal box mounted on the Signal Post and opened by a BR No.1 Carriage Key.

(OP4/RA/W.4352)(19)

SECTION C

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Between Bow (Thornton Fields Carriage Sidings Jn.) and
Carpenters Road North Jn. (Chanelsea).

Carpenters Road Curve has been restored to operational use as a bi-directional SINGLE line between Carpenters Road North Jn. at Channelsea and Thornton Fields Carriage Sidings Jn. at Bow.

A new double line to single line connection has been brought into use at the Carpenters Road North Jn. end of the curve.

The new single line has been formed out of the former Up Carpenters Road Curve line and, at the south end, the double line Carpenters Road South Jn. into the Cambridge lines has been abolished.

At the south end, new plain line on a revised alignment has been installed linking the former Up Curve line into the former Down Carriage line 'A' to provide the new Single line through to Thornton Fields Carriage Sidings Jn.

There is not a signalled route from Bow (Midland) Yard to the Carpenters Road Curve Single line or vice versa.

New signalling has been commissioned on the bi-directional Carpenters Road Curve SINGLE line as shown in the accompanying diagram.

Control of the SINGLE line curve is from Bow Jn. signal box with Stratford signal box signalling movements to and from the SINGLE line at Carpenters Road North Jn.

SECTION C

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Between Bow (Thornton Fields Carriage Sidings Jn.)
and Carpenters Road North Jn. (Chanelsea) - continued

Track Circuit Block Regulations apply over the SINGLE line curve between Bow Jn. and Stratford signal boxes in both directions. Permissive Working and the facility for joining trains are both abolished on the former Down Carriage Line 'A' between existing signal B1 and new signal B172.

At this stage of the G.E. resignalling scheme, the SINGLE line curve has GOODS line status, with Special Authorisation being required for passenger use.

The Line Speeds over the newly formed SINGLE LINE have been revised as follows:-

UP DIRECTION - 15 m.p.h. Throughout from Carpenters Road North Jn. at Channelsea through to Bow Jn. B1 signal and the crossover to the Up Carriage Line 'B'.

20 m.p.h. From start of Up Carriage Line 'B' (Country end) through to B7 signal and junction on to Up Cambridge line.

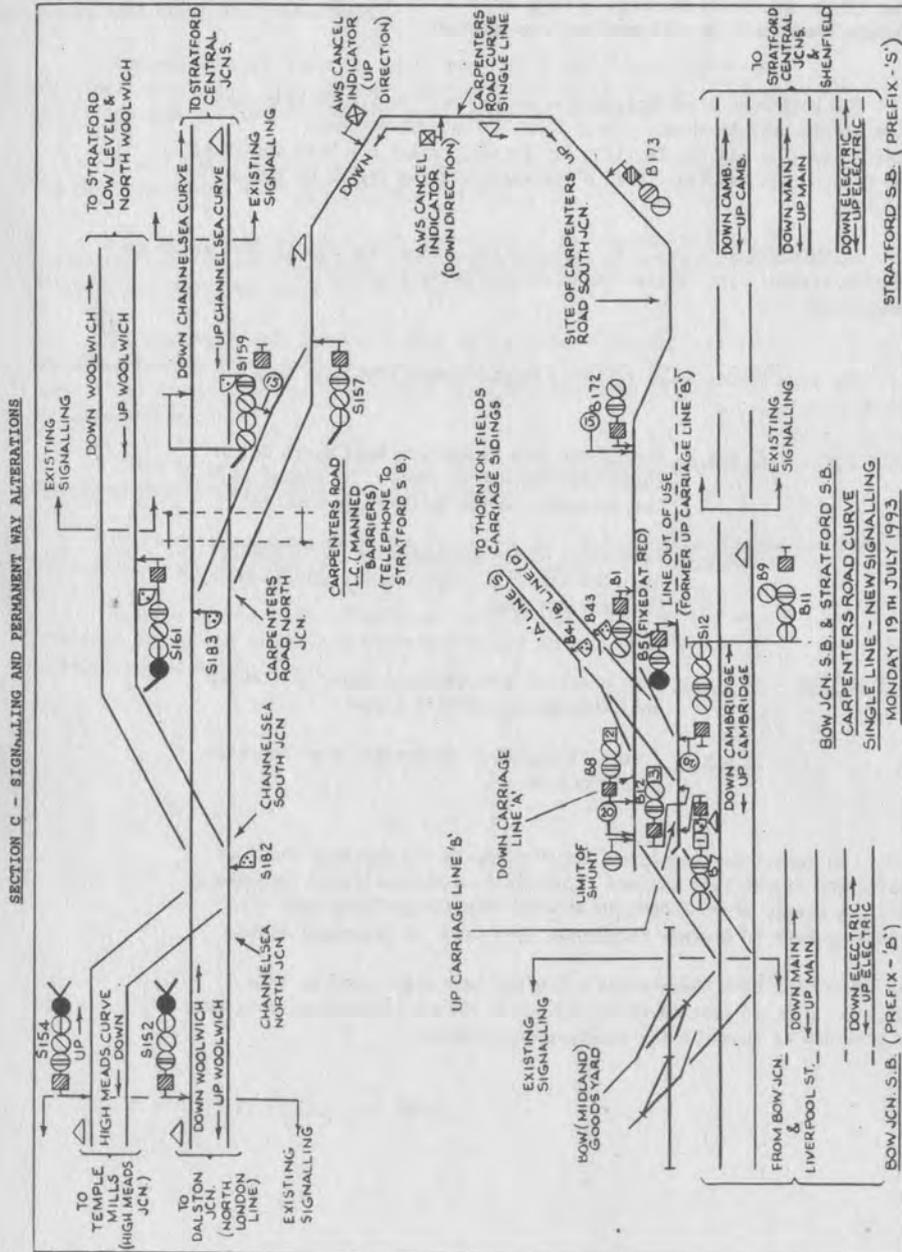
DOWN DIRECTION - 20 m.p.h. From start of Down Carriage Line 'A' (London end) through to new B172 signal.

- 15 m.p.h. From B172 signal to Carpenters Road North Jn. at Channelsea.

A.W.S. Equipment has been provided 50 yards on the approach side of repositioned Signal S157 and new Signal B173 on the realigned Carpenters Road Curve single line in connection with future signalling and remodelling work to upgrade Carpenters Road Curve to passenger status.

The A.W.S. for both these signals has not been suppressed at this stage for wrong direction moves and A.W.S. cancel indication signs have been provided as shown in the accompanying diagram

Between Bow (Thornton Fields Carriage Sidings Jn.)
and Carpenters Road North Jn. (Channelsea) - continued



Details of Work Already Carried Out - continued

Various Level Crossing Between Peterborough and Stoke

The Whistle Boards at the following level crossings have been repositioned to :-

Helpston (83m 24ch)

Down Fast Line	440 yards before reaching the crossing
Down Slow Line	440 yards before reaching the crossing

No. 116/117 (84m 38ch)

Down Fast Line	440 yards before reaching the crossing
Down Slow Line	440 yards before reaching the crossing
Up Fast Line	440 yards before reaching the crossing
Up Slow Line	440 yards before reaching the crossing

No. 1/2 (84m 54ch)

Down Fast Line	440 yards before reaching the crossing
Down Slow Line	440 yards before reaching the crossing
Up Fast Line	440 yards before reaching the crossing
Up Slow Line	440 yards before reaching the crossing

(IC/EC) (21)

Between New England North and Stoke Tunnel

The following Permanent Speed Restriction signs have been removed :-

Up Fast	- 96m 63ch	135 mph
	- 96m 16ch	140 mph
Down Fast	- 96m 16ch	135 mph
	- 96m 63ch	140 mph

These alterations allow continual 140 mph running UNDER TEST CONDITIONS ONLY, on the Down and Up Fast Lines between 93m 24ch and 100m 39ch.

Refer to Sectional Appendix, Section 1, Pages 58 and 59.

(IC/EC) (20)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

** Between Doncaster and Leeds

The 50 mph Permanent Speed Restriction (PSR) between 170m 40chs and 171m 07chs has been lifted.

This entails the following alterations :-

DOWN MAIN LINE

The removal of :-

the 50 mph Advance Warning Indicator (A.W.I.) sign at 169m 32chs;
the 50 mph PSR sign at 171m 40chs;
and the 100 mph PSR sign at 170m 07chs.

UP MAIN LINE

The removal of :-

the 50 mph A W I sign at 172m 18chs;
the 50 mph P S R sign at 171m 07chs;
and the 100 mph P S R sign at 170m 40chs.

A 100 mph Miniature PSR sign has been provided at 171m 58chs on the Up Main Line.

The AWS magnets on the Down Main Line (approximately 200 yards in rear of the 50 mph AWI at 169m 32chs) and the Up Main Line (approximately 200 yards in rear of the 50 mph AWI at 172m 18chs) have been removed.

This allows continual 100 mph running between 156m 72chs and 174m 28chs.

(19)

Paddington Area

Signalling Notice No. 63, which has now been distributed, and covers the final stage of the resignalling at Paddington Station, will be effective from this time.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

Maximum Permissible Speed over Line 1 is 40 mph. Maximum Permissible Speed in Sidings 1 and 2 is 25 mph.

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Paddington Area - continued

NOTE - Notice No. 63 should be amended as follows:-

1. Signals SN74, SN76, SN78 and SN80 at approximately 1mp should be altered to show a 4 Aspect arrangement with aspects Red-Yellow-Blank-Yellow.
2. Signals SN11, SN13, SN15, SN17 and SN19 should be shown in their final position, mounted on a gantry at 0m 22ch (approximately 40 yards from the current position, towards Reading).
3. Additional miniature fibre optic banner indicators should be shown at the Reading end of platforms 8 and 9 for signals SN15 and SN17.

There is no alteration to the meaning of the aspects displayed by any of these signals.

(GW1) (21)

ADVANCE WARNING - Signalling Notice No.63 - PADDINGTON AREA

This notice is now being distributed and covers the final stage of the resignalling at Paddington Station which is to be introduced on Monday, 26 July.

Traincrews and others concerned who have not received their copy should contact their Supervisor.

(GW1) (21)

Kensal Green

Up Relief line signal SN134 has been provided with a special sign under the signal head consisting of a black cross on a yellow background similar to others in the Paddington area, to indicate to Drivers that they should not leave their trains to communicate with the Signalman until given an assurance that it is safe to do so.

Also, a black diagonal cross with a yellow roundel superimposed has been provided on the cabinet of the signal post telephone.

(GW1) (21)

Craven Arms to Llandeilo Jn - Glanryrny's FARM O/A Crossing near Llangadog at 23m 02ch

In connection with a level crossing safety improvement scheme, a 30 mph Up direction permanent speed restriction has been applied from 22m 68ch to the crossing. A triangular reflectorised 30 mph warning indicator has also been provided at 22m 28ch.

(GW6.1) (21)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

Central Wales Line - Between Craven Arms and Llandrindod Wells - At Dolau Level Crossing (AOCL)

The existing rail Driver's flashing white light has been replaced by a new red/white flashing light in the same position on each crossing approach. An emergency plunger in a locked box, has been provided on the same post for emergency operation of the crossing.

In the up direction a new rail STOP board worded 'Press plunger, obtain white light and whistle before proceeding' has been erected 25 yards on the approach side of the crossing. The existing level crossing speed sign in the up direction has been recovered.

(RSW2) (21)

Between Knucklas and Llangunllo

In connection with a level crossing safety improvement scheme, the following permanent speed restrictions have been applied:-

Castle Gardens Crossing at 15m 24ch - 10 m.p.h up direction from 15m 30 ch to the crossing

Heyope 2 crossing at 17m 53ch - 15 m.p.h. up direction from 17m 60ch to the crossing.

(New Item) (RSW) (21)

Central Wales Line between Bucknell and Knighton - The Hall farm 3 crossing at 8m 26ch

Telephones have been provided at the above mentioned Occupation/Accommodation crossing giving users direct contact with the signalman at pantyffynnon.

(RSW2) (20)

** Paddington

Signals SN11, SN13, SN15, SN17 and SN19 have been moved from their straight post arrangements to be mounted on a newly provided Gantry, approx 40 yards away from their current position further towards Reading. There is no change to the meaning of the signals.

New miniature fibre optic banner indicators have been provided for signals SN15 and SN17 at the Reading end of platforms 8 and 9 respectively.

(GW1)(19)

** Westerleigh

A hinged sign has been provided on the fence near the level crossing to indicate whether or not the Civil Engineer's Supervisor is on duty.

(FWE5.4)(19)

Signalling and Permanent Way Alterations - continued

Details of Work Already Carried Out - continued

** Between London Bridge and Spa Road

The connection in No.3 Up line on the London side of signal L118 has been secured out of use pending removal.

The connection in No.4 Down line on the country side of signal L117 has been removed.

The crossover from No.4 Down line to No.5 Down line on the country side of signal L117 has been removed.

A new trailing connection, secured out of use until further notice, has been provided in No.4 Down line 170 yards country side of signal L117.

A new crossover has been provided between Nos.4 and No.5 Down lines. The facing connection in No.4 Down line is 176 yards country side of signal L117 and the trailing connection in No.5 Down line is 25 yards country side of signal L127.

(OSM/SE/1104)(19)