

BR 2140 D  
K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

1K2/1D

WESTERN REGION

**K2**

**18/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 25 JULY 1992**

to

**FRIDAY, 31 JULY 1992**

**(Inclusive)**

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

No items.

## SOUTH WALES

MONDAY 27 JULY - BETWEEN BRITON FERRY YARD AND B.P. CHEMICALS - At 08.00 hours a new temporary Trainman Operated level crossing (TMO) will be brought into use located approximately 13 yards from the B.P. security gates. A St Georges Cross advance warning board will be provided 137 yards from the crossing on the Briton Ferry side, and stop boards worded "OPEN GATES BEFORE PROCEEDING" will be provided 27 yards either side of the crossing. The stop board on the Works side will be situated within the B.P. boundary.

(See Section D)

(21) (GW7)

TUESDAY 28TH JULY FROM 0800 TO 1600 HOURS - LEOMINSTER - The existing Up Home Signal No. 3 will be recovered and a new Up Home Signal will be erected 287yds nearer the Signalbox on the left-hand side of the up main line.

(21) (RSW3)

MONDAY 27 JULY - BETWEEN PENLLERGAER TUNNEL AND PONT LLIW - At 1000 hours the Temporary Speed Restriction of 30 mph on the Down line between 7m 40ch and 7m 70ch will become permanent.

(See Section D)

(21) (FWA1.6)

MONDAY 27 JULY - BETWEEN GROVESEND COLLIERY LOOP G.F. AND GROVESEND COLLIERY LOOP JUNCTION - At 1000 hours a Permanent Speed Restriction of 30 mph will be imposed on the Down line between 9m 45ch and 10m 05ch.

(See Section D)

(21) (FWA1.6)

## WORKING OVER BOOK

Sunday, 26 July - Silkstream Jn. - The trailing spring catch points on the Down Slow at 8m. 39 yards will be removed and replaced by plain line.

(ROM/S/S/500/PT)

(21) (511B)

K2-18C/1

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

\* \* UNTIL FURTHER NOTICE - BETWEEN PADDINGTON, SUBWAY JN AND OLD OAK  
\* COMMON - The following lines have been taken out of use and all associated signalling recovered:-

UP RELIEF	between 1 mp and 2m 20ch
DOWN RELIEF 1 / DOWN RELIEF	between 1 mp and 2m 20ch
DOWN RELIEF 2	between 1 mp and 1m 28ch
NORTH CARRIAGE LINE 1	between 1m 28ch and 1m 69ch

All signalled moves to the above lines have been disconnected.

A temporary stop block has been provided at 1m 71ch for movements from signals 00249 and 00369 towards Paddington.

(18) (GW1)

\* \* POWDERHAM CROSSING - Whistle boards have been provided on the  
\* approaches to the crossing at 200m 50ch.

(18) (GW4)

HEMERDON - In connection with the taking out of use of Hemerdon Down Goods Loop, signal P306 has been extinguished and the signal head re-aligned to point away from the line.

(19) (GW4)

FURZE PLATT LEVEL CROSSING - The crossing has been converted from Automatic Open Crossing (Locally Monitored) (AOCL) to Automatic Barrier Crossing (Locally Monitored) (ABCL).

The existing drivers' white lights have been recovered and replaced by flashing drivers' red/white lights 6 yards from the crossing.

The Up direction warning board has been repositioned 34 yards from the crossing.

(See Section D)

(19) (NTC6.4)

MARYLEBONE - The CLOSE DOORS (CD) and READY TO START (RA) indicators for platforms 1, 2, 3 and 4 have now been brought into use.

(RP/615/19)

(20) (NTC7.1)

K2-18C/2

## SOUTH WALES

CARDIFF CENTRAL - The Parcels Depot platform lines and adjacent two sidings have been secured out of use pending recovery.

(20) (GW6.3)

CALDICOT - At Caldicot Level Crossing the former Manually Controlled Barrier (MCB) level crossing at 147m 06ch has closed permanently and a new MCB level crossing has been introduced approximately 40 yds on the Gloucester side of the level crossing ground frame from which the new crossing is controlled.

(NEW ITEM)

(21) (RSW4.2)

\* \* CANTON CARRIAGE SIDINGS - A new temporary footpath crossing has been provided at 0m 30ch on the Up/Down Trefforest line between Radyr Branch Jn and Penarth Curve North Jn.

(18) (RSW5.1/FWA2.6)

## WORKING OVER BOOK

\* \* HACKNEY WICK - The conductor rail has been removed from the Up line \* for a distance of 75 feet over Chapman Road bridge (Homerton side of Hackney Wick).

(18/SA1.15) (18) (503)

TOTTENHAM SOUTH JUNCTION TO SOUTH TOTTENHAM EAST JN - The catch points in the down line at 5m 48ch have been clipped out of use pending removal.

(See Section D) (20/SA5.25) (20) (506A)

\* \* STOATS NEST (REEDHAM SIDINGS) - The Reedham sidings on the Down side \* furthest from the Redhill lines have been shortened by 200 yards to a new length of 66 yards.

(RW/1646/2) (18) (514)

\* \* BASINGSTOKE - The facing connection with Up siding No.1 in the Up slow line at 49m 21ch has been taken out of use pending removal. Up Siding No.1 has been reduced in length by 748 yards and a new stop block provided 1034 yards from the entrance to the siding.

(RW759/13) (18) (520/521)

Andover - The temporary stop mark on the up main platform has been moved 77 yards towards London.

(RW/1646/1) (20) (521)

LEAMINGTON SPA - A new double sided 'R' Ready to Start indicator applying to signal LN.38 has been provided above the double sided 'off' indicator situated towards the centre of the Up platform.

A new single sided 'R' Ready to Start indicator facing Leamington Spa Station has been provided on the signal gantry carrying signal LN.38, this 'R' indicator applies to Up Platform line trains.

The new 'R' indicators are worked by plungers situated on the station buildings on the Up side and on a post at the Birmingham end of the Up platform.

The position light ground signal LN.123 situated on the right hand side of the Up Bay and associated telephone has been recovered. A new 3-aspect Red, Yellow, Green and associated Shunt aspect signal has been located on the left hand side of the Up bay on the platform and has been fitted with a signal post telephone. The red aspect is 13 feet above rail level.

The signal reads as follows:-

Route 1 - Main aspect to Down Main presets signal LN.127

Route 2 - Shunt Aspect to Up platform Line preceded by signal LN.127

A Train Ready to Start plunger for use by platform staff to Leamington Spa Signal Box for the Up Bay has been provided on the Up Platform buildings adjacent to the Up Bay.

Position Light Ground Signals LN.127 and LN.129 on the Up line and the Up Main now read additionally to the Up Branch L.O.S. and have Stencil Indicator lettered XUB for this route.

The existing illuminated L.O.S. on the Up Branch has been recovered and a new Position Light Ground Signal type L.O.S. indicator has been provided on the Up Branch 302 yards on the Coventry side of signal LN.52.

A single sided stencil 'off' indicator working in conjunction with signal LN.52 route to the coal depot has been provided on the right hand side of the branch line facing towards Coventry approximately 230 yards before reaching signal LN.52.

ROM/S/S/0500/DW (20) (538)

ASTON STATION - The Up platform has been temporarily taken out of use until further notice.

(RRC/O/S/92/99)

(19) (541)



CREWE GRETTY LANE - The connection between the Warehouse Sidings and the WR Siding has been secured out of use, pending recovery.

The trap points leading from the WR Siding and the trap points leading from the Down Goods line which protect the Up Main line have been secured out of use, pending recovery.

The associated signalled routes have been taken out of use.

(RRC/O/S/90/77)

(20) (556)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

## NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

## WORKING MANUAL FOR RAIL STAFF

Part 3 (Pink Pages) - BR30054/3

Page F30 - Clause 4.9

## NETWORK SOUTH EAST

Amend entries in respect of London (Waterloo) to read:-

London (Waterloo)	071-928 4616/2240*(S/East Div)	00-75666
	071-928 2090/2240*(S/West Div)	00-75511

Insert:-

Croydon	081-680 5404*(S/Central Div)	00-72900
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(RP/2410) (K2/14/92)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
LONDON AND WEST OF ENGLAND - BR30069  
(Dated June 1992)

## SECTION 1 - TABLE A

The following pages have been reprinted:-

1.2, 1.3, 1.8, 1.10, 1.12, 1.13, 1.17, 1.19, 1.20, 1.21, 1.22, 1.23,  
1.24, 1.27, 1.29, 1.36, 1.39, 1.40, 1.41, 1.41A, 1.44, 1.46, 1.61,  
1.63, 1.67, 1.68, 1.69, 1.78, 1.85, 1.86, 1.87, 1.87A, 1.87B, 1.87C,  
1.90, 1.91, 1.113, 1.122 and 1.124

GW3 Bristol to Cogload Junction  
Page 1.25

WESTON-SUPER-MARE. Add:- "(PP)" to both platform lines

(K2/13/92)

Amend Pages 4.86 and 4.87 to read as follows:-

RWE6.3 NEWTON ABBOT WEST JUNCTION TO PAIGNTON

PAIGNTON

Movements to and from the Kingswear Line. The movement of BR locomotives and/or vehicles to the Kingswear line is prohibited except:-

- (i) in the connection with the transfer of traffic, or
- (ii) in an emergency, for the repair of, or removal of an obstruction from BR operated lines.

All movements to the Kingswear line must be authorised by the Paignton & Dartmouth Steam Railway (PDSR) representative at Paignton. In addition, no obstruction by BR of the Kingswear line in advance of the Paignton Down (to Kingswear) Starting signal must be permitted unless:-

The Paignton Signalman is in possession of the P&DSR annetts key and an assurance has been obtained from the P&DSR representative that the line between Paignton and TDSR signal B.51 is clear throughout. Protection is afforded by release of the annetts key by maintaining all signals in the Paignton area at red.

The movement of P&DSR locomotives to BR operated lines is prohibited, except in connection with the through working of trains from BR to Kingswear or when specially authorised.

Transfer of traffic to Paignton and Dartmouth Steam Railway. The BR shunter must attach and detach BR locomotives. The P&DSR shunter is responsible for attaching and detaching P&DSR locomotives.

After the BR locomotive has coupled to the train or vehicles, the continuous brake must be released manually on all vehicles and a brake test carried out.

Between Paignton BR Station and Paignton P&DSR Station

Traffic must be worked to the Kingswear Line and brought to a stand clear (Kingswear side) of the Main line connection. The on-going locomotive must be attached at that point.

The transfer of loaded passenger trains between these points is prohibited.

Through trains from BR to Kingswear P&DSR

The P&DSR locomotive must be attached to at Paignton BR Station and the train worked from that point by a P&DSR train crew.

Through trains from Kingswear P&DSR to BR

The train must be brought to a stand clear of the Paignton ground frame points. The P&DSR locomotive must be detached at that point and the train worked forward by a BR locomotive train crew.

The BR Rolling Stock Technician must examine the train at the ground frame before the train is worked onto BR lines.

The BR Guard must advise the Paignton Signalman when the train is ready to proceed to Paignton BR Station.

4.86

K2-18D/46

RWE6.3 NEWTON ABBOT WEST JUNCTION TO PAIGNTON - continued

PAIGNTON - continued

Goodrington Sidings - Locomotive Noise. In order to minimise disturbance to nearby residents, from the noise of stationary locomotives, the following arrangements apply:-

The Person in Charge is responsible for trains entering and exiting the sidings.

The "start diesel engines" authority will be given by the Person in Charge 5 minutes prior to despatch.

The provision of power for air conditioning/heating purposes can be dispensed with but in extremely cold weather the engine may be run for cab heating.

On air-braked trains the brake test can be carried out with the diesel engines shut down at the Driver's discretion.

If an outgoing train is worked by a fresh traincrew, the engine may be started earlier in order to carry out a brake test.

All noise must be kept to an absolute minimum in Goodrington sidings and on the line between Paignton level crossing and the sidings.

Goodrington Sidings - Reduction of noise and pollution from HST's. The Person in Charge is responsible for trains entering the sidings. If a train is to be stabled for more than fifteen minutes all engines must be shut down.

Fifteen minutes prior to the booked departure time from the sidings, or when the Person in Charge authorises "start diesel engines", the Driver must start the rear power car engine and apply Electric Train Supply from that end. The Driver to proceed to the leading power car and operate the controls (HST on one engine only instructions).

When authorised by the Person in Charge, the movement to Paignton station must be made using the rear power car only. The leading engine to be started five minutes prior to departure from Paignton.

Crossover Ground Frame. The ground frame is released by the P&DSR annetts key and the unlocking of a padlock, the key to which is held by the Signalman. When the ground frame has been restored to normal the Person in Charge must ensure that the padlock is resecured and the key returned to the Signalman.

(K2/18/92) 4.87

K2-18D/47



Page 4.122 SLOUGH TO WINDSOR & ETON CENTRAL  
WORKING OF D.O. PASSENGER TRAINS

Formation of trains.

Delete and substitute:-

DMU trains of slam door stock must be formed of a power car and drive-end trailer, or two power cars and trailer, or two power cars and two trailers. Two or three-car Class 165 trains are also permitted.

Starting of trains.

Delete and substitute:-

The provisions of Rule Book Section H, 5.2.2 apply to a train with slam doors. The provisions of Rule Book Section H, 5.4 apply to a Class 165 train.

(RP/2551) (K2/13/92)

Page 4.123 Add:-

MAIDENHEAD TO BOURNE END

FURZE PLATT (ABCL) AND COOKHAM (ABCL) LEVEL CROSSINGS

Plungers are provided on the posts of the Drivers flashing lights to start the crossing sequence if it has not started automatically or if it has stopped as a result of the train being delayed.

(This amends the item under the heading "Maidenhead to Marlow, Cookham Level Crossing (ABCL)" published in previous editions of this notice)

(RW2624) (K2/16/92)

Page 4.148 BRABAZON CROSSING TO HALLEN MARSH

Referring to PON Page 51

Amend Page 4.150 to Page 4.148. Insert this item between FILTON TIP SIDINGS and HALLEN MARSH AREA.

(K2/13/92)

Page 4.162 DEPOT PROTECTION ARRANGEMENTS  
ST PHILIP'S MARSH HST DEPOT

Referring to PON Page 61

Amend Page 4.164 to Page 4.162

(K2/13/92)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
SOUTH WALES - BR30012  
(Dated June 1992)

SECTION 1 - TABLE A

The following pages have been reprinted:-

1.12, 1.16, 1.18 and 1.45

GW7 Cardiff to Swansea  
Page 1.13

Mileage 201 56. Add "90" on UM  
Mileage 202 10. Delete "90" on UM

(K2/12/92)

RSW2 Craven Arms Jn to Llandeilo Jn  
Page 1.28

Mileage 14 53. "Lower Hall Crossing"  
Amend to read "Lower House Crossing"

Page 1.29

PENYBONT. Add:- Tel. 28 21

Add:- 31 60 Llandrindod GF

(K2/13/92)

RSW2 Craven Arms Jn to Llandeilo Jn  
Page 1.30

Rhosferic Tunnel. Amend "(68 yds)" to "(64 yds)"

(K2/16/92)

RSW5.1 Rhymney to Barry Island  
Page 1.48

Mileage 9 20. Delete "50" on Down line  
Mileage 9 10. Add "50" on Down line

Page 1.49

Location column. To Cardiff Central. Delete "(See Page 1.60)"

(K2/13/92)

**BRITISH RAILWAYS**  
K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE WESTERN REGION  
MANCHESTER

1K2/1D

**K2**

**19/92**

**WEEKLY OPERATING NOTICE**

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**Temporary Speed Restrictions  
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General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 1 AUGUST 1992**

to

**FRIDAY, 7 AUGUST 1992**

**(Inclusive)**



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

PADDINGTON AREA - Signalling alterations will be taking place between Wednesday 12th and Monday 17th August 1992. Details are contained in Signalling Notice No. 55 which is being distributed to the staff concerned. Staff who do not receive their copy of that notice by 1 August should obtain one from their supervisor.

(22) (GW1)

FROM 2100 SATURDAY 1 AUGUST TO 0900 SUNDAY 2 AUGUST - NEWQUAY - RECOVERY OF REDUNDANT PLATFORM - The ground frame at the end of Newquay station will be recovered and replaced with plain line to the platform. The Down Siding will then be recovered.

(See Periodical Operating Notice)

(22) (RWE8.3)

## SOUTH WALES

No items.

## WORKING OVER BOOK

MONDAY 1 AUGUST - RIPPLE LANE - The Down Through Siding between the east end of the locomotive depot and Dagenham Dock will be taken out of use until further notice. The following associated connections will be secured out of use :-

- (i) at Ground Frame 'B'
- (ii) between the Down Passenger and Down Through (No.3 points)
- (iii) at the Dagenham end of the Down Through (29 points)

(22/7.12)

(22) (502)

SATURDAY 1 AUGUST - STRATFORD OLD YARD - Stratford Old Yard will be closed and the connections to it from Carriage lines A and B and associated signalling taken out of use.

(22/1.5)

(22) (506)

SUNDAY 2 AUGUST - CREWE GRETTY LANE - The trailing connection from the 'Y' Sidings to the Down Goods Loop will be secured out of use pending recovery.

All associated signalled routes will be disconnected.

(22) (556)

SUNDAY 2 AUGUST - WILMSLOW - The up Styal line platform will be reduced in length at the Styal end by 13 yards, providing a new platform length of 205 yards.

(22) (556)

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

\* \* HEMERDON - In connection with the taking out of use of Hemerdon Down  
\* Goods Loop, signal P306 has been extinguished and the signal head re-aligned to point away from the line.

(19) (GW4)

\* \* FURZE PLATT LEVEL CROSSING - The crossing has been converted from  
\* Automatic Open Crossing (Locally Monitored) (AOCL) to Automatic Barrier Crossing (Locally Monitored) (ABCL).

The existing drivers' white lights have been recovered and replaced by flashing drivers' red/white lights 6 yards from the crossing.

The Up direction warning board has been repositioned 34 yards from the crossing.

(19) (NTC6.4)

MARYLEBONE - The CLOSE DOORS (CD) and READY TO START (RA) indicators for platforms 1, 2, 3 and 4 have now been brought into use.

(RP/615/19) (20) (NTC7.1)

SOUTH WALES

CARDIFF CENTRAL - The Parcels Depot platform lines and adjacent two sidings have been secured out of use pending recovery.

(20) (GW6.3)

BETWEEN BRITON FERRY YARD AND B.P. CHEMICALS - A new temporary Trainman Operated level crossing (TMO) has been brought into use located approximately 13 yards from the B.P. security gates. A St Georges Cross advance warning board has been provided 137 yards from the crossing on the Briton Ferry side, and stop boards worded "OPEN GATES BEFORE PROCEEDING" have been provided 27 yards either side of the crossing. The stop board on the Works side has been situated within the B.P. boundary.

(See Periodical Operating Notice)

(21) (GW7)

K2-19C/2

LEOMINSTER - The existing Up Home Signal No. 3 has been recovered and a new Up Home Signal has been erected 287yds nearer the Signalbox on the left-hand side of the up main line.

(21) (RSW3)

CALDICOT - At Caldicot Level Crossing the former Manually Controlled Barrier (MCB) level crossing at 147m 06ch has closed permanently and a new MCB level crossing has been introduced approximately 40 yds on the Gloucester side of the level crossing ground frame from which the new crossing is controlled.

(21) (RSW4.2)

ABERCYNON TO MERTHYR - The former Up and Down Main Lines are now one single line worked by the Regulations for Single Lines Worked by the No Signalman Token System.

(New Item)

(22) (RSW5.3)

BETWEEN PENLLERGAER TUNNEL AND PONT LLIW - The Temporary Speed Restriction of 30 mph on the Down line between 7m 40ch and 7m 70ch has become permanent.

(See Periodical Operating Notice)

(21) (FWA1.6)

BETWEEN GROVESEND COLLIERY LOOP G.F. AND GROVESEND COLLIERY LOOP JUNCTION - A Permanent Speed Restriction of 30 mph has been imposed on the Down line between 9m 45ch and 10m 05ch.

(See Periodical Operating Notice)

(21) (FWA1.6)

WORKING OVER BOOK

TOTTENHAM SOUTH JUNCTION TO SOUTH TOTTENHAM EAST JN - The catch points in the down line at 5m 48ch have been clipped out of use pending removal.

(See Periodical Operating Notice)

(20/SA5.25)

(20) (506A)

WILLESDEN (North Circular Road) - The facing crossover between the down and up goods lines situated immediately on the north side of the North Circular road overbridge, has been renewed approximately 80 yards south of its present position.

(New Item)

(22) (507)

K2-19C/3



Silkstream Jn. - The trailing spring catch points on the Down Slow at 8m. 39 yards have been removed and replaced by plain line.

(ROM/S/S/500/PT) (21) (511B)

Andover - The temporary stop mark on the up main platform has been moved 77 yards towards London.

(RW/1646/1) (20) (521)

LEAMINGTON SPA - A new double sided 'R' Ready to Start indicator applying to signal LN.38 has been provided above the double sided 'off' indicator situated towards the centre of the Up platform.

A new single sided 'R' Ready to Start indicator facing Leamington Spa Station has been provided on the signal gantry carrying signal LN.38, this 'R' indicator applies to Up Platform line trains.

The new 'R' indicators are worked by plungers situated on the station buildings on the Up side and on a post at the Birmingham end of the Up platform.

The position light ground signal LN.123 situated on the right hand side of the Up Bay and associated telephone has been recovered. A new 3-aspect Red, Yellow, Green and associated Shunt aspect signal has been located on the left hand side of the Up bay on the platform and has been fitted with a signal post telephone. The red aspect is 13 feet above rail level.

The signal reads as follows:-

Route 1 - Main aspect to Down Main presets signal LN.127

Route 2 - Shunt Aspect to Up platform Line preceded by signal LN.127

A Train Ready to Start plunger for use by platform staff to Leamington Spa Signal Box for the Up Bay has been provided on the Up Platform buildings adjacent to the Up Bay.

Position Light Ground Signals LN.127 and LN.129 on the Up line and the Up Main now read additionally to the Up Branch L.O.S. and have Stencil Indicator lettered XUB for this route.

The existing illuminated L.O.S. on the Up Branch has been recovered and a new Position Light Ground Signal type L.O.S. indicator has been provided on the Up Branch 302 yards on the Coventry side of signal LN.52.

A single sided stencil 'off' indicator working in conjunction with signal LN.52 route to the coal depôt has been provided on the right hand side of the branch line facing towards Coventry approximately 230 yards before reaching signal LN.52.

ROM/S/S/0500/DW (20) (538)

K2-19C/4

\* \* ASTON STATION - The Up platform has been temporarily taken out of use until further notice.

(RRC/O/S/92/99)

(19) (541)

CREWE GRETTY LANE - The connection between the Warehouse Sidings and the WR Siding has been secured out of use, pending recovery.

The trap points leading from the WR Siding and the trap points leading from the Down Goods line which protect the Up Main line have been secured out of use, pending recovery.

The associated signalled routes have been taken out of use.

(RRC/O/S/90/77)

(20) (556)

K2-19C/5

If YOU'RE alert

YOU

wont get hurt

# BRITISH RAILWAYS

WESTERN REGION

**K2**

**20/92**

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on**

MANCHESTER  
RAIL HOUSE  
ROOM 503  
GENERAL MERCHANDISE  
RAILFREIGHT DISTRIBUTION  
K2.53  
WESTERN REGION TRAINMEN  
AFF  
OTHER REGIONS' 1K2/1D

**SATURDAY, 8 AUGUST 1992**

to

**FRIDAY, 14 AUGUST 1992**

**(Inclusive)**



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

FROM 0600 SATURDAY 8 AUGUST UNTIL 2200 MONDAY 10 AUGUST - BETWEEN  
PORTOBELLO JN AND KENSAL GREEN -

NORTH CARRIAGE LINE 1 - the temporary stop block at 1m 71ch will be removed and the Limit of Shunt will be reinstated.

NORTH CARRIAGE LINE 2 - the portion between 1m 25ch and 2mp will be taken out of use, together with the associated signalling.

CARRIAGE RECEPTION LINE - this new line will be brought into use, to link the Up/Down Goods line at 1m 25ch with North Carriage line 1 at 1m 69ch. Until further notice, working between the Limit of Shunt and Paddington New Yard will be by Pilotman.

(23) (GW1)

PADDINGTON AREA - Signalling alterations will be taking place between Wednesday 12th and Monday 17th August 1992. Details are contained in Signalling Notice No. 55 which is being distributed to the staff concerned. Staff who have not received their copy of the notice should obtain one from their supervisor.

(22) (GW1)

FROM 20.20 WEDNESDAY 12 AUGUST UNTIL 05.30 THURSDAY 13 AUGUST -  
PADDINGTON STATION - Signal 00.78 on platform 8 will be repositioned on a straight post, 2 yards further away from the buffer stops. A new S.P.T. will be provided on the signal post and the additional S.P.T. on the platform will be removed. There will be no alteration to the aspects displayed.

(23) (GW1)

BETWEEN WEDNESDAY 12 AUGUST AND SUNDAY 23 AUGUST - BETWEEN GRANGE COURT  
GF AND NEWNHAM TUNNEL Westbury AOCR LC will be converted into an Automatic half barrier crossing.

(26) (RSW4.1)

## SOUTH WALES

No items.

K2-20C/1

## WORKING OVER BOOK

SUNDAY 9 AUGUST - BRIMSDOWN - A new telephone system will be commissioned at Brimsdown Signalbox and all associated signalpost telephones will be converted to the lift to call type and will have a call back facility.

(23/SA5.14) (23) (506)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

BRISTOL, KINGSLAND ROAD YARD - The shunt neck at the London end of the yard has been temporarily removed and a stopblock erected at 117m 59ch. Access to the yard is available only via the West end.

(NEW ITEM) (23) (GW2.1)

BRISTOL, BARTON ROAD SHOPS - The two furthest sidings to the North have been shortened by 5 chains and stopblocks erected at 0m 36ch.

(NEW ITEM) (23) (GW6.2)

NEWQUAY - RECOVERY OF REDUNDANT PLATFORM - The ground frame at the end of Newquay station has been recovered and replaced with plain line to the platform. The Down Siding has also been recovered.

(See Periodical Operating Notice) (22) (RWE8.3)

\* \* MARYLEBONE - The CLOSE DOORS (CD) and READY TO START (RA) indicators  
\* for platforms 1, 2, 3 and 4 have now been brought into use.

(RP/615/19) (20) (NTC7.1)

## SOUTH WALES

\* \* CARDIFF CENTRAL - The Parcels Depot platform lines and adjacent two  
\* sidings have been secured out of use pending recovery.

(20) (GW6.3)

BETWEEN BRITON FERRY YARD AND B.P. CHEMICALS - A new temporary Trainman Operated level crossing (TMO) has been brought into use located approximately 13 yards from the B.P. security gates. A St Georges Cross advance warning board has been provided 137 yards from the crossing on the Briton Ferry side, and stop boards worded "OPEN GATES BEFORE PROCEEDING" have been provided 27 yards either side of the crossing. The stop board on the Works side has been situated within the B.P. boundary.

(See Periodical Operating Notice) (21) (GW7)

K2-20C/2



BETWEEN CARMARTHEN BRIDGE JN AND SARNAU LC - The unworked catchpoint on the Down line at 246m 4ch has been clipped out of use pending recovery.

(NEW ITEM) (See Section D) (23) (RSW1.1)

LEOMINSTER - The existing Up Home Signal No. 3 has been recovered and a new Up Home Signal has been erected 287yds nearer the Signalbox on the left-hand side of the up main line.

(21) (RSW3)

BETWEEN LITTLE MILL JN AND MAINDEE NORTH GF - The unworked catchpoints on the Down line at 31m 7ch and on the up line at 40m 12ch have been clipped out of use pending recovery.

(NEW ITEM) (See Section D) (23) (RSW3)

CALDICOT - At Caldicot Level Crossing the former Manually Controlled Barrier (MCB) level crossing at 147m 06ch has closed permanently and a new MCB level crossing has been introduced approximately 40 yds on the Gloucester side of the level crossing ground frame from which the new crossing is controlled.

(21) (RSW4.2)

BETWEEN GILFACH FARGOED AND CARDIFF QUEEN STREET - The unworked catchpoints on the Up line at 17m 22ch, 14m 39ch and 2m 25ch have been clipped out of use pending recovery.

(NEW ITEM) (See Section D) (23) (RSW5.1)

ABERCYNON TO MERTHYR - The former Up and Down Main Lines are now one single line worked by the Regulations for Single Lines Worked by the No Signalman Token System.

(22) (RSW5.3)

BETWEEN TREHAFOD AND PONTYPRIDD JN - The unworked catchpoint on the Up line at 14m 7ch has been clipped out of use pending recovery.

(NEW ITEM) (See Section D) (23) (RSW5.4)

BETWEEN PENLLERGAER TUNNEL AND PONT LLIW - The Temporary Speed Restriction of 30 mph on the Down line between 7m 40ch and 7m 70ch has become permanent.

(See Periodical Operating Notice) (21) (FWA1.6)

BETWEEN GROVESEND COLLIERY LOOP G.F. AND GROVESEND COLLIERY LOOP JUNCTION - A Permanent Speed Restriction of 30 mph has been imposed on the Down line between 9m 45ch and 10m 05ch.

(See Periodical Operating Notice) (21) (FWA1.6)  
K2-20C/3

#### WORKING OVER BOOK

RIPPLE LANE - The Down Through Siding between the east end of the locomotive depot and Dagenham Dock has been taken out of use until further notice. The following associated connections have been secured out of use:-

- (i) at Ground Frame 'B'
- (ii) between the Down Passenger and Down Through (No.3 points)
- (iii) at the Dagenham end of the Down Through (29 points)

(22/7.12) (22) (502)

STRATFORD OLD YARD - Stratford Old Yard has been closed and the connections to it from Carriage lines A and B and associated signalling taken out of use.

(22/1.5) (22) (506)

\* \* TOTTENHAM SOUTH JUNCTION TO SOUTH TOTTENHAM EAST JN - The catch \* points in the down line at 5m 48ch have been clipped out of use pending removal.

(See Periodical Operating Notice) (20/SA5.25) (20) (506A)

WILLESDEN (North Circular Road) - The facing crossover between the down and up goods lines situated immediately on the north side of the North Circular road overbridge, has been renewed approximately 80 yards south of its present position.

(22) (507)

Silkstream Jn. - The trailing spring catch points on the Down Slow at 8m. 39 yards have been removed and replaced by plain line.

(ROM/S/S/500/PT) (21) (511B)

\* \* Andover - The temporary stop mark on the up main platform has been \* moved 77 yards towards London.

(RW/1646/1) (20) (521)

Crewkerne- Reconstruction work has been completed on the original platform and it has been brought back into use. The temporary platform at the London end of the original platform has been taken out of use. Temporary stopping marks have been provided, approximately 20 yards from the Exeter end of the platform for Down trains, and approximately 20 yards on the country side of the disused signalbox for Up trains.

(NEW ITEM) (23) (521)

K2-20C/4

\* \* LEAMINGTON SPA - A new double sided 'R' Ready to Start indicator applying to signal LN.38 has been provided above the double sided 'off' indicator situated towards the centre of the Up platform.

A new single sided 'R' Ready to Start indicator facing Leamington Spa Station has been provided on the signal gantry carrying signal LN.38, this 'R' indicator applies to Up Platform line trains.

The new 'R' indicators are worked by plungers situated on the station buildings on the Up side and on a post at the Birmingham end of the Up platform.

The position light ground signal LN.123 situated on the right hand side of the Up Bay and associated telephone has been recovered. A new 3-aspect Red, Yellow, Green and associated Shunt aspect signal has been located on the left hand side of the Up bay on the platform and has been fitted with a signal post telephone. The red aspect is 13 feet above rail level.

The signal reads as follows:-

Route 1 - Main aspect to Down Main presets signal LN.127

Route 2 - Shunt Aspect to Up platform Line preceded by signal LN.127

A Train Ready to Start plunger for use by platform staff to Leamington Spa Signal Box for the Up Bay has been provided on the Up Platform buildings adjacent to the Up Bay.

Position Light Ground Signals LN.127 and LN.129 on the Up line and the Up Main now read additionally to the Up Branch L.O.S. and have Stencil Indicator lettered XUB for this route.

The existing illuminated L.O.S. on the Up Branch has been recovered and a new Position Light Ground Signal type L.O.S. indicator has been provided on the Up Branch 302 yards on the Coventry side of signal LN.52.

A single sided stencil 'off' indicator working in conjunction with signal LN.52 route to the coal depôt has been provided on the right hand side of the branch line facing towards Coventry approximately 230 yards before reaching signal LN.52.

ROM/S/S/0500/DW

(20) (538)

\* \* CREWE GRETTY LANE - The connection between the Warehouse Sidings and the WR Siding has been secured out of use, pending recovery.

The trap points leading from the WR Siding and the trap points leading from the Down Goods line which protect the Up Main line have been secured out of use, pending recovery.

The associated signalled routes have been taken out of use.

(RRC/O/S/90/77)

(20) (556)

K2-20C/5

CREWE GRETTY LANE - The trailing connection from the 'Y' Sidings to the Down Goods Loop has been secured out of use pending recovery.

All associated signalled routes have been disconnected.

(22) (556)

WILMSLOW - The up Styal line platform has been reduced in length at the Styal end by 13 yards, providing a new platform length of 205 yards.

(22) (556)

K2-20C/6



# BRITISH RAILWAYS

WESTERN REGION

K2

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

21/92

1K2/1D

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 15 AUGUST 1992**

to

**FRIDAY, 21 AUGUST 1992**

**(Inclusive)**

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

WEDNESDAY 12 AUGUST TO SUNDAY 23 AUGUST - BETWEEN GRANGE COURT GF AND  
NEWNHAM TUNNEL

Westbury AOCR LC will be converted into an Automatic half barrier crossing  
between the above mentioned dates.

(26) (RSW4.1)

## SOUTH WALES

No items

## WORKING OVER BOOK

MONDAY 17 AUGUST - TONBRIDGE - A new facing crossover, secured out of  
use until further notice, will be provided between the Up and Down Redhill  
Branch lines Tonbridge side of the buffer stop end of the Down Siding, 330  
yards in rear of Up signal PE.33 and 172 yards in advance of Down line  
signal PE.149.

A new facing connection, secured out of use until further notice, will be  
provided between the Down Redhill Branch line and the Redhill end of the  
Ground Frame 'E' Down Siding 132 yards in advance of Down line signal  
PE.149 .

(24) (R/2155/16)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

PADDINGTON STATION - Signal 00.78 on platform 8 has been repositioned on a straight post, 2 yards further away from the buffer stops. A new S.P.T. has been provided on the signal post and the additional S.P.T. on the platform has been removed. No alterations have been made to the aspects displayed.

(23) (GW1)

## BETWEEN PORTOBELLO JN AND KENSAL GREEN -

NORTH CARRIAGE LINE 1 - the temporary stop block at 1m 71ch has been removed and the Limit of Shunt reinstated.

NORTH CARRIAGE LINE 2 - the portion between 1m 25ch and 2mp will have been taken out of use, together with the associated signalling.

CARRIAGE RECEPTION LINE - this new line has been brought into use, to link the Up/Down Goods line at 1m 25ch with North Carriage line 1 at 1m 69ch. Until further notice, working between the Limit of Shunt and Paddington New Yard will be by Pilotman.

(23) (GW1)

BRISTOL, KINGSLAND ROAD YARD - The shunt neck at the London end of the yard has been temporarily removed and a stopblock erected at 117m 59ch. Access to the yard is available only via the West end.

(23) (GW2.1)

BRISTOL, BARTON ROAD SHOPS - The two furthest sidings to the North have been shortened by 5 chains and stopblocks erected at 0m 36ch.

(23) (GW6.2)

NEWQUAY - RECOVERY OF REDUNDANT PLATFORM - The ground frame at the end of Newquay station has been recovered and replaced with plain line to the platform. The Down Siding has also been recovered.

(See Periodical Operating Notice)

(22) (RWE8.3)

K2-21C/2

## SOUTH WALES

\* \* BETWEEN BRITON FERRY YARD AND B.P. CHEMICALS - A new temporary Trainman Operated level crossing (TMO) has been brought into use located approximately 13 yards from the B.P. security gates. A St Georges Cross advance warning board has been provided 137 yards from the crossing on the Briton Ferry side, and stop boards worded "OPEN GATES BEFORE PROCEEDING" have been provided 27 yards either side of the crossing. The stop board on the Works side has been situated within the B.P. boundary.

(See Periodical Operating Notice)

(21) (GW7)

BETWEEN CARMARTHEN BRIDGE JN AND SARNAU LC - The unworked catchpoint on the Down line at 246m 4ch has been clipped out of use pending recovery.

(See Section D)

(23) (RSW1.1)

\* \* LEOMINSTER - The existing Up Home Signal No. 3 has been recovered  
\* and a new Up Home Signal has been erected 287yds nearer the Signalbox on the left-hand side of the up main line.

(21) (RSW3)

BETWEEN LITTLE MILL JN AND MAINDEE NORTH GF - The unworked catchpoints on the Down line at 31m 7ch and on the up line at 40m 12ch have been clipped out of use pending recovery.

(See Section D)

(23) (RSW3)

BETWEEN GRANGE COURT GF AND NEWNHAM TUNNEL Westbury AOCR LC has been converted into an Automatic half barrier crossing.

(26) (RSW4.1)

K2-21C/3



\* \* CALDICOT - At Caldicot Level Crossing the former Manually Controlled Barrier (MCB) level crossing at 147m 06ch has closed permanently and a new MCB level crossing has been introduced approximately 40 yds on the Gloucester side of the level crossing ground frame from which the new crossing is controlled.

(21) (RSW4.2)

BETWEEN GILFACH FARGOED AND CARDIFF QUEEN STREET - The unworked catchpoints on the Up line at 17m 22ch, 14m 39ch and 2m 25ch have been clipped out of use pending recovery.

(See Section D)

(23) (RSW5.1)

ABERCYNON TO MERTHYR - The former Up and Down Main Lines are now one single line worked by the Regulations for Single Lines Worked by the No Signalman Token System.

(22) (RSW5.3)

BETWEEN TREHAFOD AND PONTYPRIDD JN - The unworked catchpoint on the Up line at 14m 7ch has been clipped out of use pending recovery.

(See Section D)

(23) (RSW5.4)

\* \* BETWEEN PENLLERGAER TUNNEL AND PONT LLIW - The Temporary Speed Restriction of 30 mph on the Down line between 7m 40ch and 7m 70ch has become permanent.

(See Periodical Operating Notice)

(21) (FWA1.6)

\* \* BETWEEN GROVESEND COLLIERY LOOP G.F. AND GROVESEND COLLIERY LOOP JUNCTION - A Permanent Speed Restriction of 30 mph has been imposed on the Down line between 9m 45ch and 10m 05ch.

(See Periodical Operating Notice)

(21) (FWA1.6)

## WORKING OVER BOOK

SELSDON OIL SIDINGS - The maximum permitted speed of all movements within these sidings is 5 m.p.h.

(NEW ITEM)

(24) (504)

BETWEEN STRATFORD CENTRAL AND CHESHUNT JUNCTION - The catch points in the Up line at 6m 11ch, 13m 74ch and 14m 25ch have been taken out of use pending removal.

(NEW ITEM)

(20/SA5.7-5.9) (24) (506)

BRIMSDOWN - A new telephone system has been commissioned at Brimsdown Signalbox and all associated signalpost telephones have been converted to the lift to call type and have a call back facility.

(23/SA5.14) (23) (506)

RIPPLE LANE - The Down Through Siding between the east end of the locomotive depot and Dagenham Dock has been taken out of use until further notice. The following associated connections have been secured out of use:-

- (i) at Ground Frame 'B'
- (ii) between the Down Passenger and Down Through (No.3 points)
- (iii) at the Dagenham end of the Down Through (29 points)

(22/7.12) (22) (502)

STRATFORD OLD YARD - Stratford Old Yard has been closed and the connections to it from Carriage lines A and B and associated signalling taken out of use.

(22/1.5) (22) (506)

WILLESDEN (North Circular Road) - The facing crossover between the down and up goods lines situated immediately on the north side of the North Circular road overbridge, has been renewed approximately 80 yards south of its present position.

(22) (507)

\* \* SILKSTREAM JN. - The trailing spring catch points on the Down Slow  
\* at 8m. 39 yards have been removed and replaced by plain line.

(ROM/S/S/500/PT)

(21) (511B)



CREWKERNE- Reconstruction work has been completed on the original platform and it has been brought back into use. The temporary platform at the London end of the original platform has been taken out of use. Temporary stopping marks have been provided, approximately 20 yards from the Exeter end of the platform for Down trains, and approximately 20 yards on the country side of the disused signalbox for Up trains.

(23) (521)

CREWE GRETTY LANE - The trailing connection from the 'Y' Sidings to the Down Goods Loop has been secured out of use pending recovery.

All associated signalled routes have been disconnected.

(22) (556)

WILMSLOW - The up Styal line platform has been reduced in length at the Styal end by 13 yards, providing a new platform length of 205 yards.

(22) (556)

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# BRITISH RAILWAYS

WESTERN REGION

**K2**  
K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

**22/92**  
1K2/1D

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 22 AUGUST 1992**

to

**FRIDAY, 29 AUGUST 1992**

**(Inclusive)**

IMPORTANT SAFETY NOTICE FOR ALL STAFF.

CALLING OF EMERGENCY SERVICES

THE ATTENTION OF ALL STAFF IS DRAWN TO THE INSTRUCTION CONTAINED IN THE SECTIONAL APPENDIX (PAGE 3.34 L&WOE, PAGE 3.30 S.W) REGARDING USE OF THE "111" FACILITY FOR CALLING OF CIVIL EMERGENCY SERVICES.

FAILURE TO PROPERLY ADOPT THIS SYSTEM MAY DELAY HELP ARRIVING AND COULD COST LIVES.

(K2/21/92)

IMPORTANT REMINDER TO STAFF USING THE SEVERN TUNNEL

SEVERN TUNNEL EMERGENCY ALARM WIRE

The Severn Tunnel alarm wire situated on the down side tunnel wall has been renewed as two wires vertically spaced, four inches apart.

When it is necessary to attract the signalman's attention, BOTH wires must be broken.

(This repeats the information first published in Weekly Operating Notice K2 - 9/10 dated 23.05.92)

(K2/21/92)

NOTE - The Route Headings used throughout this book have been altered to correspond with those shown in the List of Lines at the front of the re-issued Sectional Appendices.



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

FROM 06.00 SUNDAY 23 AUGUST - SUBWAY JUNCTION - Signal 00.55 will be moved from its present position to a new signalling gantry that will be at the same mileage. There will be no change to the aspects that are displayed.

The SPT will be positioned on a post beneath the gantry.

(25) (GW1)

\* \* BETWEEN 0015 AND 0515 WEDNESDAY 26 AUGUST OR UNTIL COMPLETION

\* TRAINS CONVEYING PASSENGERS VIA FRIARS LOOP, UP RECEPTION 1, UP RECEPTION 2, DOWN / UP E & C, AND UP E & C BETWEEN FRIARS JUNCTION AND PADDINGTON.

Trains are authorised to travel over the sections of goods lines shown above.

A handsignalman will be provided at Old Oak Common West Junction signal 00241 signal to advise the driver the routing of the train and authorise the driver to proceed on clearance of the position light signal.  
(Rule Book, section C 6.4.1 refers).

(22) (GW1)

0800 MONDAY 24 AUGUST TO 1600 FRIDAY 28 AUGUST OR UNTIL COMPLETION - NORTH SOMERSET JUNCTION - The Kingsland Road Sidings Ground Frame will be moved 3 chains nearer Bristol Temple Meads (117m 57ch to 117m 60ch).

(25) (GW2.1)

WEDNESDAY 12 AUGUST TO SUNDAY 23 AUGUST - BETWEEN GRANGE COURT GF AND NEWNHA TUNNEL - Westbury AOCR LC will be converted into an Automatic half barrier crossing between the above mentioned dates.

(26) (RSW4.1)

## SOUTH WALES

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - LLANHARAN - The unworked catchpoint on the Up Main line at 184m 29ch will be clipped out of use pending recovery

(See Section D)

(25) (GW7)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN BRIDGEND AND STORMY - The unworked catchpoint on the Down Main line at 192m 03ch will be clipped out of use pending recovery.

(See Section D)

(25) (GW7)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN MARGAM MOORS JUNCTION AND STORMY - The unworked catchpoint on the Up Main line at 198m 27ch will be clipped out of use pending recovery.

(See Section D)

(25) (GW7)

FROM MONDAY 24 AUGUST AND UNTIL FURTHER NOTICE - BETWEEN NEWLANDS LOOP JUNCTION AND MARGAM MOORS WEST - The points giving access to No.2 Siding at the east and west ends of Margam Moors Yard will be secured for through runn via the No.1 Siding pending the repair or removal of No.2 Siding.

(25) (GW7)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN NEATH AND BRITON FERRY UP FLYING LOOP JN - The unworked catchpoint on the Up Main line at 207m 03ch will be clipped out of use pending recovery.

(See Section D)

(25) (GW7)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - NEATH - The unworked catchpoint on the Down Main line at 208m 55ch will be clipped out of use pending recovery.

(See Section D)

(25) (GW7)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN PORTHKERRY NO.1 TUNNEL AND PORTHKERRY NO.2 TUNNEL - The unworked catchpoint on the Down line at 1m 01ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.1)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN RHOOSE AND PORTHKERRY NO.2 TUNNEL - The unworked catchpoint on the Up line at 2m 70ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.1)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN ABERTHAW AND RHOOSE - The unworked catchpoint on the Up line at 3m 74ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.1)

K2-22C/2

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN ABERTHAW AND ST. ATHAN - The unworked catchpoint on the Down line at 6m 05ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.1)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - LLANDOW CROSSING - The unworked catchpoint on the Up line at 13m 62ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.1)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN PORT TALBOT DOCKS (ABP/BR BOUNDARY) AND MARGAM YARD JN - The unworked catchpoint on the Up line at 0m 65ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.5)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN FELIN FRAN AND LLANGYFELAC TUNNEL - The unworked catchpoint on the Down line at 3m 48ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.6)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN LLANGYFELACH TUNNEL AND PENLLERGAER TUNNEL - The unworked catchpoints on the Down line at 5m 16ch and on the Up line at 6m 25ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.6)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN GROVESEND COLLIERY LOOP AND PENLLERGAER TUNNEL - The unworked catchpoint on the Up line at 8m 32ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.6)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - GROVESEND COLLIERY LOOP - The unworked catchpoint on the Up line at 9m 40ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.6)

BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN MORLAIS JUNCTION AND GROVESEND COLLIERY LOOP JUNCTION - The unworked catchpoint on the Up line at 10m 57ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA1.6)

K2-22C/3



BETWEEN 0001 AND 1459 TUESDAY 25 AUGUST - BETWEEN NINIAN PARK AND WAUNGRON -  
The unworked catchpoint on the Up line at 2m 15ch will be clipped out of use pending recovery.

(See Section D)

(25) (FWA2.6)

#### WORKING OVER BOOK

MONDAY 24 AUGUST - YEOVIL PEN MILL - Due to platform wall rebuilding work a temporary stop mark will be provided for up trains 44 yards from the Castle Cary end of the Up platform.

(25) (528, 529)

SUNDAY, 23 AUGUST - WILMSLOW - Signal WW.86 at the Styal end of the down Styal line platform will be renewed as a straight post 4 - aspect (R/Y/G/Y) colour light signal in the same position. The red aspect will be 11 feet above rail level.

(25) (556)

K2-22C/4

#### DETAILS OF WORK ALREADY CARRIED OUT

##### LONDON & WEST OF ENGLAND

PADDINGTON STATION - Signal 00.78 on platform 8 has been repositioned on a straight post, 2 yards further away from the buffer stops. A new S.P.T. has been provided on the signal post and the additional S.P.T. on the platform has been removed. No alterations have been made to the aspects displayed.

(23) (GW1)

##### BETWEEN PORTOBELLO JN AND KENSAL GREEN -

NORTH CARRIAGE LINE 1 - the temporary stop block at 1m 71ch has been removed and the Limit of Shunt reinstated.

NORTH CARRIAGE LINE 2 - the portion between 1m 25ch and 2mp will have been taken out of use, together with the associated signalling.

CARRIAGE RECEPTION LINE - this new line has been brought into use, to link the Up/Down Goods line at 1m 25ch with North Carriage line 1 at 1m 69ch. Until further notice, working between the Limit of Shunt and Paddington New Yard will be by Pilotman.

(23) (GW1)

BRISTOL, KINGSLAND ROAD YARD - The shunt neck at the London end of the yard has been temporarily removed and a stopblock erected at 117m 59ch. Access to the yard is available only via the West end.

(23) (GW2.1)

BRISTOL, BARTON ROAD SHOPS - The two furthest sidings to the North have been shortened by 5 chains and stopblocks erected at 0m 36ch.

(23) (GW6.2)

BETWEEN PENWITHERS JUNCTION AND CHACEWATER GF - A telephone has been provided at Tallicks level crossing at 305m 33ch for users to communicate with the signalman at Truro.

(NEW ITEM) (See Section D)

(25) (RWE7)

\* \* NEWQUAY - RECOVERY OF REDUNDANT PLATFORM - The ground frame at the \* end of Newquay station has been recovered and replaced with plain line to the platform. The Down Siding has also been recovered.

(See Periodical Operating Notice)

(22) (RWE8.3)

K2-22C/5



## SOUTH WALES

BETWEEN CARMARTHEN BRIDGE JN AND SARNAU LC - The unworked catchpoint on the Down line at 246m 4ch has been clipped out of use pending recovery.

(See Section D) (23) (RSW1.1)

BETWEEN LITTLE MILL JN AND MAINDEE NORTH GF - The unworked catchpoints on the Down line at 31m 7ch and on the up line at 40m 12ch have been clipped out of use pending recovery.

(See Section D) (23) (RSW3)

BETWEEN GRANGE COURT GF AND NEWNHAM TUNNEL Westbury AOCR LC has been converted into an Automatic half barrier crossing.

(26) (RSW4.1)

BETWEEN GILFACH FARGOED AND CARDIFF QUEEN STREET - The unworked catchpoints on the Up line at 17m 22ch, 14m 39ch and 2m 25ch have been clipped out of use pending recovery.

(See Section D) (23) (RSW5.1)

\* \* ABERCYNON TO MERTHYR - The former Up and Down Main Lines are now one \* single line worked by the Regulations for Single Lines Worked by the No Signalman Token System.

(22) (RSW5.3)

BETWEEN TREHAFOD AND PONTYPRIDD JN - The unworked catchpoint on the Up line at 14m 7ch has been clipped out of use pending recovery.

(See Section D) (23) (RSW5.4)

## WORKING OVER BOOK

TONBRIDGE - A new facing crossover, secured out of use until further notice, has been provided between the Up and Down Redhill Branch lines Tonbridge side of the buffer stop end of the Down Siding, 330 yards in rear of Up signal PE.33 and 172 yards in advance of Down line signal PE.149.

A new facing connection, secured out of use until further notice, has been provided between the Down Redhill Branch line and the Redhill end of the Ground Frame 'E' Down Siding 132 yards in advance of Down line signal PE.149 .

(24) (526)

K2-22C/6

SELSDON OIL SIDINGS - The maximum permitted speed of all movements within these sidings is 5 m.p.h.

(NEW ITEM) (24) (504)

BETWEEN STRATFORD CENTRAL AND CHESHUNT JUNCTION - The catch points in the Up line at 6m 11ch, 13m 74ch and 14m 25ch have been taken out of use pending removal.

(NEW ITEM) (20/SA5.7-5.9) (24) (506)

BRIMSDOWN - A new telephone system has been commissioned at Brimsdown Signalbox and all associated signalpost telephones have been converted to the lift to call type and have a call back facility.

(23/SA5.14) (23) (506)

\* \* RIPPLE LANE - The Down Through Siding between the east end of the \* locomotive depot and Dagenham Dock has been taken out of use until further notice. The following associated connections have been secured out of use:-

- (i) at Ground Frame 'B'
- (ii) between the Down Passenger and Down Through (No.3 points)
- (iii) at the Dagenham end of the Down Through (29 points)

(22/7.12) (22) (502)

\* \* STRATFORD OLD YARD - Stratford Old Yard has been closed and the \* connections to it from Carriage lines A and B and associated signalling taken out of use.

(22/1.5) (22) (506)

\* \* WILLESDEN (North Circular Road) - The facing crossover between the \* down and up goods lines situated immediately on the north side of the North Circular road overbridge, has been renewed approximately 80 yards south of its present position.

(22) (507)

CREWKERNE- Reconstruction work has been completed on the original platform and it has been brought back into use. The temporary platform at the London end of the original platform has been taken out of use. Temporary stopping marks have been provided, approximately 20 yards from the Exeter end of the platform for Down trains, and approximately 20 yards on the country side of the disused signalbox for Up trains.

(23) (521)

K2-22C/7

BARNT GREEN- The Down branch platform has been temporarily shortened by 95 yards at the Birmingham end. Drivers of trains booked to call at Barnt Green must bring their trains to a stand at the temporary Stop board provided.

(NEW ITEM)

(25) (550)

\* \* CREWE GREYSTY LANE - The trailing connection from the 'Y' Sidings to the Down Goods Loop has been secured out of use pending recovery.

All associated signalled routes have been disconnected.

(22) (556)

\* \* WILMSLOW - The up Styal line platform has been reduced in length at the Styal end by 13 yards, providing a new platform length of 205 yards.

(22) (556)

K2-22C/8

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
LONDON AND WEST OF ENGLAND - BR30069  
(Dated June/August 1992)

SECTION 1 - TABLE A

Page 1.21 - GW2.1 FOXHALL JN TO BRISTOL

Location column - Amend "Page 1.45" to "Page 1.46"

(K2/20/92)

Page 1.28 - GW4 COGLOAD JUNCTION TO PLYMOUTH

Add:- Drew Drays Crossing at 187m 58ch. Telephone also provided.

(K2/22/92)

Page 1.39 - GW5 READING TO COGLOAD

Add:- the letters 'UL' to the line running FROM Hawkridge Junction TO Westbury East Loop Junction.

Add:- the letters 'DL' to the line running FROM Westbury East Loop TO Hawkridge Junction Junction.

(K2/21/92)

Page 1.66 - RSW4.1 Gloucester to Awre

Westbury LC 122m 11ch - Amend description to (AHB)

(K2/21/92)

Page 1.78 - RWE7 Plymouth to Penzance

Delete:- the letters 'AB' on both lines at the top of the page.

(Amends page 9 of K2/19D/92)

(K2/21/92)

K2-22D/1

**BRITISH RAILWAYS**  
K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503 WESTERN REGION  
RAIL HOUSE  
MANCHESTER

1K2/1D

**K2**

**23-24/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 29 AUGUST 1992**

to

**FRIDAY, 11 SEPTEMBER 1992**

**(Inclusive)**

**(TWO WEEKS)**



## SECTION B - continued

At or between	Lines Blocked	Remarks
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## FORMER LONDON MIDLAND REGION

## 550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET

Monday/Tuesday 31 August/1 September to Thursday/Friday 3/4 September

261	Birmingham New St and Kings Norton	Down and Up BLOCKED	2345 to 0500 Each night Electrification work. TRAINS DIVERTED VIA CAMP HILL
262	Kings Norton and Crofton Sidings	Down Fast/Main BLOCKED	2145 to 0600 Each night Electrification work. TRAINS OVER DOWN SLOW/GOODS
263	Barnt Green and Kings Norton	Up Main/Fast BLOCKED	2145 to 0600 Each night Electrification work. TRAINS OVER UP GOODS/SLOW

Monday/Tuesday 7/8 to Thursday/Friday 10/11 September

264	Kings Norton and Crofton Sidings	Down Fast/Main BLOCKED	2145 to 0600 Each night Electrification work. TRAINS OVER DOWN SLOW/GOODS
265	Barnt Green and Kings Norton	Up Main/Fast BLOCKED	2145 to 0600 Each night Electrification work. TRAINS OVER UP GOODS/SLOW

## 556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JN VIA CREWE

Tuesday/Wednesday 8/9 September

266	Sandbach and Chelford	Down BLOCKED	2330 Tues to 0445 Wed Trackwork 166 and 167 mp SLW OVER UP
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K2-2324B/12

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

SUNDAY 30 AUGUST - ST IVES - The stop lights at the buffers will be moved 3.5 metres nearer to St. Erth. This alteration is needed to locate a new waiting shelter at the town end of the platform.

(26) (RWE8.5)

## SOUTH WALES

BETWEEN 0001 AND 1459 HOURS WEDNESDAY 2 SEPTEMBER - BETWEEN DYNEVOR JUNCTION AND LLANDARCY G.F. - The unworked catchpoints on the Down Main at 207m 71ch, and also 208m 37ch, will be clipped out of use pending recovery.

(See Section D)

(26) (FWA1.6)

SUNDAY 6 SEPTEMBER - NINIAN PARK STATION - Ground Position Light signal C.609, located on the Down Treforest line, will be removed and replaced by an elevated GPL signal, 12 feet above rail level, at the same location.

Ground Position Light signal C.609, located on the left hand side of the Up Treforest line (for Down direction movements) will be removed and replaced by an elevated GPL signal, 12 feet above rail level, on the right hand side of the line and 10 yards nearer to Cardiff.

(27) (FWA2.6)

## WORKING OVER BOOK

MONDAY 7 SEPTEMBER - KENSINGTON OLYMPIA - The trailing connection in the Up West London line to the Up siding will be secured out of use until further notice.

(27) (507)

MONDAY 7 SEPTEMBER - WILLES DEN (NORTH CIRCULAR ROAD) AREA - The facing crossover between the down and up goods lines situated immediately on the north side of the North Circular road overbridge, will be renewed approximately 80 yards south of its present position.

(OD14/89/131) (27) (511)

K2-23-4C/1

## TUESDAY 1 SEPTEMBER - VAUXHALL TO CLAPHAM JUNCTION

Between Vauxhall and Queenstown Road:-

The new facing connection (Points 1778a) in the Down Windsor fast line 103 yards in advance of signal W99 formerly secured out of use will be brought into use. This connection will form a crossover connection with the Down Windsor line via the trailing connection in the Down Windsor line (Points 605 renumbered to 1778b).

Down Windsor Fast line signal W99 will be provided with position 1 and 4 junction indicators. The position 1 indicator will apply to movements from the Down Windsor Fast to the Down Windsor line and the position 4 Junction indicator will be out of use until further notice.

Down Main fast line signal W103 will be provided with a position 5 junction indicator which will be out of use until further notice. Down Windsor line signal W107 will be provided with a position 4 junction indicator which will be out of use until further notice. Up Windsor Fast line signal W76 will be converted to a controlled signal.

At Queenstown Road :-

Up Windsor Fast line signal W86 will be provided with a position 1 junction indicator out of use until further notice, and the AWS magnet associated with this signal will be moved to a new position 95 yards in rear of the signal.

Between Queenstown Road and Clapham Junction :-

The new crossover connection from the Down Windsor Slow to the Down Windsor Fast, formerly secured out of use will be brought into use. The facing connection in the Down Windsor slow (Points 626a) is 220 yards in advance of signal W127 and the trailing connection in the down Windsor Fast (Points 626b) is 322 yards in advance of signal W129.

Down Windsor Slow signal W127 will be provided with a position 4 junction indicator which will apply to movements to the Down Windsor Fast line. Down Windsor Fast Line signal W129 will be converted to work as a controlled signal and will be provided with a position 4 junction indicator which will be out of use until further notice.

Up Windsor Slow line signal W108 and Up Windsor Fast line signal W106 together with their associated AWS magnets and telephones will be removed. The distance from the signals in rear (W118 and 116 respectively) to the next signals in advance (W930 and W96) is now 743 yards.

The Up Windsor Fast line from the trailing connection with the Up Windsor Slow line in advance of signal W116 at Clapham Junction to signal W10 at Waterloo will be renamed the Up Windsor line.

(RW/2151/16) (26) (521)

K2-23-4C/2

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

- \* \* PADDINGTON STATION - Signal 00.78 on platform 8 has been
- \* repositioned on a straight post, 2 yards further away from the buffer stops. A new S.P.T. has been provided on the signal post and the additional S.P.T. on the platform has been removed. No alterations have been made to the aspects displayed.

(23) (GW1)

SUBWAY JUNCTION - Signal 00.55 has been moved from its present position to a new signalling gantry that is at the same mileage. There has been no change to the aspects that are displayed.

The SPT has been positioned on a post beneath the gantry.

(25) (GW1)

## \* \* BETWEEN PORTOBELLO JN AND KENSAL GREEN -

- \* NORTH CARRIAGE LINE 1 - the temporary stop block at 1m 71ch has been removed and the Limit of Shunt reinstated.
- NORTH CARRIAGE LINE 2 - the portion between 1m 25ch and 2mp will have been taken out of use, together with the associated signalling.
- CARRIAGE RECEPTION LINE - this new line has been brought into use, to link the Up/Down Goods line at 1m 25ch with North Carriage line 1 at 1m 69ch. Until further notice, working between the Limit of Shunt and Paddington New Yard will be by Pilotman.

(23) (GW1)

NORTH SOMERSET JUNCTION - The Kingsland Road Sidings Ground Frame has been moved 3 chains nearer Bristol Temple Meads (117m 57ch to 117m 60ch).

(25) (GW2.1)

- \* \* BRISTOL, KINGSLAND ROAD YARD - The shunt neck at the London end of
- \* the yard has been temporarily removed and a stopblock erected at 117m 59ch. Access to the yard is available only via the West end.

(23) (GW2.1)

K2-23-4C/3



\* \* BRISTOL, BARTON ROAD SHOPS - The two furthest sidings to the North  
\* have been shortened by 5 chains and stopblocks erected at 0m 36ch.

(23) (GW6.2)

BETWEEN GRANGE COURT GF AND NEWNHAM TUNNEL - Westbury AOCR LC has been converted into an Automatic half barrier crossing.

(26) (RSW4.1)

TRURO YARD - Sidings 1 to 5, 8 and 9 have been clipped out of use pending removal. The associated fittings will also be removed.

(NEW ITEM)

(26) (RWE7)

BETWEEN PENWITHERS JUNCTION AND CHACEWATER GF - A telephone has been provided at Tallicks level crossing at 305m 33ch for users to communicate with the signalman at Truro.

(See Section D)

(25) (RWE7)

#### SOUTH WALES

LLANHARAN - The unworked catchpoint on the Up Main line at 184m 29ch has been clipped out of use pending recovery.

(See Section D)

(25) (GW7)

BETWEEN BRIDGEND AND STORMY - The unworked catchpoint on the Down Main line at 192m 03ch has been clipped out of use pending recovery.

(See Section D)

(25) (GW7)

BETWEEN MARGAM MOORS JUNCTION AND STORMY - The unworked catchpoint on the Up Main line at 198m 27ch has been clipped out of use pending recovery.

(See Section D)

(25) (GW7)

BETWEEN NEWLANDS LOOP JUNCTION AND MARGAM MOORS WEST - The points giving access to No.2 Siding at the east and west ends of Margam Moors Yard have been secured for through running via the No.1 Siding pending the repair or removal of No.2 Siding.

(25) (GW7)

BETWEEN NEATH AND BRITON FERRY UP FLYING LOOP JN - The unworked catchpoint on the Up Main line at 207m 03ch has been clipped out of use pending recovery.

(See Section D)

(25) (GW7)

K2-23-4C/4

NEATH - The unworked catchpoint on the Down Main line at 208m 55ch has been clipped out of use pending recovery.

(See Section D)

(25) (GW7)

\* \* BETWEEN CARMARTHEN BRIDGE JN AND SARNAU LC - The unworked catchpoint  
\* on the Down line at 246m 4ch has been clipped out of use pending recovery.

(See Section D)

(23) (RSW1.1)

\* \* BETWEEN LITTLE MILL JN AND MAINDEE NORTH GF - The unworked  
\* catchpoints on the Down line at 31m 7ch and on the up line at 40m 12ch have been clipped out of use pending recovery.

(See Section D)

(23) (RSW3)

BETWEEN GRANGE COURT GF AND NEWNHAM TUNNEL Westbury AOCR LC has been converted into an Automatic half barrier crossing.

(26) (RSW4.1)

\* \* BETWEEN GILFACH FARGOED AND CARDIFF QUEEN STREET - The unworked  
\* catchpoints on the Up line at 17m 22ch, 14m 39ch and 2m 25ch have been clipped out of use pending recovery.

(See Section D)

(23) (RSW5.1)

\* \* BETWEEN TREHAFOD AND PONTYPRIDD JN - The unworked catchpoint on the  
\* Up line at 14m 7ch has been clipped out of use pending recovery.

(See Section D)

(23) (RSW5.4)

BETWEEN PORTHKERRY NO.1 TUNNEL AND PORTHKERRY NO.2 TUNNEL - The unworked catchpoint on the Down line at 1m 01ch has been clipped out of use pending recovery.

(See Section D)

(25) (FWA1.1)

BETWEEN RHOOSE AND PORTHKERRY NO.2 TUNNEL - The unworked catchpoint on the Up line at 2m 70ch has been clipped out of use pending recovery.

(See Section D)

(25) (FWA1.1)

BETWEEN ABERTHAW AND RHOOSE - The unworked catchpoint on the Up line at 3m 74ch has been clipped out of use pending recovery.

(See Section D)

(25) (FWA1.1)

K2-23-4C/5



BETWEEN ABERTHAW AND ST. ATHAN - The unworked catchpoint on the Down line at 6m 05ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.1)

LLANDOW CROSSING - The unworked catchpoint on the Up line at 13m 62ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.1)

BETWEEN FELIN FRAN AND LLANGYFELACH TUNNEL - The unworked catchpoint on the Down line at 3m 48ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

BETWEEN LLANGYFELACH TUNNEL AND PENLLERGAER TUNNEL - The unworked catchpoints on the Down line at 5m 16ch and on the Up line at 6m 25ch have been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

BETWEEN GROVESEND COLLIERY LOOP AND PENLLERGAER TUNNEL - The unworked catchpoint on the Up line at 8m 32ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

GROVESEND COLLIERY LOOP - The unworked catchpoint on the Up line at 9m 40ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

BETWEEN MORLAIS JUNCTION AND GROVESEND COLLIERY LOOP JUNCTION - The unworked catchpoint on the Up line at 10m 57ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

BETWEEN NINIAN PARK AND WAUNGRON - The unworked catchpoint on the Up line at 2m 15ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA2.6)

#### WORKING OVER BOOK

\* \* SELSDON OIL SIDINGS - The maximum permitted speed of all movements within these sidings is 5 m.p.h.

(24) (504)

\* \* BRIMSDOWN - A new telephone system has been commissioned at Brimsdown Signalbox and all associated signalpost telephones have been converted to the lift to call type and have a call back facility.

(23/SA5.14) (23) (506)

\* \* CREWKERNE- Reconstruction work has been completed on the original platform and it has been brought back into use. The temporary platform at the London end of the original platform has been taken out of use. Temporary stopping marks have been provided, approximately 20 yards from the Exeter end of the platform for Down trains, and approximately 20 yards on the country side of the disused signalbox for Up trains.

(23) (521)

\* \* TONBRIDGE - A new facing crossover, secured out of use until further notice, has been provided between the Up and Down Redhill Branch lines Tonbridge side of the buffer stop end of the Down Siding, 330 yards in rear of Up signal PE.33 and 172 yards in advance of Down line signal PE.149.

A new facing connection, secured out of use until further notice, has been provided between the Down Redhill Branch line and the Redhill end of the Ground Frame 'E' Down Siding 132 yards in advance of Down line signal PE.149 .

(24) (526)

YEOVIL PEN MILL - Due to platform wall rebuilding work a temporary stop mark has been provided for up trains 44 yards from the Castle Cary end of the Up platform.

(25) (528, 529)

BARNT GREEN- The Down branch platform has been temporarily shortened by 95 yards at the Birmingham end. Drivers of trains booked to call at Barnt Green must bring their trains to a stand at the temporary Stop board provided.

(25) (550)

WILMSLOW - Signal WW.86 at the Styal end of the down Styal line platform has been renewed as a straight post 4 - aspect (R/Y/G/Y) colour light signal in the same position. The red aspect is 11 feet above rail level.

(25) (556)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- \* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

WORKING MANUAL FOR RAIL STAFF - BR30054/6  
SECTION H - PART 6  
PREPARATION AND WORKING OF FREIGHT TRAINS  
LOCAL INSTRUCTIONS  
(Dated May 1992)

Section H20 EXAMINATION OF FREIGHT VEHICLES

With reference to the above, please note the following alterations and additions to Page 11.

(vi) Aberthaw Power Station Trains

Delete:- Deep Navigation and Trelewis from the list  
of locations

Add the following items to H20:-

- (ix) Nelson East. Authority is hereby given for empty MGR wagons to Taff Merthyr, to run to Ocean Jcn without R.S.T. examination, provided that they receive examination at Ocean before departure.
- (x) Tower Colliery. Authority is hereby given for loaded PFA wagons to run between Tower and Radyr without R.S.T. examination, provided that they receive examination at Radyr before departure.
- (xi) Steel Supply. Authority is hereby given for loaded MGR wagons, and empty MAA/MEA wagons to run to Jersey Marine without R.S.T. examination, provided that they receive examination at Jersey Marine before departure.
- (xii) Pontycymmer. Authority is hereby given for loaded MGR wagons for Aberthaw Power Station, and loaded MAA/MEA wagons for Neath Steel Supply, to run to Tondy without R.S.T. examination, provided that they receive examination at Tondy before departure.
- (xiii) Taff Merthyr. Authority is hereby given for loaded MGR wagons to run to Nelson East without R.S.T. examination, provided the wagons have been examined at Taff Merthyr before loading.
- (xiv) Barry Wagon Repair Shops & Margam Wagon Repair Shops.  
No examination required to vehicles leaving these locations after MAINTENANCE.

(K2/23-24/92)

K2-23-4D/1

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
LONDON AND WEST OF ENGLAND - BR30069  
(Dated June/August 1992)

## SECTION 1 - TABLE A

Page 1.21 - GW2.1 FOXHALL JN TO BRISTOL

Location column - Amend "Page 1.45" to "Page 1.46"

(K2/20/92)

Page 1.28 - GW4 COGLOAD JUNCTION TO PLYMOUTH

Add:- Mileage 176m 49ch  
Lucas Crossing "T" symbol in circle in remarks column

(K2/23-24/92)

Page 1.28 - GW4 COGLOAD JUNCTION TO PLYMOUTH

Add:- Drew Drays Crossing at 187m 58ch. Telephone also provided.

(K2/22/92)

Page 1.39 - GW5 READING TO COGLOAD

Add:- the letters 'UL' to the line running FROM Hawkrigde Junction TO Westbury East Loop Junction.

Add:- the letters 'DL' to the line running FROM Westbury East Loop TO Hawkrigde Junction Junction.

(K2/21/92)

Page 1.58 - BARNT GREEN TO WESTERLEIGH JN

At Mileage 85m 20ch - Amend speed on Down Main from "75" to "95"

(K2/23-24/92)

Page 1.66 - RSW4.1 GLOUCESTER TO AWRE

Westbury LC 122m 11ch - Amend description to (AHB)

(K2/21/92)

Page 1.78 - RWE7 PLYMOUTH TO PENZANCE

Delete:- the letters 'AB' on both lines at the top of the page.

(Amends page 9 of PON)

(K2/21/92)

K2-23-4D/2



## MISCELLANEOUS INSTRUCTIONS

## REMINDER TO DRIVERS

## ANIMALS ON THE LINE - RULE BOOK SECTION H CLAUSE 7.1.3

Rule H.7.1.3 was amended to its present form following the derailment of a passenger train, with the loss of 13 lives at Polmont in 1984, after the train struck a cow.

The attention of all drivers is drawn to the requirement which this Rule places on you to apply a track circuit operating clip and three detonators at least a mile and a quarter from the obstruction.

(K2/23-24/92)

## DRIVER TO SHORE RADIO

Work will be taking place to update the NRN/ORN radio system over the next few months. The second area to be affected will be Bristol (072) between 0001 and 0500 hours on Wednesday 2nd September 1992. During this period no calls will be possible in the 072 area. THIS WILL INCLUDE EMERGENCY CALLS. Emergency test calls will take place on 2nd September between 1200 and 1700 hours, and on 3rd September between 1000 and 1700 hours.

(K2/23-24/92)

## BETWEEN 0015 AND 0515 SATURDAY 29 AUGUST OR UNTIL COMPLETION

TRAINS CONVEYING PASSENGERS VIA FRIARS LOOP, UP RECEPTION 1, UP RECEPTION 2, DOWN/UP E & C BETWEEN FRIARS JUNCTION AND PADDINGTON

Trains are authorised to travel over the sections of goods lines shown above.

A handsignalman will be provided at Old Oak Common West Junction signal 00241 to advise the driver the routing of the train and authorise the driver to proceed on clearance of the position light signal.  
(Rule Book, Section C 6.4.1 refers).

(K2/23-24/92)

## BETWEEN 0110 AND 0625 SUNDAY 30 AUGUST OR UNTIL COMPLETION

TRAINS CONVEYING PASSENGERS VIA FRIARS LOOP, UP RECEPTION 1, UP RECEPTION 2, DOWN/UP E & C BETWEEN FRIARS JUNCTION AND PLATFORMS 1, 2, 3 AND 4 AT PADDINGTON

Trains are authorised to travel over the sections of goods lines shown above.

A handsignalman will be provided at Old Oak Common West Junction signal 00241 to advise the driver the routing of the train and authorise the driver to proceed on clearance of the position light signal.  
(Rule Book, Section C 6.4.1 refers).

(K2/23-24/92)



# BRITISH RAILWAYS

WESTERN REGION

K2

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

25/92

1K2/1D

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 12 <sup>SEPTEMBER</sup> ~~AUGUST~~ 1992**

to

**FRIDAY, 18 SEPTEMBER 1992  
(Inclusive)**

## SECTION B - continued

At or between	Lines Blocked	Remarks
RSW5.1 RHYMNEY TO BARRY ISLAND contd		
Wednesday 16 September		
239 Cogan Jn and Barry	Down BLOCKED	0001 to 0430 Trackwork 5m 73c and 6m 08c SLW OVER UP
Thursday 17 September		
240 Barry and Cogan Jn	Up BLOCKED	0001 to 0430 Trackwork 7m 20c and 3m 40c SLW OVER DOWN
Friday 18 September		
241 Cadoxton and Grangetown	Up BLOCKED	0001 to 0430 Trackwork 3 mp and 1m 50c SLW OVER DOWN
LONDON AREA - ALL OTHER REGIONS		
507 LATCHMERE JN TO WILLESDEN VIA KENSINGTON OLYMPIA		
Monday/Tuesday 14/15 and Tuesday/Wednesday 15/16 September		
242 Kensington Olympia and Chelsea Bridge North	Up BLOCKED	2145 to 0455 Each night Trackwork SLW OVER DOWN
Wednesday/Thursday 16/17 and Thursday/Friday 17/18 September		
243 Chelsea Bridge and North Kensington Olympia	Down BLOCKED	2145 to 0455 Each night Trackwork SLW OVER UP
OTHER AREAS - FORMER SOUTHERN REGION		
526 REDHILL TO TONBRIDGE		
Tuesday 15 to Friday 18 September		
244 Redhill and Tonbridge	Down BLOCKED	0010 0600 each day Trackwork SLW OVER UP
FORMER LONDON MIDLAND REGION		
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET		
Tuesday 15 September		
245 Birmingham New Street and Soho South Jn	Down and Up BLOCKED	0335 to 0500 Signalling work. TRAINS DIVERTED

K2-25B/8

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note \* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

WEDNESDAY 16 SEPTEMBER - HALLEN MARSH - The Single to Double Spring point at 118m 13ch will be clipped out of use in the reverse position in the direction of the Departure line.

The Stop Board at 118m 12ch for incoming trains reading "Obtain Permission from Chargeman before Proceeding" will be re-positioned nearer to Hallen Marsh at 118m 34ch, complete with telephone, on the right hand side of the line and back to back with the notice board worded "Obtain Train Staff or Ticket Before Proceeding" which is applicable to departing trains.

(28) (FWE5.1)

## SOUTH WALES

SUNDAY 6 SEPTEMBER TO MONDAY 28 SEPTEMBER - BRIDGEND LLYNFI JUNCTION TO COEGNANT COLLIERY - RE-INTRODUCTION OF PASSENGER SERVICES TO MAESTEG - Signalling alterations will be taking place between Sunday 6 September and Monday 28 September 1992. Details are contained in Signalling notice no. 56 which has been distributed to the staff concerned. Staff who do not receive a copy of the notice should obtain one from their supervisor.

The pull-out diagram contained inside Signalling notice no. 56 shows Wildmill station in the incorrect position. All concerned to note that WILDMILL station (0m 64ch) is actually situated between signals PT165R and PT165.

(28) (FWA1.3)

## WORKING OVER BOOK

MONDAY 14 SEPTEMBER - KENSINGTON OLYMPIA - A new facing crossover connection secured out of use until further notice will be provided between the Up and Down West London lines. The connection in the Up West London Line will be 200 yards in advance of the Up Main starting Signal and the connection in the Down West London line will be 530 yards in advance of the Down Main Home Signal (KS32 signal)

The trailing connection in the Down West London line with London Underground lines and the associated ground frame will be removed.

(RW2152/16)

(28) (507)

K2-25C/1



\* \* BETWEEN RHOOSE AND PORTHKERRY NO.2 TUNNEL - The unworked catchpoint on the Up line at 2m 70ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.1)

\* \* BETWEEN ABERTHAW AND RHOOSE - The unworked catchpoint on the Up line at 3m 74ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.1)

\* \* BETWEEN ABERTHAW AND ST. ATHAN - The unworked catchpoint on the Down line at 6m 05ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.1)

\* \* LLANDOW CROSSING - The unworked catchpoint on the Up line at 13m 62ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.1)

BETWEEN DYNEVOR JUNCTION AND LLANDARCY G.F. - The unworked catchpoints on the Down Main at 207m 71ch, and also 208m 37ch, have been clipped out of use pending recovery.

(See Section D) (26) (FWA1.6)

\* \* BETWEEN FELIN FRAN AND LLANGYFELACH TUNNEL - The unworked catchpoint on the Down line at 3m 48ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

\* \* BETWEEN LLANGYFELACH TUNNEL AND PENLLERGAER TUNNEL - The unworked catchpoints on the Down line at 5m 16ch and on the Up line at 6m 25ch have been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

\* \* BETWEEN GROVESEND COLLIERY LOOP AND PENLLERGAER TUNNEL - The unworked catchpoint on the Up line at 8m 32ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

\* \* GROVESEND COLLIERY LOOP - The unworked catchpoint on the Up line at 9m 40ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

\* \* BETWEEN MORLAIS JUNCTION AND GROVESEND COLLIERY LOOP JUNCTION - The unworked catchpoint on the Up line at 10m 57ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA1.6)

\* \* BETWEEN NINIAN PARK AND WAUNGRON - The unworked catchpoint on the Up line at 2m 15ch has been clipped out of use pending recovery.

(See Section D) (25) (FWA2.6)

#### WORKING OVER BOOK

KENSINGTON OLYMPIA - The trailing connection in the Up West London line to the Up siding has been secured out of use until further notice. The ground shunt signal controlling entry to the Up siding will be removed.

(AMENDED ITEM) (27) (507)

FORMER TRACTION MAINTENANCE DEPOT AT CRICKLEWOOD - The rail access to both the North and South ends of this Traction Depot have been clipped, scotched and padlocked out of use until further notice.

(NEW ITEM) (ROM/S/S/500/DW) (28) (511)

WILLESDEN (NORTH CIRCULAR ROAD) AREA - The facing crossover between the down and up goods lines situated immediately on the north side of the North Circular road overbridge, has been renewed approximately 80 yards south of its present position.

(OD14/89/131) (27) (511)



## VAUXHALL TO CLAPHAM JUNCTION

## Between Vauxhall and Queenstown Road:-

The new facing connection (Points 1778a) in the Down Windsor fast line 103 yards in advance of signal W99 formerly secured out of use has been brought into use. This connection forms a crossover connection with the Down Windsor line via the trailing connection in the Down Windsor line (Points 605 renumbered to 1778b).

Down Windsor Fast line signal W99 has been provided with position 1 and 4 junction indicators. The position 1 indicator applies to movements from the Down Windsor Fast to the Down Windsor line and the position 4 Junction indicator will be out of use until further notice.

Down Main fast line signal W103 has been provided with a position 5 junction indicator which will be out of use until further notice. Down Windsor line signal W107 has been provided with a position 4 junction indicator which will be out of use until further notice. Up Windsor Fast line signal W76 has been converted to a controlled signal.

## At Queenstown Road :-

Up Windsor Fast line signal W86 has been provided with a position 1 junction indicator out of use until further notice, and the AWS magnet associated with this signal has been moved to a new position 95 yards in rear of the signal.

## Between Queenstown Road and Clapham Junction :-

The new crossover connection from the Down Windsor Slow to the Down Windsor Fast, formerly secured out of use has been brought into use. The facing connection in the Down Windsor slow (Points 626a) is 220 yards in advance of signal W127 and the trailing connection in the down Windsor Fast (Points 626b) is 322 yards in advance of signal W129.

Down Windsor Slow signal W127 has been provided with a position 4 junction indicator which applies to movements to the Down Windsor Fast line. Down Windsor Fast Line signal W129 has been converted to work as a controlled signal and has been provided with a position 4 junction indicator which will be out of use until further notice.

Up Windsor Slow line signal W108 and Up Windsor Fast line signal W106 together with their associated AWS magnets and telephones have been removed. The distance from the signals in rear (W118 and 116 respectively) to the next signals in advance (W930 and W96) is now 743 yards.

The Up Windsor Fast line from the trailing connection with the Up Windsor Slow line in advance of signal W116 at Clapham Junction to signal W10 at Waterloo has been renamed the Up Windsor line.

(RW/2151/16) (26) (521)

BETWEEN QUEENSTOWN ROAD AND CLAPHAM JN. - A 40 mph permanent speed restriction applies to movements through the new connection between the Down Windsor Slow and the Down Windsor Fast beyond signal W127.

(NEW ITEM) (RW/2151/16) (28) (521)

K2-25C/6

FRATTON DEPOT - 4,5,8,10, and 12 car stopping marks have been provided on the Back Road on the Portsmouth side of Fratton Ground Frame Position Light Signal No. 23, applicable to shunting movements towards Portsmouth.

(NEW ITEM) (RW/1646/2) (28) (524)

\* \* YEOVIL PEN MILL - Due to platform wall rebuilding work a temporary stop mark has been provided for up trains 44 yards from the Castle Cary end of the Up platform.

(25) (528, 529)

\* \* BARNT GREEN- The Down branch platform has been temporarily shortened by 95 yards at the Birmingham end. Drivers of trains booked to call at Barnt Green must bring their trains to a stand at the temporary Stop board provided.

(25) (550)

\* \* WILMSLOW - Signal WW.86 at the Styal end of the down Styal line platform has been renewed as a straight post 4 - aspect (R/Y/G/Y) colour light signal in the same position. The red aspect is 11 feet above rail level.

(25) (556)

K2-25C/7

# BRITISH RAILWAYS

WESTERN REGION

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

**K** 2

26/92 <sup>1</sup>K2/1D

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 19 SEPTEMBER 1992**

to

**FRIDAY, 25 SEPTEMBER 1992**

**(Inclusive)**



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

BETWEEN 0205 AND 0715 HOURS SUNDAY 20 SEPTEMBER - NORTH SOMERSET JUNCTION - Signals B65 and B265 at North Somerset Junction will be moved 43 yards closer towards Bristol Temple Meads. The associated AWS equipment will also be moved. The new distance to the signal in rear will be 410 yards.

(See Section D)

(29) (GW2.1)

## SOUTH WALES

SUNDAY 6 SEPTEMBER TO MONDAY 28 SEPTEMBER - BRIDGEND LLYNFI JUNCTION TO COGNANT COLLIERY - RE-INTRODUCTION OF PASSENGER SERVICES TO MAESTEG - Signalling alterations will be taking place between Sunday 6 September and Monday 28 September 1992. Details are contained in Signalling notice no. 56 which has been distributed to the staff concerned. Staff who do not receive a copy of the notice should obtain one from their supervisor.

The pull-out diagram contained inside Signalling notice no. 56 shows Wildmill station in the incorrect position. All concerned to note that WILDMILL station (0m 64ch) is actually situated between signals PT165R and PT165.

(28) (FWA1.3)

## WORKING OVER BOOK

No items

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

SUBWAY JUNCTION - Signal 00.55 has been moved from its present position to a new signalling gantry that is at the same mileage. There has been no change to the aspects that are displayed.

The SPT has been positioned on a post beneath the gantry.

(28) (GW1)

BETWEEN FILTON JN AND DR DAYS JN - The catchpoints on the Up line at 1m 67ch, 2m 11ch and 2m 60ch have all been clipped out of use and are programmed for removal.

(See Section D)

(28) (GW6.2)

K2-26C/1

\* \* BETWEEN GRANGE COURT GF AND NEWNHAM TUNNEL - Westbury AOCR LC has  
\* been converted into an Automatic half barrier crossing.

(26) (RSW4.1)

\* \* TRURO YARD - Sidings 1 to 5, 8 and 9 have been clipped out of use  
\* pending removal. The associated fittings will also be removed.

(26) (RWE7)

\* \* ST IVES - The stop lights at the buffers have been moved 3.5 metres  
\* nearer to St. Erth. This alteration is needed to locate a new waiting shelter at the town end of the platform.

(26) (RWE8.5)

HALLEN MARSH - The Single to Double Spring point at 118m 13ch has been clipped out of use in the reverse position in the direction of the Departure line.

The Stop Board at 118m 12ch for incoming trains reading "Obtain Permission from Chargeman before Proceeding" has been re-positioned nearer to Hallen Marsh at 118m 34ch, complete with telephone, on the right hand side of the line and back to back with the notice board worded "Obtain Train Staff or Ticket Before Proceeding" which is applicable to departing trains.

(28) (FWE5.1)

MORRIS COWLEY - The following loop and sidings, all located on the Up side, have been secured out of use until further notice:

Up Loop  
No.2 Siding  
No.3 Siding  
Rover Group Siding

(28) (FWE6.3)

## SOUTH WALES

\* \* BETWEEN DYNEVOR JUNCTION AND LLANDARCY G.F. - The unworked  
\* catchpoints on the Down Main at 207m 71ch, and also 208m 37ch, have been clipped out of use pending recovery.

(See Section D)

(26) (FWA1.6)

## WORKING OVER BOOK

KENSINGTON OLYMPIA - The trailing connection in the Up West London line to the Up siding has been secured out of use until further notice. The ground shunt signal controlling entry to the Up siding will be removed.

(27) (507)

K2-26C/2



**KENSINGTON OLYMPIA** - A new facing crossover connection secured out of use until further notice has been provided between the Up and Down West London lines. The connection in the Up West London Line is 200 yards in advance of the Up Main starting Signal and the connection in the Down West London line is 530 yards in advance of the Down Main Home Signal (KS32 signal)

The trailing connection in the Down West London line with London Underground lines and the associated ground frame has been removed.

(RW2152/16) (28) (507)

**FORMER TRACTION MAINTENANCE DEPOT AT CRICKLEWOOD** - The rail access to both the North and South ends of this Traction Depot have been clipped, scotched and padlocked out of use until further notice.

(ROM/S/S/500/DW) (28) (511)

**WILLESDEN (NORTH CIRCULAR ROAD) AREA** - The facing crossover between the down and up goods lines situated immediately on the north side of the North Circular road overbridge, has been renewed approximately 80 yards south of its present position.

(OD14/89/131) (27) (511)

\* \* **VAUXHALL TO CLAPHAM JUNCTION**

\*

Between Vauxhall and Queenstown Road:-

The new facing connection (Points 1778a) in the Down Windsor fast line 103 yards in advance of signal W99 formerly secured out of use has been brought into use. This connection forms a crossover connection with the Down Windsor line via the trailing connection in the Down Windsor line (Points 605 renumbered to 1778b).

Down Windsor Fast line signal W99 has been provided with position 1 and 4 junction indicators. The position 1 indicator applies to movements from the Down Windsor Fast to the Down Windsor line and the position 4 Junction indicator will be out of use until further notice.

Down Main fast line signal W103 has been provided with a position 5 junction indicator which will be out of use until further notice. Down Windsor line signal W107 has been provided with a position 4 junction indicator which will be out of use until further notice. Up Windsor Fast line signal W76 has been converted to a controlled signal.

At Queenstown Road :-

Up Windsor Fast line signal W86 has been provided with a position 1 junction indicator out of use until further notice, and the AWS magnet associated with this signal has been moved to a new position 95 yards in rear of the signal.

...../continued

**VAUXHALL TO CLAPHAM JUNCTION** - continued

Between Queenstown Road and Clapham Junction :-

The new crossover connection from the Down Windsor Slow to the Down Windsor Fast, formerly secured out of use has been brought into use. The facing connection in the Down Windsor slow (Points 626a) is 220 yards in advance of signal W127 and the trailing connection in the down Windsor Fast (Points 626b) is 322 yards in advance of signal W129.

Down Windsor Slow signal W127 has been provided with a position 4 junction indicator which applies to movements to the Down Windsor Fast line. Down Windsor Fast Line signal W129 has been converted to work as a controlled signal and has been provided with a position 4 junction indicator which will be out of use until further notice.

Up Windsor Slow line signal W108 and Up Windsor Fast line signal W106 together with their associated AWS magnets and telephones have been removed. The distance from the signals in rear (W118 and 116 respectively) to the next signals in advance (W930 and W96) is now 743 yards.

The Up Windsor Fast line from the trailing connection with the Up Windsor Slow line in advance of signal W116 at Clapham Junction to signal W10 at Waterloo has been renamed the Up Windsor line.

(RW/2151/16) (26) (521)

**BETWEEN QUEENSTOWN ROAD AND CLAPHAM JN.** - A 40 mph permanent speed restriction applies to movements through the new connection between the Down Windsor Slow and the Down Windsor Fast beyond signal W127.

(RW/2151/16) (28) (521)

**FRATTON DEPOT** - 4,5,8,10, and 12 car stopping marks have been provided on the Back Road on the Portsmouth side of Fratton Ground Frame Position Light Signal No. 23, applicable to shunting movements towards Portsmouth.

(RW/1646/2) (28) (524)

If YOU'RE alert

YOU

wont get hurt

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE WESTERN REGION  
MANCHESTER

1K2/1D

**K2**

**27/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 26 SEPTEMBER 1992**

to

**FRIDAY, 2 OCTOBER 1992**

**(Inclusive)**



## SECTION B - continued

At or between	Lines Blocked	Remarks
521 WATERLOO TO EXMOUTH JN contd		
Monday/Tuesday 28/29 September to Thursday/Friday 1/2 October		
237 Worting Jn and Andover	Down BLOCKED Up BLOCKED	0140 to 0530 Tues to Fri 2315 to 0600 each night Platform work 50m 50c and 65m 60c DIVERSIONS VIA SOUTHAMPTON
238 Andover and Salisbury	Down BLOCKED Up BLOCKED	0205 to 0540 Tues to Fri 2305 to 0545 each night Trackwork 66m 54c and 82m 10c DIVERSIONS VIA SOUTHAMPTON

## FORMER LONDON MIDLAND REGION

## 550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET

Monday/Tuesday 28/29 September to Thursday/Friday 1/2 October

239 Kings Norton and Cofton Sidings	Down Fast/Main BLOCKED	2145 to 0600 each night Construction work 48 and 51 mp DOWN TRAINS OVER DOWN SLOW AND DOWN GOODS
240 Barnt Green and Kings Norton	Up Main/Fast BLOCKED	2145 to 0600 each night Construction work 52 and 47 mp UP TRAINS OVER UP GOODS AND UP SLOW. ACCESS AVAILABLE TO/ FROM LONGBRIDGE

Tuesday 29 September to Friday 2 October

241 Water Orton and Kingsbury Jn	Up BLOCKED	0001 to 0600 daily Trackwork 35 and 29 mp SLW OVER DOWN. TRAINS DIVERTED VIA WHITACRE
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Friday/Saturday 2/3 October

242 Cofton Sidings and Barnt Green	Down and Up Fast/Main BLOCKED	2145 Fri to 0600 Sat Construction work 47 and 52 mp TRAINS OVER SLOW AND GOODS LINES
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K2-27B/8

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

BETWEEN 0800 AND 1600 MONDAY 28 SEPTEMBER - BETWEEN BATHAMPTON JN AND WESTBURY NORTH JN ALSO BETWEEN WARMINSTER AND FORMER REGIONAL BOUNDARY (118m 40ch) - New differential line speeds allowing an increase in speed for Sprinter trains and continuous route signing will be introduced. During the conversion period, ie. between 0800 and 1600 Monday 28 September, all concerned should observe the old line speeds and keep a sharp lookout for staff working on the lineside.

The London & West of England Sectional Appendix pages 1.90, 1.90A, 1.92 and 1.122 are re-issued in section D. The temporary speed restrictions due to condition of bridges at the following locations will become permanent and signed accordingly :

Between Hawkeridge Jn and Trowbridge - 107m 50ch and 107m 48ch  
Between Beechgrove and Upton Lovell LC - 116m 32ch and 116m 34ch

Advanced warning indicators and magnets (where required) will also be brought into use.

(See Section D)

(30) (RWE9.1/RWE9.2)

## SOUTH WALES

SUNDAY 6 SEPTEMBER TO MONDAY 28 SEPTEMBER - BRIDGEND LLYNFI JUNCTION TO COEGNANT COLLIERY - RE-INTRODUCTION OF PASSENGER SERVICES TO MAESTEG - Signalling alterations will be taking place between Sunday 6 September and Monday 28 September 1992. Details are contained in Signalling notice no. 56 which has been distributed to the staff concerned. Staff who do not receive a copy of the notice should obtain one from their supervisor.

The pull-out diagram contained inside Signalling notice no. 56 shows Wildmill station in the incorrect position. All concerned to note that WILDMILL station (0m 64ch) is actually situated between signals PT165R and PT165.

(30) (GW7)

MONDAY 28 SEPTEMBER - BRIDGEND UP BAY - The theatre indication for movements from the Up bay to the Up sidings will be altered to read "US". The theatre indication for movements from signals PT.693 and PT.165 will be altered to read "B".

(30) (GW7)

MONDAY 28 SEPTEMBER TO SUNDAY 18 OCTOBER - LLANBOIDY LC - Llanboidy AOCR level crossing situated at 259m 54ch between Whitland and Clarbeston Road will be converted to an Automatic Half Barrier crossing.

(33) (RSW1.1)

K2-27C/1

MONDAY 28 SEPTEMBER - LLYNFI SOUTH GROUND FRAME - The catch points located at Llynfi South Ground Frame 8m 41ch, will be secured out of use pending removal.

(30) (FWA1.3)

MONDAY 28TH SEPTEMBER - TONDU BRANCH SIDINGS GROUND FRAME - Tondu Branch Sidings Ground Frame will be brought back into use.

(30) (FWA1.5)

SUNDAY 27 SEPTEMBER - NINIAN PARK STATION - Ground Position Light signal C.609, located on the Down Treforest line, will be removed and replaced by an elevated GPL signal, 12 feet above rail level, at the same location.

Ground Position Light signal C.607, located on the left hand side of the Up Treforest line (for Down direction movements) will be removed and replaced by an elevated GPL signal, 12 feet above rail level, on the right hand side of the line and at the same mileage.

(30) (FWA2.6)

#### WORKING OVER BOOK

ADVANCE NOTICE SUNDAY 4 OCTOBER - MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations will take place as shown in Signal Instruction No.8 1992. All crews booked to work over these routes must ensure that they are in possession of a copy of this instruction which applies until completion of work when a final notice, No.10, will be issued.

The instruction on page 8 of the Supplementary Special Instructions, "Modification of the Rule Book Requirements for the Handsignalman appointed at Signal VS 141 and 151" is amended. The signal numbers should read "WN 141 and WN 150".

(UFN)

(RW/2151/16)

(507)

FROM SATURDAY 26 SEPTEMBER - BETWEEN CHELSEA BRIDGE AND MITRE BRIDGE JUNCTION - In connection with resignalling, AWS magnets will be installed for signals which will be brought into use at a later date. Drivers should ignore any indications received over this stretch of line until the new signalling is brought into use.

(RW2152/16)

(30) (507)

MONDAY 28 SEPTEMBER - KENSINGTON OLYMPIA - The facing connection in the Down West London line with the platform line will be taken out of use and secured for movements towards the platform line until further notice.

(RW2152/16)

(30) (507)

K2-27C/2

#### DETAILS OF WORK ALREADY CARRIED OUT

##### LONDON & WEST OF ENGLAND

SUBWAY JUNCTION - Signal 00.55 has been moved from its present position to a new signalling gantry that is at the same mileage. There has been no change to the aspects that are displayed.

The SPT has been positioned on a post beneath the gantry.

(28) (GW1)

NORTH SOMERSET JUNCTION - Signals B65 and B265 at North Somerset Junction have been moved 43 yards closer towards Bristol Temple Meads. The associated AWS equipment has also been moved. The new distance to the signal in rear is 410 yards.

(See Section D)

(29) (GW2.1)

BETWEEN FILTON JN AND DR DAYS JN - The catchpoints on the Up line at 1m 67ch, 2m 11ch and 2m 60ch have all been clipped out of use and are programmed for removal.

(See Section D)

(28) (GW6.2)

HALLEN MARSH - The Single to Double Spring point at 118m 13ch has been clipped out of use in the reverse position in the direction of the Departure line.

The Stop Board at 118m 12ch for incoming trains reading "Obtain Permission from Chargeman before Proceeding" has been re-positioned nearer to Hallen Marsh at 118m 34ch, complete with telephone, on the right hand side of the line and back to back with the notice board worded "Obtain Train Staff or Ticket Before Proceeding" which is applicable to departing trains.

(28) (FWE5.1)

MORRIS COWLEY - The following loop and sidings, all located on the Up side, have been secured out of use until further notice:

Up Loop  
No.2 Siding  
No.3 Siding  
Rover Group Siding

(28) (FWE6.3)

##### SOUTH WALES

WHITLAND - Shunting signal no. 19 located at the Clarbeston Road end of the Up platform has been repositioned 5 metres nearer Whitland signalbox.

(NEW ITEM)

(30) (RSW1.1)

K2-27C/3



## WORKING OVER BOOK

\* \* KENSINGTON OLYMPIA - The trailing connection in the Up West London line to the Up siding has been secured out of use until further notice. The ground shunt signal controlling entry to the Up siding will be removed.

(27) (507)

KENSINGTON OLYMPIA - A new facing crossover connection secured out of use until further notice has been provided between the Up and Down West London lines. The connection in the Up West London Line is 200 yards in advance of the Up Main starting Signal and the connection in the Down West London line is 530 yards in advance of the Down Main Home Signal (KS32 signal)

The trailing connection in the Down West London line with London Underground lines and the associated ground frame has been removed.

(RW2152/16) (28) (507)

FORMER TRACTION MAINTENANCE DEPOT AT CRICKLEWOOD - The rail access to both the North and South ends of this Traction Depot have been clipped, scotched and padlocked out of use until further notice.

(ROM/S/S/500/DW) (28) (511)

\* \* WILLESDEN (NORTH CIRCULAR ROAD) AREA - The facing crossover between the down and up goods lines situated immediately on the north side of the North Circular road overbridge, has been renewed approximately 80 yards south of its present position.

(OD14/89/131) (27) (511)

BETWEEN QUEENSTOWN ROAD AND CLAPHAM JN. - A 40 mph permanent speed restriction applies to movements through the new connection between the Down Windsor Slow and the Down Windsor Fast beyond signal W127.

(RW/2151/16) (28) (521)

FRATTON DEPOT - 4,5,8,10, and 12 car stopping marks have been provided on the Back Road on the Portsmouth side of Fratton Ground Frame Position Light Signal No. 23, applicable to shunting movements towards Portsmouth.

(RW/1646/2) (28) (524)

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

(NEW ITEM) (OD14/-) (30) (556)

K2-27C/4

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

## NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note \* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

WORKING MANUAL FOR RAIL STAFF - BR30054/6  
SECTION H - PART 6  
PREPARATION AND WORKING OF FREIGHT TRAINS  
LOCAL INSTRUCTIONS  
(Dated May 1992)

Section H20 EXAMINATION OF FREIGHT VEHICLES

With reference to the above, please note the following alterations and additions to Page 11.

(vi) Aberthaw Power Station Trains

Delete:- Deep Navigation and Trelewis from the list of locations

Add the following items to H20:-

- (ix) Nelson East. Authority is hereby given for empty MGR wagons to Taff Merthyr, to run to Ocean Jcn without R.S.T. examination, provided that they receive examination at Ocean before departure.
- (x) Tower Colliery. Authority is hereby given for loaded PFA wagons to run between Tower and Radyr without R.S.T. examination, provided that they receive examination at Radyr before departure.
- (xi) Steel Supply. Authority is hereby given for loaded MGR wagons, and empty MAA/MEA wagons to run to Jersey Marine without R.S.T. examination, provided that they receive examination at Jersey Marine before departure.
- (xii) Pontycymmer. Authority is hereby given for loaded MGR wagons for Aberthaw Power Station, and loaded MAA/MEA wagons for Neath Steel Supply, to run to Tondu without R.S.T. examination, provided that they receive examination at Tondu before departure.
- (xiii) Taff Merthyr. Authority is hereby given for loaded MGR wagons to run to Nelson East without R.S.T. examination, provided the wagons have been examined at Taff Merthyr before loading.
- (xiv) Barry Wagon Repair Shops & Margam Wagon Repair Shops. No examination required to vehicles leaving these locations after MAINTENANCE.

(K2/23-24/92)

K2-27D/1



## FWA1.3 LLYNFI JUNCTION TO COEGNANT

BETWEEN TONDU AND COEGNANT

Amend above headings to read respectively:-

FWA1.3 BRIDGEND LLYNFI JUNCTION TO LLYNFI

and

BETWEEN TONDU AND LLYNFI

Delete:- Both paragraphs referring to British Tissues Ltd SidingAdd as new heading and first paragraphs:-

## TONDU

Exchange of tokens. Up trains must be brought to a stand with the driving cab adjacent to Tondy signalbox. The Driver must cross the driving cab and hand the token to the Signalman. The train must then draw forward into the platform.

Down trains will be brought to a stand adjacent to Tondy signalbox, and the Signalman must give the token to the Driver.

In the case of a Down train destined for Llynfi, the Travelling Shunter must obtain the keys for the token cabinet at Maesteg, and the ground frames at Llynfi, from the Tondy Signalman. These keys must be returned to the Tondy Signalman when the Travelling Shunter returns with the train from Llynfi.

## MAESTEG

BT Telephones are provided as follows:-

- (a) At Token instrument at Maesteg
- (b) South end of platform at Maesteg
- (c) At Tondy signalbox

Arrival of passenger trains. The Guard must contact the Signalman at Tondy, using the telephone on the station platform

- (i) as soon as the train arrives, and
- (ii) when the train is ready to depart.

In the event of a failure of the telephone and the Signalman cannot be contacted from a suitable alternative telephone, the Guard must advise the Driver before departure. The Driver in these circumstances must satisfy himself on the return journey to Tondy that British Tissues level crossing at 5mp is clear, and must be prepared to stop short if necessary.

If it is not possible to contact the Tondy Signalman using the telephone at the token instrument at Maesteg, the Signalman may be contacted by dialling 0656-721475 from another telephone.

(K2/27/92)

## LLYNFI

Working between Maesteg G.F. and Llynfi. Only one train at a time is permitted beyond Maesteg ground frame. When a Down train has passed clear of the single line at Maesteg ground frame complete with tail lamp, and the token has been replaced in the token instrument, the Travelling Shunter must advise the Tondy Signalman.

When an Up train is ready to enter the token section at Maesteg, the Travelling Shunter must advise the Tondy Signalman.

(K2/27/92)

## FWA3.3 CALDICOT TO CAERWENT

Add new paragraph:

The Duty Freight Manager at Newport will arrange for a Civil Engineer to inspect the line prior to any movement over the branch and he must give an assurance to the crossing keeper at Caldicot that this has been done and that the line is fit to run over.

INSTRUCTIONS AFFECTING WESTERN REGION  
STAFF WHEN WORKING OVER OTHER REGIONS - BR30045

## SECTION 1 - TABLE A

PRIVATE AND CONFIDENTIAL  
K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

SR 3140

1K2/1D

WESTERN REGION

**K2**

**28/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 3 OCTOBER 1992**

to

**FRIDAY, 9 OCTOBER 1992**

**(Inclusive)**



## SECTION B - continued

At or between	Lines Blocked	Remarks
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET		
Sunday/Monday 4/5 October		
229 Tamworth and Kingsbury Jn	Down and Up BLOCKED	1330 Sun to 0330 Mon Bridgework AMENDED TRAIN WORKING
Tuesday 6 to Friday 9 October		
230 Washwood Heath Sdgs No.1 S.F. and Castle Bromwich Jn.	Up Main BLOCKED "Down and Up" Goods BLOCKED	01 05 to 05 15 daily 00 01 to 06 00 daily Trackwork 40 and 36 mp UP TRAINS TO TRAVEL OVER UP GOODS TO WASHWOOD HEATH NO.1 THEN OVER DOWN MAIN UNDER SINGLE LINE WORKING TO CASTLE BROMWICH JN. DOWN TRAINS TO TRAVEL OVER DOWN GOODS.
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JN VIA CREWE		
Wednesday/Thursday 7/8 October		
231 Sandbach and Chelford	Down BLOCKED	2330 Wed to 0445 Thurs Trackwork 162 and 168 mp SLW OVER UP
Friday 9 October		
232 Chelford and Sandbach	Up BLOCKED	0015 to 0500 Trackwork 169 and 162 mp SLW OVER DOWN

K2-28B/7

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

ADVANCE NOTICE - PADDINGTON AREA - Signalling alterations due to take place between Tuesday 20th and Thursday 22nd October 1992 have been postponed for approximately two weeks.

Details are contained in Signalling Notice No. 57 which is now being distributed. Staff who do not receive their copy of this notice by 6 October should obtain one from their supervisor.

NOTE - In Stage 1.3D the signal routes from OO.411 and OO.413 apply only to the Link Line as far as OO.429.

Attention is drawn to the fact that signal OO.259 will be on the right hand side of the line (paragraph 4f refers).

(UFN) (GW1)

## SOUTH WALES

LLANBOIDY (AOCR) LC - The conversion of this level crossing to an Automatic Half Barrier crossing has been postponed until further notice.

(AMENDED ITEM)

(31) (RSW1.1)

## WORKING OVER BOOK

SUNDAY 4 OCTOBER - MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations will take place as shown in Signal Instruction No.8 1992. All crews booked to work over these routes must ensure that they are in possession of a copy of this instruction which applies until completion of work when a final notice, No.10, will be issued.

The instruction on page 8 of the Supplementary Special Instructions, "Modification of the Rule Book Requirements for the Handsignalman appointed at Signal VS 141 and 151" is amended. The signal numbers should read "WN 141 and WN 150".

(UFN)

(RW/2151/16)

(507)

SUNDAY 4 OCTOBER - MITRE BRIDGE JUNCTION - Position light shunting signals WN.153 and WN.160 situated on the Kensington side of Mitre Bridge level crossing and applying to set-back movements on the up West London line will be taken out of use, pending recovery.

(OD14/88/52)

(31) (507)

K2-28C/1



MONDAY 5 OCTOBER - WATERLOO - In connection with construction work, Platform 17 is to be temporarily shortened by 28 yards and a temporary buffer provided at that distance.

(RW/432/16) (31) (521)

MONDAY 5 OCTOBER - BETWEEN KINGSBURY JN AND WHITACRE JN - The maximum permissible speed over the Up and Down lines will become 45 mph subject to all other lower speed restrictions.

(See Section D) (RRC/O/S/GEN.33) (31) (551)

#### DETAILS OF WORK ALREADY CARRIED OUT

##### LONDON & WEST OF ENGLAND

\* \* SUBWAY JUNCTION - Signal 00.55 has been moved from its present position to a new signalling gantry that is at the same mileage. There has been no change to the aspects that are displayed.

The SPT has been positioned on a post beneath the gantry.

(28) (GW1)

TWYFORD - The Limit of Shunt board on the Down Relief at 30m 36½ch has been renewed as two horizontal red lights.

(NEW ITEM) (31) (GW1)

GORING & STREATLEY - DOWN MAIN PLATFORM - The Down Main platform is unfit for use and all trains are prohibited from using it until further notice.

(NEW ITEM) (31) (GW1)

NORTH SOMERSET JUNCTION - Signals B65 and B265 at North Somerset Junction have been moved 43 yards closer towards Bristol Temple Meads. The associated AWS equipment has also been moved. The new distance to the signal in rear is 410 yards.

(See Periodical Operating Notice) (29) (GW2.1)

BRISTOL PARKWAY - The following marker boards have been erected on posts as follows:-

Platform 1 (Up) "10 car HST stop" 135 feet on the approach to the top of the London end ramp.

Platform 2 (Down) "9 10 11 car stop" 17 feet off the top of the Fishguard end ramp.

(NEW ITEM) (31) (GW6.1)

K2-28C/2

\* \* BETWEEN FILTON JN AND DR DAYS JN - The catchpoints on the Up line at 1m 67ch, 2m 11ch and 2m 60ch have all been clipped out of use and are programmed for removal.

(See Periodical Operating Notice) (28) (GW6.2)

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

(NEW ITEM) (See Section D) ROM/S/S/0500/DW (31) (XC1)

BETWEEN ST. BUDEAUX JN AND GUNNISLAKE The station platform at Calstock has been shortened by approx. 25 metres at the Plymouth end. Drivers of trains in the Bere Alston direction must bring their trains to a stand at the temporary stop board provided.

(NEW ITEM) (31) (RWE8.1)

BETWEEN BATHAMPTON JN AND WESTBURY NORTH JN ALSO BETWEEN WARMINSTER AND FORMER REGIONAL BOUNDARY (118m 40ch) - New differential line speeds allowing an increase in speed for Sprinter trains and continuous route signing have been introduced.

The London & West of England Sectional Appendix pages 1.90, 1.90A, 1.92 and 1.122 are re-issued in the Periodical Operating Notice. The temporary speed restrictions due to condition of bridges at the following locations have become permanent and signed accordingly :

Between Hawkeridge Jn and Trowbridge - 107m 50ch and 107m 48ch  
Between Beechgrove and Upton Lovell LC - 116m 32ch and 116m 34ch

Advanced warning indicators and magnets (where required) have also been brought into use.

(See Periodical Operating Notice) (30) (RWE9.1/RWE9.2)

\* \* HALLEN MARSH - The Single to Double Spring point at 118m 13ch has been clipped out of use in the reverse position in the direction of the Departure line.

The Stop Board at 118m 12ch for incoming trains reading "Obtain Permission from Chargeman before Proceeding" has been re-positioned nearer to Hallen Marsh at 118m 34ch, complete with telephone, on the right hand side of the line and back to back with the notice board worded "Obtain Train Staff or Ticket Before Proceeding" which is applicable to departing trains.

(28) (FWE5.1)

K2-28C/3

\* \* MORRIS COWLEY - The following loop and sidings, all located on the  
 \* Up side, have been secured out of use until further notice:

Up Loop  
 No.2 Siding  
 No.3 Siding  
 Rover Group Siding

(28) (FWE6.3)

## SOUTH WALES

PONTYCLUN - A new station has been opened at 181m 40ch. Both platforms  
 will accommodate 4 car trains.

(NEW ITEM)

(31) (GW7)

BRIDGEND LLYNFI JUNCTION TO COEGNANT COLLIERY - RE-INTRODUCTION OF  
 PASSENGER SERVICES TO MAESTEG - Signalling alterations have taken place.  
 Details are contained in Signalling notice no. 56 which has been  
 distributed to the staff concerned. Staff who have not received a copy of  
 the notice should obtain one from their supervisor.

The pull-out diagram contained inside Signalling notice no. 56 shows  
 Wildmill station in the incorrect position. All concerned to note that  
 WILDMILL station (0m 64ch) is actually situated between signals PT165R and  
 PT165.

(30) (GW7)

BRIDGEND UP BAY - The theatre indication for movements from the Up bay  
 to the Up sidings has been altered to read "US".

The theatre indication for movements from signals PT.693 and PT.165 has  
 been altered to read "B".

(30) (GW7)

WHITLAND - Shunting signal no. 19 located at the Clarboston Road end of  
 the Up platform has been repositioned 5 metres nearer Whitland signalbox.

(30) (RSW1.1)

TREHERBERT - New stop and instruction boards have been provided as  
 follows:

- 1 At the Ystrad Rhondda end of the platform reading 'SINGLE LINE TOKEN  
 REQUIRED'. This acts as a reminder to drivers when the token has been  
 used to operate the ground frame.
- 2 A double sided board at the ground frame end of the platform reading  
 'START OF TOKEN SECTION' facing trains proceeding towards the station,  
 and 'STOP - END OF SECTION' facing trains proceeding towards the  
 ground frame.

(NEW ITEM) (See Section D)

(31) (RSW5.4)

K2-28C/4

LLYNFI SOUTH GROUND FRAME - The catch points located at Llynfi South  
 Ground Frame 8m 41ch, have been secured out of use pending removal.

(30) (FWA1.3)

TONDU BRANCH SIDINGS GROUND FRAME - Tondy Branch Sidings Ground Frame  
 has been brought back into use.

(30) (FWA1.5)

NINIAN PARK STATION - Ground Position Light signal C.609, located on the  
 Down Treforest line, has been removed and replaced by an elevated GPL  
 signal, 12 feet above rail level, at the same location.

Ground Position Light signal C.607, located on the left hand side of the  
 Up Treforest line (for Down direction movements) has been removed and  
 replaced by an elevated GPL signal, 12 feet above rail level, on the right  
 hand side of the line and at the same mileage.

(30) (FWA2.6)

## WORKING OVER BOOK

BETWEEN CHELSEA BRIDGE AND MITRE BRIDGE JUNCTION - In connection with  
 resignalling, AWS magnets have been installed for signals which will be  
 brought into use at a later date. Drivers should ignore any indications  
 received over this stretch of line until the new signalling is brought  
 into use.

(RW2152/16)

(30) (507)

\* \* KENSINGTON OLYMPIA - A new facing crossover connection secured out  
 \* of use until further notice has been provided between the Up and Down  
 West London lines. The connection in the Up West London Line is 200  
 yards in advance of the Up Main starting Signal and the connection in  
 the Down West London line is 530 yards in advance of the Down Main  
 Home Signal (KS32 signal)

The trailing connection in the Down West London line with London  
 Underground lines and the associated ground frame has been removed.

(RW2152/16)

(28) (507)

KENSINGTON OLYMPIA - The facing connection in the Down West London line  
 with the platform line has been taken out of use and secured for movements  
 towards the platform line until further notice.

(RW2152/16)

(30) (507)

K2-28C/5



\* \* FORMER TRACTION MAINTENANCE DEPOT AT CRICKLEWOOD - The rail access to both the North and South ends of this Traction Depot have been clipped, scotched and padlocked out of use until further notice.

(ROM/S/S/500/DW) (28) (511)

\* \* BETWEEN QUEENSTOWN ROAD AND CLAPHAM JN. - A 40 mph permanent speed restriction applies to movements through the new connection between the Down Windsor Slow and the Down Windsor Fast beyond signal W127.

(RW/2151/16) (28) (521)

\* \* FRATTON DEPOT - 4,5,8,10, and 12 car stopping marks have been provided on the Back Road on the Portsmouth side of Fratton Ground Frame Position Light Signal No. 23, applicable to shunting movements towards Portsmouth.

(RW/1646/2) (28) (524)

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

(OD14/-) (30) (556)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

(See Periodical Operating Notice)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
LONDON AND WEST OF ENGLAND - BR30069  
(Dated June/August 1992)

## SECTION 4 - LOCAL INSTRUCTIONS

Page 4.71

XC1 DIDCOT EAST JUNCTION/  
FOXHALL JUNCTION TO FENNY COMPTON

OXFORD

Add after final paragraph:-

Oxford Down Sidings. When on duty the Shunter will be responsible for all movements within the sidings. When the Shunter is not on duty, the Signaller at Oxford will advise the traincrew accordingly. The trainmen of a train requiring to enter the sidings must then ensure that the handpoints are set correctly and the siding concerned is clear for the train to enter.

Oxford Up Side Carriage Sidings. Movements to and from the Up sidings may be made via the North end Ground Frame connection or the South end connection as follows:-

- 1 Via the North end connection under the authority of the Shunter in charge who will operate the Ground Frame.
- 2 Via the South end connection, when movements beyond the "Stop and await instructions" board must only be made under the authority of the Shunter in charge.

(K2/28/92)



SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
SOUTH WALES - BR30012  
(Dated June/August 1992)

## SECTION 4 - LOCAL INSTRUCTIONS

Page 4.41

RSW5.4 TREHERBERT TO PONTYPRIDD

TREHERBERT

## Level Crossing

Delete both paragraphs and Substitute the following:-

Movements beyond the 'STOP - END OF SECTION' board. Movements beyond this board must be authorised by the Chargeman. Before authorising any movement in either direction over the level crossing, the Chargeman must ensure that the crossing gates are closed to road traffic.

(K2/28/92)

INSTRUCTIONS AFFECTING WESTERN REGION  
STAFF WHEN WORKING OVER OTHER REGIONS - BR30045

## SECTION 1 - TABLE A

K2-28D/2

INSTRUCTIONS AFFECTING WESTERN REGION  
STAFF WHEN WORKING OVER OTHER REGIONS - BR30045

## SECTION 1 - TABLE A

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or between	
KINGSBURY JN TO WATER ORTON EAST JN VIA WHITACRE JN Page 1.73 Amend first Maximum Permissible Speed item to read:-			45	45	MAXIMUM PERMISSIBLE SPEED (K2/28/92)

K2-28D1/1

**BRITISH RAILWAYS**  
K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE WESTERN REGION  
MANCHESTER

1K2/1D

**K2**

**29/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 10 OCTOBER 1992**

to

**FRIDAY, 16 OCTOBER 1992**

**(Inclusive)**



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

ADVANCE NOTICE - PADDINGTON AREA - Signalling alterations due to take place between Tuesday 20th and Thursday 22nd October 1992 have been postponed for approximately four weeks.

Details are contained in Signalling Notice No. 57 which is now being distributed. Staff who do not receive their copy of this notice by 6 October should obtain one from their supervisor.

NOTE - In Stage 1.3D the signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Attention is drawn to the fact that signal 00.259 will be on the right hand side of the line (paragraph 4f refers).

(UFN) (GW1)

MONDAY 12 OCTOBER - EXETER ST DAVIDS YARD - In the Up side yard, immediately to the Cowley Bridge Jn end of the station, the siding adjacent to the Up Main line will be shortened by 40 yards and the adjacent siding by 120 yards.

(TLF) (32) (GW4)

MONDAY 12 OCTOBER - BETWEEN YATE SOUTH JN AND WESTERLEIGH - A temporary level crossing with manually operated barriers will be brought into use at 122m 20ch. (adjacent to the footpath crossing).

Control of the crossing will be under the supervision of the designated Person in Charge who will be responsible for the locking and unlocking of the barriers.

(TLF) (32) (FWE5.4)

## SOUTH WALES

SUNDAY 11 OCTOBER - BETWEEN YSTRAD MYNACH SOUTH AND CWMBARGOED ALSO BETWEEN NELSON & LLANCAIACH AND TAFF MERTHYR

Between Ystrad Mynach South and Cwmbargoed

Nelson & Llancaiach Ground Frame will be renamed Nelson Junction.

The C2 working between Ystrad Mynach South and Nelson will be replaced by Train Staff and Ticket Working between Ystrad Mynach South and a Stop Board at Nelson Junction situated at 13m 51ch. The Train Staff will be coloured BLUE.

K2-29C/1

The existing Train Staff and Ticket Working between Nelson and Cwmbargoed will be retained and will apply from a Stop Board at Nelson Junction situated at 13m 59ch to a Stop Board situated at 20m 37ch, immediately before reaching Cwmbargoed Level Crossing. The Train Staff will be coloured GREEN.

The section of line between 13m 51ch and 13m 59ch will be under the control of the Person in Charge at Nelson Junction.

Reflectorised Distant Boards will be provided before reaching the Stop Boards at Cwmbargoed and Nelson Junction also at 2148 yards before reaching Ystrad Mynach Nelson Branch Home signal.

Between Nelson & Llancaiach and Taff Merthyr

Nelson & Llancaiach Ground Frame will be renamed Nelson Junction.

The connections at Ocean Junction leading to/from Deep Navigation Colliery will be secured out of use for through running between Nelson Junction and Taff Merthyr Colliery.

The C2 working between Ocean Colliery and Nelson will be abolished and the existing One Train Working between Ocean Colliery and Taff Merthyr will be extended to apply between a Stop Board at 13m 57ch and Taff Merthyr. The Train Staff will be coloured RED.

The section of line between the Stop Board at 13m 57ch and Nelson Junction will be under the control of the Person in Charge at Nelson Junction.

Stop Boards will be provided at 14m 26ch and 14m 70ch on the approaches to Ocean Sidings. Movements between these boards will be under the control of the Person in Charge at Ocean Sidings. The hand points will be normally secured for through running.

A reflectorised Distant Board will be provided before reaching the Stop Board at Nelson Junction.

Reference should be made to the diagrams included in this notice for further details.

(See Section D)

(TLF) (32) (FWA2.2/2.3)

## WORKING OVER BOOK

MONDAY 12 OCTOBER - SALISBURY TRAINCARE DEPOT - Signalling and permanent way alterations will take place as shown in Signal Instruction No.12 - 1992. All concerned must ensure that they are in possession of a copy of this instruction.

(RW/683) (32) (521/522)

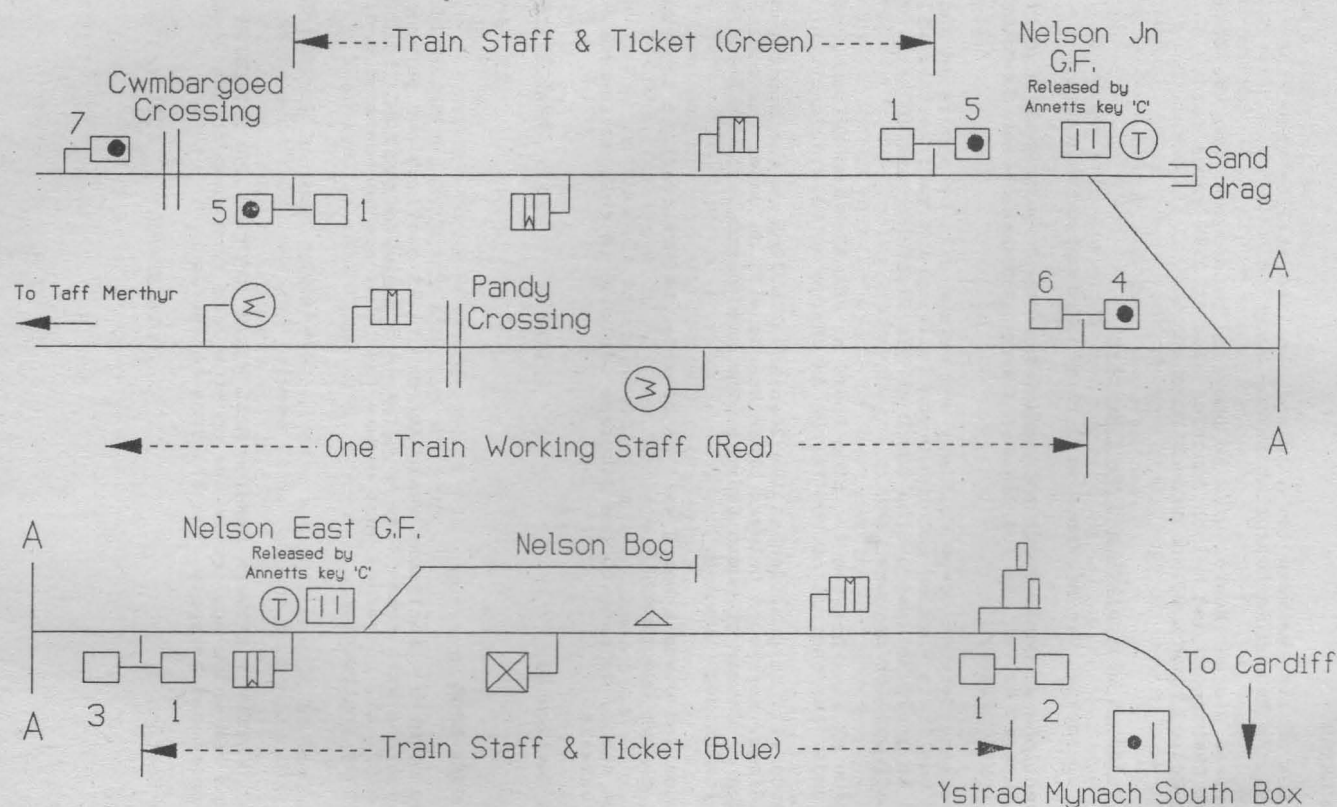
MONDAY 12 OCTOBER - BETWEEN DENBIGH HALL NORTH JUNCTION AND BLETCHLEY - The 75 mph PSR which applies on the up slow line from 48mp to 46m 20ch will be shortened to apply from 47m 50ch to 46m 20ch.

(See Section D)

(OD14/GEN/3B) (32) (537)

K2-29C/2

# YSTRAD MYNACH SOUTH AND CWMBARGOED/TAFF MERTHYR

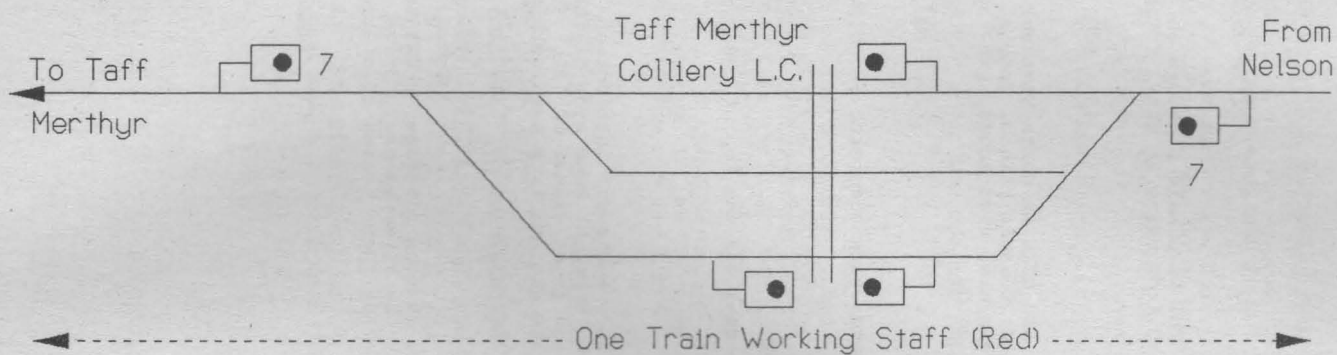


36

NOTE: See Nelson to Taff Merthyr plan for Stop board key

x

# NELSON TO TAFF MERTHYR



## KEY

- |   |   |
|---|---|
| <p>NOTICE BOARDS :</p> <ul style="list-style-type: none"> <li>1 Start of Staff &amp; Ticket section</li> <li>2 End of Staff &amp; Ticket section</li> <li>3 End of section, Obtain authority before proceeding</li> <li>6 Start of Staff section</li> </ul> | <ul style="list-style-type: none"> <li>Reflectorised Distant board</li> <li>A.W.S. inductor</li> <li>A.W.S. Cancellation indicator</li> </ul> |
| <p>STOP BOARDS :</p> <ul style="list-style-type: none"> <li>4 End of Staff section, Obtain authority before proceeding</li> <li>5 End of section, Obtain authority before proceeding</li> <li>7 Await Instructions</li> </ul>                               | <ul style="list-style-type: none"> <li>Whistle board</li> <li>Telephone</li> </ul>  |

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x



## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

TWYFORD - The Limit of Shunt board on the Down Relief at 30m 36½ch has been renewed as two horizontal red lights.

(31) (GW1)

GORING & STREATLEY - DOWN MAIN PLATFORM - The Down Main platform is unfit for use and all trains are prohibited from using it until further notice.

(31) (GW1)

\* \* NORTH SOMERSET JUNCTION - Signals B65 and B265 at North Somerset Junction have been moved 43 yards closer towards Bristol Temple Meads. The associated AWS equipment has also been moved. The new distance to the signal in rear is 410 yards.

(See Periodical Operating Notice)

(29) (GW2.1)

BRISTOL PARKWAY - The following marker boards have been erected on posts as follows:-

Platform 1 (Up) "10 car HST stop" 135 feet on the approach to the top of the London end ramp.

Platform 2 (Down) "9 10 11 car stop" 17 feet off the top of the Fishguard end ramp.

(31) (GW6.1)

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

(See Section D)

ROM/S/S/0500/DW (31) (XC1)

BETWEEN ST. BUDEAUX JN AND GUNNISLAKE The station platform at Calstock has been shortened by approx. 25 metres at the Plymouth end. Drivers of trains in the Bere Alston direction must bring their trains to a stand at the temporary stop board provided.

(31) (RWE8.1)

BETWEEN BATHAMPTON JN AND WESTBURY NORTH JN ALSO BETWEEN WARMINSTER AND FORMER REGIONAL BOUNDARY (118m 40ch) - New differential line speeds allowing an increase in speed for Sprinter trains and continuous route signing have been introduced.

The London & West of England Sectional Appendix pages 1.90, 1.90A, 1.92 and 1.122 are re-issued in the Periodical Operating Notice. The temporary speed restrictions due to condition of bridges at the following locations have become permanent and signed accordingly :

Between Hawkeridge Jn and Trowbridge - 107m 50ch and 107m 48ch  
Between Beechgrove and Upton Lovell LC - 116m 32ch and 116m 34ch

Advanced warning indicators and magnets (where required) have also been brought into use.

(See Periodical Operating Notice)

(30) (RWE9.1/RWE9.2)

## SOUTH WALES

PONTYCLUN - A new station has been opened at 181m 40ch. Both platforms will accommodate 4 car trains.

(31) (GW7)

BRIDGEND LLYNFI JUNCTION TO COEGNANT COLLIERY - RE-INTRODUCTION OF PASSENGER SERVICES TO MAESTEG - Signalling alterations have taken place. Details are contained in Signalling notice no. 56 which has been distributed to the staff concerned. Staff who have not received a copy of the notice should obtain one from their supervisor.

The pull-out diagram contained inside Signalling notice no. 56 shows Wildmill station in the incorrect position. All concerned to note that WILDMILL station (0m 64ch) is actually situated between signals PT165R and PT165.

(30) (GW7)

BRIDGEND UP BAY - The theatre indication for movements from the Up bay to the Up sidings has been altered to read "US".

The theatre indication for movements from signals PT.693 and PT.165 has been altered to read "B".

(30) (GW7)

WHITLAND - Shunting signal no. 19 located at the Clarbeston Road end of the Up platform has been repositioned 5 metres nearer Whitland signalbox.

(30) (RSW1.1)



LLANBOIDY (AOCR) LC - The conversion of this level crossing to an Automatic Half Barrier crossing has been postponed until further notice.

(31) (RSW1.1)

TREHERBERT - New stop and instruction boards have been provided as follows:

- 1 At the Ystrad Rhondda end of the platform reading 'SINGLE LINE TOKEN REQUIRED'. This acts as a reminder to drivers when the token has been used to operate the ground frame.
- 2 A double sided board at the ground frame end of the platform reading 'START OF TOKEN SECTION' facing trains proceeding towards the station, and 'STOP - END OF SECTION' facing trains proceeding towards the ground frame.

(See Section D)

(31) (RSW5.4)

LLYNFI SOUTH GROUND FRAME - The catch points located at Llynfi South Ground Frame 8m 41ch, have been secured out of use pending removal.

(30) (FWA1.3)

TONDU BRANCH SIDINGS GROUND FRAME - Tondy Branch Sidings Ground Frame has been brought back into use.

(30) (FWA1.5)

NINIAN PARK STATION - Ground Position Light signal C.609, located on the Down Treforest line, has been removed and replaced by an elevated GPL signal, 12 feet above rail level, at the same location.

Ground Position Light signal C.607, located on the left hand side of the Up Treforest line (for Down direction movements) has been removed and replaced by an elevated GPL signal, 12 feet above rail level, on the right hand side of the line and at the same mileage.

(30) (FWA2.6)

#### WORKING OVER BOOK

BETWEEN CHELSEA BRIDGE AND MITRE BRIDGE JUNCTION - In connection with resignalling, AWS magnets have been installed for signals which will be brought into use at a later date. Drivers should ignore any indications received over this stretch of line until the new signalling is brought into use.

(RW2152/16) (30) (507)

KENSINGTON OLYMPIA - The facing connection in the Down West London line with the platform line has been taken out of use and secured for movements towards the platform line until further notice.

(RW2152/16) (30) (507)

KENSINGTON OLYMPIA - The Up siding has been reduced in length to 50 SLUs.

(NEW ITEM)

(RW/2152/16) (32) (507)

MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations have taken place as shown in Signal Instruction No.8 1992. All crews booked to work over these routes must ensure that they are in possession of a copy of this instruction which applies until completion of work when a final notice, No.10, will be issued.

The instruction on page 8 of the Supplementary Special Instructions, "Modification of the Rule Book Requirements for the Handsignalman appointed at Signal VS 141 and 151" is amended. The signal numbers should read "WN 141 and WN 150".

(UFN)

(RW/2151/16) (507)

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

(OD14/88/52) (31) (507)

WATERLOO - In connection with construction work, Platform 17 has been temporarily shortened by 28 yards and a temporary buffer provided at that distance.

(RW/432/16) (31) (521)

BETWEEN KINGSBURY JN AND WHITACRE JN - The maximum permissible speed over the Up and Down lines has become 45 mph subject to all other lower speed restrictions.

(See Section D)

(RRC/O/S/GEN.33) (31) (551)

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

(OD14/-) (30) (556)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
LONDON AND WEST OF ENGLAND - BR30069  
(Dated June/August 1992)

## SECTION 4 - LOCAL INSTRUCTIONS

## INDEX TO LOCAL INSTRUCTIONS

Page 4.1 Bedminster. Delete page 4.46  
Bristol West Depot GF. Delete entry.  
Page 4.3 Heywood Road Junction. Delete entry.

(K2/29/92)

Page 4.46 GW3 BRISTOL TM TO COGLOAD JUNCTION  
BETWEEN BEDMINSTER AND BRISTOL WEST DEPOT GF

Delete heading and entry.

(K2/29/92)

Page 4.50 GW4 COGLOAD JUNCTION TO PLYMOUTH  
TAUNTON

Cider Co. Sidings.

Add as first paragraph:-

Before the arrival of a train or shunting movement, the Cider Co's. Representative will ensure the facing point is clipped and locked towards the West Somerset Railway Stop board. When shunting commences, the Cider Co's. Representative will ensure no road vehicle movement will take place within the yard until the train or shunting movement has departed. The Person in Charge of the train or shunting movement must also check the facing point to ensure it is clipped and secured before propelling towards the West Somerset Railway Stop board. He must, in addition, obtain the permission of the Cider Co's. Representative before making any shunting movement into the Cider Co's. siding.

(K2/29/92)

K2-29D/1

Page 4.61 GW5 READING WESTBURY LINE JUNCTION TO  
COGLOAD JUNCTION VIA BERKS AND HANTS

## HEYWOOD ROAD JUNCTION

Cement Sidings. Delete heading and entry.

(Covered by Rule Book, Section J 2.4)

(K2/29/92)

Page 4.71 XC1 DIDCOT EAST JUNCTION/  
FOXHALL JUNCTION TO FENNY COMPTON

## OXFORD

Add after final paragraph:-

Oxford Down Sidings. When on duty the Shunter will be responsible for all movements within the sidings. When the Shunter is not on duty, the Signaller at Oxford will advise the traincrew accordingly. The trainmen of a train requiring to enter the sidings must then ensure that the handpoints are set correctly and the siding concerned is clear for the train to enter.

Oxford Up Side Carriage Sidings. Movements to and from the Up sidings may be made via the North end Ground Frame connection or the South end connection as follows:-

- 1 Via the North end connection under the authority of the Shunter in charge who will operate the Ground Frame.
- 2 Via the South end connection, when movements beyond the "Stop and await instructions" board must only be made under the authority of the Shunter in charge.

(K2/28/92)

Page 4.76 XC3 BARNT GREEN TO WESTERLEIGH JUNCTION  
WICKWAR TUNNEL

Staff requiring to enter the tunnel. In final paragraph amend Rule Book reference to:- B.4.6.3.

(K2/29/92)

K2-29D/2



K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

BR 31400

1K2/1D

BRITISH RAILWAYS

WESTERN REGION

**K2**

**30/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 17 OCTOBER 1992**

to

**FRIDAY, 23 OCTOBER 1992**

**(Inclusive)**



## SECTION B - continued

At or between	Lines Blocked	Remarks
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW ST		
Tuesday 20 October		
243 Birmingham New St and Church Road	Down and up BLOCKED	0230 to 0410 Trackwork TRAINS DIVERTED
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JN VIA CREWE		
Sunday 18 October		
244 Shrewsbury Crewe Jn and Wem	Down BLOCKED Up BLOCKED	0045 to 1330 0045 to 1700 Track and drainage work 25 and 24 mp SLW OVER DOWN FROM 1330 SUN

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

ADVANCE NOTICE - PADDINGTON AREA - Signalling alterations due to take place between Tuesday 20th and Thursday 22nd October 1992 have been postponed for approximately four weeks.

Details are contained in Signalling Notice No. 57 which is now being distributed. Staff who do not receive their copy of this notice by 6 October should obtain one from their supervisor.

NOTE - In Stage 1.3D the signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Attention is drawn to the fact that signal 00.259 will be on the right hand side of the line (paragraph 4f refers).

(UFN) (GW1)

## SOUTH WALES

ADVANCE NOTICE - SUNDAY 25 OCTOBER - (POSTPONED FROM SUNDAY 11 OCTOBER) - BETWEEN YSTRAD MYNACH SOUTH AND CWMBARGOED ALSO BETWEEN NELSON & LLANCAIACH AND TAFF MERTHYR

Between Ystrad Mynach South and Cwmbargoed

Nelson & Llancaiach Ground Frame will be renamed Nelson Junction.

The C2 working between Ystrad Mynach South and Nelson will be replaced by Train Staff and Ticket Working between Ystrad Mynach South and a Stop Board at Nelson Junction situated at 13m 51ch. The Train Staff will be coloured BLUE.

The existing Train Staff and Ticket Working between Nelson and Cwmbargoed will be retained and will apply from a Stop Board at Nelson Junction situated at 13m 59ch to a Stop Board situated at 20m 37ch, immediately before reaching Cwmbargoed Level Crossing. The Train Staff will be coloured GREEN.

The section of line between 13m 51ch and 13m 59ch will be under the control of the Person in Charge at Nelson Junction.

Reflectorised Distant Boards will be provided before reaching the Stop Boards at Cwmbargoed and Nelson Junction also at 2148 yards before reaching Ystrad Mynach Nelson Branch Home signal.

Between Nelson & Llancaiach and Taff Merthyr

Nelson & Llancaiach Ground Frame will be renamed Nelson Junction.

The connections at Ocean Junction leading to/from Deep Navigation Colliery will be secured out of use for through running between Nelson Junction and Taff Merthyr Colliery.

The C2 working between Ocean Colliery and Nelson will be abolished and the existing One Train Working between Ocean Colliery and Taff Merthyr will be extended to apply between a Stop Board at 13m 57ch and Taff Merthyr. The Train Staff will be coloured RED.

The section of line between the Stop Board at 13m 57ch and Nelson Junction will be under the control of the Person in Charge at Nelson Junction.

Stop Boards will be provided at 14m 26ch and 14m 70ch on the approaches to Ocean Sidings. Movements between these boards will be under the control of the Person in Charge at Ocean Sidings. The hand points will be normally secured for through running.

A reflectorised Distant Board will be provided before reaching the Stop Board at Nelson Junction.

Reference should be made to the diagrams included in this notice for further details.

(See Section D)

(TLF)

(34) (FWA2.2/2.3)

#### WORKING OVER BOOK

**SUNDAY 18 OCTOBER - BETWEEN MITRE BRIDGE JUNCTION AND WILLESDEN WEST LONDON JUNCTION** - Signal WN.137, situated on the Down West London line approaching West London Junction, will be re-positioned approximately 40 yards ahead of its present position.

(OD14/86/81)

(33) (507)

**SALISBURY TRAINCARE DEPOT** - Signalling and permanent way alterations shown in Signal Instruction No.12 - 1992 have been postponed until further notice. The instruction should be retained pending commissioning at a date to be advised.

(RW/2397)

(33) (521/522)

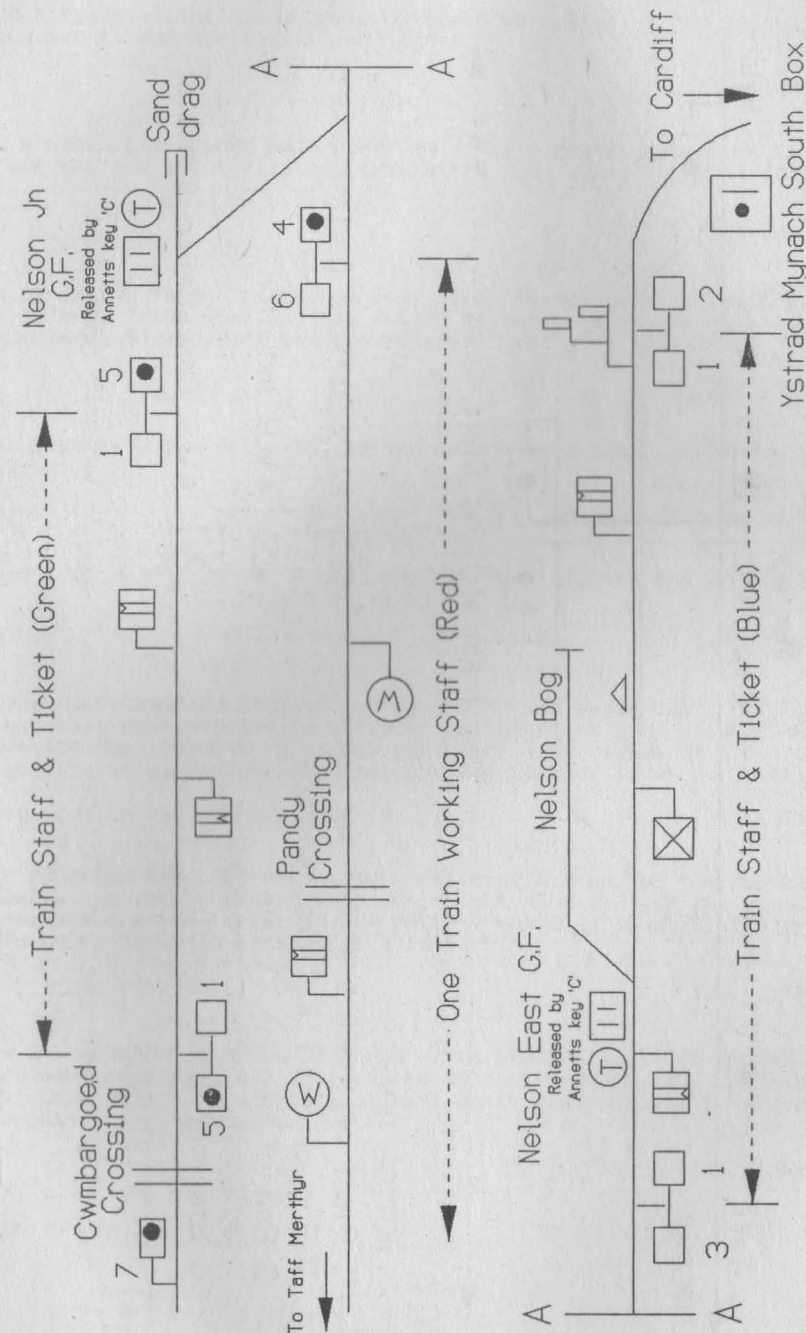
**SUNDAY 18 OCTOBER - WILMSLOW** - Signal WW.84 4-aspect colour light Y/R/Y/G, at the signalbox end of the up Styal line platform, will be renewed and repositioned on a straight post 4 yards further from the signalbox with the stencil route indicator and position light shunt aspect mounted directly below the bottom Red aspect. The Red aspect will be 11 feet above rail level.

(RRNW/OS/88/39)

(33) (556)

K2-30C/2

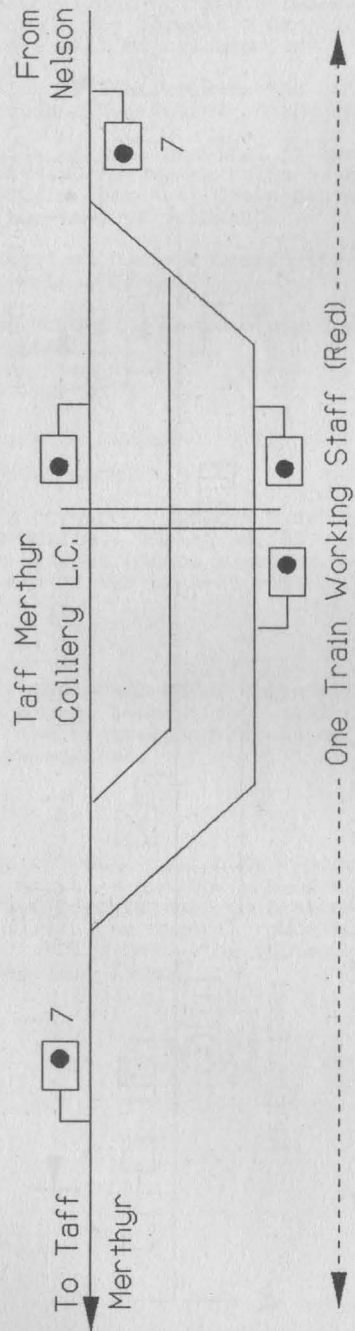
### YSTRAD MYNACH SOUTH AND CWMBARGOED/TAFF MERTHYR



NOTE: See Nelson to Taff Merthyr plan for Stop board key



NELSON TO TAFF MERTHYR



KEY

- |   |  |  |                               |
|---|--|--|-------------------------------|
|   | NOTICE BOARDS :  |  | Reflectorisised Distant board |
| 1 | Start of Staff & Ticket section                          |  | A.W.S. inductor               |
| 2 | End of Staff & Ticket section                            |  | A.W.S. Cancellation indicator |
| 3 | End of section, Obtain authority before proceeding       |  | Whistle board                 |
| 6 | Start of Staff section                                   |  | Telephone                     |
|   | STOP BOARDS :  |  |                               |
| 4 | End of Staff section, Obtain authority before proceeding |  |                               |
| 5 | End of section, Obtain authority before proceeding       |  |                               |
| 7 | Await Instructions                                       |  |                               |

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

TWYFORD - The Limit of Shunt board on the Down Relief at 30m 36½ch has been renewed as two horizontal red lights.

(31) (GW1)

GORING & STREATLEY - DOWN MAIN PLATFORM - The Down Main platform is unfit for use and all trains are prohibited from using it until further notice.

(31) (GW1)

EXETER ST DAVIDS YARD - In the Up side yard, immediately to the Cowley Bridge Jn end of the station, the siding adjacent to the Up Main line has been shortened by 40 yards and the adjacent siding by 120 yards.

(TLF) (32) (GW4)

BRISTOL PARKWAY - The following marker boards have been erected on posts as follows:-

Platform 1 (Up) "10 car HST stop" 135 feet on the approach to the top of the London end ramp.

Platform 2 (Down) "9 10 11 car stop" 17 feet off the top of the Fishguard end ramp.

(31) (GW6.1)

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

(See Section D) ROM/S/S/0500/DW (31) (XC1)

BETWEEN PENZANCE AND LONG ROCK - Two reflectorisised marker boards have been erected in the Up direction on the right hand side of the single line regarding HST driving technique. A Notch 2 Board is located at 326m 13ch and a Power Up Board is located at 325m 62ch.

(NEW ITEM) (See Section D) (33) (RWE7)

BETWEEN ST. BUDEAUX JN AND GUNNISLAKE - The station platform at Calstock has been shortened by approx. 25 metres at the Plymouth end. Drivers of trains in the Bere Alston direction must bring their trains to a stand at the temporary stop board provided.

(31) (RWE8.1)

- \* \* BETWEEN BATHAMPTON JN AND WESTBURY NORTH JN ALSO BETWEEN WARMINSTER AND FORMER REGIONAL BOUNDARY (118m 40ch) - New differential line speeds allowing an increase in speed for Sprinter trains and continuous route signing have been introduced.

The London & West of England Sectional Appendix pages 1.90, 1.90A, 1.92 and 1.122 are re-issued in the Periodical Operating Notice. The temporary speed restrictions due to condition of bridges at the following locations have become permanent and signed accordingly :

Between Hawkeridge Jn and Trowbridge - 107m 50ch and 107m 48ch  
Between Beechgrove and Upton Lovell LC - 116m 32ch and 116m 34ch

Advanced warning indicators and magnets (where required) have also been brought into use.

(See Periodical Operating Notice)

(30) (RWE9.1/RWE9.2)

BETWEEN YATE SOUTH JN AND WESTERLEIGH - A temporary level crossing with manually operated barriers has been brought into use at 122m 20ch (adjacent to the footpath crossing).

Control of the crossing will be under the supervision of the designated Person in Charge who will be responsible for the locking and unlocking of the barriers.

(TLF)

(32) (FWE5.4)

#### SOUTH WALES

PONTYCLUN - A new station has been opened at 181m 40ch. Both platforms will accommodate 4 car trains.

(31) (GW7)

- \* \* BRIDGEND LLYNFI JUNCTION TO COGNANT COLLIERY - RE-INTRODUCTION OF PASSENGER SERVICES TO MAESTEG - Signalling alterations have taken place. Details are contained in Signalling notice no. 56 which has been distributed to the staff concerned. Staff who have not received a copy of the notice should obtain one from their supervisor.

The pull-out diagram contained inside Signalling notice no. 56 shows Wildmill station in the incorrect position. All concerned to note that WILDMILL station (0m 64ch) is actually situated between signals PT165R and PT165.

(30) (GW7)

- \* \* BRIDGEND UP BAY - The theatre indication for movements from the Up bay to the Up sidings has been altered to read "US".

The theatre indication for movements from signals PT.693 and PT.165 has been altered to read "B".

(30) (GW7)

K2-30C/6

- \* \* WHITLAND - Shunting signal no. 19 located at the Clarbeston Road end of the Up platform has been repositioned 5 metres nearer Whitland signalbox.

(30) (RSW1.1)

LLANBOIDY (AOCR) LC - The conversion of this level crossing to an Automatic Half Barrier crossing has been postponed until further notice.

(31) (RSW1.1)

BETWEEN MERTHYR VALE AND QUAKERS YARD (FORMER BLACK LION LOOPS) - The connections at 19m 54ch to the former Down and Up Goods loops have been removed and replaced with plain line.

(NEW ITEM)

(33) (RSW5.3)

TREHERBERT - New stop and instruction boards have been provided as follows:

- 1 At the Ystrad Rhondda end of the platform reading 'SINGLE LINE TOKEN REQUIRED'. This acts as a reminder to drivers when the token has been used to operate the ground frame.
- 2 A double sided board at the ground frame end of the platform reading 'START OF TOKEN SECTION' facing trains proceeding towards the station, and 'STOP - END OF SECTION' facing trains proceeding towards the ground frame.

(See Section D)

(31) (RSW5.4)

- \* \* LLYNFI SOUTH GROUND FRAME - The catch points located at Llynfi South \* Ground Frame 8m 41ch, have been secured out of use pending removal.

(30) (FWA1.3)

- \* \* TONDU BRANCH SIDINGS GROUND FRAME - Tondy Branch Sidings Ground \* Frame has been brought back into use.

(30) (FWA1.5)

- \* \* NINIAN PARK STATION - Ground Position Light signal C.609, located on \* the Down Treforest line, has been removed and replaced by an elevated GPL signal, 12 feet above rail level, at the same location.

Ground Position Light signal C.607, located on the left hand side of the Up Treforest line (for Down direction movements) has been removed and replaced by an elevated GPL signal, 12 feet above rail level, on the right hand side of the line and at the same mileage.

(30) (FWA2.6)

K2-30C/7



ROGERSTONE GF - The ground frame connection to the former Rogerstone Power Station at 3m 32ch has been secured out of use pending removal.

(NEW ITEM)

(33) (FWA3.8)

WORKING OVER BOOK

\* \* BETWEEN CHELSEA BRIDGE AND MITRE BRIDGE JUNCTION - In connection with resignalling, AWS magnets have been installed for signals which will be brought into use at a later date. Drivers should ignore any indications received over this stretch of line until the new signalling is brought into use.

(RW2152/16) (30) (507)

\* \* KENSINGTON OLYMPIA - The facing connection in the Down West London line with the platform line has been taken out of use and secured for movements towards the platform line until further notice.

(RW2152/16) (30) (507)

KENSINGTON OLYMPIA - The Up siding has been reduced in length to 50 SLUs.

(RW/2152/16) (32) (507)

MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations have taken place as shown in Signal Instruction No.8 1992. All crews booked to work over these routes must ensure that they are in possession of a copy of this instruction which applies until completion of work when a final notice, No.10, will be issued.

The instruction on page 8 of the Supplementary Special Instructions, "Modification of the Rule Book Requirements for the Handsignalman appointed at Signal VS 141 and 151" is amended. The signal numbers should read "WN 141 and WN 150".

(UFN)

(RW/2151/16) (507)

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

(OD14/88/52) (31) (507)

WATERLOO - In connection with construction work, Platform 17 has been temporarily shortened by 28 yards and a temporary buffer provided at that distance.

(RW/432/16) (31) (521)

BETWEEN DENBIGH HALL NORTH JUNCTION AND BLETCHLEY - The 75 mph PSR which applies on the up slow line from 48mp to 46m 20ch has been shortened to apply from 47m 50ch to 46m 20ch.

(See Section D)

(OD14/GEN/3B) (32) (537)

BETWEEN KINGSBURY JN AND WHITACRE JN - The maximum permissible speed over the Up and Down lines has become 45 mph subject to all other lower speed restrictions.

(See Section D)

(RRC/O/S/GEN.33) (31) (551)

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

(OD14/-) (30) (556)

## SECTION 2 - TABLES B-M

## TABLE B - SPECIAL WORKING ARRANGEMENTS

Page 2.2

FWA2.4 HIRWAUN TO ABERCYNON

Delete heading and entry.

(K2/29/92)

## TABLE C.2 - LINES WORKED UNDER THE CONTROL OF A PERSON-IN-CHARGE

Page 2.6

Delete following items from Table C.2 :-

From 'A'	To 'B'	Double or Single Line	Telephone at 'B'	Controlled by	Additional Instructions
Nelson	Ystrad Mynach Sth.	Single	Yes)	Ystrad Mynach South Signalman	-
Ocean Colliery	Nelson	Single	Yes)		-

(From 25 October)

(K2/29/92)

## TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Page 2.7

Add at end of table:-

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
Ystrad Mynach South to Nelson Junction	Nelson Junction	Person in Charge
Nelson Junction to Cwmbargoed	Nelson Junction	Person in Charge

(From 25 October)

(K2/29/92)

## SECTION 3 - GENERAL INSTRUCTIONS

Page 3.10

WORKING OF SINGLE LINES BY PILOTMAN

RSW5.3 MERTHYR TYDFIL TO QUEEN ST. NORTH JUNCTION

Amend 'direction' column to read Down

(K2/29/92)

K2-30D/11

Page 3.12

AUTOMATIC HALF-BARRIER CROSSINGS (AHB)

AUTOMATIC OPEN CROSSINGS, REMOTELY MONITORED (AOCR)

The following crossings have now been fitted with treadles and should be deleted from the list:

Naas LC and Leominster LC.

(K2/30/92)

## SECTION 4 - LOCAL INSTRUCTIONS

Page 4.41

RSW5.4 TREHERBERT TO PONTYPRIDD

TREHERBERT

Level Crossing

Delete both paragraphs and Substitute the following:-

Movements beyond the 'STOP - END OF SECTION' board. Movements beyond this board must be authorised by the Chargeman. Before authorising any movement in either direction over the level crossing, the Chargeman must ensure that the crossing gates are closed to road traffic.

(K2/28/92)

Page 4.42

FWA1.1 BARRY TO BRIDGEND BARRY JUNCTION

RHOOSE

Cement Sidings - Delete entry.

(K2/29/92)

Page 4.46

FWA1.2 LLANTRISANT EAST TO CWM LLANTWIT

TALBOT GREEN (TMO) LEVEL CROSSING

First paragraph. Delete and substitute:-

A cupboard (opened by BR 1 key) is provided at the Stop boards on both rail approaches, containing a control unit with two push buttons:-

'Raise'  
'Lower'

Third paragraph. Amend final sentence to read:-

When both barriers are fully lowered, the 'Down' indicator will illuminate.

Fifth paragraph. Amend to read:-

If it is necessary to stop the barriers rising, the 'Raise' button must be released.

K2-30D/12



## FWA2.2 CWMBARGOED TO YSTRAD MYNACH SOUTH - continued

## CWMBARGOED - continued

loading and weighing the British Coal Operator must advise the BR Person in Charge. RST examination will be undertaken after loading is complete.

The BR Person in Charge must then ensure Rule Book section J is complied with before authorising the train to set back.

The BR Person in Charge must, before authorising a Driver to pass a Stop Board or foul the level crossing during shunting operations, ensure that the level crossing gates are closed to road traffic. The gates must not be reopened until the train has cleared the level crossing or shunting has ceased. The BR Person in Charge will then authorise the Driver to pass the " Stop - Await Instructions" Board.

The BR Person in Charge must take charge of the train from the British Coal gates and control the movement by radio. He must position himself such that the whole of the movement and the rear of the train be seen. Also the BR Person in Charge must be in a position to advise the Driver if necessary.

4.72

K2-30D/15

## FWA2.2 CWMBARGOED TO YSTRAD MYNACH SOUTH - continued

## YSTRAD MYNACH SOUTH TO CWMBARGOED

## 1. Method of Working

1.1 This line is worked by the Train Staff & Ticket system under the authority of the Signaller at Ystrad Mynach South.

1.1.1 The line is divided into two sections as follows:-

Ystrad Mynach South to Nelson Jn -- Train staff coloured BLUE

Nelson Jn to Cwmbargoed -- train staff coloured GREEN

In each case a ticket is provided which is plain brass.

1.1.2 The Person in Charge at Nelson Jn is authorised to act as the Signaller's Agent in respect of the delivery and receipt of the train staff and ticket at both Nelson Jn and at Cwmbargoed. He is also authorised to convey the Signaller's instructions to traincrew.

1.2 The Driver must be in possession of the correct train staff or ticket before entering or fouling the single line unless:

(a) the train is worked by two or more locomotives, in which case the train staff or ticket must be shown to each Driver and carried by the Driver of the leading locomotive; OR

(b) the line is under Absolute Possession (see clause 7); OR

(c) the train is to enter the section to assist a disabled train (see clause 3).

If the Driver is to be issued with the ticket he must be shown the train staff and informed that the train staff will follow.

1.2.1 No train may leave either Nelson Jn or Cwmbargoed unless authorised, on the Signaller's behalf, by the Signaller's Agent either in person or by telephone to Cwmbargoed. Only one movement may be authorised at one time in each section and the Signaller's Agent must record the time at which each movement enters the single line at Nelson Jn or Cwmbargoed and also the time at which each movement clears the Single line at Nelson Jn.

1.2.2 The Driver of a train requiring to use Nelson East GF must always be issued with the train staff.

1.2.3 The Driver of a train to Cwmbargoed must be informed by the Signaller's Agent before the train leaves Nelson Jn if another train is already at Cwmbargoed.

4.73

K2-30D/16

## FWA2.2 CWMBARGOED TO YSTRAD MYNACH SOUTH - continued

## YSTRAD MYNACH SOUTH TO CWMBARGOED - continued

## 1. Method of Working - continued

- 1.3 When a movement arrives complete and is clear of the Single line at Cwmbargoed the BR Person in Charge must advise the Signaller at Ystrad Mynach South. When a movement arrives complete and is clear of the Single line at Nelson Jn the Signaller's Agent must advise the Signaller at Ystrad Mynach South.
- 1.3.1 At Cwmbargoed, if the train conveys the ticket the Driver must place it in the special box provided. At Nelson Jn, if the train conveys the ticket it must be given to the Signaller's Agent who must place it in the box provided.
- 1.3.2 If there is more than one train at Cwmbargoed, the Driver of the first train to return must be shown the train staff and take the ticket and the Driver of the second train must take the train staff. The BR Person in Charge must transfer the train staff between Drivers on the instruction of the Signaller's Agent.
2. Failure of Telephones
- If the telephones fail, no train must be allowed to proceed until the telephones are repaired or temporary telephones are provided.
3. Single Line Obstructed by Accident or Disabled Train
- 3.1 If a train fails on the Single line the Driver must give an assurance to the Guard that he will not move his train. The train must be protected as laid down in Rule Book Section M, clause 5.2, the Driver must then return to the train and the Guard must go for assistance. The Guard should not go to Cwmbargoed for assistance unless it is known that there is a train there and this is nearer.
- 3.2 The Guard must personally accompany the assisting train or locomotive after authority has been received for it to enter the section from either the Signaller (if at Ystrad Mynach South) or the Signaller's Agent (if at Nelson Jn or Cwmbargoed). Should the train staff be at the end from where assistance is obtained, the train staff must be carried on the assisting train or locomotive.
- 3.3 The Driver of the failed train must retain possession of the train staff or ticket until the whole of his train and the assisting train have been removed clear of the Single line.
- 3.4 If the Driver of a DOO train is unaccompanied he must secure his train and also carry out the duties laid down for the Guard.
- 3.5 The Driver of the next train to proceed over the section must be specially cautioned.

4.74  
K2-30D/17

## FWA2.2 CWMBARGOED TO YSTRAD MYNACH SOUTH - continued

## YSTRAD MYNACH SOUTH TO CWMBARGOED - continued

## 4. Divided Train

- 4.1 If a train becomes divided the provisions of Rule Book Section M, clause 9 must be carried out. Additionally, if the portions cannot be recoupled, the rear portion must be protected in rear in accordance with Rule Book Section M, clause 5.2; the Guard must then return to the train.
- 4.2 The locomotive may return to collect the rear portion after authority has been received for it to enter the section from either the Signaller (if at Ystrad Mynach South) or the Signaller's Agent (if at Nelson Jn or Cwmbargoed). The Guard must personally accompany the assisting locomotive.
- 4.3 The Driver of the divided train must retain possession of the train staff or ticket until the whole of his train has been removed clear of the Single line.
- 4.4 If the Driver of a DOO train is unaccompanied he must also carry out the duties laid down for the Guard.
- 4.5 The Driver of the next train to proceed over the section must be specially cautioned.

## 5. Engineer's Trolleys

The Person in Charge of a trolley requiring to occupy the Single line must make arrangements directly with the Signaller at Ystrad Mynach South. If the trolley is not to be protected by handsignalmen in accordance with Rule Book Section S, the Person in Charge of the trolley must be in possession of the train staff.

## 6. Engineer's Train Working in Section (Not Under Absolute Possession)

- 6.1 If an Engineer's train requires to work in section on the Single line the Driver must be in possession of the train staff.
- 6.2 When the Driver is authorised to enter the section he must be informed as to which end of the section he must return.

## 7. Engineer's Absolute Possession

- 7.1 The PICOP must personally sign entries in the train register at Ystrad Mynach South box when taking or giving up possession on either the Ystrad Mynach South - Nelson Jn section or the Nelson Jn - Cwmbargoed section. Detonator protection must always be provided.
- 7.2 If the Signaller's Agent at Nelson Jn is on duty he must be informed by the Signaller when possession is taken and given up. The train staff for the appropriate section(s) must be given to the PICOP by the Signaller and/or Signaller's Agent.

K2-30D/18

4.75



FWA2.2 CWMBARGOED TO YSTRAD MYNACH SOUTH - continued

YSTRAD MYNACH SOUTH TO CWMBARGOED - continued

7. Engineer's Absolute Possession - continued
- 7.3 If the Signalman's Agent is not on duty when possession is taken the Signalman must give the train staff to the PICOP if it is in his possession. If the Signalman's Agent subsequently takes duty he must be immediately advised of the possession; if the train staff has not already been given to the PICOP, it must be given to the PICOP at the first opportunity.
- 7.4 If possession is taken only of the Nelson Jn - Cwmbargoed section, the PICOP must clip and padlock the junction handpoints towards Taff Merthyr and retain the key. The handpoints may be unclipped by agreement with the Signalman's Agent (if on duty) or the Signalman to allow Engineer's trains to enter or leave the possession.

## NELSON EAST

Nelson East Ground Frame is released by Annetts key which is attached to the train staff.

Colliery siding - unloading operations. When the locomotive is attached after the run round movement and the leading wagon is berthed under the unloading bay, the brake continuity test must be carried out and the locomotive must then draw through the bunker under the direction of the unloading signals.

Three sets of the "Bunker loading/unloading signals" described in the General Instructions, page 3.30, of this Appendix are provided to assist in the control of unloading operations.

The standard combination of lights must be used to convey instructions to Drivers.

## YSTRAD MYNACH SOUTH

All trains must stop at the signalbox. The delivery of the train staff or ticket will always be from the Up side.

## NELSON JN TO TAFF MERTHYR COLLIERY

This line is worked by One Train Working under the authority of the Signalman at Ystrad Mynach South. A train staff, coloured RED, is provided.

The Person in Charge at Nelson Jn is authorised to act as the Signalman's Agent in respect of the delivery and receipt of the train staff. He is also authorised to convey the Signalman's instructions to traincrew.

4.76

K2-30D/19

INSTRUCTIONS AFFECTING WESTERN REGION  
STAFF WHEN WORKING OVER OTHER REGIONS - BR30045

SECTION 1 - TABLE A

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or between	
GOSPEL OAK TO PURFLEET VIA WOODGRANGE PARK Page 1.5					
Add (BK) to Barking Between Ripple Lane and Dagenham Dock LC.	Delete locations and substitute:-				
	Ripple Lane (R)	9 07			
	Ripple Head GF	9 10			
	Cripple Sidings GF	9 10			
	Dagenham Dock (DD) LC	10 49			
	Rail Head Sidings GF	10 50			
Page 1.6					
Insert Ground Frame before Purfleet:-					
	Up Sidings GF	16 00			(K2/29/92)
WARMINSTER TO REDBRIDGE Page 1.41					
Amend Dunbridge LC (AHB) to read:-	Mottisfont Dunbridge LC (AHB)				(K2/29/92)

K2-30D1/1

## BRITISH RAILWAYS

K2.53 WESTERN REGION  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

31/92  
1K2/10

### WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 24 OCTOBER 1992**

to

**FRIDAY, 30 OCTOBER 1992**

**(Inclusive)**



## SECTION B - continued

At or between	Lines Blocked	Remarks
549 GALTON JN TO STOURBRIDGE JN contd		
Wednesday 28 October		
257 Stourbridge Jn and Langley Green	Up BLOCKED	0040 to 0520 Trackwork 143 and 134 mp SLW OVER DOWN. POSSESSION TO BE GIVEN UP FOR PASSAGE OF 1E05 1930 POSTAL PENZANCE TO LEEDS
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW ST		
Tuesday 27 October		
258 Branston Jn and Wetmore	Up Main BLOCKED	0100 to 0600 Trackwork 12 and 11 mp UP TRAINS TO TRAVEL OVER THE DOWN MAIN UNDER SINGLE LINE WORKING. DOWN TRAINS OVER DOWN GOODS
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JN VIA CREWE		
Sunday 25 October		
259 Shrewsbury Crewe Jn and Wem	Down BLOCKED Up BLOCKED	0045 to 1330 0045 to 1700 Track and drainage work 33 and 21 mp SLW OVER DOWN FROM 1330 SUN

K2-31B/12

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

ADVANCE NOTICE - PADDINGTON AREA - Signalling alterations due to take place between Tuesday 20th and Thursday 22nd October 1992 have been postponed for approximately four weeks.

Details are contained in Signalling Notice No. 57 which is now being distributed. Staff who do not receive their copy of this notice by 6 October should obtain one from their supervisor.

NOTE - In Stage 1.3D the signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Attention is drawn to the fact that signal 00.259 will be on the right hand side of the line (paragraph 4f refers).

(UFN) (GW1)

MONDAY 26 OCTOBER - NEWQUAY BRANCH BETWEEN ST DENNIS GF AND ST COLUMB ROAD - A temporary level crossing will be brought into use until further notice at 295m 67ch in connection with the construction of a new underline bridge.

(34) (RWE8.3)

THURSDAY 29 OCTOBER - BETWEEN BRABAZON CROSSING AND HALLEN MARSH - The retroflective distant board located at 117m 17ch, applicable to incoming trains to Hallen Marsh, will be repositioned nearer to Hallen Marsh at 118m 17ch, on the right hand side of the line.

(34) (FWE5.1)

MONDAY 26 OCTOBER - WESTERLEIGH SIDINGS - A temporary level crossing with manually operated barriers will be brought into use at 122m 20ch (adjacent to the footpath crossing).

Control of the crossing will be under the supervision of the designated Person in Charge who will be responsible for the locking and unlocking of the barriers.

(Postponed from Monday 12 October)

(TLF)

(34) (FWE5.4)

## SOUTH WALES

MONDAY 26 OCTOBER - EWENNY ROAD - A new station will be opened at 7m 55ch, accommodating 2 car trains.

Note: Wildmill station will open on Monday 16 November.

(34) (FWA1.3)

K2-31C/1

SUNDAY 25 OCTOBER - (POSTPONED FROM SUNDAY 11 OCTOBER) - BETWEEN YSTRAD MYNACH SOUTH AND CWMBARGOED ALSO BETWEEN NELSON & LLANCAIACH AND TAFF MERTHYR

Between Ystrad Mynach South and Cwmbargoed

Nelson & Llancaiach Ground Frame will be renamed Nelson Junction.

The C2 working between Ystrad Mynach South and Nelson will be replaced by Train Staff and Ticket Working between Ystrad Mynach South and a Stop Board at Nelson Junction situated at 13m 51ch. The Train Staff will be coloured BLUE.

The existing Train Staff and Ticket Working between Nelson and Cwmbargoed will be retained and will apply from a Stop Board at Nelson Junction situated at 13m 59ch to a Stop Board situated at 20m 37ch, immediately before reaching Cwmbargoed Level Crossing. The Train Staff will be coloured GREEN.

The section of line between 13m 51ch and 13m 59ch will be under the control of the Person in Charge at Nelson Junction.

Reflectorised Distant Boards will be provided before reaching the Stop Boards at Cwmbargoed and Nelson Junction also at 2148 yards before reaching Ystrad Mynach Nelson Branch Home signal.

Between Nelson & Llancaiach and Taff Merthyr

Nelson & Llancaiach Ground Frame will be renamed Nelson Junction.

The connections at Ocean Junction leading to/from Deep Navigation Colliery will be secured out of use for through running between Nelson Junction and Taff Merthyr Colliery.

The C2 working between Ocean Colliery and Nelson will be abolished and the existing One Train Working between Ocean Colliery and Taff Merthyr will be extended to apply between a Stop Board at 13m 57ch and Taff Merthyr. The Train Staff will be coloured RED.

The section of line between the Stop Board at 13m 57ch and Nelson Junction will be under the control of the Person in Charge at Nelson Junction.

Stop Boards will be provided at 14m 26ch and 14m 70ch on the approaches to Ocean Sidings. Movements between these boards will be under the control of the Person in Charge at Ocean Sidings. The hand points will be normally secured for through running.

A reflectorised Distant Board will be provided before reaching the Stop Board at Nelson Junction.

Reference should be made to the diagrams included in this notice for further details.

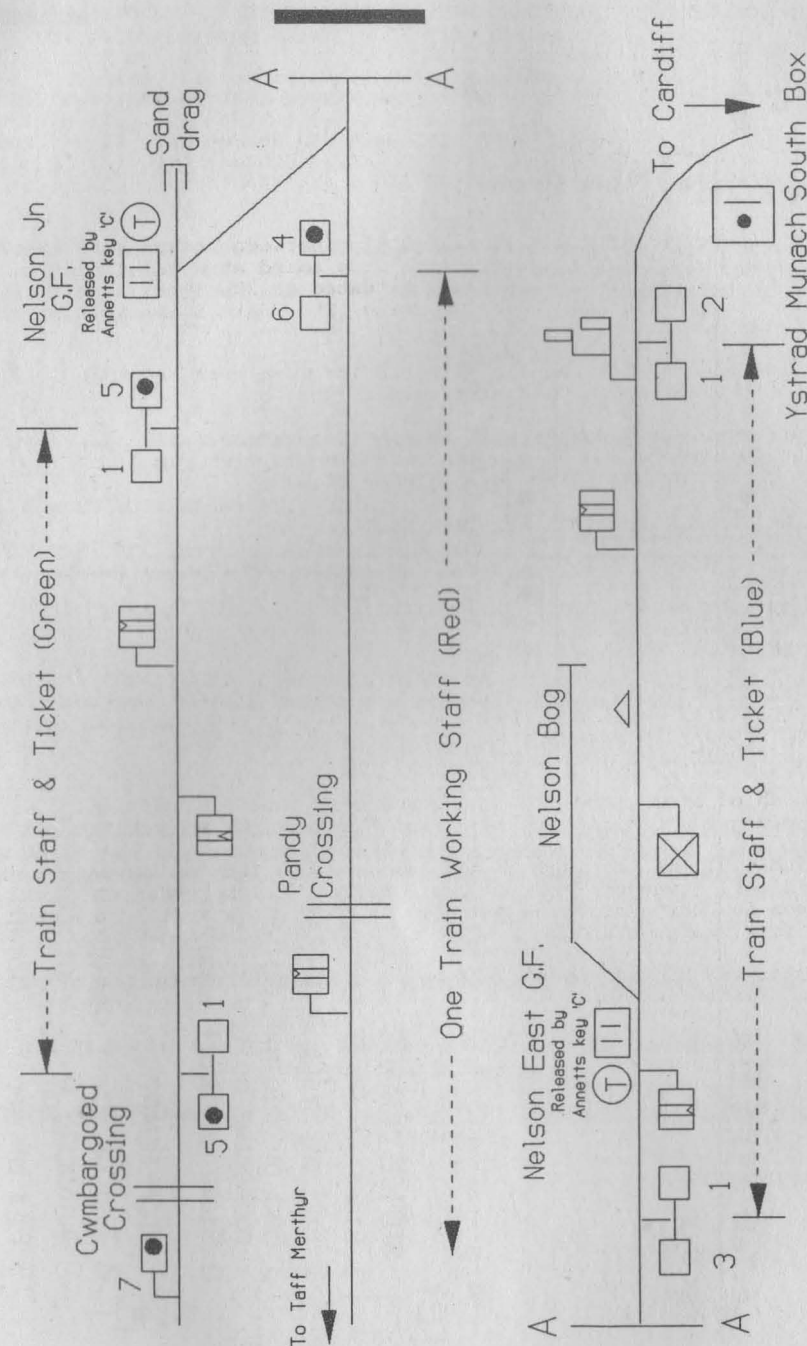
(See Section D)

(TLF)

(34) (FWA2.2/2.3)

K2-31C/2

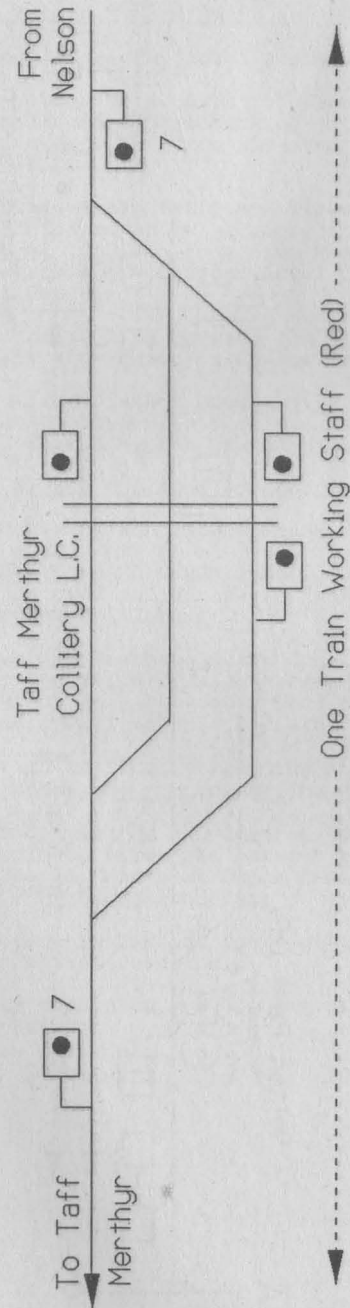
YSTRAD MYNACH SOUTH AND CWMBARGOED/TAFF MERTHYR



NOTE: See Nelson to Taff Merthyr plan for Stop board key



## NELSON TO TAFF MERTHYR



## KEY

## NOTICE BOARDS :

- 1 Start of Staff & Ticket section
- 2 End of Staff & Ticket section
- 3 End of section, Obtain authority before proceeding
- 6 Start of Staff section

## STOP BOARDS :

- 4 End of Staff section, Obtain authority before proceeding
- 5 End of section, Obtain authority before proceeding
- 7 Await Instructions



Reflectorisised Distant board



A.W.S. inductor



A.W.S. Cancellation Indicator



Telephone

## WORKING OVER BOOK

SATURDAY 24 OCTOBER - PARK SIDINGS CLAPHAM JUNCTION - The following alterations to the siding layout will take place:-

- A. No. 1 siding will be retained as an Engineers' siding.
- B. Nos. 2-5 sidings will be removed.
- C. No.6 siding will be shortened by 60 yards.
- D. Nos. 19-23 sidings will be removed.

(RW/2151/16) (34) (516)

SALISBURY TRAINCARE DEPOT - Signalling and permanent way alterations shown in Signal Instruction No.12 - 1992 have been postponed until further notice. The instruction should be retained pending commissioning at a date to be advised.

(RW/2397) (33) (521/522)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

- \* \* TWYFORD - The Limit of Shunt board on the Down Relief at 30m 36½ch
- \* has been renewed as two horizontal red lights.

(31) (GW1)

- \* \* GORING & STREATLEY - DOWN MAIN PLATFORM - The Down Main platform is unfit for use and all trains are prohibited from using it until further notice.

(31) (GW1)

EXETER ST DAVIDS YARD - In the Up side yard, immediately to the Cowley Bridge Jn end of the station, the siding adjacent to the Up Main line has been shortened by 40 yards and the adjacent siding by 120 yards.

(TLF) (32) (GW4)

- \* \* BRISTOL PARKWAY - The following marker boards have been erected on posts as follows:-

Platform 1 (Up) "10 car HST stop" 135 feet on the approach to the top of the London end ramp.

Platform 2 (Down) "9 10 11 car stop" 17 feet off the top of the Fishguard end ramp.

(31) (GW6.1)

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

(See Section D) ROM/S/S/0500/DW (31) (XC1)

BETWEEN PENZANCE AND LONG ROCK - Two reflectorised marker boards have been erected in the Up direction on the right hand side of the single line regarding HST driving technique. A Notch 2 Board is located at 326m 13ch and a Power Up Board is located at 325m 62ch.

(See Section D) (33) (RWE7)

- \* \* BETWEEN ST. BUDEAUX JN AND GUNNISLAKE - The station platform at Calstock has been shortened by approx. 25 metres at the Plymouth end. Drivers of trains in the Bere Alston direction must bring their trains to a stand at the temporary stop board provided.

(31) (RWE8.1)

#### SOUTH WALES

- \* \* PONTYCLUN - A new station has been opened at 181m 40ch. Both platforms will accommodate 4 car trains.

(31) (GW7)

- \* \* LLANBOIDY (AO CR) LC - The conversion of this level crossing to an Automatic Half Barrier crossing has been postponed until further notice.

(31) (RSW1.1)

BETWEEN MERTHYR VALE AND QUAKERS YARD (FORMER BLACK LION LOOPS) - The connections at 19m 54ch to the former Down and Up Goods loops have been removed and replaced with plain line.

(33) (RSW5.3)

- \* \* TREHERBERT - New stop and instruction boards have been provided as follows:

- 1 At the Ystrad Rhondda end of the platform reading 'SINGLE LINE TOKEN REQUIRED'. This acts as a reminder to drivers when the token has been used to operate the ground frame.
- 2 A double sided board at the ground frame end of the platform reading 'START OF TOKEN SECTION' facing trains proceeding towards the station, and 'STOP - END OF SECTION' facing trains proceeding towards the ground frame.

(See Section D) (31) (RSW5.4)

ROGERSTONE GF - The ground frame connection to the former Rogerstone Power Station at 3m 32ch has been secured out of use pending removal.

(33) (FWA3.8)

#### WORKING OVER BOOK

KENSINGTON OLYMPIA - The Up siding has been reduced in length to 50 SLUs.

(RW/2152/16) (32) (507)

MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations have taken place as shown in Signal Instruction No.8 1992. All crews booked to work over these routes must ensure that they are in possession of a copy of this instruction which applies until completion of work when a final notice, No.10, will be issued.

The instruction on page 8 of the Supplementary Special Instructions, "Modification of the Rule Book Requirements for the Handsignalman appointed at Signal VS 141 and 151" is amended. The signal numbers should read "WN 141 and WN 150".

(UFN) (RW/2151/16) (507)

- \* \* MITRE BRIDGE JUNCTION - Position light shunting signals WN.153 and WN.160 situated on the Kensington side of Mitre Bridge level crossing and applying to set-back movements on the up West London line have been taken out of use, pending recovery.

(OD14/88/52) (31) (507)

BETWEEN MITRE BRIDGE JUNCTION AND WILLES DEN WEST LONDON JUNCTION - Signal WN.137, situated on the Down West London line approaching West London Junction, has been re-positioned approximately 40 yards ahead of its present position.

(OD14/86/81) (33) (507)

- \* \* WATERLOO - In connection with construction work, Platform 17 has been temporarily shortened by 28 yards and a temporary buffer provided at that distance.

(RW/432/16) (31) (521)

BETWEEN DENBIGH HALL NORTH JUNCTION AND BLETCHLEY - The 75 mph PSR which applies on the up slow line from 48mp to 46m 20ch has been shortened to apply from 47m 50ch to 46m 20ch.

(See Section D) (OD14/GEN/3B) (32) (537)



\* \* BETWEEN KINGSBURY JN AND WHITACRE JN - The maximum permissible speed  
 \* over the Up and Down lines has become 45 mph subject to all other  
 lower speed restrictions.

(See Section D) (RRC/O/S/GEN.33) (31) (551)

WILMSLOW - Signal WW.84 4-aspect colour light Y/R/Y/G, at the signalbox  
 end of the up Styal line platform, has been renewed and repositioned on a  
 straight post 4 yards further from the signalbox with the stencil route  
 indicator and position light shunt aspect mounted directly below the  
 bottom Red aspect. The Red aspect is 11 feet above rail level.

(RRNW/OS/88/39) (33) (556)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note  
 \* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

## WORKING MANUAL FOR RAIL STAFF BR30054

SECTION 3 - (PINK PAGES) BR30054/3  
 HANDLING AND CARRIAGE OF DANGEROUS GOODS

Page F3 - Clause 1.3 to be revised as follows:-

## "1.3 Information required

Controls and/or A.O.C.'s must  
 . Obtain and compile the information detailed  
 on the form shown on page F4 and  
 . Fax details to RfD Operations Control 00 29323"

(Amends Page 106 of the PON)

(K2/31/92)

Page AP50

Clause 1.2 - Provisional Numbers allocated by the Department of  
 Transport

Amend entries shown against UN Number 7032 to read:-

UN Number	Substance	Goods Class	TOPS Commodity Code
7032	Tall oil pitch (temperature above 100°C)	9	598
7033	Tars, liquid (including road asphalt and oils, bitumens and cutbacks flashpoint above 55°C, temperature above 100°C).	9	500 501 or 733

(K2/30/92)

FWA1.3 Llynfi Jn to Llynfi (continued) Page 1.65A

Mileage	Running Lines	Location	Remarks
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">25</div> <div style="border: 1px solid black; padding: 2px; display: inline-block;">35</div>	To Ewenny Road	
7 65	<div style="display: inline-block; vertical-align: middle;">25</div> <div style="display: inline-block; vertical-align: middle; border-left: 1px solid black; padding-left: 2px;">25</div>		
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">35</div>		
	NST		
8 06		MAESTEG	
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">25</div>		
8 20	<div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div>	Maesteg GF	
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div>		
8 41	<div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div>	Llynfi South GF	
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div>		
8 59	<div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div>	Llynfi North GF	
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">C2</div>		
9 08		End of branch	
			FWA132/SEP 92

Page 1.78

Mileage	Running Lines	Location	Remarks
FWA2.1 Penallta Colliery to Ystrad Mynach North (excl)			
15 08		End of Line	
14 71	<div style="border: 1px solid black; padding: 2px; display: inline-block;">C2</div>	Penrhiwfelein GF	Ystrad Mynach North GF controlled by Ystrad Mynach South signal box
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div>	To Ystrad Mynach North (See Page 1.47)	FWA211/JAN92
FWA2.2 Cwmbargoed to Ystrad Mynach South (excl)			
20 75		End of Line	** See Pages 4.73 to 4.76
20 40	<div style="border: 1px solid black; padding: 2px; display: inline-block;">20</div>	Cwmbargoed	
20 37	<div style="border: 1px solid black; padding: 2px; display: inline-block;">## STOP</div>	Cwmbargoed LC (TMO)	
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">TST **</div>		## Start/End of Section
13 59	<div style="border: 1px solid black; padding: 2px; display: inline-block;">STOP ##</div>	Nelson Junction GF	S 13 57 trailing connection (sand drag provided)
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">#</div>	# To Taff Merthyr Colliery (See Page 1.79)	* Under the control of Person in Charge at Nelson Junction
13 53	<div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div>		## Start/End of Section
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div>		
13 51	<div style="border: 1px solid black; padding: 2px; display: inline-block;">## STOP 10</div>		
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">TST **</div>		
12 55		Nelson East GF	See Section 4
12 41			
15 01			
13 33	<div style="border: 1px solid black; padding: 2px; display: inline-block;">20 15</div>	To Ystrad Mynach South (See Page 1.47)	
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div>		
			FWA221/10/92



FWA2.3

Taff Merthyr to Nelson Junction

Page 1.79

Mileage	Running Lines	Location	Remarks
16 60	10	Taff Merthyr Colliery	See Section 4
14 70	STOP	Taff Merthyr Colliery LC (Open)	# Area between 14 70 and 14 26 under the control of Person in Charge
14 68	STOP		
	STOP		
	#		
14 26	STOP		
14 09	15		
	OT		
13 77	—	Pandy Crossing	
13 57	STOP ##		## End/Start of Staff Section
	20 15		
	15	To Nelson Junction (See Page 1.78)	
			FWA231/10/92

## SECTION 2 - TABLES B-M

TABLE B - SPECIAL WORKING ARRANGEMENTS

Page 2.2

FWA2.4 HIRWAUN TO ABERCYNON

Delete heading and entry.

(K2/29/92)

TABLE C.2 - LINES WORKED UNDER THE CONTROL OF A PERSON-IN-CHARGE

Page 2.6

Delete following items from Table C.2 :-

From 'A'	To 'B'	Double or Single Line	Telephone at 'B'	Controlled by	Additional Instructions
Nelson	Ystrad Mynach Sth.	Single	Yes)	Ystrad Mynach South Signalman	-
Ocean Colliery	Nelson	Single	Yes)		-

(From 25 October)

(K2/29/92)

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Page 2.7

Add at end of table:-

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
Ystrad Mynach South to Nelson Junction	Nelson Junction	Person in Charge
Nelson Junction to Cwmbargoed	Nelson Junction	Person in Charge

(From 25 October)

(K2/29/92)

## SECTION 3 - GENERAL INSTRUCTIONS

Page 3.10

WORKING OF SINGLE LINES BY PILOTMAN

RSW5.3 MERTHYR TYDFIL TO QUEEN ST. NORTH JUNCTION

Amend 'direction' column to read Down

(K2/29/92)

K2-31D/13

## MISCELLANEOUS INSTRUCTIONS - continued

## PASSENGER TRAINS OVER GOODS LINES

DATE : SATURDAY, 25 SEPTEMBER TO FRIDAY, 27 NOVEMBER 1992

TRAINS : VARIOUS PASSENGER TRAINS  
(See Section B of Weekly Operating Notice)

LINES : DOWN GOODS HALESOWEN JUNCTION TO COFTON SIDINGS  
AND 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. subject to strict observance of any lower temporary or permanent speed restriction.
- 3 The instructions for Working of Passenger Trains over Goods Lines or Goods Loops must be observed.
- 4 The instructions on page 3.1 of Appendix No.3 to the Rule Book entitled "MOVEMENT OF VEHICLES CONVEYING PASSENGERS OVER POINTS NOT FITTED WITH LOCKING APPARATUS" must be observed. All hand worked points to be clipped, scotched and padlocked, both facing and trailing.
- 5 All sidings/lines connected to the 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.

(35)

ROM/S/S/521/9204/PT

(K2/28/92)

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# BRITISH RAILWAYS

30 OCT 1992

WESTERN REGION

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

32/92  
1K2/1D

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 31 OCTOBER 1992**

to

**FRIDAY, 6 NOVEMBER 1992**

**(Inclusive)**

## SECTION B - continued

At or between	Lines Blocked	Remarks
521 WATERLOO TO EXMOUTH JN contd		
Saturday/Sunday 31 October/ 1 November		
244 Templecombe and Yeovil Jn	Down BLOCKED	2100 Sat to 1300 Sun
	Up (Reversible) BLOCKED	2230 Sat to 0850 Sun Trackwork 120m 30c to 120m 60c TRAINS OVER UP (REVERSIBLE) FROM 0850 SUN. AMENDED TRAIN WORKING.

## FORMER LONDON MIDLAND REGION

## 549 GALTON JN TO STOURBRIDGE JN

Wednesday 4 November

245 Kidderminster and Stourbridge Jn.	Down BLOCKED	0015 to 0515 Unloading materials SLW OVER UP.
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## 556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JN VIA CREWE

Sunday 1 November

246 Whitchurch and Gresty Lane	Down BLOCKED	0045 to 1700
	Up BLOCKED	0045 to 1330 Trackwork SLW OVER UP FROM 1330

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

PADDINGTON AREA - Signalling alterations due to take place between Tuesday 20th and Thursday 22nd October 1992 have been postponed for approximately four weeks.

Details are contained in Signalling Notice No. 57 which is now being distributed. Staff who do not receive their copy of this notice by 6 October should obtain one from their supervisor.

NOTE - In Stage 1.3D the signal routes from OO.411 and OO.413 apply only to the Link Line as far as OO.429.

Attention is drawn to the fact that signal OO.259 will be on the right hand side of the line (paragraph 4f refers).

(UFN) (GW1)

## SOUTH WALES

No items.

## WORKING OVER BOOK

SALISBURY TRAINCARE DEPOT - Signalling and permanent way alterations shown in Signal Instruction No.12 - 1992 have been postponed until further notice. The instruction should be retained pending commissioning at a date to be advised.

(RW/2397)

(33) (521/522)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

\* \* EXETER ST DAVIDS YARD - In the Up side yard, immediately to the  
\* Cowley Bridge Jn end of the station, the siding adjacent to the Up Main line has been shortened by 40 yards and the adjacent siding by 120 yards.

(TLF)

(32) (GW4)

BETWEEN PENZANCE AND LONG ROCK - Two reflectorised marker boards have been erected in the Up direction on the right hand side of the single line regarding HST driving technique. A Notch 2 Board is located at 326m 13ch and a Power Up Board is located at 325m 62ch.

(See Section D)

(33) (RWE7)



NEWQUAY BRANCH BETWEEN ST DENNIS GF AND ST COLUMB ROAD - A temporary level crossing has been brought into use until further notice at 295m 67ch in connection with the construction of a new underline bridge.

(34) (RWE8.3)

BETWEEN THINGLEY JN AND BRADFORD JN - The undermentioned private vehicular crossings have been provided with telephones and associated notice boards.

The telephones are connected to Westbury signalbox.

Church Farm No.1 at 101m 39ch  
Church Farm No.2 at 102m 10ch

(NEW ITEM) (See Section D)

(35) (FWE4.1)

BETWEEN BRABAZON CROSSING AND HALLEN MARSH - The retroreflective distant board located at 117m 17ch, applicable to incoming trains to Hallen Marsh, has been repositioned nearer to Hallen Marsh at 118m 17ch, on the right hand side of the line.

(34) (FWE5.1)

WESTERLEIGH SIDINGS - A temporary level crossing with manually operated barriers has been brought into use at 122m 20ch (adjacent to the footpath crossing).

Control of the crossing is under the supervision of the designated Person in Charge who is responsible for the locking and unlocking of the barriers.

(TLF) (34) (FWE5.4)

#### SOUTH WALES

BETWEEN MERTHYR VALE AND QUAKERS YARD (FORMER BLACK LION LOOPS) - The connections at 19m 54ch to the former Down and Up Goods loops have been removed and replaced with plain line.

(33) (RSW5.3)

EWENNY ROAD - A new station has been opened at 7m 55ch, accommodating 2 car trains.

Note: Wildmill station will open on Monday 16 November.

(34) (FWA1.3)

BETWEEN YSTRAD MYNACH SOUTH AND CWMBARGOED ALSO BETWEEN NELSON & LLANCAIACH AND TAFF MERTHYR

#### Between Ystrad Mynach South and Cwmbargoed

Nelson & Llancaiach Ground Frame has been renamed Nelson Junction.

The C2 working between Ystrad Mynach South and Nelson has been replaced by Train Staff and Ticket Working between Ystrad Mynach South and a Stop Board at Nelson Junction situated at 13m 51ch. The Train Staff is coloured BLUE.

The existing Train Staff and Ticket Working between Nelson and Cwmbargoed has been retained and applies from a Stop Board at Nelson Junction situated at 13m 59ch to a Stop Board situated at 20m 37ch, immediately before reaching Cwmbargoed Level Crossing. The Train Staff is coloured GREEN.

The section of line between 13m 51ch and 13m 59ch is under the control of the Person in Charge at Nelson Junction.

Reflectorised Distant Boards have been provided before reaching the Stop Boards at Cwmbargoed and Nelson Junction also at 2148 yards before reaching Ystrad Mynach Nelson Branch Home signal.

#### Between Nelson & Llancaiach and Taff Merthyr

Nelson & Llancaiach Ground Frame has been renamed Nelson Junction.

The connections at Ocean Junction leading to/from Deep Navigation Colliery have been secured out of use for through running between Nelson Junction and Taff Merthyr Colliery.

The C2 working between Ocean Colliery and Nelson has been abolished and the existing One Train Working between Ocean Colliery and Taff Merthyr has been extended to apply between a Stop Board at 13m 57ch and Taff Merthyr. The Train Staff is coloured RED.

The section of line between the Stop Board at 13m 57ch and Nelson Junction is under the control of the Person in Charge at Nelson Junction.

Stop Boards have been provided at 14m 26ch and 14m 70ch on the approaches to Ocean Sidings. Movements between these boards are under the control of the Person in Charge at Ocean Sidings. The hand points are normally secured for through running.

A reflectorised Distant Board has been provided before reaching the Stop Board at Nelson Junction.

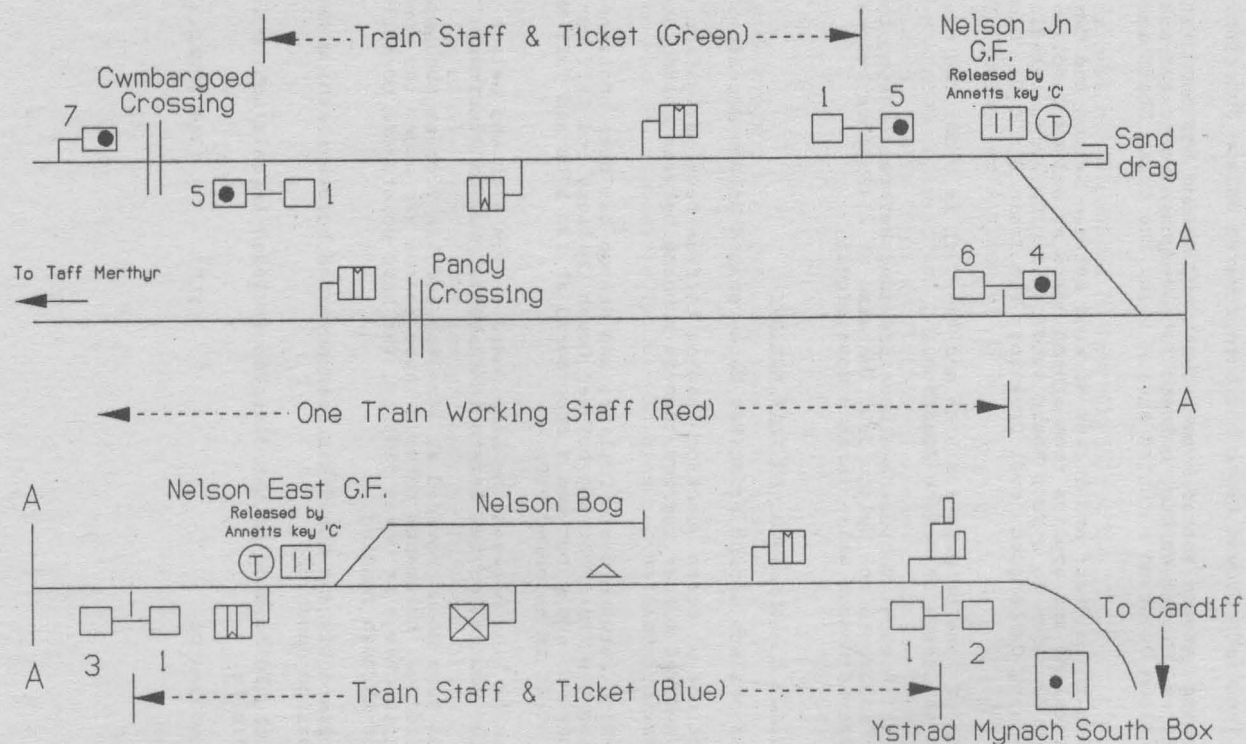
Reference should be made to the diagrams included in this notice for further details.

(See Section D)

(TLF)

(34) (FWA2.2/2.3)

## YSTRAD MYNACH SOUTH AND CWMBARGOED/TAFF MERTHYR

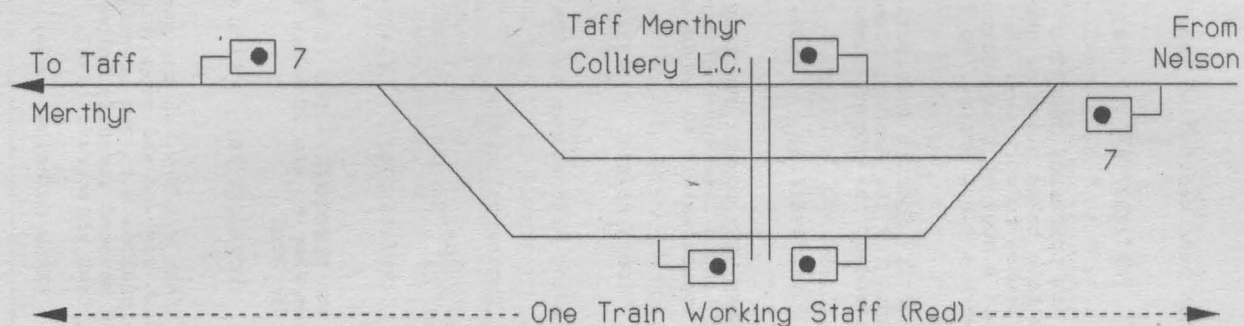


36

NOTE: See Nelson to Taff Merthyr plan for Stop board key

x

## NELSON TO TAFF MERTHYR



37

### KEY

- |   |  |
|---|--|
| <p>NOTICE BOARDS :</p> <ul style="list-style-type: none"> <li>1 Start of Staff &amp; Ticket section</li> <li>2 End of Staff &amp; Ticket section</li> <li>3 End of section, Obtain authority before proceeding</li> <li>6 Start of Staff section</li> </ul> <p>STOP BOARDS :</p> <ul style="list-style-type: none"> <li>4 End of Staff section, Obtain authority before proceeding</li> <li>5 End of section, Obtain authority before proceeding</li> <li>7 Await Instructions</li> </ul> | <ul style="list-style-type: none"> <li> Reflectorised Distant board</li> <li> A.W.S. Inductor</li> <li> A.W.S. Cancellation indicator</li> <li> Telephone</li> </ul> |
|---|--|

x



ROGERSTONE GF - The ground frame connection to the former Rogerstone Power Station at 3m 32ch has been secured out of use pending removal.

(33) (FWA3.8)

WORKING OVER BOOK

\* \* KENSINGTON OLYMPIA - The Up siding has been reduced in length to 50  
\* SLUs.

(RW/2152/16) (32) (507)

MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION AND LONGHEDGE JUNCTION -  
Signalling and permanent way alterations have taken place as shown in Signal Instruction No.8 1992. All crews booked to work over these routes must ensure that they are in possession of a copy of this instruction which applies until completion of work when a final notice, No.10, will be issued.

The instruction on page 8 of the Supplementary Special Instructions, "Modification of the Rule Book Requirements for the Handsignalman appointed at Signal VS 141 and 151" is amended. The signal numbers should read "WN 141 and WN 150".

(UFN) (RW/2151/16) (507)

BETWEEN MITRE BRIDGE JUNCTION AND WILLESDEN WEST LONDON JUNCTION -  
Signal WN.137, situated on the Down West London line approaching West London Junction, has been re-positioned approximately 40 yards ahead of its present position.

(OD14/86/81) (33) (507)

PARK SIDINGS CLAPHAM JUNCTION - The following alterations to the siding layout have taken place:-

- A. No.1 siding has been retained as an Engineers' siding.
- B. Nos. 2-5 sidings have been removed.
- C. No.6 siding has been shortened by 60 yards.
- D. Nos. 19-23 sidings have been removed.

(RW/2151/16) (34) (516)

\* \* BETWEEN DENBIGH HALL NORTH JUNCTION AND BLETCHLEY - The 75 mph PSR  
\* which applies on the up slow line from 48mp to 46m 20ch has been shortened to apply from 47m 50ch to 46m 20ch.

(See Section D) (OD14/GEN/3B) (32) (537)

WILMSLOW - Signal WW.84 4-aspect colour light Y/R/Y/G, at the signalbox end of the up Styal line platform, has been renewed and repositioned on a straight post 4 yards further from the signalbox with the stencil route indicator and position light shunt aspect mounted directly below the bottom Red aspect. The Red aspect is 11 feet above rail level.

(RRNW/OS/88/39) (33) (556)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

AMENDMENTS TO OPERATING PUBLICATIONS

WORKING MANUAL FOR RAIL STAFF BR30054

SECTION 3 - (PINK PAGES) BR30054/3  
HANDLING AND CARRIAGE OF DANGEROUS GOODS

Page F3 - Clause 1.3 to be revised as follows:-

"1.3 Information required

Controls and/or A.O.C.'s must  
Obtain and compile the information detailed  
on the form shown on page F4 and  
Fax details to RfD Operations Control 00 29323"

(Amends Page 106 of the PON)

(K2/31/92)

Page AP50

Clause 1.2 - Provisional Numbers allocated by the Department of Transport

Amend entries shown against UN Number 7032 to read:-

UN Number	Substance	Goods Class	TOPS Commodity Code
7032	Tall oil pitch (temperature above 100°C)	9	598
7033	Tars, liquid (including road asphalt and oils, bitumens and cutbacks flashpoint above 55°C, temperature above 100°C).	9	500 501 or 733

(K2/30/92)

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER  
WESTERN REGION  
1K2/1D

**K2**

**33/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 7 NOVEMBER 1992**

to

**FRIDAY, 13 NOVEMBER 1992**

**(Inclusive)**





# WARNING



## A.C. ELECTRIFIED LINES

### OLD OAK COMMON SWITCHING STATION

THE OVERHEAD LINE EQUIPMENT AT NORTH POLE INTERNATIONAL DEPOT RECEIVES ITS SUPPLY FROM OLD OAK COMMON SWITCHING STATION ON THE UP SIDE OF THE WESTERN REGION MAIN LINE AT 3M 44CH.

FROM 0001 HOURS ON MONDAY 16 NOVEMBER 1992 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE COMPOUND WILL BE ENERGISED AT 25,000 VOLTS AND THEREAFTER MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be:-

The 25Kv feeder cables from Acton (LEB) supply point to Old Oak Common Switching Station (BR) via the Acton Branch/Wycombe Lines. All associated switchgear within the compound at Old Oak Common and the track feeder cables to North Pole International Depot.

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

(K2/33/92)



# WARNING



## A.C. ELECTRIFIED LINES

### WEST LONDON LINE & NORTH POLE DEPOT

THE OVERHEAD LINE EQUIPMENT FROM MITRE BRIDGE JUNCTION HAS BEEN EXTENDED ALONG THE UP AND DOWN WEST LONDON LINES TO A POINT 240 YARDS (219 METRES) SOUTH OF THE 5 MP AT WESTWAY AND ALSO INTO NORTH POLE INTERNATIONAL DEPOT VIA THE RECEPTION SIDINGS AND THE DEPARTURE ROAD.

FROM 0001 HOURS ON MONDAY 16 NOVEMBER 1992 THE OVERHEAD LINE EQUIPMENT WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be :-

From the existing electrified lines at Mitre Bridge Junction OLE Structure WE 00/16 along the Up and Down West London lines to OLE structures WE 02/05 and WE 02/06.

North Pole International inclusive from OLE structure NPW 00/01 at the extreme west end to OLE structure NPE 01/12 at the extreme east end including the Reception Line and Departure Line connections to the West London Line.

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

(K2/33/92)



## SECTION B - continued

At or between	Lines Blocked	Remarks
550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET		
Wednesday 11 November		
249 Melbourne Jn and Stenson Jn	Down BLOCKED	0055 to 0550 Trackwork 3mp and 4mp SLW OVER UP TRAINS DIVERTED
556 CRAVEN ARMS L C TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Sunday 8 November		
250 Whitchurch and Gresty Lane	Down BLOCKED Up BLOCKED	0045 to 1700  0045 to 1330 Trackwork 13mp and 1mp SLW OVER UP

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

PADDINGTON AREA - Signalling alterations due to take place between Tuesday 20th and Thursday 22nd October 1992 have been postponed for approximately four weeks.

Details are contained in Signalling Notice No. 57 which is now being distributed. Staff who do not receive their copy of this notice by 6 October should obtain one from their supervisor.

NOTE - In Stage 1.3D the signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Attention is drawn to the fact that signal 00.259 will be on the right hand side of the line (paragraph 4f refers).

(UFN) (GW1)

SUNDAY 8 NOVEMBER - SWINDON - The trailing connection between the Up Main line and Platform 3 line, at the country end of the station, will be secured out of use pending removal.

(36) (GW2.1)

## SOUTH WALES

No items.

## WORKING OVER BOOK

ADVANCE NOTICE SUNDAY 15 NOVEMBER - BETWEEN MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION, WEST LONDON JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations will take place as shown in Signal Instruction No.10 - 1992. All concerned must ensure that they are in possession of a copy of this instruction. The temporary working instructions shown in Signalling Instruction No.8 1992 will be cancelled upon introduction of the signalling as shown therein.

(RW/2151/16) (37) (507)

\* \* SALISBURY TRAINCARE DEPOT - Signalling and permanent way alterations  
\* shown in Signal Instruction No.12 - 1992 have been postponed until further notice. The instruction should be retained pending commissioning at a date to be advised.

(RW/2397) (33) (521/522)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

\* \* BETWEEN PENZANCE AND LONG ROCK - Two reflectorised marker boards  
\* have been erected in the Up direction on the right hand side of the single line regarding HST driving technique. A Notch 2 Board is located at 326m 13ch and a Power Up Board is located at 325m 62ch.

(See Section D)

(33) (RWE7)

NEWQUAY BRANCH BETWEEN ST DENNIS GF AND ST COLUMB ROAD - A temporary level crossing has been brought into use until further notice at 295m 67ch in connection with the construction of a new underline bridge.

(34) (RWE8.3)

BETWEEN THINGLEY JN AND BRADFORD JN - The undermentioned private vehicular crossings have been provided with telephones and associated notice boards.

The telephones are connected to Westbury signalbox.

Church Farm No.1 at 101m 39ch  
Church Farm No.2 at 102m 10ch

(See Section D)

(35) (FWE4.1)

BETWEEN BRABAZON CROSSING AND HALLEN MARSH - The retroflective distant board located at 117m 17ch, applicable to incoming trains to Hallen Marsh, has been repositioned nearer to Hallen Marsh at 118m 17ch, on the right hand side of the line.

(34) (FWE5.1)

WESTERLEIGH SIDINGS - A temporary level crossing with manually operated barriers has been brought into use at 122m 20ch (adjacent to the footpath crossing).

Control of the crossing is under the supervision of the designated Person in Charge who is responsible for the locking and unlocking of the barriers.

(TLF)

(34) (FWE5.4)

## SOUTH WALES

\* \* BETWEEN MERTHYR VALE AND QUAKERS YARD (FORMER BLACK LION LOOPS) -  
\* The connections at 19m 54ch to the former Down and Up Goods loops have been removed and replaced with plain line.

(33) (RSW5.3)

K2-33C/2

EWENNY ROAD - A new station has been opened at 7m 55ch, accommodating 2 car trains.

Note: Wildmill station will open on Monday 16 November.

(34) (FWA1.3)

BETWEEN YSTRAD MYNACH SOUTH AND CWMBARGOED ALSO BETWEEN NELSON & LLANCAIACH AND TAFF MERTHYR

Between Ystrad Mynach South and Cwmbargoed

Nelson & Llancaiach Ground Frame has been renamed Nelson Junction.

The C2 working between Ystrad Mynach South and Nelson has been replaced by Train Staff and Ticket Working between Ystrad Mynach South and a Stop Board at Nelson Junction situated at 13m 51ch. The Train Staff is coloured BLUE.

The existing Train Staff and Ticket Working between Nelson and Cwmbargoed has been retained and applies from a Stop Board at Nelson Junction situated at 13m 59ch to a Stop Board situated at 20m 37ch, immediately before reaching Cwmbargoed Level Crossing. The Train Staff is coloured GREEN.

The section of line between 13m 51ch and 13m 59ch is under the control of the Person in Charge at Nelson Junction.

Reflectorised Distant Boards have been provided before reaching the Stop Boards at Cwmbargoed and Nelson Junction also at 2148 yards before reaching Ystrad Mynach Nelson Branch Home signal.

Between Nelson & Llancaiach and Taff Merthyr

Nelson & Llancaiach Ground Frame has been renamed Nelson Junction.

The connections at Ocean Junction leading to/from Deep Navigation Colliery have been secured out of use for through running between Nelson Junction and Taff Merthyr Colliery.

The C2 working between Ocean Colliery and Nelson has been abolished and the existing One Train Working between Ocean Colliery and Taff Merthyr has been extended to apply between a Stop Board at 13m 57ch and Taff Merthyr. The Train Staff is coloured RED.

The section of line between the Stop Board at 13m 57ch and Nelson Junction is under the control of the Person in Charge at Nelson Junction.

Stop Boards have been provided at 14m 26ch and 14m 70ch on the approaches to Ocean Sidings. Movements between these boards are under the control of the Person in Charge at Ocean Sidings. The hand points are normally secured for through running.

A reflectorised Distant Board has been provided before reaching the Stop Board at Nelson Junction.

Reference should be made to the diagrams included in this notice for further details.

(See Section D)

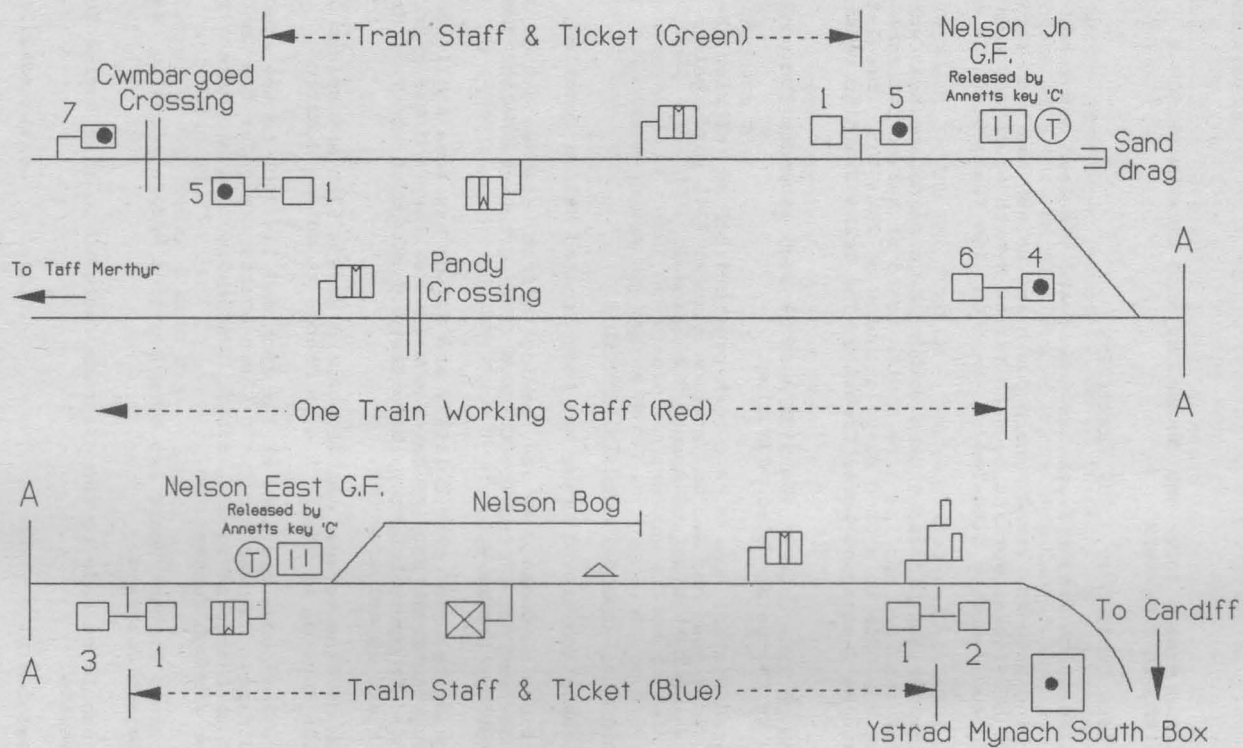
(TLF)

(34) (FWA2.2/2.3)

K2-33C/3



## YSTRAD MYNACH SOUTH AND CWMBARGOED/TAFF MERTHYR

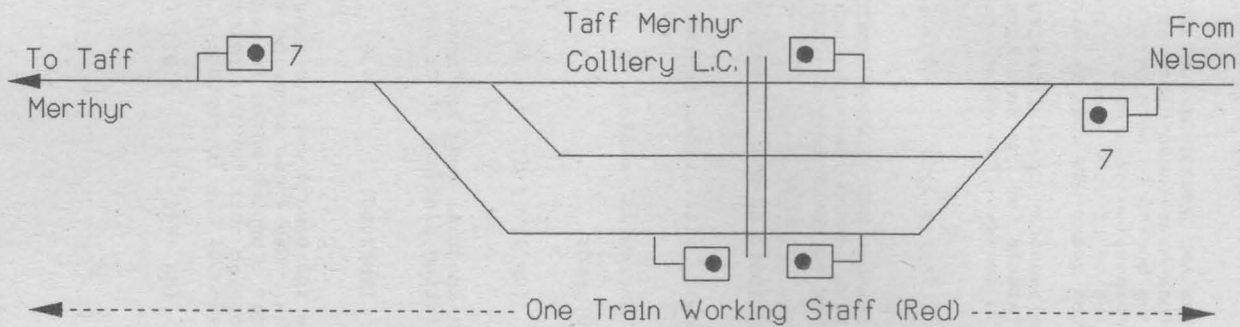


40

NOTE: See Nelson to Taff Merthyr plan for Stop board key

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## NELSON TO TAFF MERTHYR



### KEY

- |   |  |
|---|--|
| <p><b>NOTICE BOARDS :</b></p> <ul style="list-style-type: none"> <li>1 Start of Staff &amp; Ticket section</li> <li>2 End of Staff &amp; Ticket section</li> <li>3 End of section, Obtain authority before proceeding</li> <li>6 Start of Staff section</li> </ul> <p><b>STOP BOARDS :</b></p> <ul style="list-style-type: none"> <li>4 End of Staff section, Obtain authority before proceeding</li> <li>5 End of section, Obtain authority before proceeding</li> <li>7 Await Instructions</li> </ul> | <ul style="list-style-type: none"> <li> Reflectorised Distant board</li> <li> A.W.S. inductor</li> <li> A.W.S. Cancellation indicator</li> <li> Telephone</li> </ul> |
|---|--|

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- \* \* ROGERSTONE GF - The ground frame connection to the former Rogerstone  
\* Power Station at 3m 32ch has been secured out of use pending removal.

(33) (FWA3.8)

WORKING OVER BOOK

- \* \* MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION AND LONGHEDGE JUNCTION -  
\* Signalling and permanent way alterations have taken place as shown in  
Signal Instruction No.8 1992. All crews booked to work over these  
routes must ensure that they are in possession of a copy of this  
instruction which applies until completion of work when a final  
notice, No.10, will be issued (see item under NEW WORK heading).

The instruction on page 8 of the Supplementary Special Instructions,  
"Modification of the Rule Book Requirements for the Handsignalman  
appointed at Signal VS 141 and 151" is amended. The signal numbers  
should read "WN 141 and WN 150".

(AMENDED ITEM) (RW/2151/16) (33) (507)

- \* \* BETWEEN MITRE BRIDGE JUNCTION AND WILLESDEN WEST LONDON JUNCTION -  
\* Signal WN.137, situated on the Down West London line approaching West  
London Junction, has been re-positioned approximately 40 yards ahead  
of its present position.

(OD14/86/81) (33) (507)

PARK SIDINGS CLAPHAM JUNCTION - The following alterations to the siding  
layout have taken place:-

- A. No.1 siding has been retained as an Engineers' siding.  
B. Nos. 2-5 sidings have been removed.  
C. No.6 siding has been shortened by 60 yards.  
D. Nos. 19-23 sidings have been removed.

(RW/2151/16) (34) (516)

WHIMPLE - A new platform 85 yards (3 coach lengths) long has been brought  
into use on the Up side, opposite the existing platform which has been  
taken out of use.

(NEW ITEM) (RW/2656) (36) (521)

GUILDFORD - On platform 3 the existing Up and Down 4 car stopping marks  
have been replaced by 5 car stopping marks. New 4 car stopping marks have  
been provided 40 yards in rear of the 5 car stopping marks in each  
direction. On platform 8 a new 4 car stopping mark for Up trains has been  
provided located 5 yards to the country side of the footbridge steps.

(NEW ITEM) (RW/1646/1) (36) (525)

- \* \* WILMSLOW - Signal WW.84 4-aspect colour light Y/R/Y/G, at the  
\* signalbox end of the up Styal line platform, has been renewed and  
repositioned on a straight post 4 yards further from the signalbox  
with the stencil route indicator and position light shunt aspect  
mounted directly below the bottom Red aspect. The Red aspect is 11  
feet above rail level.

(RRNW/OS/88/39) (33) (556)



# BRITISH RAILWAYS

WESTERN REGION

K2

34/92

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE MANCHESTER

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 14 NOVEMBER 1992**

to

**FRIDAY, 20 NOVEMBER 1992**

**(Inclusive)**

## SECTION B - continued

At or between	Lines Blocked	Remarks
550 DERBY STATION NORTH JUNCTION TO BLACKWELL VIA BIRMINGHAM NEW STREET		
Tuesday 17 November		
248 Melbourne Jn and Stenson Jn	Down BLOCKED	0055 to 0550 Trackwork 3mp and 4mp SLW OVER UP AMENDED TRAIN WORKING
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Saturday/Sunday 14/15 November		
249 Dorrington and Church Stretton	Down BLOCKED Up BLOCKED	2240 Sat to 1405 Sun  2240 Sat to 1745 Sun Trackwork 6m 50c and 11m 05c SLW OVER DOWN FROM 1405 SUN
Sunday 15 November		
250 Whitchurch and Gresty Lane	Down BLOCKED Up BLOCKED	0045 to 1700  0045 to 1330 Trackwork and Level crossing work 14mp and 0mp SLW OVER UP FROM 1330
Sunday/Monday 15/16 November		
251 Gresty Lane and Whitchurch	Up BLOCKED	2315 Sun to 0530 Mon Trackwork 2mp and 4mp SLW OVER DOWN

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

PADDINGTON AREA - Signalling and permanent way alterations shown in Signalling Notice No. 57 have been postponed until further notice. The instruction should be retained pending commissioning at a date to be advised.

NOTE - In Stage 1.3D the signal routes from OO.411 and OO.413 apply only to the Link Line as far as OO.429.

Attention is drawn to the fact that signal OO.259 will be on the right hand side of the line (paragraph 4f refers).

(AMENDED ITEM)

(UFN) (GW1)

TUESDAY 17 NOVEMBER - MARLEY TUNNEL - The signal plate on signal DM227 will be changed from a semi-automatic to an automatic.

(37) (GW4)

COMMENCING SATURDAY 14 NOVEMBER AND UNTIL FURTHER NOTICE - BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT ST ANDREWS ROAD STATION - A Temporary pedestrian crossing will be brought into use at 15m 37ch at the Severn Beach end of the station in connection with reconstruction of the footbridge.

An Attendant will escort passengers to and from the platform during hours when trains are booked to call at the station.

(37) (RWE13)

## SOUTH WALES

FROM 2200 SATURDAY 14 TO 1100 SUNDAY 15 NOVEMBER - LLANELLI - The Up line banner repeater for signal PT 249 will be renewed on the same post as a fibre optic type.

(37) (RSW1.1)

SUNDAY 15 TO SUNDAY 29 NOVEMBER - LLANBOIDY AOCR LEVEL CROSSING - Llanboidy AOCR level crossing, situated at 259m 54ch between Whitland and Clarboston Road, will be converted to an Automatic Half Barrier crossing.

(37) (RSW1.1)



MONDAY 16 NOVEMBER - WILDMILL - A new station will be opened at 0m 64ch, accommodating 2 car trains.

(37) (FWA1.3)

WORKING OVER BOOK

SUNDAY 15 NOVEMBER - BETWEEN MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION, WEST LONDON JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations will take place as shown in Signal Instruction No.10 - 1992. All concerned must ensure that they are in possession of a copy of this instruction. The temporary working instructions shown in Signalling Instruction No.8 1992 will be cancelled upon introduction of the signalling as shown therein.

(RW/2151/16) (37) (507)

SUNDAY 15 NOVEMBER - BETWEEN MITRE BRIDGE JUNCTION AND LONGHEDGE JUNCTION - The Temporary Block Working arrangements will be withdrawn consequent upon the introduction of revised signalling on the Down and Up West London lines and the provision of a new junction at Latchmere. Full details of the alterations are shown in Network SouthEast Signalling Instruction No.10 - 1992, which has been issued to the staff concerned.

The main alterations in the Mitre Bridge Junction area are as follows:-

The Down and Up West London lines will become bi-directional between Latchmere Junction and Mitre Bridge Junction.

A new (main) signal WN.153 (applicable to Down trains) will be provided on the Up West London line, adjacent to signal WN.151. The new signal will apply as follows:-

Aspect	Route set
Main + Pos 1	Down branch
Main + Pos 2	"Up & Down" South West
P/L + 'U' indication	Up branch
P/L + 'SDG' indication	Up siding

The position 1 junction route indicator on signal WN.139 at the exit from the "Up & Down" South West line will be brought into use and will apply to movements to the Down West London line.

Position light shunting signal WN.140 applying to set-back movements from the Down branch line to the Up branch line will be provided with an additional route along the Down branch line.

(OD14/85/52) (37) (507)

K2-34C/2

DETAILS OF WORK ALREADY CARRIED OUT

LONDON & WEST OF ENGLAND

SWINDON - The trailing connection between the Up Main line and Platform 3 line, at the country end of the station, has been secured out of use pending removal.

(36) (GW2.1)

\* \* NEWQUAY BRANCH BETWEEN ST DENNIS GF AND ST COLUMB ROAD - A temporary level crossing has been brought into use until further notice at 295m 67ch in connection with the construction of a new underline bridge.

(34) (RWE8.3)

BETWEEN THINGLEY JN AND BRADFORD JN - The undermentioned private vehicular crossings have been provided with telephones and associated notice boards.

The telephones are connected to Westbury signalbox.

Church Farm No.1 at 101m 39ch  
Church Farm No.2 at 102m 10ch

(See Section D)

(35) (FWE4.1)

\* \* BETWEEN BRABAZON CROSSING AND HALLEN MARSH - The retroreflective distant board located at 117m 17ch, applicable to incoming trains to Hallen Marsh, has been repositioned nearer to Hallen Marsh at 118m 17ch, on the right hand side of the line.

(34) (FWE5.1)

\* \* WESTERLEIGH SIDINGS - A temporary level crossing with manually operated barriers has been brought into use at 122m 20ch (adjacent to the footpath crossing).

Control of the crossing is under the supervision of the designated Person in Charge who is responsible for the locking and unlocking of the barriers.

(TLF)

(34) (FWE5.4)

SOUTH WALES

\* \* EWENNY ROAD - A new station has been opened at 7m 55ch, accommodating 2 car trains.

Note: Wildmill station will open on Monday 16 November.

(34) (FWA1.3)

K2-34C/3

- \* \* BETWEEN YSTRAD MYNACH SOUTH AND CWMBARGOED ALSO BETWEEN NELSON & LLANCAIACH AND TAFF MERTHYR

Between Ystrad Mynach South and Cwmbargoed

Nelson & Llancaiach Ground Frame has been renamed Nelson Junction.

The C2 working between Ystrad Mynach South and Nelson has been replaced by Train Staff and Ticket Working between Ystrad Mynach South and a Stop Board at Nelson Junction situated at 13m 51ch. The Train Staff is coloured BLUE.

The existing Train Staff and Ticket Working between Nelson and Cwmbargoed has been retained and applies from a Stop Board at Nelson Junction situated at 13m 59ch to a Stop Board situated at 20m 37ch, immediately before reaching Cwmbargoed Level Crossing. The Train Staff is coloured GREEN.

The section of line between 13m 51ch and 13m 59ch is under the control of the Person in Charge at Nelson Junction.

Reflectorised Distant Boards have been provided before reaching the Stop Boards at Cwmbargoed and Nelson Junction also at 2148 yards before reaching Ystrad Mynach Nelson Branch Home signal.

Between Nelson & Llancaiach and Taff Merthyr

Nelson & Llancaiach Ground Frame has been renamed Nelson Junction.

The connections at Ocean Junction leading to/from Deep Navigation Colliery have been secured out of use for through running between Nelson Junction and Taff Merthyr Colliery.

The C2 working between Ocean Colliery and Nelson has been abolished and the existing One Train Working between Ocean Colliery and Taff Merthyr has been extended to apply between a Stop Board at 13m 57ch and Taff Merthyr. The Train Staff is coloured RED.

The section of line between the Stop Board at 13m 57ch and Nelson Junction is under the control of the Person in Charge at Nelson Junction.

Stop Boards have been provided at 14m 26ch and 14m 70ch on the approaches to Ocean Sidings. Movements between these boards are under the control of the Person in Charge at Ocean Sidings. The hand points are normally secured for through running.

A reflectorised Distant Board has been provided before reaching the Stop Board at Nelson Junction.

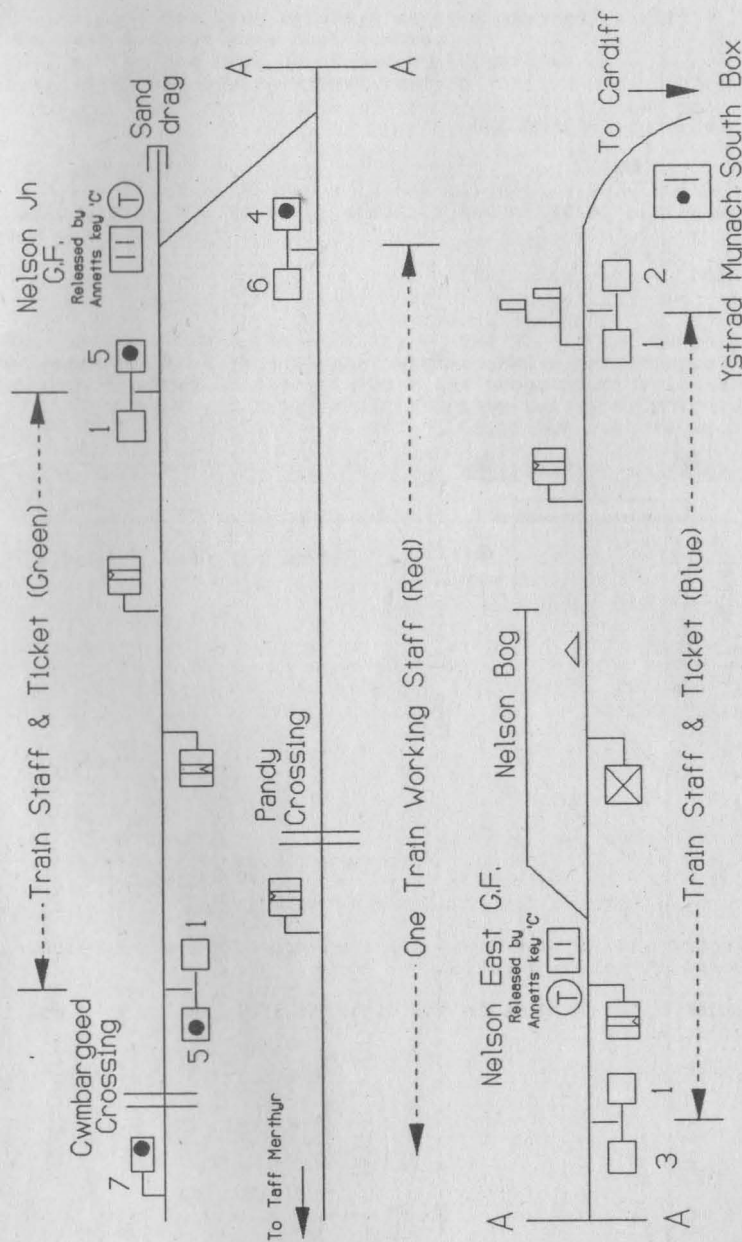
Reference should be made to the diagrams included in this notice for further details.

(See Section D)

(TLF)

(34) (FWA2.2/2.3)

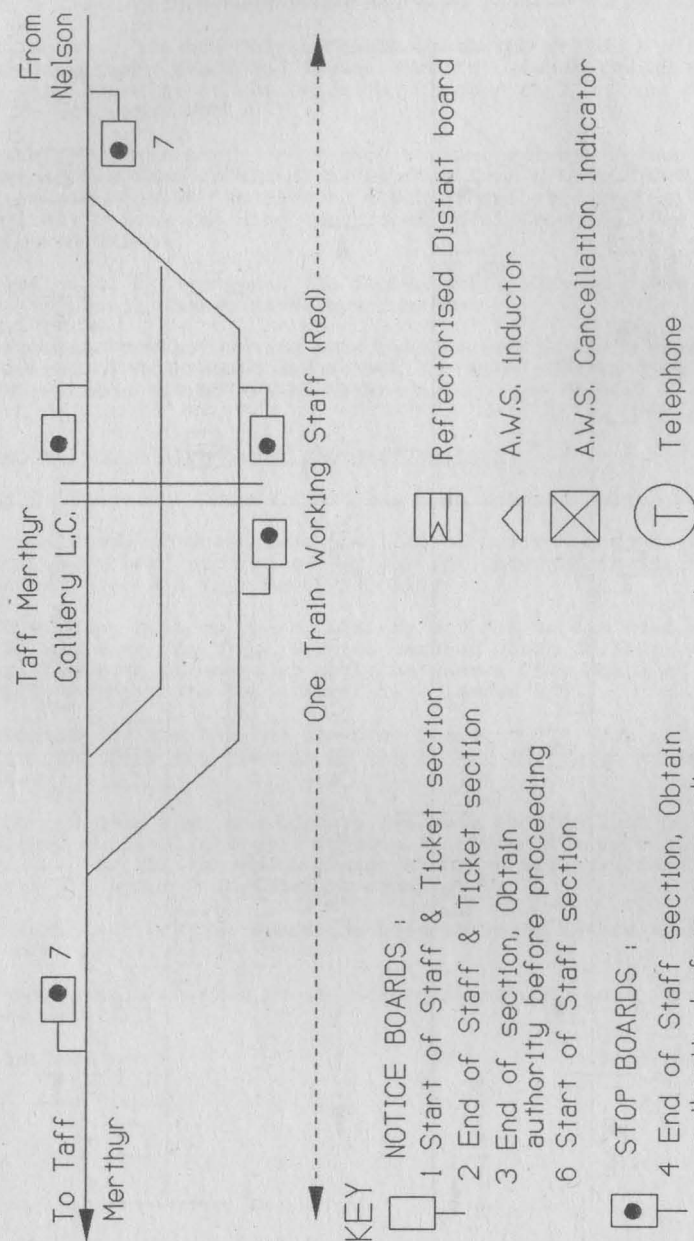
YSTRAD MYNACH SOUTH AND CWMBARGOED/TAFF MERTHYR



NOTE: See Nelson to Taff Merthyr plan for Stop board key



## NELSON TO TAFF MERTHYR



## WORKING OVER BOOK

\* \* PARK SIDINGS CLAPHAM JUNCTION - The following alterations to the siding layout have taken place:-

- No.1 siding has been retained as an Engineers' siding.
- Nos. 2-5 sidings have been removed.
- No.6 siding has been shortened by 60 yards.
- Nos. 19-23 sidings have been removed.

(RW/2151/16) (34) (516)

WHIMPLE - A new platform 85 yards (3 coach lengths) long has been brought into use on the Up side, opposite the existing platform which has been taken out of use.

(RW/2656) (36) (521)

GUILDFORD - On platform 3 the existing Up and Down 4 car stopping marks have been replaced by 5 car stopping marks. New 4 car stopping marks have been provided 40 yards in rear of the 5 car stopping marks in each direction. On platform 8 a new 4 car stopping mark for Up trains has been provided located 5 yards to the country side of the footbridge steps.

(RW/1646/1) (36) (525)

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

BRITISH RAILWAYS

1K2/1D

WESTERN REGION

**K2**

**35/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 21 NOVEMBER 1992**

to

**FRIDAY, 27 NOVEMBER**

**(Inclusive)**



WHEEL-SLIP

Prolonged or serious wheel-slip can damage the running rails to such an extent that the safety of following trains is at risk.

All drivers are reminded of the provisions of Rule Book, Section H, Clause 7.18:-

"If serious or prolonged wheel-slip occurs, the Driver must advise the Signaller of the location of the occurrence in order that he may arrange for the rail to be inspected. If slipping is severe, the Driver must immediately advise the Signaller, stopping specially if necessary."

(K2/31/92)



# WARNING



A.C. ELECTRIFIED LINES

OLD OAK COMMON SWITCHING STATION

THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE COMPOUND WILL NOT BE ENERGISED UNTIL FURTHER NOTICE.

(This supersedes notice published in WONS 33 & 34, also PON28D)

(K2/35/92)



# WARNING



## A.C. ELECTRIFIED LINES

### WEST LONDON LINE

THE OVERHEAD LINE EQUIPMENT FROM MITRE BRIDGE JUNCTION HAS BEEN EXTENDED ALONG THE UP AND DOWN WEST LONDON LINES TO A POINT 150 YARDS SOUTH OF THE 5 MP AT WESTWAY.

FROM 00:01 HOURS ON MONDAY 16 NOVEMBER 1992 THE OVERHEAD LINE EQUIPMENT WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be :-

From the existing electrified lines at Mitre Bridge Junction OLE Structure WE 00/16 along the Up and Down West London lines to OLE structures WE 02/05 and WE 02/06, also on the North Pole Depot Reception Road to OLE Structure NPW 01/29 and on the Departure Road to OLE Structure NPW/00/19.

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

(AMENDED ITEM) (2152/16) (K2/35/92)

## A.C. ELECTRIFIED LINES

### NORTH POLE INTERNATIONAL DEPOT

THE OVERHEAD LINE EQUIPMENT WILL NOT BE ENERGISED UNTIL FURTHER NOTICE.

(This supersedes notice published in WONS 33 & 34, also PON28D)

(K2/35/92)

## SECTION A

### TEMPORARY SPEED RESTRICTIONS

Until further notice unless otherwise specified

Warning Boards and indicators provided unless otherwise specified. Where two speeds are shown for a restriction e.g.  $\frac{20}{40}$ , the Rule Book, Section U, clause 1.2 applies.

+ indicates that the Warning Boards and Indicators will be moved as the work progresses.

On London Midland Region, portable magnets are not provided for temporary speed restrictions on lines not fitted with AWS

Location of work	Lines affected	Mileage at or between	Speed restriction m.p.h	Remarks
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M.Ch M.Ch

#### LONDON AND WEST OF ENGLAND

##### GW1 PADDINGTON TO FOXHALL JUNCTION

1	Hanwell and West Ealing	-- Up Relief	7.17 6.52	30	Condition of track.
2	Dolphin and Langley	-- Up Relief	16.74 16.63	30	Condition of track.
3	Slough West	Down Main Up Main	18.65 19.30	80	Condition of track. From 1000 Monday 23 November
4	Scours Lane	Down Relief Up Relief	37.55 37.71	$\frac{40}{60}$	Condition of track.

##### GW2.1 FOXHALL JN (EXCL) TO BRISTOL TM

5	Steventon and Foxhall Jn	Up (Reversible)	56.35 56.06	$\frac{40}{60}$	Trackwork. Until 1000 Sunday 22 November
6	Wantage Road	Down (Reversible)	60.28 60.38	60	Drainage work. Until 1000 Sunday 22 November



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

Signalling Notice No.57 - PADDINGTON AREA - The work shown in the above notice to be introduced in stages between Tuesday 20 October and Monday 2 November will now commence on Tuesday 24 November.

Maximum permissible speeds on the re-opened lines will be:-

Buffer stops to 0m 26ch, platforms 10 to 14 - 25 mph (Up and Down)

25 mph warning indicators will be provided on lines 5 and 6, for Up trains, at 0m 68ch.

0m 26ch to 2m 06ch - 40 mph in Down direction  
2m 38ch to 0m 26ch - 40 mph in Up direction

A 40 mph warning indicator will be provided on the Up Relief line at 2m 78ch.

The signal post telephone at signal SN.36 will be on the right hand side of the line. The telephone cabinet will have a label showing a St Andrews cross with a yellow roundel in its centre, similar to others in the area, to indicate that the telephone must not be used until special precautions have been taken - see Section D. This will be repeated on a sign, with a right hand arrow, which will be placed to the left of the line (where the telephone would normally be).

The main aspects of Signals SN.21 and SN.23 (Nos. 11 and 12 platforms) will not clear unless signal SN.25 is clear.

At signal SN.124, the route indication to signal SN.114 will be R (this amends the information given in Signalling Notice No.57 - two entries).

NOTE - In Stage 1.3D the signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Attention is drawn to the fact that signal 00.259 will be on the right hand side of the line (paragraph 4f refers).

(AMENDED ITEM) (See Section D) (38) (GW1)

SUNDAY 22 NOVEMBER - SWINDON - The points at the West end of the station, previously secured out of use, will be removed and replaced with plain line.

Junction indicators 4 and 5 will be removed from signal SN42 leaving only a position 1 junction indicator.

(38) (GW2.1)

K2-35C/1

SUNDAY 22 NOVEMBER - NEWTON ABBOT - E11 signal will be moved from its present position on the signal structure to a position in line with the cess rail of the Up Main line. There will be no alteration to height or meaning.

(38) (GW4)

SUNDAY 22 NOVEMBER - OXFORD NEW STABLING SIDINGS - The acceptance slot on signals OX82, OX92, OX142, which is controlled by the shunter's cabin located at Oxford New Up Stabling Sidings, will be brought into use.

(ROM/S/S/0500/DW) (38) (XC1)

## SOUTH WALES

SUNDAY 22 NOVEMBER - BETWEEN USKMOUTH AND EAST USK JUNCTION - The Down Branch Home signal and the Up Branch Starting signal will be converted from lower quadrant to upper quadrant on the same posts at same locations as previously.

The Red aspect of each signal will also be the same height above rail level as previously.

(OP4/RA/W.8021) (38) (FWA3.5)

## WORKING OVER BOOK

MONDAY 23 NOVEMBER - SALISBURY TRAINCARE DEPOT - Signalling and permanent way alterations shown in Signal Instruction No.12 - 1992 previously postponed from 12 October will be carried out. All concerned must ensure that they are in possession of a copy of this instruction.

(RW/2397) (38) (521)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

SWINDON - The trailing connection between the Up Main line and Platform 3 line, at the country end of the station, has been secured out of use pending removal.

(36) (GW2.1)

MARLEY TUNNEL - The signal plate on signal DM227 has been changed from a semi-automatic to an automatic.

(37) (GW4)

BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT ST ANDREWS ROAD STATION - A Temporary pedestrian crossing has been brought into use at 15m 37ch at the Severn Beach end of the station in connection with reconstruction of the footbridge.

An Attendant will escort passengers to and from the platform during hours when trains are booked to call at the station.

(37) (RWE13)

K2-35C/2

\* \* BETWEEN THINGLEY JN AND BRADFORD JN - The undermentioned private  
\* vehicular crossings have been provided with telephones and associated  
notice boards.

The telephones are connected to Westbury signalbox.

Church Farm No.1 at 101m 39ch  
Church Farm No.2 at 102m 10ch

(See Section D)

(35) (FWE4.1)

#### SOUTH WALES

LLANELLI - The Up line banner repeater for signal PT 249 has been  
renewed on the same post as a fibre optic type.

(37) (RSW1.1)

LLANBOIDY AOCR LEVEL CROSSING - Llanboidy AOCR level crossing, situated  
at 259m 54ch between Whitland and Clarbeston Road, has been converted to  
an Automatic Half Barrier crossing.

(37) (RSW1.1)

WILDMILL - A new station has been opened at 0m 64ch, accommodating 2 car  
trains.

(37) (FWA1.3)

#### WORKING OVER BOOK

BETWEEN MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION, WEST LONDON JUNCTION AND  
LONGHEDGE JUNCTION - Signalling and permanent way alterations have taken  
place as shown in Signal Instruction No.10 - 1992. All concerned must  
ensure that they are in possession of a copy of this instruction. The  
temporary working instructions shown in Signalling Instruction No.8 1992  
have been cancelled upon introduction of the signalling as shown therein.

(RW/2151/16) (37) (507)

BETWEEN MITRE BRIDGE JUNCTION AND LONGHEDGE JUNCTION - The Temporary  
Block Working arrangements have been withdrawn consequent upon the  
introduction of revised signalling on the Down and Up West London lines  
and the provision of a new junction at Latchmere. Full details of the  
alterations are shown in Network SouthEast Signalling Instruction No.10 -  
1992, which has been issued to the staff concerned.

The main alterations in the Mitre Bridge Junction area are as follows:-

The Down and Up West London lines have become bi-directional between  
Latchmere Junction and Mitre Bridge Junction.

K2-35C/3

A new (main) signal WN.153 (applicable to Down trains) has been provided  
on the Up West London line, adjacent to signal WN.151. The new signal  
applies as follows:-

Aspect	Route set
Main + Pos 1	Down branch
Main + Pos 2	"Up & Down" South West
P/L + 'U' indication	Up branch
P/L + 'SDG' indication	Up siding

The position 1 junction route indicator on signal WN.139 at the exit from  
the "Up & Down" South West line has been brought into use and applies to  
movements to the Down West London line.

Position light shunting signal WN.140 applying to set-back movements from  
the Down branch line to the Up branch line has been provided with an  
additional route along the Down branch line.

(OD14/85/52) (37) (507)

BRENT CURVE BETWEEN DUDDING HILL JN AND BRENT CURVE JN - During  
reconstruction work of Bridge No. 2 (Edgware Road) over the Brent Curve,  
the Down and Up Brent Curve Lines have been taken out of use from  
16 November 1992 until further notice. The associated signalling equipment  
leading from and to the Brent Curve has been disconnected.

(NEW ITEM) (See Section D) (38) (511A)

WHIMPLE - A new platform 85 yards (3 coach lengths) long has been  
brought into use on the Up side, opposite the existing platform which has  
been taken out of use.

(RW/2656) (36) (521)

BETWEEN SHOLING AND NETLEY - The foot crossing known as Keepers Crossing  
at 5m 37ch between Sholing and Netley together with its associated whistle  
boards has been removed.

(NEW ITEM) (RW/1646/1) (38) (524)

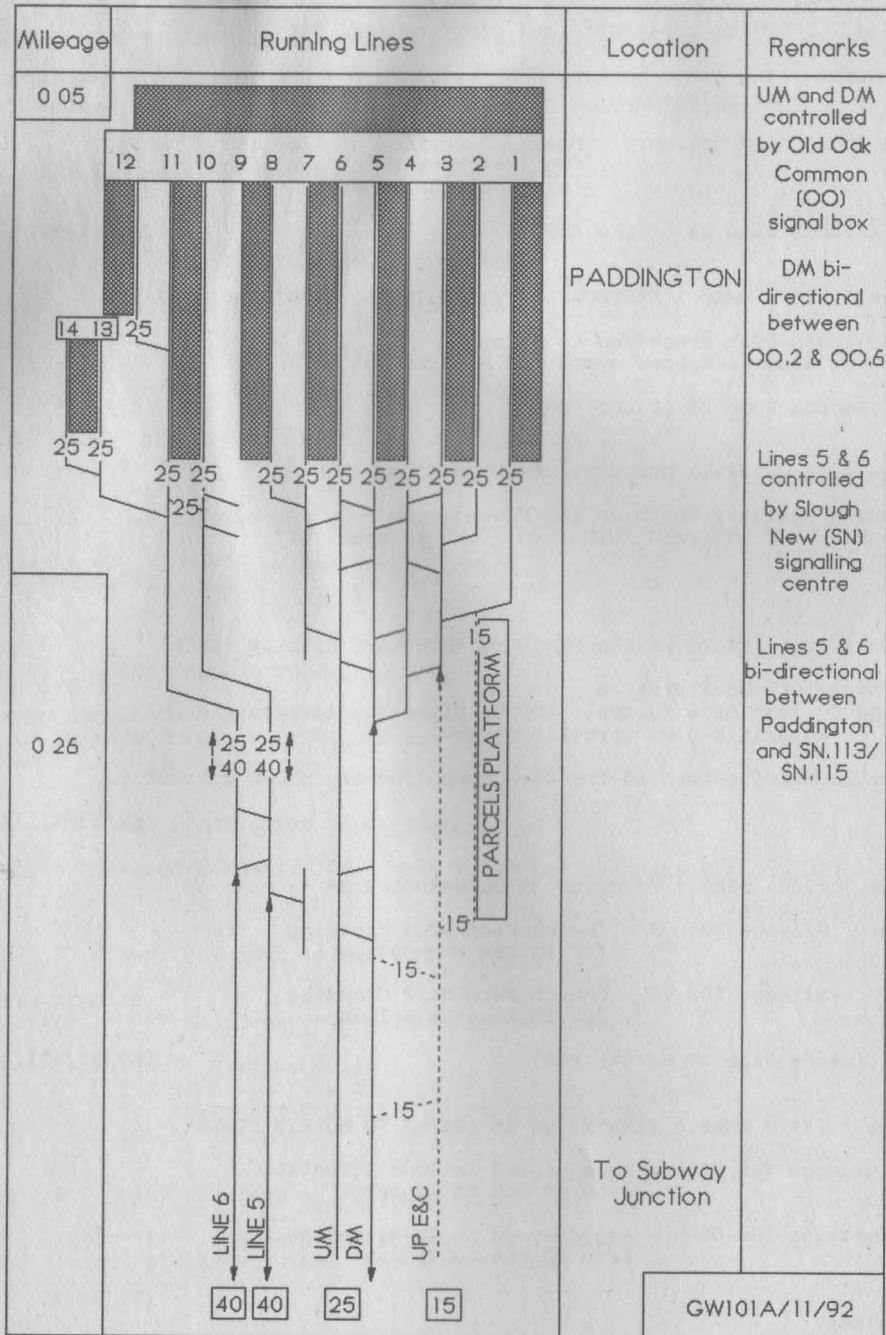
GUILDFORD - On platform 3 the existing Up and Down 4 car stopping marks  
have been replaced by 5 car stopping marks. New 4 car stopping marks have  
been provided 40 yards in rear of the 5 car stopping marks in each  
direction. On platform 8 a new 4 car stopping mark for Up trains has been  
provided located 5 yards to the country side of the footbridge steps.

(RW/1646/1) (36) (525)

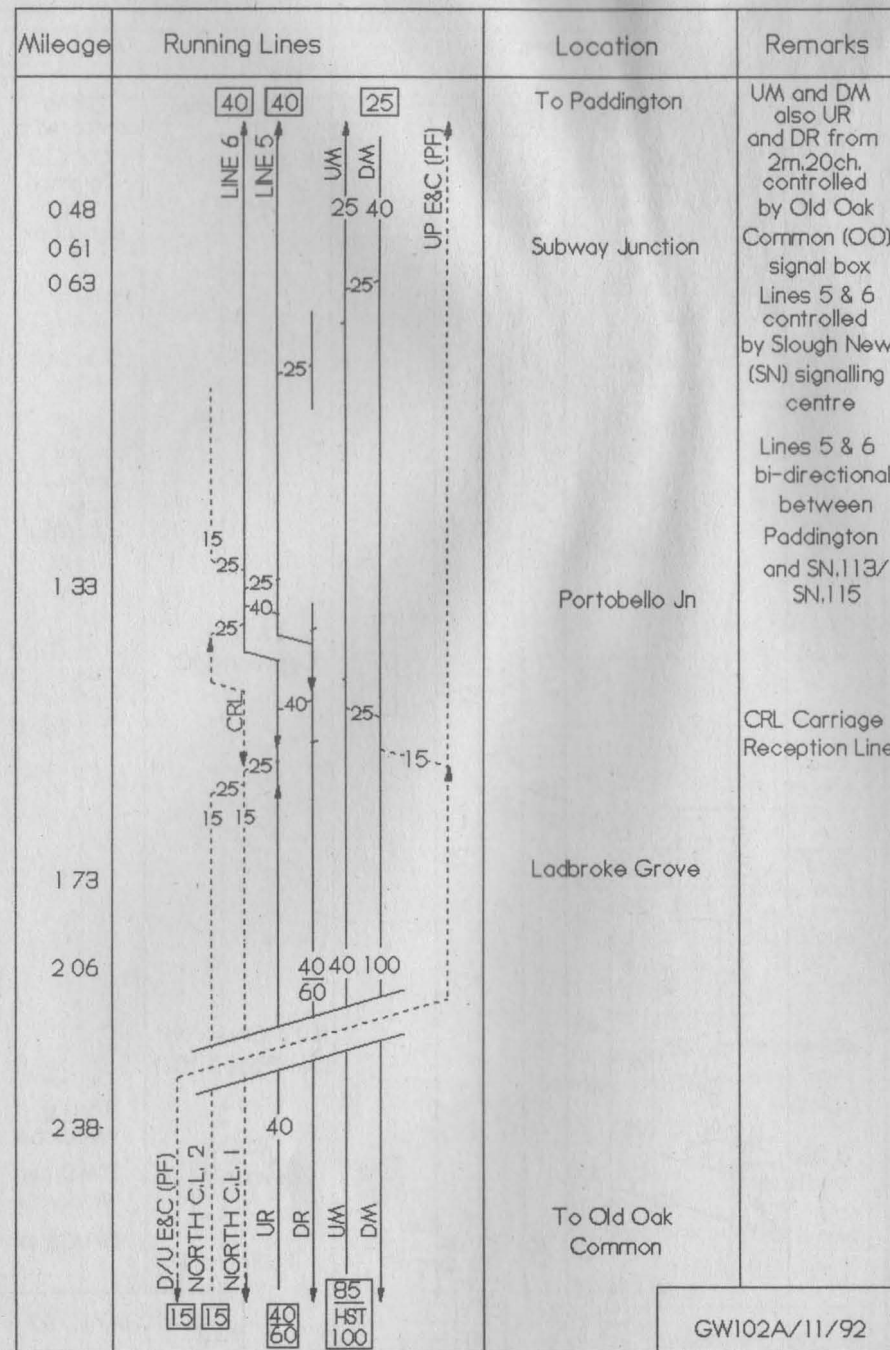
K2-35C/4



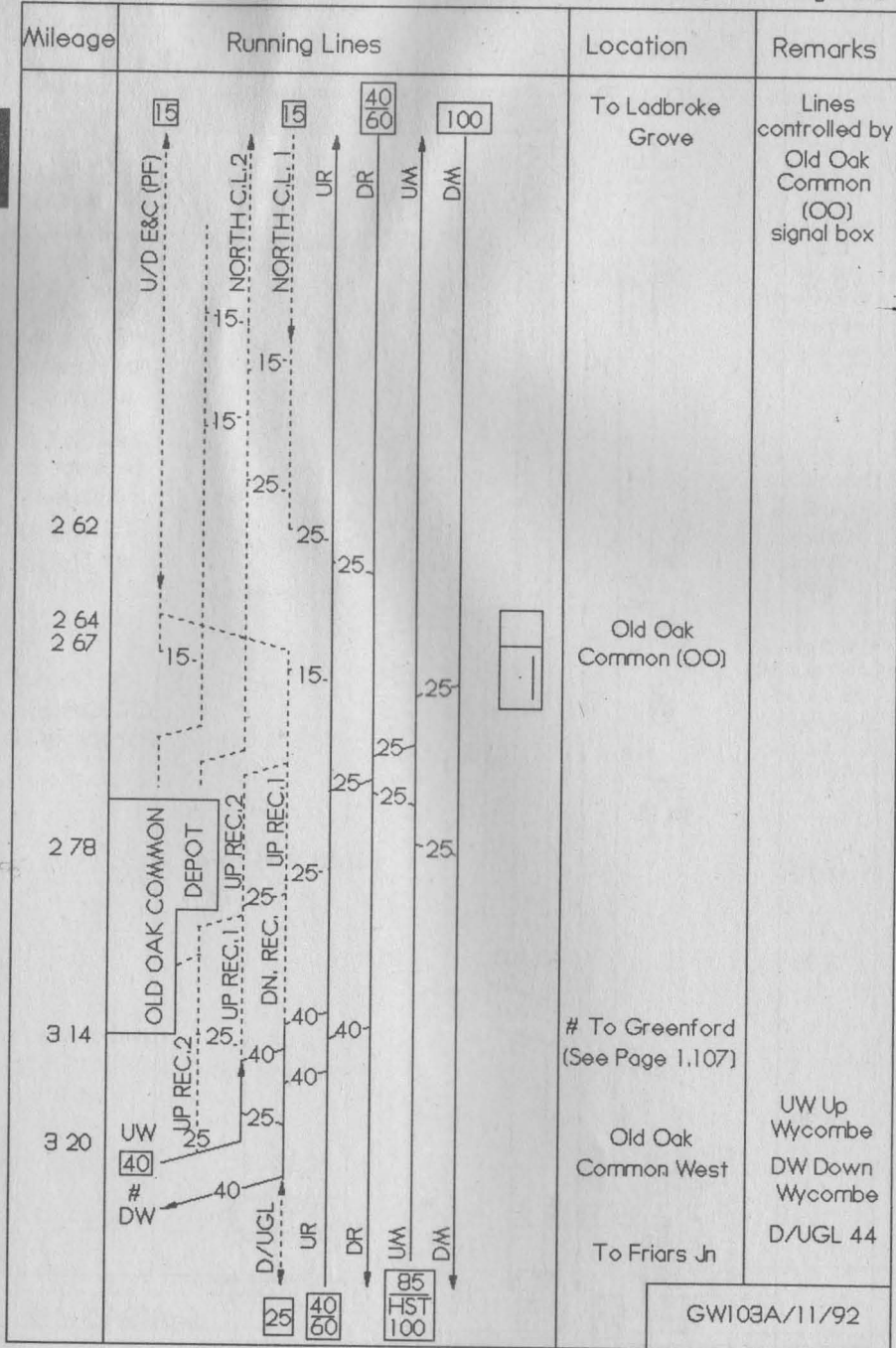
GW1 Paddington to Foxhall Junction Page 1.1



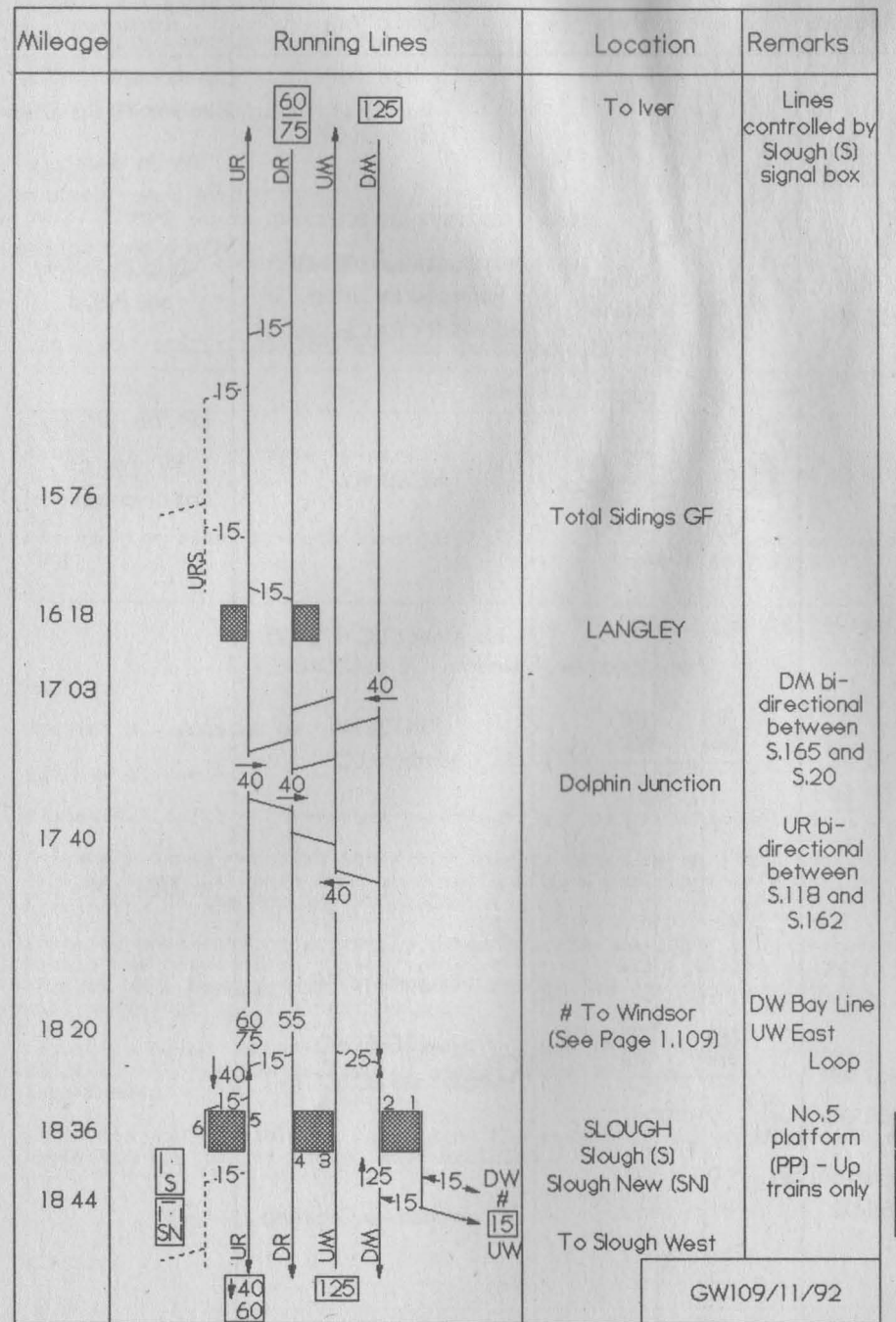
GW1 Paddington to Foxhall Jn (continued) Page 1.2



GW1 Paddington to Foxhall Jn (continued) Page 1.3



GW1 Paddington to Foxhall Jn (continued) Page 1.9





## GW5 Reading to Cogload Junction (continued) Page 1.37

Mileage	Running Lines	Location	Remarks
	100	To Thatcham	Lines controlled by Reading (R) signal box
49 56 51 50	UW DW 100 110	Thatcham GF	UW Up Westbury DW Down Westbury
52 12 52 13 52 31	25 40 40 DPL(PP)	Shell Mex & BP GF Racecourse Sidings GF NEWBURY RACECOURSE	DW is bi-directional between R.87L and R.824
52 40	25 40 40 25		UPL 56, DPL 69
53 06	25 25 UPL DW DPL 40 40	NEWBURY	UPL/DPL PP and bi-directional
56 09	15	Hamstead LC (CCTV)	
58 42 58 50	110 90	KINTBURY Kintbury LC	
61 25 61 40	UGL 25 15 90 75	Hungerford GF	UGL 106
61 47 62 00	75 90	HUNGERFORD Hungerford LC (CCTV)	
64 10 66 02	90 100	Wansdyke Crossing	⊕
	UW DW 100	To Bedwyn	GW503/10/92

## SECTION 2 - TABLES B-M

Page 2.3

TABLE B

GW5 READING WESTBURY LINE JUNCTION TO COGLOAD JUNCTION VIA BERKS AND HANTS

~~Delete~~ Frome North Junction item

(K2/32/92)

Page 2.4

FWE4.2 FROME NORTH JUNCTION TO WHATLEY QUARRY

~~Delete~~ heading and Frome North Junction item

(K2/32/92)

Page 2.12

TABLE J - TRAINS ASSISTED IN REAR- RULE BOOK, SECTION H

From	To	Conditions	Remarks
<del>Delete</del> :- Exeter St David's	Exeter Central	-	See Local Instructions, Page 4.51 & 4.80
<del>Add</del> :- Exeter Riverside Yard	Exmouth Junction	-	See Local Instructions, Page 4.51 & 4.80

(K2/33/92)

## SECTION 3 - GENERAL INSTRUCTIONS

Page 3.6

## SECTION H - WORKING OF TRAINS

Add new clause:-

## Clause 4.1.1 (h) - Conveyance of Privately Owned Coaching Stock

Privately Owned coaching stock may only be moved on BR lines covered by this Appendix where such movement has been published in a Notice Supplement to the Working Timetable.

Shunting movements of privately owned vehicles may only be undertaken within the terms of an agreed contract through which the necessary charges have been raised. Written instructions for such movements will be issued by the local manager.

Privately owned vehicles must not be allowed to occupy BR premises, depot or maintenance facilities except where written authority has been issued.

All Rules and Regulations concerning the safety of trains or vehicles apply equally to privately owned vehicles.

(K2/33/92)

K2-35D/6

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

BRITISH RAILWAYS

1K2/1D

WESTERN REGION

**K2**

**36/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 28 NOVEMBER 1992**

to

**FRIDAY, 4 DECEMBER 1992**

**(Inclusive)**



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

TUESDAY 1 DECEMBER - Signalling Notice No.57 - PADDINGTON AREA - The work shown in the above notice to be introduced in stages between Tuesday 20 October and Monday 2 November will now commence on Tuesday 1 December.

Maximum permissible speeds on the re-opened lines will be:-

Buffer stops to 0m 26ch, platforms 10 to 14 - 25 mph (Up and Down)

25 mph warning indicators will be provided on lines 5 and 6, for Up trains, at 0m 68ch.

0m 26ch to 2m 06ch - 40 mph in Down direction  
2m 38ch to 0m 26ch - 40 mph in Up direction

A 40 mph warning indicator will be provided on the Up Relief line at 2m 78ch.

The signal post telephone at signal SN.36 will be on the right hand side of the line. The telephone cabinet will have a label showing a St Andrews cross with a yellow roundel in its centre, similar to others in the area, to indicate that the telephone must not be used until special precautions have been taken - see Section D. This will be repeated on a sign, with a right hand arrow, which will be placed to the left of the line (where the telephone would normally be).

The main aspects of Signals SN.21 and SN.23 (Nos. 11 and 12 platforms) will not clear unless signal SN.25 is clear.

At signal SN.124, the route indication to signal SN.114 will be R (this amends the information given in Signalling Notice No.57 - two entries).

NOTE - In Stage 1.3D the signal routes from OO.411 and OO.413 apply only to the Link Line as far as OO.429.

Attention is drawn to the fact that signal OO.259 will be on the right hand side of the line (paragraph 4f refers).

(Item further amended) (See Section D) (39) (GW1)

SUNDAY 29 NOVEMBER - SWINDON - The facing connection in the Down Kemble line, formerly leading to the Works, will be replaced with plain line and associated Signal SN.225 will be recovered.

(39) (GW2.1)

K2-36C/1

## SOUTH WALES

SUNDAY 29 NOVEMBER - LLANBOIDY AOCR LEVEL CROSSING - Llanboidy AOCR level crossing, situated at 259m 54ch between Whitland and Clarbeston Road, will be converted to an Automatic Half Barrier crossing.

(See Section D)

(39) (RSW1.1)

SUNDAY 29 NOVEMBER - BETWEEN USKMOUTH AND EAST USK JUNCTION - The Down Branch Intermediate Home signal and the Down Branch Intermediate Home to Yard signal will be converted from lower quadrant to upper quadrant on the same posts at the same location as previously.

The Red aspect of each signal will also be the same height above rail level as previously.

(OP4/RA/W.8021)

(39) (FWA3.5)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

SWINDON - The points at the West end of the station, previously secured out of use, have been removed and replaced with plain line.

NOTE: Junction indicators 4 and 5 have not been removed from signal SN42 as shown in K2/35/92.

(Amended Item)

(38) (GW2.1)

\* \* SWINDON - The trailing connection between the Up Main line and Platform 3 line, at the country end of the station, has been secured out of use pending removal.

(36) (GW2.1)

NEWTON ABBOT - E11 signal has been moved from its former position on the signal structure to a position in line with the cess rail of the Up Main line. There has been no alteration to height or meaning.

(38) (GW4)

MARLEY TUNNEL - The signal plate on signal DM227 has been changed from a semi-automatic to an automatic.

(37) (GW4)

OXFORD UP SIDE CARRIAGE SIDINGS - The acceptance slot on signals OX82, OX92 and OX142, which is controlled by the shunter and located in the shunter's cabin at Oxford New Up Stabling Sidings, has been brought into use.

In addition the "Stop and Await Instruction" board located adjacent to ground position signal OX.137 has been removed.

(Amended Item)

(ROM/S/S/0500/DW) (38) (XC1).

K2-36C/2

**BETWEEN SEVERN BEACH AND NARROWWAYS HILL JN - AT ST ANDREWS ROAD STATION**  
- A Temporary pedestrian crossing has been brought into use at 15m 37ch at the Severn Beach end of the station in connection with reconstruction of the footbridge.

An Attendant will escort passengers to and from the platform during hours when trains are booked to call at the station.

(37) (RWE13)

#### SOUTH WALES

**SEVERN TUNNEL** - The labelling of the emergency telephones in the Severn Tunnel has been altered. Two types of label are now used, the same size as car number plates, located with reference to the Sudbrook shaft. For telephones East of, or the English side of Sudbrook shaft, the following labels are used:-

TELE 12E	White lettering on black background
12m-26ch	Blacklettering on yellow background

The "E" suffix indicating that the telephone is located on the English or East side of Sudbrook shaft.

Correspondingly the telephones located on the Welsh or West side of Sudbrook shaft have a "W" suffix as shown below:-

TELE 31W	White lettering on black background
14m-46ch	Black lettering on yellow background

In both cases the mileage from Bristol Temple Meads is given below the telephone label.

(New Item) (39) (GW6.3)

**LLANELLI** - The Up line banner repeater for signal PT 249 has been renewed on the same post as a fibre optic type.

(37) (RSW1.1)

**WILDMILL** - A new station has been opened at 0m 64ch, accommodating 2 car trains.

(37) (FWA1.3)

**BETWEEN USKMOUTH AND EAST USK JUNCTION** - The Down Branch Home signal and the Up Branch Starting signal have been converted from lower quadrant to upper quadrant on the same posts at same locations as previously.

The Red aspect of each signal remains the same height above rail level as previously.

(OP4/RA/W.8021) (38) (FWA3.5)

K2-36C/3

#### WORKING OVER BOOK

**CAMBRIDGE** - New RIGHT AWAY (RA) and CLOSE DOORS (CD) indicators have been provided on platform 5 for trains starting from signal CA173 and on platform 6 for trains starting from signal CA171.

(New Item) (39) (506)

**BETWEEN MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION, WEST LONDON JUNCTION AND LONGHEDGE JUNCTION** - Signalling and permanent way alterations have taken place as shown in Signal Instruction No.10 - 1992. All concerned must ensure that they are in possession of a copy of this instruction. The temporary working instructions shown in Signalling Instruction No.8 1992 have been cancelled upon introduction of the signalling as shown therein.

(RW/2151/16) (37) (507)

**BETWEEN MITRE BRIDGE JUNCTION AND LONGHEDGE JUNCTION** - The Temporary Block Working arrangements have been withdrawn consequent upon the introduction of revised signalling on the Down and Up West London lines and the provision of a new junction at Latchmere. Full details of the alterations are shown in Network SouthEast Signalling Instruction No.10 - 1992, which has been issued to the staff concerned.

The main alterations in the Mitre Bridge Junction area are as follows:-

The Down and Up West London lines have become bi-directional between Latchmere Junction and Mitre Bridge Junction.

A new (main) signal WN.153 (applicable to Down trains) has been provided on the Up West London line, adjacent to signal WN.151. The new signal applies as follows:-

Aspect	Route set
Main + Pos 1	Down branch
Main + Pos 2	"Up & Down" South West
P/L + 'U' indication	Up branch
P/L + 'SDG' indication	Up siding

The position 1 junction route indicator on signal WN.139 at the exit from the "Up & Down" South West line has been brought into use and applies to movements to the Down West London line.

Position light shunting signal WN.140 applying to set-back movements from the Down branch line to the Up branch line has been provided with an additional route along the Down branch line.

(OD14/85/52) (37) (507)

K2-36C/4



BRENT CURVE BETWEEN DUDDING HILL JN AND BRENT CURVE JN - During reconstruction work of Bridge No. 2 (Edgware Road) over the Brent Curve, the Down and Up Brent Curve Lines have been taken out of use from 16 November 1992 until further notice. The associated signalling equipment leading from and to the Brent Curve has been disconnected.

(See Section D)

(38) (511A)

SALISBURY TRAINCARE DEPOT - Signalling and permanent way alterations shown in Signal Instruction No.12 - 1992 previously postponed from 12 October have been carried out. All concerned must ensure that they are in possession of a copy of this instruction.

(RW/2397)

(38) (521)

\* \* WHIMPLE - A new platform 85 yards (3 coach lengths) long has been brought into use on the Up side, opposite the existing platform which has been taken out of use.

(RW/2656)

(36) (521)

BETWEEN SHOLING AND NETLEY - The foot crossing known as Keepers Crossing at 5m 37ch between Sholing and Netley together with its associated whistle boards has been removed.

(RW/1646/1)

(38) (524)

\* \* GUILDFORD - On platform 3 the existing Up and Down 4 car stopping marks have been replaced by 5 car stopping marks. New 4 car stopping marks have been provided 40 yards in rear of the 5 car stopping marks in each direction. On platform 8 a new 4 car stopping mark for Up trains has been provided located 5 yards to the country side of the footbridge steps.

(RW/1646/1)

(36) (525)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

## NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

## WORKING MANUAL FOR RAIL STAFF BR30054

SECTION 3 - (PINK PAGES) BR30054/3  
HANDLING AND CARRIAGE OF DANGEROUS GOODS

Page F3 - Clause 1.3 to be revised as follows:-

## "1.3 Information required

Controls and/or A.O.C.'s must  
Obtain and compile the information detailed  
on the form shown on page F4 and  
Fax details to Rfd Operations Control 00 29323"

(Amends Page 106 of the PON)

(K2/31/92)

## Page AP50

Clause 1.2 - Provisional Numbers allocated by the Department of Transport

Amend entries shown against UN Number 7032 to read:-

UN Number	Substance	Goods Class	TOPS Commodity Code
7032	Tall oil pitch (temperature above 100°C)	9	522
7033	Tars, liquid (including road asphalt and oils, bitumens and cutbacks flashpoint above 55°C, temperature above 100°C).	9	500 501 or 733

(Amends item of K2/30/92)

(K2/33/92)

Page 4.62 and 4.63

## FROME NORTH JUNCTION

Delete heading and item.

(K2/32/92)

Page 4.65

## GW6.1 WOOTTON BASSETT JUNCTION TO PILNING

## PATCHWAY JUNCTION

Delete heading and item.

(K2/32/92)

Pages 4.68 to 4.70

## DIDCOT

Delete all existing entries

(Note: See instructions on Pages 4.26 to 4.28)

(K2/33/92)

Page 4.71

XC1 DIDCOT EAST JUNCTION/  
FOXHALL JUNCTION TO FENNY COMPTON

## OXFORD

Add after final paragraph:-

Oxford Down Sidings. When on duty the Shunter will be responsible for all movements within the sidings. When the Shunter is not on duty, the Signaller at Oxford will advise the traincrew accordingly. The trainmen of a train requiring to enter the sidings must then ensure that the handpoints are set correctly and the siding concerned is clear for the train to enter.

Oxford Up Side Carriage Sidings. Movements to and from the Up sidings may be made via the North end Ground Frame connection or the South end connection as follows:-

- 1 Via the North end connection under the authority of the Shunter in charge who will operate the Ground Frame.
- 2 Via the South end connection, when movements into the sidings will be by the Shunter in charge operating the acceptance slot for signals OX.82, OX.92 or OX.142 as required.

(Amends item of K2/28/92)

(K2/36/92)

Page 4.76

## XC3 BARNT GREEN TO WESTERLEIGH JUNCTION

## WICKWAR TUNNEL

Staff requiring to enter the tunnel. In final paragraph amend Rule Book reference to:- B.4.6.3.

(K2/29/92)

K2-36D/14

Page 4.76

## YATE

Delete:- second and following paragraphs.

(Note:- Instruction remains unaltered on Page 4.153)

(K2/32/92)

Pages 4.80 &amp; 4.81 RWE6.1 EXETER ST DAVID'S TO EXMOUTH

Amend route heading to read:-

RWE6.1 COWLEY BRIDGE JUNCTION TO EXMOUTH

(K2/30/92)

Page 4.80

## EXETER ST DAVID'S

Assistance of trains between Exeter St David's and Exeter Central.

Amend heading to:-

Assistance of trains between Exeter Riverside Yard and Exmouth Junction.

(K2/33/92)

Page 4.81 Add:-

## LYMPSTONE COMMANDO

DMU trains are authorised to reverse at Lympstone Commando and return to Topsham where this is scheduled in the Working Timetable or Special Notice.

(K2/30/92)

Page 4.90

## RWE7 PLYMOUTH TO PENZANCE

## PAR

Add as new first item:-

Protection of shunter when coupling/uncoupling adjacent to running line. The shunter must personally obtain the signalman's assurance that the passage of trains has been stopped on the adjacent line. If necessary, he must wait until the signalman has found a suitable interval and then obtain his assurance.

The shunter must reach a clear understanding with the signalman as to which line is closed to traffic and whether any other line remains open. He must ask the signalman to read back the entry in the train register and, when satisfied it is correct, he must give his name, department, place from where he is speaking and the time.

When the work is completed, the shunter must inform the signalman that the passage of trains may be resumed.

(K2/33/92)

K2-36D/15



Add after final paragraph:-

Reduction of HST Exhaust Emissions - HST's Departing Penzance Station. Drivers of HST trains departing Penzance must only select "Notch 1" of the power controller. (Notch 2 may be used momentarily if the train fails to move but the power controller must be returned to Notch 1 when the train moves).

HST's with only one operational power car must be worked with great care to keep the exhaust emissions to a minimum when departing the station.

No other position of the power controller must be selected until the leading power car passes the HST Notch 2 Board (326m 13ch) which is when Drivers may select Notch 2 of the power controller. Full power must only be applied when passing the HST Power Up Board (325m 62ch) at Ponsandane.

The above mentioned boards are located on the right hand side of the single line.

NOTE: These instructions only apply if signal PZ.66 is exhibiting a proceed aspect.

(K2/30/92)

Delete heading and entry.

(K2/32/92)

Delete heading and item.

(K2/32/92)

Delete entry and substitute:-

**Radio Transmissions.** Radio transmissions can cause detonation of explosive devices. For this reason it is mandatory that all two way radios, including locomotive cab radios, are switched off on entry to the Quarry and not switched on again until the user or locomotive has left the Quarry.

**Hard Hats.** All areas within Meldon Quarry are "hard hat" areas. Any person visiting the Quarry by train must wear a hard hat if dismounting from the train whilst within the Quarry bounds.

**Quarry Sidings.** No movement is permitted past the "End of One Train Working" and "Stop and Telephone" boards at the entrance to the Quarry without the permission of the Quarry Sidings Shunter.

On leaving the Quarry no movement may pass the "Start of One Train Working" board without the permission of the Signaller at Crediton.

Propelling movements to the single line are prohibited.

When a movement is to take place using the run round road the Driver must change ends and drive from the front cab; propelling movements are NOT permitted on this road. All movements using the run round road MUST stop and whistle prior to arrival at the crossing that gives access to the "old locomotive" reservoir.

**Blasting.** Blasting operations take place on weekdays, normally at 1200 and otherwise when necessary.

The blasting warning procedure is as follows:-

- (a) Red flags are hoisted at points around the Quarry.
- (b) The blasting horn is sounded continuously for 60 seconds. THIS IS THE ADVANCE WARNING. ALL PERSONNEL WITHIN THE BLASTING AREA ARE TO TAKE SHELTER.
- (c) After a pause of 90 seconds the blasting horn will sound for 15 seconds. THIS SIGNALS THE START OF THE BLASTING SEQUENCE.
- (d) After a pause of 60 seconds the blasting horn will sound for 2 distinct periods of 5 seconds. A bell will start to continuously toll. THIS IS THE BLASTING WARNING.
- (e) The blast will now take place.
- (f) After the blast has taken place and the Shotfirer has satisfied himself that no danger exists and it is safe to resume working the all clear signal will be given. This signal is:-  
The blasting horn will sound for three 2 second periods and the bell will cease tolling.
- (g) The red flag will be lowered.

When a locomotive is at Meldon Quarry and a blast is to take place, the Shunter in charge of the movement will direct the locomotive to a place of safety. The Driver of the locomotive must remain within the locomotive until such time as the Shunter gives permission for him to leave. Should it be deemed necessary that the Driver of the locomotive take shelter within a recognised shelter, he must follow the directions of the Shunter, Foreman or any Manager who directs him to do so. The Driver must apply the parking brake before leaving the locomotive and shut down the locomotive if instructed to do so. The Driver must then remain within that shelter until such time as the all clear has been sounded.

The Person in Charge at the Quarry must obtain the permission of the Signalman at Crediton before allowing blasting to take place:-

- (a) If a train has left the Quarry and is proceeding towards Crediton.
- (b) If a train is at the Quarry; in these circumstances he must also give the Signalman an assurance that the Driver has been advised that blasting is to take place.

When blasting has taken place the Person in Charge of the Quarry must so advise the Signalman at Crediton and give him an assurance that the line is clear and safe to run on.

(K2/35/92)

Page 4.161 GW2.2 NORTH SOMERSET JUNCTION TO BRISTOL WEST  
JUNCTION VIA ST PHILIP'S MARSH

BETWEEN BRISTOL BATH ROAD AND ST PHILIP'S MARSH HST DEPOT  
OR KINGSLAND ROAD SIDINGS

Delete heading and item.

(Note:- Instruction remains unaltered on Page 4.43)

Page 4.162 KINGSLAND ROAD SIDINGS

Delete heading and item.

(Note:- Instruction remains unaltered on Page 4.40) (K2/32/92)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
SOUTH WALES - BR30012  
(Dated June/August 1992)

SECTION 1 - TABLE A

Page 1.10 - GW7 CARDIFF TO SWANSEA

Amend:- Catch Point on the Up Main at 184m 29ch to be clipped  
out of use

(Amends page 49 of PON)  
K2-36D/18

(K2/31/92)

Page 1.11 - GW7 CARDIFF TO SWANSEA

This page has been further reprinted.

(Amends page 51 of PON)

(K2/31/92)

Pages 1.13 and 1.14 - GW7 CARDIFF TO SWANSEA

These pages have been reprinted.

(K2/32/92)

Page 1.22 - RSW1.1 SWANSEA TO FISHGUARD HARBOUR  
240m 70ch Coed Farm Crossing

Amend mileage to:- 240m 74ch  
and name to:- Coed Farm 1 Crossing

(K2/32/92)

Page 1.23

Amend description of Llanboidy LC at 259m 54ch to be an Automatic Half  
Barrier - (AHB)

(K2/36/92)

Add:- 260m 00ch Llanlliw Farm Crossing  
also telephone symbol in Remarks column

(K2/32/92)

Page 1.24

Delete:- 265m 00ch Llanlliw Farm Crossing  
also telephone symbol in Remarks column

(K2/33/92)

Page 1.29 - RSW2 CRAVEN ARMS JN TO LLANDEILO JN

Add:- 31m 13ch Sunnybank Farm Crossing  
also telephone symbol in Remarks column  
(Delete mileage from Remarks column)

Page 1.36 - RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS

20m 70ch Stokesay Crossing  
Amend mileage to:- 20m 71ch  
and name to:- Stokesay Farm Crossing

Page 1.38

37m 17ch Broad Farm Crossing  
Amend name to:- Broad Farm 1 Crossing

K2-36D/19



GW7

Cardiff to Swansea (continued)

Page 1.14

Mileage	Running Lines	Location	Remarks
		To Margam East	Lines controlled by Port Talbot (PT) signal box
202 29		Up Sidings GF	
202 59		Port Talbot (PT) Port Talbot LC PORT TALBOT	
202 70		PT.132	
202 74		Port Talbot West GF	
202 75			
203 60			
205 29 205 30		Briton Ferry East	
206 14		Briton Ferry Up Flying Loop Jn (UM)	DTS Down Through Siding UTS Up Through Siding
206 58		Court Sart Junction	
		# To Dynevor Junction (See Page 1.69) (Swansea District Line)	
		To Neath	GW707/10/92

FWA1.3

Llynfi Junction (excl) to Llynfi


Page 1.65

Mileage	Running Lines	Location	Remarks
0 27		To Llynfi Junction (See Page 1.11)	Llynfi Junction controlled by Port Talbot (PT) signal box
0 64		WILDMILL	
2 12		SARN	
2 28			
2 67		TONDU	# To Newlands Jn (OVE line) (See Page 1.67) ## To Pontycymmer (See Page 1.66)
2 70		Tondu	D/UGL 5Q
2 72		Llynfi Goods Loop	
3 14			
3 15			
5 00		British Tissues Crossing	Ⓟ
7 00		GARTH	
7 02			
7 20			
7 26			
7 55		EWENNY ROAD	
		To Maesteg	FWA131/SEP 92

FWA1.3

Llynfi Jn to Llynfi (continued)

Page 1.65A

Mileage	Running Lines	Location	Remarks
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">25 35</div>	To Ewerny Road	
7 65	25 25 35		
	NST		
8 06		MAESTEG	
	25		
8 20	25 15	Maesteg GF	
	15		
8 41	15 15	Llynfi South GF	
	15		
8 59	15	Llynfi North GF	
	C2		
9 08	C2 15	End of branch	
			FWA132/SEP 92

Page 1.78

Mileage	Running Lines	Location	Remarks
FWA2.1 Penallta Colliery to Ystrad Mynach North (excl)			
15 08		End of Line	
14 71	C2 15	Penrhiwffelin GF	Ystrad Mynach North GF controlled by Ystrad Mynach South signal box
		To Ystrad Mynach North (See Page 1.47)	FWA211/JAN92
FWA2.2 Cwmbargoed to Ystrad Mynach South (excl)			
20 75		End of Line	** See Pages 4.73 to 4.76
20 40		Cwmbargoed	
20 37	20 ## STOP TST** STOP ##	Cwmbargoed LC (TMO)	## Start/End of Section
13 59		Nelson Junction GF	S 13 57 trailing connection (sand drag provided)
13 53	# 15 15 *	# To Taff Merthyr Colliery (See Page 1.79)	* Under the control of Person in Charge at Nelson Junction
13 51	## STOP 10 TST**		## Start/End of Section
12 55		Nelson East GF	See Section 4
12 41			
15 01			
13 33	20 15 15	To Ystrad Mynach South (See Page 1.47)	FWA221/10/92



FWA2.3

Taff Merthyr to Nelson Junction

Page 1.79

Mileage	Running Lines	Location	Remarks
16 60	10	Taff Merthyr Colliery	See Section 4
14 70	STOP	Taff Merthyr Colliery LC (Open)	# Area between 14 70 and 14 26 under the control of Person in Charge
14 68	STOP		
	STOP		
	#		
14 26	STOP		
14 09	15		
	OT		
13 77	—	Pandy Crossing	
13 57	STOP ##		## End/Start of Staff Section
	20:15		
	15	To Nelson Junction (See Page 1.78)	
			FWA231/10/92

## SECTION 2 - TABLES B-M

TABLE B - SPECIAL WORKING ARRANGEMENTS

Page 2.2

FWA2.4 HIRWAUN TO ABERCYNON

Delete heading and entry.

(K2/29/92)

TABLE C.2 - LINES WORKED UNDER THE CONTROL OF A PERSON-IN-CHARGE

Page 2.6

Delete following items from Table C.2 :-

From 'A'	To 'B'	Double or Single Line	Telephone at 'B'	Controlled by	Additional Instructions
Nelson	Ystrad Mynach Sth.	Single	Yes)	Ystrad Mynach South Signalman	-
Ocean Colliery	Nelson	Single	Yes)		-

(K2/29/92)

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Page 2.7

Add at end of table:-

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
Ystrad Mynach South to Nelson Junction	Nelson Junction	Person in Charge
Nelson Junction to Cwmbargoed	Nelson Junction	Person in Charge

(K2/29/92)

## SECTION 3 - GENERAL INSTRUCTIONS

Page 3.1

## INDEX TO GENERAL INSTRUCTIONS

Delete:- AHB and AOCR level crossings

(K2/32/92)

K2-36D/23

PRIVATE K2 5307 FOR PUBLICATION

BR 31400

RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

BRITISH RAILWAYS  
1K2/1D

WESTERN REGION

**K2**

**37/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 5 DECEMBER 1992**

to

**FRIDAY, 11 DECEMBER 1992**

**(Inclusive)**



## SECTION B - continued

At or between	Lines Blocked	Remarks
<b>549 GALTON JUNCTION TO STOURBRIDGE JUNCTION</b>		
Wednesday 9 to Friday 11 December		
237 Galton Jn and Stourbridge Jn	Down and Up BLOCKED	0015 to 0500 daily Trackwork 3mp and 142mp TRAINS DIVERTED POSSESSION TO BE GIVEN UP FOR PASSAGE OF 1E05 1930 POSTAL PENZANCE TO LEEDS PD.
<b>550 DERBY STATION NORTH JUNCTION TO BLACKWELL VIA BIRMINGHAM NEW STREET</b>		
Saturday/Sunday 5/6 December		
238 Birmingham New St and Kings Norton	Down and Up BLOCKED	2140 Sat to 1545 Sun Trackwork, O.H.L. work, and Station work 42mp and 48mp TRAINS DIVERTED
Tuesday 8 to Friday 11 December		
239 Kingsbury S.F. and Tamworth G.F.	Up Main BLOCKED	0055 to 0625 daily Trackwork 29mp and 23mp SLW OVER DOWN. TRAINS DIVERTED
<b>554 LANDOR STREET JUNCTION TO KING'S NORTON JUNCTION (CAMP HILL LINES)</b>		
Saturday/Sunday 5/6 December		
240 Landor Street Jn and St Andrews Jn	Down and Up BLOCKED	1400 Sat to 1545 Sun Trackwork 40mp and 41mp TRAINS DIVERTED
<b>556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE</b>		
Sunday 6 December		
241 Nantwich Station L.C. and Gresty Lane	Down BLOCKED Up BLOCKED	0045 to 1700  0045 to 1330 Trackwork 3mp and 1mp SLW OVER UP FROM 1330

K2-37B/9

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

SUNDAY 6 DECEMBER - SWINDON - The Goods Yard Ground Frame and telephone at 76m 61ch will be removed. Signal SN230 on the Up Reception line will be recovered and the associated points in the Up and Down Main will be removed and replaced with plain line.

(40) (GW2.1)

MONDAY 7 DECEMBER - NEWQUAY BRANCH BETWEEN ST DENNIS GF AND ST COLUMB ROAD - The temporary level crossing at 295m 67ch provided in connection with the construction of a new underline bridge will be removed.

(40) (RWE8.3)

MONDAY 7 DECEMBER - BETWEEN WEST DRAYTON AND THORNEY MILL - At 1000 hours the Temporary Speed Restriction of 5 mph on the Single line between 13m 35ch and 13m 65ch will be removed and a Permanent Speed Restriction of 10 mph will be imposed between the same mileages.

(See Periodical Operating Notice)

(40) (FWE6.2)

## SOUTH WALES

SUNDAY 6 DECEMBER - CARDIFF CENTRAL - The Parcels Depot platform lines and adjacent two sidings previously secured out of use will be recovered.

(40) (GW6.3)

SUNDAY 6 DECEMBER - BETWEEN WHITLAND AND CLUNDERWEN - At 1430 hours the Temporary Speed Restrictions of 70 mph on the Down line from 258m 69ch to 259m 55ch, and on the Up line from 260m 42ch to 259m 53ch, approaching and over Llanboidy AHB level crossing, will become permanent.

(See Section D)

(40) (RSW1.1)

SUNDAY 6 DECEMBER - BETWEEN MERTHYR VALE AND QUAKERS YARD (FORMER BLACK LION LOOPS) - The connections at 19m 27ch to the former Down and Up goods loops will be removed and replaced with plain line

(40) (RSW5.3)

K2-37C/1

## WORKING OVER BOOK

ADVANCE NOTICE - SUNDAY 13 DECEMBER - WATERLOO, WEST LONDON JUNCTION AND CLAPHAM JUNCTION - Signalling and permanent way alterations will take place as shown in Signal Instruction No.7 - 1992.

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

Please note the following amendment to the diagram included with the notice. Up Windsor line signal W76 will be provided with a position 1 Junction indicator applicable to the only route from the signal (to the Up Windsor line).

The following alteration associated with this work will be carried out at Clapham Junction:-

The straight ahead route on Up Windsor Slow line signal W118 leading to the Up Windsor Reversible line will be brought into use in conjunction with the work shown in Signal Instruction No.7 - 1992.

(RW/2151/16)

(41) (521)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

Signalling Notice No.57 - PADDINGTON AREA - The work shown in the above notice to be introduced in stages between Tuesday 20 October and Monday 2 November has now commenced.

Maximum permissible speeds on the re-opened lines are:-

Buffer stops to 0m 26ch, platforms 10 to 14 - 25 mph (Up and Down)

25 mph warning indicators have been provided on lines 5 and 6, for Up trains, at 0m 68ch.

0m 26ch to 2m 06ch - 40 mph in Down direction  
2m 38ch to 0m 26ch - 40 mph in Up direction

A 40 mph warning indicator has been provided on the Up Relief line at 2m 78ch.

The signal post telephone at signal SN.36 is on the right hand side of the line. The telephone cabinet has a label showing a St Andrews cross with a yellow roundel in its centre, similar to others in the area, to indicate that the telephone must not be used until special precautions have been taken - see Periodical Operating Notice. This has been repeated on a sign, with a right hand arrow, which has been placed to the left of the line (where the telephone would normally be).

The main aspects of Signals SN.21 and SN.23 (Nos. 11 and 12 platforms) will not clear unless signal SN.25 is clear.

At signal SN.124, the route indication to signal SN.114 is R (this amends the information given in Signalling Notice No.57 - two entries).

K2-37C/2

NOTE - In Stage 1.3D the signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Attention is drawn to the fact that signal 00.259 is on the right hand side of the line (paragraph 4f refers).

(See Periodical Operating Notice)

(39) (GW1)

SWINDON - The points at the West end of the station, previously secured out of use, have been removed and replaced with plain line.

NOTE: Junction indicators 4 and 5 have not been removed from signal SN42 as shown in K2/35/92.

(38) (GW2.1)

SWINDON - The facing connection in the Down Kemble line, formerly leading to the Works, has been replaced with plain line and associated Signal SN.225 has been recovered.

(39) (GW2.1)

NEWTON ABBOT - E11 signal has been moved from its former position on the signal structure to a position in line with the cess rail of the Up Main line. There has been no alteration to height or meaning.

(38) (GW4)

\* \* MARLEY TUNNEL - The signal plate on signal DM227 has been changed  
\* from a semi-automatic to an automatic.

(37) (GW4)

OXFORD UP SIDE CARRIAGE SIDINGS - The acceptance slot on signals OX82, OX92 and OX142, which is controlled by the shunter and located in the shunter's cabin at Oxford New Up Stabling Sidings, has been brought into use.

In addition the "Stop and Await Instruction" board located adjacent to ground position signal OX.137 has been removed.

ROM/S/S/0500/DW)

(38) (XC1)

\* \* BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT ST ANDREWS ROAD

\* STATION - A Temporary pedestrian crossing has been brought into use at 15m 37ch at the Severn Beach end of the station in connection with reconstruction of the footbridge.

An Attendant will escort passengers to and from the platform during hours when trains are booked to call at the station.

(37) (RWE13)

K2-37C/3



## SOUTH WALES

SEVERN TUNNEL - The labelling of the emergency telephones in the Severn Tunnel has been altered. Two types of label are now used, the same size as car number plates, located with reference to the Sudbrook shaft. For telephones East of, or the English side of Sudbrook shaft, the following labels are used:-

TELE 12E	White lettering on black background
12m-26ch	Black lettering on yellow background

The "E" suffix indicating that the telephone is located on the English or East side of Sudbrook shaft.

Correspondingly the telephones located on the Welsh or West side of Sudbrook shaft have a "W" suffix as shown below:-

TELE 31W	White lettering on black background
14m-46ch	Black lettering on yellow background

In both cases the mileage from Bristol Temple Meads is given below the telephone label.

(39) (GW6.3)

\* \* LLANELLI - The Up line banner repeater for signal PT 249 has been  
\* renewed on the same post as a fibre optic type.

(37) (RSW1.1)

LLANBOIDY AOCR LEVEL CROSSING - Llanboidy AOCR level crossing, situated at 259m 54ch between Whitland and Clarbeston Road, has been converted to an Automatic Half Barrier crossing.

(See Periodical Operating Notice)

(39) (RSW1.1)

\* \* WILDMILL - A new station has been opened at 0m 64ch, accommodating 2  
\* car trains.

(37) (FWA1.3)

BETWEEN USKMOUTH AND EAST USK JUNCTION - The Down Branch Home signal and the Up Branch Starting signal have been converted from lower quadrant to upper quadrant on the same posts at same locations as previously.

The Red aspect of each signal remains the same height above rail level as previously.

(OP4/RA/W.8021)

(38) (FWA3.5)

K2-37C/4

BETWEEN USKMOUTH AND EAST USK JUNCTION - The Down Branch Intermediate Home signal and the Down Branch Intermediate Home to Yard signal have been converted from lower quadrant to upper quadrant on the same posts at the same location as previously.

The Red aspect of each signal remains the same height above rail level as previously.

(OP4/RA/W.8021)

(39) (FWA3.5)

## WORKING OVER BOOK

CAMBRIDGE - New RIGHT AWAY (RA) and CLOSE DOORS (CD) indicators have been provided on platform 5 for trains starting from signal CA173 and on platform 6 for trains starting from signal CA171.

(39) (506)

BETWEEN MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION, WEST LONDON JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations have taken place as shown in Signal Instruction No.10 - 1992 subject to the following alterations. All concerned must ensure that they are in possession of a copy of this instruction.

With the exception of the Kensington Olympia Loop, which may be used in both directions, and the routes from shunt signals VC.140 and VC.146, the reversible signalling has NOT been commissioned.

The Up and Down Sheepcote Lines and the Kensington Siding have NOT been brought back into use.

Should it become necessary to operate trains over one line the requirements of Section N of the Rule Book will apply.

(AMENDED ITEM)

(RW/2151/16)

(40) (507)

BRENT CURVE BETWEEN DUDDING HILL JN AND BRENT CURVE JN - During reconstruction work of Bridge No. 2 (Edgware Road) over the Brent Curve, the Down and Up Brent Curve Lines have been taken out of use from 16 November 1992 until further notice. The associated signalling equipment leading from and to the Brent Curve has been disconnected.

(See Periodical Operating Notice)

(38) (511A)

K2-37C/5

SALISBURY TRINCARE DEPOT - Signalling and permanent way alterations shown in Signal Instruction No.12 - 1992 previously postponed from 12 October have been carried out. All concerned must ensure that they are in possession of a copy of this instruction.

(RW/2397) (38) (521)

BETWEEN SHOLING AND NETLEY - The foot crossing known as Keepers Crossing at 5m 37ch between Sholing and Netley together with its associated whistle boards has been removed.

(RW/1646/1) (38) (524)

K2-37C/6

## SECTION D

### GENERAL INSTRUCTIONS AND NOTICES

#### NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

#### AMENDMENTS TO OPERATING PUBLICATIONS

#### SECTIONAL APPENDICES TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS LONDON AND WEST OF ENGLAND - BR30069 (Dated June/August 1992)

#### SECTION 3 - GENERAL INSTRUCTIONS

Page 3.7

#### SECTION J - SHUNTING

#### Clause 4.3.4 - Gravitation shunting

Delete:- Penzance item from list of locations where gravitation shunting is permitted.

(K2/37/92)

#### SECTION 4 - LOCAL INSTRUCTIONS

Page 4.90

#### RWE7 PLYMOUTH TO PENZANCE

#### LISKEARD

Add as new item:-

Use of the Generator Crossing. This crossing may only be used under the provisions of Rule TIIIA. The normal position of the gates is locked against road use. The user must obtain the key from Liskeard Signalbox. After use the gates must be padlocked and the key returned to the Signalbox.

Page 4.96

#### RWE8.2 LISKEARD TO LOOE

#### LISKEARD

Add new fourth paragraph:-

Arrival and Departure of Branch Passenger Trains. The Guard must contact the Signalman at Liskeard using the telephone in the mess room on the Branch passenger station

- (i) as soon as the train arrives complete with tail lamp; and
- (ii) to obtain permission for the train to depart.

In the event of a failure of the telephone the Guard must contact the Signalman by any other means. In no circumstances must a train leave Liskeard without the Signalman's permission.

K2-37D/1



LISKEARD - continued

Delete existing fifth paragraph (beginning "When a freight train...") and substitute:-

When a freight train is required to travel from Coombe to Liskeard Yard after the arrival of a passenger train at the Liskeard Branch Platform, the Signaller will advise the Guard in charge of the passenger train to obtain the token and return it to the Signalbox. The Guard in charge of the passenger train must prevent passengers from joining the train until he is advised by the Signaller that the freight train from Coombe has passed the Liskeard Yard Stop Board and is clear of the single line, or that it has been cancelled.

(K2/37/92)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
SOUTH WALES - BR30012  
(Dated June/August 1992)

SECTION 1 - TABLE A

Page 1.23 - RSW1.1 SWANSEA TO FISHGUARD HARBOUR

Add the following permanent speed restrictions:-

Down line - 258m 68ch 70 mph  
              - 259m 55ch 75 mph

Up line - 260m 42ch 70 mph  
          - 259m 53ch 75 mph

(K2/37/92)

Page 1.34 - RSW2 CRAVEN ARMS TO LLANDEILO JN

Amend:- Pantyffynnon LC mileage to 10m 10ch

Add:- Pantyffynnon station mileage 10m 08ch

(K2/37/92)

K2-37D/2

SECTION 4 - LOCAL INSTRUCTIONS

Pages 4.19 GW7 CARDIFF CENTRAL TO SWANSEA HIGH STREET

BRITON FERRY

Chemical Depot Siding, Baglan Bay.

Delete:- fourth and fifth paragraphs  
          i.e. "Should it be necessary for.....etc"  
          and "Rail movements must not proceed.....etc"

Page 4.20

Through Siding.

Delete:- sixth paragraph  
          i.e. "During the period when trains.....etc"

(K2/37/92)

MISCELLANEOUS INSTRUCTIONS

BETWEEN ROYAL OAK AND OLD OAK COMMON EAST

BETWEEN 0930 AND 2000 HOURS SATURDAY 5 DECEMBER 1992  
OR UNTIL COMPLETION

In connection with track work at Royal Oak, Down Main line trains will be routed from 004 signal, via number 3 siding at Royal Oak, and thence via the Up/Up and Down Engine and Carriage line and the new Down Main line to 0016 signal.

The method of working will be in accordance with Rule Book, Section N and a pilotman will be appointed at 004 signal. The maximum permitted speed for the movement must be as shown in Section A of this notice.

(K2/37/92)

K2-37D/3

K2.53 BRITISH RAILWAYS  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE WESTERN REGION  
MANCHESTER 1K2/1D

**K2**

**38/92**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 12 DECEMBER 1992**

to

**FRIDAY, 18 DECEMBER 1992**

**(Inclusive)**



USE OF SIGNAL POST TELEPHONES

A SPECIAL REMINDER TO ALL DRIVERS AND SIGNALMEN

A recent fatal accident in another area has again highlighted the potential dangers in the passing of telephone messages concerning safety. This is especially relevant when using S.P.T.s

The responsibility for getting telephone messages right every time is common to both Signalmen and Drivers. So remember:-

ALWAYS -

Make certain you know who you are talking to - the train headcode and signalbox title must be used.

Make certain you know the location of the caller - this should be given using the signal number together with line and location.

Give clear unambiguous instructions.

Insist on the message being repeated back to you - this is the only certain way of knowing that your message has been received correctly.

NEVER -

Engage in personal conversations or idle chat  
- operational safety demands total professionalism.

Embroider instructions - keep them clear and accurate. Information regarding cause and probable extent of delays may be given but anticipating how a train may be dealt with will cause confusion.

REMEMBER -

Understanding instructions requires YOU to get it right EVERY TIME.

Sloppy use of the telephone can be fatal - don't be party to it.

The provisions of Rule Book, Section B, clause 2.5.

(41)

(K2/38/92)

K2-38IFC/1

SECTION A

TEMPORARY SPEED RESTRICTIONS

Until further notice unless otherwise specified

Warning Boards and indicators provided unless otherwise specified. Where two speeds are shown for a restriction e.g.  $\frac{20}{40}$ , the Rule Book, Section U, clause 1.2 applies.

+ indicates that the Warning Boards and Indicators will be moved as the work progresses.

On London Midland Region, portable magnets are not provided for temporary speed restrictions on lines not fitted with AWS

Location of work	Lines affected	Mileage at or between	M.Ch		Speed restriction m.p.h	Remarks	
			M.Ch	M.Ch			
LONDON AND WEST OF ENGLAND							
GW1 PADDINGTON TO FOXHALL JUNCTION							
1	Ladbroke Grove and Portobello	--	Up Main	1.58	1.43	20	Trackwork.Until 1905 Saturday 12 December
2	Hanwell and West Ealing	--	Up Relief	7.17	6.52	30	Condition of track.
3	Dolphin and Langley	--	Up Relief	16.74	16.63	30	Condition of track.
4	Slough West	Down Main	--	18.65	19.30	80	Condition of track. Until 1200 Sunday 13 December
5	Slough West	Down Main	--	18.65	19.20	$\frac{20}{40}$	Trackwork. From 1200 Sunday 13 December
6	Slough West	--	Up Main	19.30	18.65	80	Condition of track.
7	Scours Lane	Down Relief	Up Relief	37.55	37.71	$\frac{40}{60}$	Condition of track.

K2-38A/1

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

- \* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

FROM 1000 MONDAY 14 DECEMBER - BRISTOL EAST DEPOT - A "Stop" board will be erected at 117m 21ch on the Engineers' siding which will apply to Up direction movements.

(41) (GW2.1)

## SOUTH WALES

FROM 0730 MONDAY 14 DECEMBER - BETWEEN SWANSEA AND GOWERTON - AT COCKETT WEST SIGNAL PT 276 - Count down markers will be provided on the approach to the above mentioned Down line signal to assist Drivers when bringing trains to a stand at the signal.

(41) (RSW1.1)

## WORKING OVER BOOK

SUNDAY 13 DECEMBER - WATERLOO, WEST LONDON JUNCTION AND CLAPHAM JUNCTION - Signalling and permanent way alterations will take place as shown in Signal Instruction No.7 - 1992.

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

Please note the following amendment to the diagram included with the notice. Up Windsor line signal W76 will be provided with a position 1 Junction indicator applicable to the only route from the signal (to the Up Windsor line).

The following alteration associated with this work will be carried out at Clapham Junction:-

The straight ahead route on Up Windsor Slow line signal W118 leading to the Up Windsor Reversible line will be brought into use in conjunction with the work shown in Signal Instruction No.7 - 1992.

(RW/2151/16)

(41) (521)

K2-38C/1

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

Signalling Notice No.57 - PADDINGTON AREA - Stages 1.2 & 1.3 of the Paddington Re-signalling scheme as described in yellow signalling notice No.57 are further delayed.

Slough New Signal box has been opened but it only controls movements on carriage lines 1 and 2 through Kensal Green carriage washing platforms, and the carriage reception line.

Signals SN.117, SN.122, SN.124 and SN.129 have been commissioned. Signal SN.106 has been commissioned displaying a red aspect only. The S.P.T.s at these signals communicate with Slough New box.(S.N.)

(Amended Item)

(42) (GW1)

- \* \* SWINDON - The points at the West end of the station, previously  
\* secured out of use, have been removed and replaced with plain line.

NOTE: Junction indicators 4 and 5 have not been removed from signal SN42 as shown in K2/35/92.

(38) (GW2.1)

SWINDON - The facing connection in the Down Kemble line, formerly leading to the Works, has been replaced with plain line and associated Signal SN.225 has been recovered.

(39) (GW2.1)

SWINDON - The Goods Yard Ground Frame and telephone at 76m 61ch have been removed. Signal SN230 on the Up Reception line has been recovered and the associated points in the Up and Down Main have been removed and replaced with plain line.

(40) (GW2.1)

- \* \* NEWTON ABBOT - E11 signal has been moved from its former position on  
\* the signal structure to a position in line with the cess rail of the Up Main line. There has been no alteration to height or meaning.

(38) (GW4)

- \* \* OXFORD UP SIDE CARRIAGE SIDINGS - The acceptance slot on signals  
\* OX82, OX92 and OX142, which is controlled by the shunter and located in the shunter's cabin at Oxford New Up Stabling Sidings, has been brought into use.

In addition the "Stop and Await Instruction" board located adjacent to ground position signal OX.137 has been removed.

(ROM/S/S/0500/DW)

(38) (XC1)

K2-38C/2



NEWQUAY BRANCH BETWEEN ST DENNIS GF AND ST COLUMB ROAD - The temporary level crossing at 295m 67ch provided in connection with the construction of a new underline bridge has been removed.

(40) (RWE8.3)

BETWEEN WEST DRAYTON AND THORNEY MILL - The Temporary Speed Restriction of 5 mph on the Single line between 13m 35ch and 13m 65ch has been removed and a Permanent Speed Restriction of 10 mph has been imposed between the same mileages.

(See Periodical Operating Notice)

(40) (FWE6.2)

## SOUTH WALES

SEVERN TUNNEL - The labelling of the emergency telephones in the Severn Tunnel has been altered. Two types of label are now used, the same size as car number plates, located with reference to the Sudbrook shaft. For telephones East of, or the English side of Sudbrook shaft, the following labels are used:-

TELE 12E	White lettering on black background
12m-26ch	Black lettering on yellow background

The "E" suffix indicating that the telephone is located on the English or East side of Sudbrook shaft.

Correspondingly the telephones located on the Welsh or West side of Sudbrook shaft have a "W" suffix as shown below:-

TELE 31W	White lettering on black background
14m-46ch	Black lettering on yellow background

In both cases the mileage from Bristol Temple Meads is given below the telephone label.

(39) (GW6.3)

CARDIFF CENTRAL - The Parcels Depot platform lines and adjacent two sidings previously secured out of use have been recovered.

(40) (GW6.3)

LLANBOIDY AOCR LEVEL CROSSING - Llanboidy AOCR level crossing, situated at 259m 54ch between Whitland and Clarbeston Road, has been converted to an Automatic Half Barrier crossing.

(See Periodical Operating Notice)

(39) (RSW1.1)

K2-38C/3

BETWEEN WHITLAND AND CLUNDERWEN - The Temporary Speed Restrictions of 70 mph on the Down line from 258m 69ch to 259m 55ch, and on the Up line from 260m 42ch to 259m 53ch, approaching and over Llanboidy AHB level crossing, have become permanent.

(See Section D)

(40) (RSW1.1)

BETWEEN MERTHYR VALE AND QUAKERS YARD (FORMER BLACK LION LOOPS) - The connections at 19m 27ch to the former Down and Up goods loops have been removed and replaced with plain line

(40) (RSW5.3)

\* \* BETWEEN USKMOUTH AND EAST USK JUNCTION - The Down Branch Home signal and the Up Branch Starting signal have been converted from lower quadrant to upper quadrant on the same posts at same locations as previously.

The Red aspect of each signal remains the same height above rail level as previously.

(OP4/RA/W.8021)

(38) (FWA3.5)

BETWEEN USKMOUTH AND EAST USK JUNCTION - The Down Branch Intermediate Home signal and the Down Branch Intermediate Home to Yard signal have been converted from lower quadrant to upper quadrant on the same posts at the same location as previously.

The Red aspect of each signal remains the same height above rail level as previously.

(OP4/RA/W.8021)

(39) (FWA3.5)

## WORKING OVER BOOK

STRATFORD OLD YARD - The yard previously taken out of use will be brought back into use as an Engineers depot. The only access will be via two connections in the inlet road in Stratford locomotive depot. These connections will lead to 3 sidings which end in a common headshunt at the Stratford station end of the yard. The headshunt will be 430 yards long.

(NEW ITEM)

(41/SA1.19)

(41) (503)

CAMBRIDGE - New RIGHT AWAY (RA) and CLOSE DOORS (CD) indicators have been provided on platform 5 for trains starting from signal CA173 and on platform 6 for trains starting from signal CA171.

(39) (506)

BETWEEN WILLESDEN WEST LONDON JUNCTION AND MITRE BRIDGE JUNCTION - The "ELECTRIC TRAIN STOP" board situated on the Up West London line at Mitre Bridge level crossing has been repositioned approximately 100 yards nearer Mitre Bridge Junction.

(NEW ITEM)

(OD14/85/52)

(41) (507)

K2-38C/4

BETWEEN MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION, WEST LONDON JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations have taken place as shown in Signal Instruction No.10 - 1992 subject to the following alterations. All concerned must ensure that they are in possession of a copy of this instruction.

With the exception of the Kensington Olympia Loop, which may be used in both directions, and the routes from shunt signals VC.140 and VC.146, the reversible signalling has NOT been commissioned.

The Up and Down Sheepcote Lines and the Kensington Siding have NOT been brought back into use.

Should it become necessary to operate trains over one line the requirements of Section N of the Rule Book will apply.

(RW/2151/16) (40) (507)

- \* \* BRENT CURVE BETWEEN DUDDING HILL JN AND BRENT CURVE JN - During reconstruction work of Bridge No. 2 (Edgware Road) over the Brent Curve, the Down and Up Brent Curve Lines have been taken out of use from 16 November 1992 until further notice. The associated signalling equipment leading from and to the Brent Curve has been disconnected.

(See Periodical Operating Notice) (38) (511A)

- \* \* SALISBURY TRAINCARE DEPOT - Signalling and permanent way alterations shown in Signal Instruction No.12 - 1992 previously postponed from 12 October have been carried out. All concerned must ensure that they are in possession of a copy of this instruction.

(RW/2397) (38) (521)

- \* \* BETWEEN SHOLING AND NETLEY - The foot crossing known as Keepers Crossing at 5m 37ch between Sholing and Netley together with its associated whistle boards has been removed.

(RW/1646/1) (38) (524)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

## NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- \* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

## WORKING MANUAL FOR RAIL STAFF BR30054

PART 3 HANDLING AND CARRIAGE OF DANGEROUS GOODS  
(Pink Pages) - BR30054/3

The following amendments are effective immediately.

## F4.7 FLASK EMERGENCY ACTION

Page F26 Clause F4.7.2 [1]

Amend the telephone numbers for the NSE Incident Room to:-

071-214-9466 or 071-383-3168\*  
(\*Ex-directory, emergency only. Ring second  
number only if first unobtainable.)  
FAX: 071-214-9603

Page F27 Clause F4.7.2 [9]

Amend second item to read:-

. By fax on internal 00-49603 or external 071-214-9603.

## F4.8 FLASK INCIDENT ACTION

Page F28 Clause F4.8.2

Amend the telephone numbers for the NSE Incident Room to:-

071-214-9466 or 071-383-3168\*  
(\*Ex-directory, emergency only. Ring second  
number only if first unobtainable.)  
FAX: 071-214-9603

Page F29 Clause F4.8.2 [8]

Amend to read:-

Notify and give details to NSE Incident Room  
By telephone: 00-49466 or external 071-214-9466  
By fax 00-49603 or external 071-214-9603



# BRITISH RAILWAYS

WESTERN REGION

**K**

K2.00  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

39-40/92  
1K2/1D

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 19 DECEMBER 1992**

to

**FRIDAY, 1 JANUARY 1993**

**(Inclusive)**

**(TWO WEEKS)**

## SECTION B - continued

At or between	Lines Blocked	Remarks
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## FORMER LONDON MIDLAND REGION

## 541 STECHFORD TO BESCOT JUNCTION VIA ASTON

Monday 21 and Tuesday 22 December

224	Stechford South Jn and Aston South Jn	Down and Up BLOCKED	0900 to 1500 daily Trackwork 0mp and 2mp TRAINS DIVERTED
-----	--	------------------------	--

## 556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Sunday 20 December

225	Whitchurch and Gresty Lane	Down BLOCKED Up BLOCKED	0045 to 1700 0045 to 1330 Trackwork and signalling work 13m 40c and 1mp SLW OVER UP FROM 1330
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K2-3940B/6

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

No items.

## SOUTH WALES

No items.

## WORKING OVER BOOK

MONDAY 21 DECEMBER - SALISBURY TRAINCARE DEPOT - New sidings and maintenance facilities will be brought into use via a connection in No.5 berthing siding. The connection will give access to a 4 road maintenance shed with sidings numbered 6 to 9, each protected with derailleurs and position light signals.

(RW/2397)

(42) (521)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

Signalling Notice No.57 - PADDINGTON AREA - Stages 1.2 & 1.3 of the Paddington Re-signalling scheme as described in yellow signalling notice No.57 are further delayed.

Slough New Signal box has been opened but it only controls movements on carriage lines 1 and 2 through Kensal Green carriage washing platforms, and the carriage reception line.

Signals SN.117, SN.122, SN.124 and SN.129 have been commissioned. Signal SN.106 has been commissioned displaying a red aspect only. The S.P.T.s at these signals communicate with Slough New box.(S.N.)

NOTE: With reference to item first published in K2/35/92 concerning maximum permissible speeds on the re-opened lines. Amend mileages to read:-

0m 26ch to 2m 06ch	- 40 mph in Down direction
2m 74ch to 0m 26ch	- 40 mph in Up direction

A 40 mph warning indicator has been provided on the Up Relief line at 3m 34ch.

(AMENDED ITEM)

(42) (GW1)

GORING & STREATLEY - DOWN MAIN PLATFORM - The Down Main platform has been brought back into use.

(NEW ITEM) (See Section D)

(42) (GW1)

K2-3940C/1



- \* \* SWINDON - The facing connection in the Down Kemble line, formerly leading to the Works, has been replaced with plain line and associated Signal SN.225 has been recovered.

(39) (GW2.1)

- \* \* SWINDON - The Goods Yard Ground Frame and telephone at 76m 61ch have been removed. Signal SN230 on the Up Reception line has been recovered and the associated points in the Up and Down Main have been removed and replaced with plain line.

(40) (GW2.1)

BRISTOL EAST DEPOT - A "Stop" board has been erected at 117m 21ch on the Engineers' siding which applies to Up direction movements.

(41) (GW2.1)

- \* \* NEWQUAY BRANCH BETWEEN ST DENNIS GF AND ST COLUMB ROAD - The temporary level crossing at 295m 67ch provided in connection with the construction of a new underline bridge has been removed.

(40) (RWE8.3)

HIGHWORTH BRANCH - The hand lever operated connection located at 0m 02ch on the Highworth Branch, leading into the Shell Oils (Jack Dean's) siding, has been secured out of use pending removal.

(NEW ITEM)

(42) (FWE5.9)

- \* \* BETWEEN WEST DRAYTON AND THORNEY MILL - The Temporary Speed Restriction of 5 mph on the Single line between 13m 35ch and 13m 65ch has been removed and a Permanent Speed Restriction of 10 mph has been imposed between the same mileages.

(See Periodical Operating Notice)

(40) (FWE6.2)

## SOUTH WALES

- \* \* SEVERN TUNNEL - The labelling of the emergency telephones in the Severn Tunnel has been altered. Two types of label are now used, the same size as car number plates, located with reference to the Sudbrook shaft. For telephones East of, or the English side of Sudbrook shaft, the following labels are used:-

TELE 12E

White lettering on black background

12m-26ch

Black lettering on yellow background

The "E" suffix indicating that the telephone is located on the English or East side of Sudbrook shaft.

K2-3940C/2

## SEVERN TUNNEL - continued

Correspondingly the telephones located on the Welsh or West side of Sudbrook shaft have a "W" suffix as shown below:-

TELE 31W

White lettering on black background

14m-46ch

Black lettering on yellow background

In both cases the mileage from Bristol Temple Meads is given below the telephone label.

(39) (GW6.3)

- \* \* CARDIFF CENTRAL - The Parcels Depot platform lines and adjacent two sidings previously secured out of use have been recovered.

(40) (GW6.3)

BETWEEN SWANSEA AND GOWERTON - AT COCKETT WEST SIGNAL PT 276 - Count down line signal to assist Drivers when bringing trains to a stand at the signal.

(41) (RSW1.1)

- \* \* LLANBOIDY AOCR LEVEL CROSSING - Llanboidy AOCR level crossing, situated at 259m 54ch between Whitland and Clarboston Road, has been converted to an Automatic Half Barrier crossing.

(See Periodical Operating Notice)

(39) (RSW1.1)

- \* \* BETWEEN WHITLAND AND CLUNDERWEN - The Temporary Speed Restrictions of 70 mph on the Down line from 258m 69ch to 259m 55ch, and on the Up line from 260m 42ch to 259m 53ch, approaching and over Llanboidy AHB level crossing, have become permanent.

(See Section D)

(40) (RSW1.1)

- \* \* BETWEEN MERTHYR VALE AND QUAKERS YARD (FORMER BLACK LION LOOPS) - The connections at 19m 27ch to the former Down and Up goods loops have been removed and replaced with plain line

(40) (RSW5.3)

- \* \* BETWEEN USKMOUTH AND EAST USK JUNCTION - The Down Branch Intermediate Home signal and the Down Branch Intermediate Home to Yard signal have been converted from lower quadrant to upper quadrant on the same posts at the same location as previously.

The Red aspect of each signal remains the same height above rail level as previously.

(OP4/RA/W.8021)

(39) (FWA3.5)

K2-3940C/3

## WORKING OVER BOOK

STRATFORD OLD YARD - The yard previously taken out of use will be brought back into use as an Engineers depot. The only access will be via two connections in the inlet road in Stratford locomotive depot. These connections will lead to 3 sidings which end in a common headshunt at the Stratford station end of the yard. The headshunt will be 430 yards long.

(41/SA1.19)

(41) (503)

\* \* CAMBRIDGE - New RIGHT AWAY (RA) and CLOSE DOORS (CD) indicators have been provided on platform 5 for trains starting from signal CA173 and on platform 6 for trains starting from signal CA171.

(39) (506)

BETWEEN WILLESDEN WEST LONDON JUNCTION AND MITRE BRIDGE JUNCTION - The "ELECTRIC TRAIN STOP" board situated on the Up West London line at Mitre Bridge level crossing has been repositioned approximately 100 yards nearer Mitre Bridge Junction.

(OD14/85/52)

(41) (507)

\* \* BETWEEN MITRE BRIDGE JUNCTION, CLAPHAM JUNCTION, WEST LONDON JUNCTION AND LONGHEDGE JUNCTION - Signalling and permanent way alterations have taken place as shown in Signal Instruction No.10 - 1992 subject to the following alterations. All concerned must ensure that they are in possession of a copy of this instruction.

With the exception of the Kensington Olympia Loop, which may be used in both directions, and the routes from shunt signals VC.140 and VC.146, the reversible signalling has NOT been commissioned.

The Up and Down Sheepcote Lines and the Kensington Siding have NOT been brought back into use.

Should it become necessary to operate trains over one line the requirements of Section N of the Rule Book will apply.

(RW/2151/16) (40) (507)

WATERLOO, WEST LONDON JUNCTION AND CLAPHAM JUNCTION - Signalling and permanent way alterations have taken place as shown in Signal Instruction No.7 - 1992.

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

Please note the following amendment to the diagram included with the notice. Up Windsor line signal W76 has been provided with a position 1 Junction indicator applicable to the only route from the signal (to the Up Windsor line).

The following alteration associated with this work has been carried out at Clapham Junction:-

The straight ahead route on Up Windsor Slow line signal W118 leading to the Up Windsor Reversible line has been brought into use in conjunction with the work shown in Signal Instruction No.7 - 1992.

(RW/2151/16)

(41) (521)

K2-3940C/4

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

## NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note \* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

## WORKING MANUAL FOR RAIL STAFF BR30054

PART 3 HANDLING AND CARRIAGE OF DANGEROUS GOODS  
(Pink Pages) - BR30054/3

The following amendments are effective immediately.

## F4.7 FLASK EMERGENCY ACTION

Page F26 Clause F4.7.2 [1]

Amend the telephone numbers for the NSE Incident Room to:-

071-214-9466 or 071-383-3168\*  
(\*Ex-directory, emergency only. Ring second  
number only if first unobtainable.)  
FAX: 071-214-9603

Page F27 Clause F4.7.2 [9]

Amend second item to read:-

. By fax on internal 00-49603 or external 071-214-9603.

## F4.8 FLASK INCIDENT ACTION

Page F28 Clause F4.8.2

Amend the telephone numbers for the NSE Incident Room to:-

071-214-9466 or 071-383-3168\*  
(\*Ex-directory, emergency only. Ring second  
number only if first unobtainable.)  
FAX: 071-214-9603

Page F29 Clause F4.8.2 [8]

Amend to read:-

Notify and give details to NSE Incident Room  
By telephone: 00-49466 or external 071-214-9466  
By fax 00-49603 or external 071-214-9603

(K2/38/92)

K2-3940D/1



K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

1K2/1D

WESTERN REGION

**K2**

**41-42/93**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 2 JANUARY 1993**

to

**FRIDAY, 15 JANUARY 1993**

**(Inclusive)**

**(TWO WEEKS)**

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

SATURDAY 2 TO MONDAY 11 JANUARY - Signalling Notice No.57 - PADDINGTON AREA - The dates shown in the above notice should be adjusted as follows:-

Stage 1.3A will take place at 20.00 MONDAY 4 JANUARY.

Stage 1.3B will take place on SATURDAY/MONDAY 2/4 JANUARY.

Stage 1.3C will take place on FRIDAY/SATURDAY 8/9 JANUARY.

Stage 1.3D will take place from SATURDAY 9 JANUARY TO MONDAY 11 JANUARY.

The maximum permissible speed for trains departing from platforms 1, 2, 3, 4 or 5 will be reduced to 20 mph, as far as 0m 60ch on the temporary Down Main line. From that point the existing 40 mph will apply to 2m 06ch. (See Section D).

Maximum permissible speeds in the Up direction will be unchanged (40 mph from 2m 06ch over the temporary Up Main line to 0m 48ch, and 25 mph from 0m 48ch into Nos. 1, 2, 3, 4 or 5 platforms).

NOTE:- The signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Signal 00.259 will be on the right hand side of the line (see paragraph 4f of the Signalling Notice).

(See Section D)

(45) (GW1)

FROM 0730 MONDAY 4 JANUARY - LISKEARD TO LOOE - In connection with the 'Nairns' level crossing improvement scheme the following Permanent Speed Restrictions will be applied -

Bolitho 1 crossing at 8m 17ch between Liskeard and Coombe - A Permanent Speed Restriction of 5 mph will be imposed in the Down direction from 8m 20ch to clear of crossing. In the Up direction a Permanent Speed Restriction of 5 mph will be imposed from 8m 15ch to clear of crossing.

Bolitho 2 crossing at 7m 77ch between Liskeard and Coombe - A Permanent Speed Restriction of 5 mph will be imposed in the Down direction only from 8mp to clear of crossing.

(44) (RWE8.2)

SATURDAY 9 JANUARY - BERKELEY ROAD TO SHARPNESS The method of working on the Sharpness branch will be changed from C2 to One Train Working where a Train Staff is provided.

(See Section D)

(45) (FWE5.6)

K2-4142C/1

## SOUTH WALES

FROM 0730 MONDAY 4 JANUARY - CRAVEN ARMS TO LLANDEILO JUNCTION - In connection with the 'Nairns' level crossing improvement scheme the following Permanent Speed Restrictions will be applied -

Neuadd Farm 2 crossing at 35m 49ch between Llandrindod Wells and Bulth Road - A Permanent Speed Restriction of 35 mph will be imposed in the Down direction from 35m 32ch to clear of crossing. In the Up direction a Permanent Speed Restriction of 40 mph will be imposed from 35m 68ch to clear of crossing.

Lewis crossing at 42m 74ch between Garth and Llangamarch Wells - A Permanent Speed Restriction of 10 mph will be imposed in the Down direction from 42m 68ch to clear of crossing. In the Up direction a Permanent Speed Restriction of 10 mph will be imposed from 43mp to clear of crossing.

Dildre crossing at 54m 58ch between Cyngordy and Llandovery - A Permanent Speed Restriction of 15 mph will be imposed in the Down direction from 54m 51ch to clear of crossing. In the Up direction a Permanent Speed Restriction of 10 mph will be imposed from 54m 64ch to clear of crossing.

Ynystawleg 1 crossing at 9m 7ch between Pantyffynnon and Pontarddulais - A Permanent Speed Restriction of 45 mph will be imposed in the Up direction only. The existing 50 mph limit applicable from 9mp will be moved to 9m 8ch (ie. clear of the crossing) to cater for this restriction.

(44) (RSW2)

## WORKING OVER BOOK

MONDAY 4 JANUARY - WEDNESBURY S.B. - A temporary vehicular level crossing, controlled by a Crossing Keeper and road traffic lights, will be brought into use across the sidings used by trains to/from the Engineers' Ballast Tip.

The level crossing will be located approximately 6 chains to the south of Wednesbury signalbox and will not cross the main line.

(OP4/RA/W.6004)

(44) (546)

SUNDAY 10 JANUARY - WATERLOO AND WEST LONDON JUNCTION - Signalling and permanent way alterations shown in Signal Instruction No.7, postponed from December, will now take place on the date shown here. All concerned must ensure that they are in possession of a copy of this instruction.

(RW5/2151/16)

(45) (521)

K2-4142C/2



## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

Signalling Notice No.57 - PADDINGTON AREA - The work shown in the above notice to be introduced in stages between Tuesday 20 October and Monday 2 November has now commenced with Stage 1.2 at 18.00 on Wednesday 30 December.

Maximum permissible speeds on the re-opened lines are:-

Buffer stops to 0m 26ch, platforms 10 to 14 - 25 mph (Up and Down)

25 mph warning indicators have been provided on lines 5 and 6, for Up trains, at 0m 68ch.

0m 26ch to 2m 06ch - 40 mph in Down direction  
2m 74ch to 0m 26ch - 40 mph in Up direction

A 40 mph warning indicator has been provided on the Up Relief line at 3m 34ch.

The signal post telephone at signal SN.36 is on the right hand side of the line. The telephone cabinet has a label showing a St Andrews cross with a yellow roundel in its centre, similar to others in the area, to indicate that the telephone must not be used until special precautions have been taken - see Periodical Operating Notice. This has been repeated on a sign, with a right hand arrow, which has been placed to the left of the line (where the telephone would normally be).

The main aspects of Signals SN.21 and SN.23 (Nos. 11 and 12 platforms) will not clear unless signal SN.25 is clear.

At signal SN.124, the route indication to signal SN.114 is R (this amends the information given in Signalling Notice No.57 - two entries).

NOTE - In Stage 1.3D the signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Attention is drawn to the fact that signal 00.259 is on the right hand side of the line (paragraph 4f refers).

The following addition should be made to both plans incorporated within this notice. Adjacent to the Carriage Cleaning platform at approximately 2 m.p. ADD the note "SN.122 TRS & RA PLUNGERS NOT IN USE AT THIS STAGE." In addition, at signal SN.122 ADD the note "SN.122 RA INDICATOR NOT IN USE AT THIS STAGE."

(New Item) (See Periodical Operating Notice) (44) (GW1)

\* \* GORING & STREATLEY - DOWN MAIN PLATFORM - The Down Main platform has been brought back into use.

(See Section D) (42) (GW1)

\* \* BRISTOL EAST DEPOT - A "Stop" board has been erected at 117m 21ch on the Engineers' siding which applies to Up direction movements.

(41) (GW2.1)

BRISTOL, NARROWWAYS HILL JUNCTION - The countdown markers for signal B248 on the Down Filton line have been repositioned to the following positions and the posts reduced in height:

300yd marker from 2m 35ch 15yds to 2m 40ch  
200yd marker from 2m 30ch 15yds to 2m 35ch 2 yds  
100yd marker from 2m 28ch 17yds to 2m 30ch 11yds

(New Item) (44) (GW6.2)

\* \* HIGHWORTH BRANCH - The hand lever operated connection located at 0m 02ch on the Highworth Branch, leading into the Shell Oils (Jack Dean's) siding, has been secured out of use pending removal.

(42) (FWE5.9)

## SOUTH WALES

\* \* BETWEEN SWANSEA AND GOWERTON - AT COCKETT WEST SIGNAL PT 276 - Countdown markers have been provided on the approach to the above mentioned Down line signal to assist Drivers when bringing trains to a stand at the signal.

(41) (RSW1.1)

BETWEEN YSTRAD MYNACH SOUTH AND NELSON JUNCTION - The facing (Up direction) and trailing (Up direction) connections in the single line at 14m 10ch and 14m 48ch respectively, both secured out of use, have been removed and plain line installed.

At the same time the single line between 14m 10ch and 14m 48ch has been slued to the alignment of the new track laid on the Up side of the existing single line to form a new single line.

(New Item) (44) (FWA2.2)

## WORKING OVER BOOK

- \* \* STRATFORD OLD YARD - The yard previously taken out of use will be brought back into use as an Engineers depot. The only access will be via two connections in the inlet road in Stratford locomotive depot. These connections will lead to 3 sidings which end in a common headshunt at the Stratford station end of the yard. The headshunt will be 430 yards long.

(41/SA1.19)

(41) (503)

- \* \* BETWEEN WILLESDEN WEST LONDON JUNCTION AND MITRE BRIDGE JUNCTION -  
\* The "ELECTRIC TRAIN STOP" board situated on the Up West London line at Mitre Bridge level crossing has been repositioned approximately 100 yards nearer Mitre Bridge Junction.

(OD14/85/52)

(41) (507)

- \* \* SALISBURY TRAINCARE DEPOT - New sidings and maintenance facilities have been brought into use via a connection in No.5 berthing siding. The connection gives access to a 4 road maintenance shed with sidings numbered 6 to 9, each protected with derailleurs and position light signals.

(RW/2397)

(42) (521)

K2-4142C/5

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

## NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

- \* \* Items marked thus will not appear in future issues and a note \* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

## WORKING MANUAL FOR RAIL STAFF BR30054

PART 3 HANDLING AND CARRIAGE OF DANGEROUS GOODS  
(Pink Pages) - BR30054/3The following amendments are effective immediately.

## F4.7 FLASK EMERGENCY ACTION

Page F26 Clause F4.7.2 [1]

Amend the telephone numbers for the NSE Incident Room to:-

071-214-9466 or 071-383-3168\*  
(\*Ex-directory, emergency only. Ring second  
number only if first unobtainable.)  
FAX: 071-214-9603

Page F27 Clause F4.7.2 [9]

Amend second item to read:-

. By fax on internal 00-49603 or external 071-214-9603.

## F4.8 FLASK INCIDENT ACTION

Page F28 Clause F4.8.2

Amend the telephone numbers for the NSE Incident Room to:-

071-214-9466 or 071-383-3168\*  
(\*Ex-directory, emergency only. Ring second  
number only if first unobtainable.)  
FAX: 071-214-9603

Page F29 Clause F4.8.2 [8]

Amend to read:-

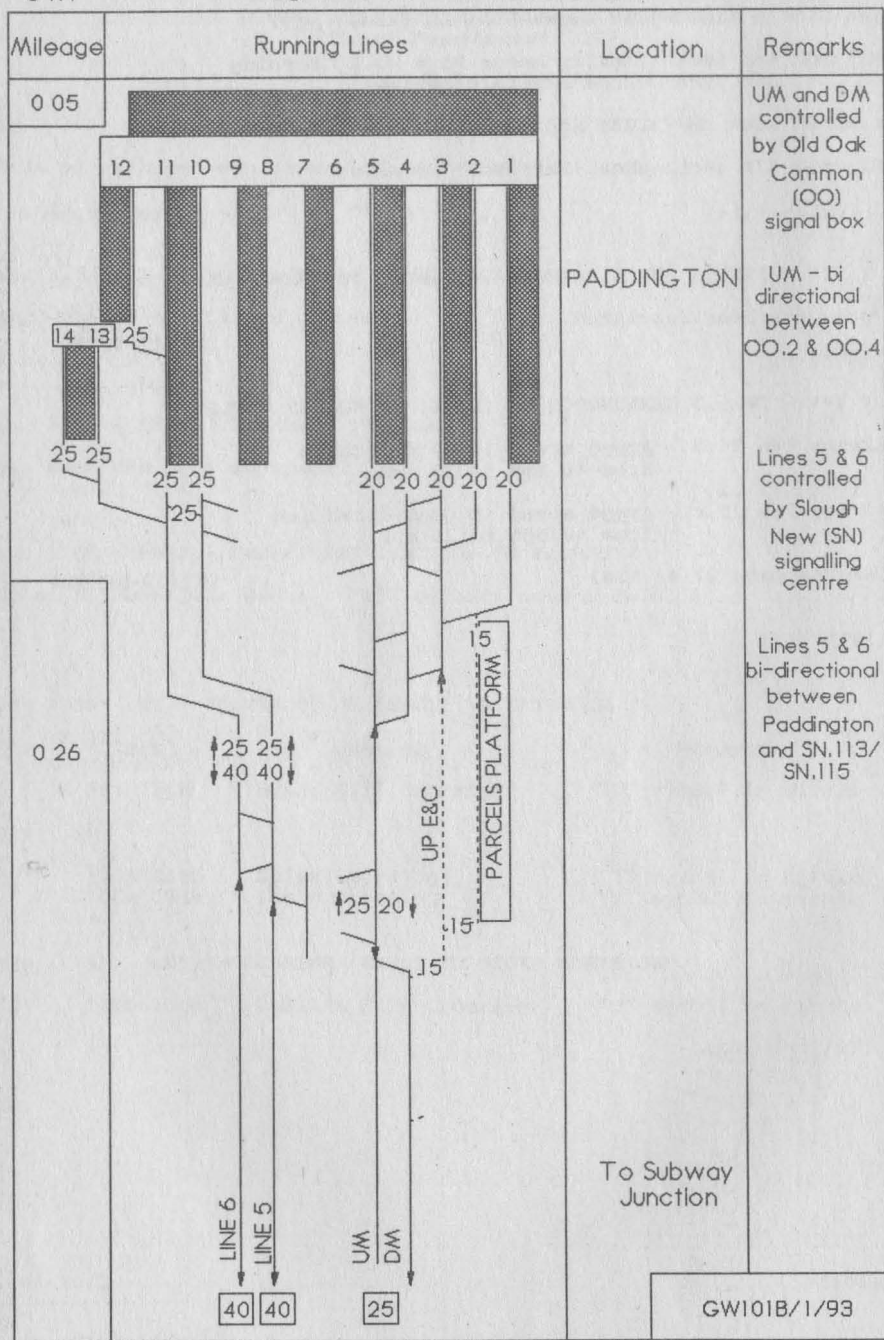
Notify and give details to NSE Incident Room  
By telephone: 00-49466 or external 071-214-9466  
By fax 00-49603 or external 071-214-9603

(K2/38/92)

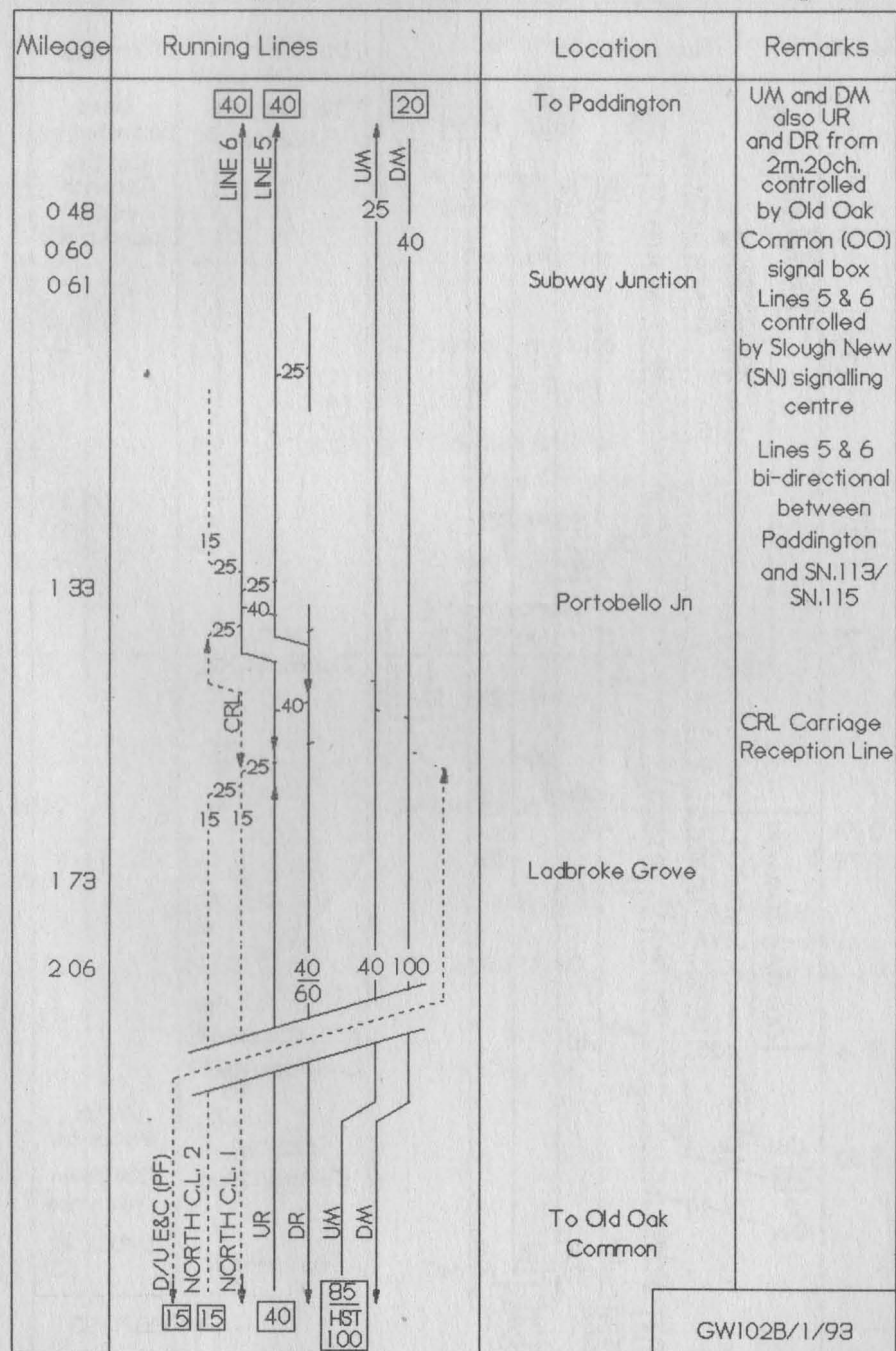
K2-4142D/1



GW1 Paddington to Foxhall Junction Page 1.1



GW1 Paddington to Foxhall Jn (continued) Page 1.2







FWE5.6 Berkeley Road Jn (excl) to Sharpness Page 1.136

Mileage	Running Lines	Location	Remarks
0 00	20 OT	To Berkeley Road Junction (See Page 1.62)	Train staff kept at Gloucester Yard
0 04	15		
2 08		Berkeley GF	
4 17		Sharpness	
			FWE561/JAN93

## SECTION 2 - TABLES B-M

TABLE C.2 - LINES WORKED UNDER THE CONTROL OF A PERSON-IN-CHARGE

Page 2.9 Delete the following item from Table C.2:-

From 'A'	To 'B'	Double or Single Line	Tele- phone at 'B'	Controlled by	Additional Instructions
Berkeley Road Junction	Sharpness	Single	No	Gloucester Signalman	See Local Instructions, page 4.158

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Page 2.10 Add:-

Section of Line	Token Or Staff Station	Person authorised to receive or deliver token or staff
Brabazon Crossing to Hallen Marsh	Hallen Marsh	Person in Charge (See Local Instructions, page 4.148)
Berkeley Road Junction to Sharpness	Berkeley Road Junction	See Local Instructions, page 4.158

(K2/41-42/93)

## SECTION 3 - GENERAL INSTRUCTIONS

Page 3.7

## SECTION J - SHUNTING

Clause 4.3.4 - Gravitation shunting

Delete:- Penzance item from list of locations where gravitation shunting is permitted.

(K2/37/92)

## SECTION 4 - LOCAL INSTRUCTIONS

Page 4.19

GW1 PADDINGTON TO FOXHALL JUNCTION

HAYES &amp; HARLINGTON - continued

EDC Ltd Siding. Delete sub-heading and item.

Page 4.23

READING

Traincrew relief arrangements. Delete sub-heading and item.

(K2/41-42/93)

K2-4142D/5

Page 4.25 GW1 PADDINGTON TO FOXHALL JUNCTION

Add as final item:- GORING & STREATLEY

Down Main Platform. Passenger trains exceeding three coaches in length must not stop at this platform.

Passenger trains of up to three coaches must stop at the marker board provided.

(K2/39-40/92)

Page 4.36 GW2.1 FOXHALL JUNCTION TO BRISTOL TM

BETWEEN KEYNSHAM AND NORTH SOMERSET JUNCTION

Amend:- The references to "Stop" lamp in paragraphs one and two to read "Stop" board.

(K2/38/92)

Page 4.90 RWE7 PLYMOUTH TO PENZANCE

LISKEARD

Add as new item:-

Use of the Generator Crossing. This crossing may only be used under the provisions of Rule TIIIA. The normal position of the barrier is locked against road use. The user must obtain the key from Liskeard Signalbox. After use the barrier must be padlocked and the key returned to the Signalbox.

Page 4.96 RWE8.2 LISKEARD TO LOOE

LISKEARD

Add new fourth paragraph:-

Arrival and Departure of Branch Passenger Trains. The Guard must contact the Signaller at Liskeard using the telephone in the mess room on the Branch passenger station

- (i) as soon as the train arrives complete with tail lamp; and
- (ii) to obtain permission for the train to depart.

In the event of a failure of the telephone the Guard must contact the Signaller by any other means. In no circumstances must a train leave Liskeard without the Signaller's permission, this will enable him to exercise control over Coombe Crossing.

Delete existing fifth paragraph (beginning "When a freight train...") and substitute:-

When a freight train is required to travel from Coombe to Liskeard Yard after the arrival of a passenger train at the Liskeard Branch Platform, the Signaller will advise the Guard in charge of the passenger train to obtain the token and return it to the Signalbox. The Guard in charge of the passenger train must prevent passengers from joining the train until he is advised by the Signaller that the freight train from Coombe has passed the Liskeard Yard Stop Board and is clear of the single line, or that it has been cancelled.

(Amends item of K2/37/92)

(K2/39-40/92)

K2-4142D/6

Page 4.117 RWE13 SEVERN BEACH TO NARROWWAYS HILL JUNCTION

BETWEEN SEVERN BEACH AND THE ICI RECEPTION SIDINGS

Delete heading and item.

Page 4.118 AVONMOUTH TOWN GOODS

Delete heading and item.

Page 4.149 FWE5.1 STOKE GIFFORD JUNCTION TO AVONMOUTH TOWN GOODS

AVONMOUTH TOWN GOODS

Delete heading and item.

(K2/41-42/93)

Page 4.158 FWE5.6 BERKELEY ROAD JUNCTION TO SHARPNESS

Add as first item:-

The Train Staff for this branch is kept in Gloucester Yard Office and Drivers must collect the Train Staff from the Person in Charge before leaving Gloucester Yard and return it to the Person in Charge when the train returns to Gloucester.

If a train, which will not come from and/or return to Gloucester Yard, requires to run onto the Sharpness Branch, the Freight Services Manager Gloucester must arrange for a suitable person to collect the Train Staff and deliver it to the Driver at a pre-arranged place or to collect it from the Driver at a pre-arranged place and return it to the Person in Charge in Gloucester Yard.

(K2/41-42/93)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
SOUTH WALES - BR30012  
(Dated June/August 1992)

SECTION 1 - TABLE A

Page 1.9 - GW7 CARDIFF TO SWANSEA

Mileage 171 40 St George's Church Crossing. Amend mileage to 175 40

(Amends Page 75 of the PON)

(K2/38/92)

Page 1.23 - RSW1.1 SWANSEA TO FISHGUARD HARBOUR

Add the following permanent speed restrictions:-

Down line - 258m 68ch 70 mph  
- 259m 55ch 75 mph

Up line - 260m 42ch 70 mph  
- 259m 53ch 75 mph

K2-4142D/7

(K2/37/92)



## MISCELLANEOUS INSTRUCTIONS - continued

\* \* BOOK IT  
\*

PRECISE INFORMATION ON A DEFECT IS VITAL  
TO THE FLEET MANAGER'S STAFF IN AIDING  
THEM TO RETURN A UNIT TO TRAFFIC

(41) (K2/38/92)

WATERLOO TO WEST LONDON JUNCTION  
WINDSOR REVERSIBLE

TO APPLY FROM SUNDAY 13 DECEMBER 1992 UNTIL FURTHER NOTICE

The signals numbered in the 900 series associated with this line, including the signals leading from the Up and Down Sheepcote Lane lines will not, until further notice, have telephones provided. Only trains on which the Driver has "set up" the cab secure radio system will be routed to be controlled by these signals.

(RW/2151/16)

(K2/39-40/92)

WEMBLEY TRAIN OPERATIONS CENTRE

SATURDAY 3 JANUARY TO MONDAY 22 FEBRUARY

Trains are authorised to work from Willesden West London Junction (signal WN.136) to Willesden Connecting Line Junction (rear of signal WN.74) with a locomotive attached in rear. Except in an emergency, the Driver on the rear locomotive must not apply traction power or interfere with the braking of the train. He must also be prepared for signals WN.117 and WN.86 returning to Danger before his locomotive passes them.

(OD14/85/131)

(K2/41-42/93)

K2-4142D/16

## MISCELLANEOUS INSTRUCTIONS - continued

CLASS 153 - ROUTE AVAILABILITY  
(SOUTH WESTERN DIVISION)

1. These units are now permitted over the following additional route:-

Yeovil Jn to Exeter St Davids

Subject to the following restrictions:-

The Air Bag suspension must be inspected at frequent intervals, and if an Air Bag failure occurs, the train must be taken out of service.

2. These units are now permitted over the following additional route on the services specified in paragraph 3 ONLY:-

WR/SR boundary (Warminster) to Southampton via Redbridge

Subject to the following restrictions:-

Salisbury )  
Dean )  
Mottisfont ) Speed not to exceed 10 mph when passing  
Dunbridge ) through the platforms at these locations  
Romsey )  
Redbridge )  
Southampton )

Millbrook Down Slow platform - PROHIBITED.  
Speed not to exceed 10 mph when passing through all other platforms.

The Air Bag suspension must be inspected at frequent intervals, and if an Air Bag failure occurs, the train must be taken out of service.

3. Specified Services referred to in paragraph 2:-

04+26 (EWD) Westbury to Romsey  
05 35 (EWD) Romsey to Southampton  
06 10 (EWD) Southampton to Frome

(K2/37/92)

Swindon  
17 December 1992

A.Hancock  
Operations Manager  
InterCity Great Western

Hobbs the Printers of Southampton

K2-4142D/17

# BRITISH RAILWAYS

WESTERN REGION

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

43/93

1K2/1D

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 16 JANUARY 1993**

to

**FRIDAY, 22 JANUARY 1993**

**(Inclusive)**



## SECTION B - continued

At or between	Lines Blocked	Remarks
550 DERBY STATION NORTH JUNCTION TO BLACKWELL VIA BIRMINGHAM NEW ST contd		
Wednesday 20 January		
246 Barnt Green and Longbridge	Up Main/Fast BLOCKED	0100 to 0615 Track and Signalling work 50mp and 49mp UP TRAINS (NOT CONVEYING PASSENGERS) TO TRAVEL OVER UP GOODS AND UP SLOW
Thursday 21 January		
247 Halesowen Jn and Crofton Sidings	Down Main BLOCKED	0001 to 0615 Track and Signalling work 49mp and 50mp DOWN TRAINS (NOT CONVEYING PASSENGERS) TO TRAVEL OVER DOWN GOODS. POSSESSION TO BE GIVEN UP FOR PASSAGE OF 1V33 2120 SX GLASGOW CEN. TO PLYMOUTH
Thursday 21 and Friday 22 January		
248 Wichnor Jn and Tamworth H.L.	Down Main BLOCKED	0115 to 0620 daily Trackwork 16mp and 24mp SLW OVER UP MAIN TRAINS DIVERTED
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Sunday 17 January		
249 Nantwich and Gresty Lane	Down BLOCKED Up BLOCKED	0045 to 1700 0045 to 1330 Trackwork 2mp and 4mp SLW OVER DOWN

K2-43B/10

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

MONDAY 18 JANUARY - SLOUGH GOODS YARD - A notice board worded "Stop - Telephone for Instructions" will be provided at the London end of No.1 Siding and the adjacent group of sidings. The telephone at the nearby Ground Frame should be used.

(46) (GW1)

## SOUTH WALES

No Items.

## WORKING OVER BOOK

SUNDAY 17 JANUARY - BIRMINGHAM NEW STREET STATION - The connection from Platform 9 to No. 3 siding together with signal NS.217 at the north end of the station, temporarily taken out of use in connection with the construction of a new footbridge, will be brought back into use. The position light aspect associated with signal NS.187 (Platform 9) will also be re-instated.

(OD14/91/14) (46) (538/550)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

Signalling Notice No.57 - PADDINGTON AREA - The details shown in the above notice have taken place.

The maximum permissible speed for trains departing from platforms 1, 2, 3, 4 or 5 has been reduced to 20 mph, as far as 0m 60ch on the temporary Down Main line. From that point the existing 40 mph applies to 2m 06ch. (See Section D).

Maximum permissible speeds in the Up direction are unchanged (40 mph from 2m 06ch over the temporary Up Main line to 0m 48ch, and 25 mph from 0m 48ch into Nos. 1, 2, 3, 4 or 5 platforms).

NOTE:- The signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Signal 00.259 is on the right hand side of the line (see paragraph 4f of the Signalling Notice).

(See Section D)

(45) (GW1)

K2-43C/1

## Signalling Notice No.57 - PADDINGTON AREA

Maximum permissible speeds on the re-opened lines are:-

Buffer stops to 0m 26ch, platforms 10 to 14 - 25 mph (Up and Down)

25 mph warning indicators have been provided on lines 5 and 6, for Up trains, at 0m 68ch.

0m 26ch to 2m 06ch - 40 mph in Down direction  
2m 74ch to 0m 26ch - 40 mph in Up direction

A 40 mph warning indicator has been provided on the Up Relief line at 3m 34ch.

The signal post telephone at signal SN.36 is on the right hand side of the line. The telephone cabinet has a label showing a St Andrews cross with a yellow roundel in its centre, similar to others in the area, to indicate that the telephone must not be used until special precautions have been taken - see Periodical Operating Notice. This has been repeated on a sign, with a right hand arrow, which has been placed to the left of the line (where the telephone would normally be).

The main aspects of Signals SN.21 and SN.23 (Nos. 11 and 12 platforms) will not clear unless signal SN.25 is clear.

At signal SN.124, the route indication to signal SN.114 is R (this amends the information given in Signalling Notice No.57 - two entries).

The following addition should be made to both plans incorporated within this notice. Adjacent to the Carriage Cleaning platform at approximately 2 m.p. ADD the note "SN.122 TRS & RA PLUNGERS NOT IN USE AT THIS STAGE." In addition, at signal SN.122 ADD the note "SN.122 RA INDICATOR NOT IN USE AT THIS STAGE."

(See Periodical Operating Notice) (44) (GW1)

HANWELL BRIDGE EAST SIDINGS GROUND FRAME - A new 3 lever ground frame has been brought into use at the above location situated at approximately 8m 7ch giving access to sidings No.1 and 2.

(NEW ITEM) (See Section D) (46) (GW1)

BRISTOL, NARROWAYS HILL JUNCTION - The countdown markers for signal B248 on the Down Filton line have been repositioned to the following positions and the posts reduced in height:

300yd marker from 2m 35ch 15yds to 2m 40ch  
200yd marker from 2m 30ch 15yds to 2m 35ch 2 yds  
100yd marker from 2m 28ch 17yds to 2m 30ch 11yds

(44) (GW6.2)

UPPER TRENOWIN CROSSING - 316m 35ch BETWEEN CAMBORNE AND HAYLE - The existing whistle boards have been repositioned as follows:  
Up line - 229 yards on the approach side of the crossing  
Down line - 162 yards on the approach side of the crossing

(NEW ITEM) (46) (RWE7)

LOWER TRENOWIN CROSSING - 316m 52ch BETWEEN CAMBORNE AND HAYLE - The existing whistle boards have been repositioned as follows:  
Up line - 247 yards on the approach side of the crossing  
Down line - 315 yards on the approach side of the crossing

(NEW ITEM) (46) (RWE7)

LISKEARD TO LOOE - In connection with the 'Nairns' level crossing improvement scheme the following Permanent Speed Restrictions apply:-

Bolitho 1 crossing at 8m 17ch between Liskeard and Coombe - A Permanent Speed Restriction of 5 mph has been imposed in the Down direction from 8m 20ch to clear of crossing. In the Up direction a Permanent Speed Restriction of 5 mph has been imposed from 8m 15ch to clear of crossing.

Bolitho 2 crossing at 7m 77ch between Liskeard and Coombe - A Permanent Speed Restriction of 5 mph has been imposed in the Down direction only from 8mp to clear of crossing.

(44) (RWE8.2)

HONEYBOURNE STATION - The Up and Down platform at Honeybourne station has been reduced in length by 18 yards at the Worcester end. Drivers of trains calling at Honeybourne station must bring the front of their trains to a stand at the temporary stop boards provided.

(NEW ITEM) (RRC/O/S/93/001) (46) (RC11)

BERKELEY ROAD TO SHARPNESS The method of working on the Sharpness branch has been changed from C2 to One Train Working where a Train Staff is provided.

(See Section D) (45) (FWE5.6)



## SOUTH WALES

**CRAVEN ARMS TO LLANDEILO JUNCTION** - In connection with the 'Nairns' level crossing improvement scheme the following Permanent Speed Restrictions apply:-

Neuadd Farm 2 crossing at 35m 49ch between Llandrindod Wells and Buihth Road - A Permanent Speed Restriction of 35 mph has been imposed in the Down direction from 35m 32ch to clear of crossing. In the Up direction a Permanent Speed Restriction of 40 mph has been imposed from 35m 68ch to clear of crossing.

Lewis crossing at 42m 74ch between Garth and Llangamarch Wells - A Permanent Speed Restriction of 10 mph has been imposed in the Down direction from 42m 68ch to clear of crossing. In the Up direction a Permanent Speed Restriction of 10 mph has been imposed from 43mp to clear of crossing.

Dildre crossing at 54m 58ch between Cynghordy and Llandovery - A Permanent Speed Restriction of 15 mph has been imposed in the Down direction from 54m 51ch to clear of crossing. In the Up direction a Permanent Speed Restriction of 10 mph has been imposed from 54m 64ch to clear of crossing.

Ynystawleg 1 crossing at 9m 7ch between Pantyffynnon and Pontarddulais - A Permanent Speed Restriction of 45 mph has been imposed in the Up direction only. The existing 50 mph limit applicable from 9mp has been moved to 9m 8ch (ie. clear of the crossing) to cater for this restriction.

(44) (RSW2)

**BETWEEN YSTRAD MYNACH SOUTH AND NELSON JUNCTION** - The facing (Up direction) and trailing (Up direction) connections in the single line at 14m 10ch and 14m 48ch respectively, both secured out of use, have been removed and plain line installed.

At the same time the single line between 14m 10ch and 14m 48ch has been slued to the alignment of the new track laid on the Up side of the existing single line to form a new single line.

(44) (FWA2.2)

## WORKING OVER BOOK

**WATERLOO, WEST LONDON JUNCTION AND CLAPHAM JUNCTION** - Signalling and permanent way alterations, previously postponed from Sunday 13 December, have taken place as shown in Signal Instruction No.7 - 1992. All concerned must ensure that they are in possession of a copy of this instruction.

Please note the following amendment to the diagram included with the notice.

Up Windsor line signal W76 has been provided with a position 1 Junction indicator applicable to the only route from the signal (to the up Windsor line).

The following alteration associated with this work will be carried out at Clapham Junction:

The straight ahead route on Up Windsor Slow line signal W118 leading to the Windsor Reversible line has been brought into use in conjunction with the work shown in Signal Instruction No.7 - 1992.

(AMENDED ITEM)

(RW/2151/16)

(46) (521)

**WEDNESBURY S.B.** - A temporary vehicular level crossing, controlled by a Crossing Keeper and road traffic lights, has been brought into use across the sidings used by trains to/from the Engineers' Ballast Tip.

The level crossing has been located approximately 6 chains to the south of Wednesbury signalbox and does not cross the main line.

(OP4/RA/W.6004)

(44) (546)

**LONGBRIDGE STATION** - The down slow and up slow platforms have been shortened by 90 metres from the Redditch end.

'TRAIN TO STOP HERE' boards have been provided

(New Item)

(BH/H/0574/AJK) (46) (550)

## SECTION 2 - TABLES B-M

TABLE C.2 - LINES WORKED UNDER THE CONTROL OF A PERSON-IN-CHARGE

Page 2.9 Delete the following item from Table C.2:-

From 'A'	To 'B'	Double or Single Line	Telephone at 'B'	Controlled by	Additional Instructions
Berkeley Road Junction	Sharpness	Single	No	Gloucester Signalman	See Local Instructions, page 4.158

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Page 2.10 Add:-

Section of Line	Token Or Staff Station	Person authorised to receive or deliver token or staff
Brabazon Crossing to Hallen Marsh	Hallen Marsh	Person in Charge (See Local Instructions, page 4.148)
Berkeley Road Junction to Sharpness	Berkeley Road Junction	See Local Instructions, page 4.158

(K2/41-42/93)

## SECTION 3 - GENERAL INSTRUCTIONS

Page 3.7

## SECTION J - SHUNTING

## Clause 4.3.4 - Gravitation shunting

Delete:- Penzance item from list of locations where gravitation shunting is permitted.

(K2/37/92)

K2-43D/5

## SECTION 4 - LOCAL INSTRUCTIONS

Page 4.17

## GW1 PADDINGTON TO FOXHALL JUNCTION

Add as new item:-

## HANWELL BRIDGE ENGINEERING SIDINGS

These sidings are located beside the Up Relief line and are named/numbered (from the Relief line) Up Through, No.1, No.2 and No.3 siding. The control of points giving access to sidings 1 and 2 is by means of a Ground Frame. Siding No.3 is connected to siding No.2 by means of Hand Points.

The Ground Frame is not interlocked with the signalling system and should be operated by the Person in Charge of the movement. When not in use, the points must be set for movements along the Up Through siding and all levers at the Ground Frame must be in the Normal position.

Operation. To operate the Ground Frame the Annetts Key must be removed from the adjacent steel cabinet and inserted in the Annetts lock on the Ground Frame. This will release lever No.1 which must be placed and maintained in the reverse position whilst the Ground Frame is in use. Lever No.2 controls the points leading to siding No.1 and lever No.3 controls points leading from siding No. 1 to siding No.2.

When shunting has been completed, and all levers have been restored to the Normal position, the Annetts key must be replaced in the steel cabinet. The cabinet must be secured by means of the B.R. No.1 lock.

Staff using the Ground Frame must ensure that all levers are correctly secured in the Normal or Reverse position by the catch being firmly down in the frame.

Movements Over Points. All points worked from the Ground Frame must be correctly set in the Normal or Reverse position by means of the appropriate lever for movements in both the facing and trailing direction. The Person in Charge of the movement must additionally make a visual check that the points are in the correct position before each movement.

Stop Boards. A Stop Board is provided on the Up Through siding protecting the points, and at the converging point of sidings 1 and 2. These Stop Boards may only be passed on the authority of the Person in Charge of the Ground Frame, or when it has been ascertained that the Ground Frame is not in use, the Person in Charge of the movement.

The Person in Charge of the movement must check the position of the points before authorising any movement past these Stop Boards.

(K2/43/93)

Page 4.19

## GW1 PADDINGTON TO FOXHALL JUNCTION

## HAYES &amp; HARLINGTON - continued

EDC Ltd Siding. Delete sub-heading and item.

K2-43D/6



Page 4.23

READING

Traincrew relief arrangements. Delete sub-heading and item.

(K2/41-42/93)

Page 4.25

GW1 PADDINGTON TO FOXHALL JUNCTION

Add as final item:- GORING & STREATLEY

Down Main Platform. Passenger trains exceeding three coaches in length must not stop at this platform.

Passenger trains of up to three coaches must stop at the marker board provided.

(K2/39-40/92)

Page 4.36

GW2.1 FOXHALL JUNCTION TO BRISTOL TM

BETWEEN KEYNSHAM AND NORTH SOMERSET JUNCTION

Amend:- The references to "Stop" lamp in paragraphs one and two to read "Stop" board.

(K2/38/92)

K2-43D/7

Pages 4.43 and 4.44 GW2.1 FOXHALL JN TO BRISTOL TM

BETWEEN BRISTOL BATH ROAD AND ST PHILIP'S MARSH HST DEPOT  
OR KINGSLAND ROAD SIDINGSDelete heading and item and substitute:-BETWEEN BRISTOL BATH ROAD, BRISTOL TEMPLE MEADS  
AND ST PHILIP'S MARSH HST DEPOT

Movement of single HST Power Cars. The instructions in clause 19 of the Working Instructions for Class 253/254 trains apply between Bristol West Junction, Temple Meads, North Somerset Junction, and Dr Day's Junction along all lines, including St Philip's Marsh Through Siding and Bristol Loop Lines, with the following additions.

Movement of a single HST Power Car under its own power is permitted with the cab leading providing:-

- (i) A Tail Lamp is provided.
- (ii) Full preparation duties have been carried out as shown in BR33056/50.
- (iii) A competent person must be provided to act as Driver's Assistant, but not necessarily in the footplate line of promotion.

To enable a failed Power Car to be replaced, movement is permitted of a single HST Power Car under its own power, gangway end leading, to set back on to a train at Bristol Temple Meads at the East End of Platform 11, and the West End of Platforms 10 and 12. The set back movement must be confined to the shortest distance possible. During the movement it must be controlled by a Temple Meads Shunter in accordance with the requirements of Rule Book Section J, clause 4.2.2, for propelled movements. Rule H.10.1 also applies in respect of the final movement on to the train.

A single HST Power Car in working order may be hauled by, or may haul, a Class 08 locomotive fitted with a special buckeye coupler attached to the gangway end. The trailing cab's brake supply must be isolated. The air brake and main reservoir pipes must be coupled, and a brake test carried out.

A dead HST Power Car may be hauled by a Class 08 locomotive fitted with a special buckeye coupler attached to the gangway end, or by means of an emergency HST coupling at the nose end. The air brake and main reservoir pipes must be coupled, and a brake test carried out. It must be manned by a Driver with class 253/254 traction knowledge.

If the main air pressure on a dead power car cannot be created, the parking brake must be manually released/applied and a locomotive or suitable vehicle attached at each end.

The Signalman must be fully informed of the nature of the movements to be made.

(K2/43/93)

K2-43D/8

K2.53 **BRITISH RAILWAYS**  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE WESTERN REGION  
MANCHESTER

1K2/1D

**K2**

**44/93**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 23 JANUARY 1993**

to

**FRIDAY, 29 JANUARY 1993**

**(Inclusive)**



WINDSOR REVERSIBLE

THE WINDSOR REVERSIBLE LINE BETWEEN WEST LONDON JN AND WATERLOO HAS BEEN RE-ENERGISED.

THE CONDUCTOR RAIL MUST BE CONSIDERED LIVE AT ALL TIMES.

(K2/44/93)

K2-44IFC/1

## SECTION A

## TEMPORARY SPEED RESTRICTIONS

Until further notice unless otherwise specified

Warning Boards and indicators provided unless otherwise specified.  
Where two speeds are shown for a restriction e.g.  $\frac{20}{40}$ , the Rule Book, Section U, clause 1.2 applies.

+ indicates that the Warning Boards and Indicators will be moved as the work progresses.

On London Midland Region, portable magnets are not provided for temporary speed restrictions on lines not fitted with AWS

Location of work	Lines affected	Mileage at or between		Speed restriction m.p.h	Remarks	
		M.Ch	M.Ch			
LONDON AND WEST OF ENGLAND						
GW1 PADDINGTON TO FOXHALL JUNCTION						
1 Portobello and Ladbroke Grove	Temp-orary Down Main	--	1.31	1.49	20	Trackwork. From 1300 Sunday 24 January
1a Ladbroke Grove and Portobello	-- Temp-orary Up Main		1.49	1.31	20	Trackwork. From 0610 Monday 25 January
1b Hanwell and West Ealing	-- Up Relief		7.17	6.52	30	Condition of track.
2 Langley	Down Relief Up Relief		16.22	16.24	$\frac{20}{70}$	Condition of bridge.
3 Dolphin and Langley	-- Up Relief		16.74	16.63	30	Condition of track.
4 Slough and Dolphin	-- Up Relief		18.00	17.45	$\frac{20}{40}$	Condition of track. From 1000 Tuesday 26 January
5 Slough West	-- Up Main		19.30	18.65	80	Condition of track.
6 Taplow and Maidenhead East	Down Main --		22.44	22.74	$\frac{40}{80}$	Trackwork. From 1200 Sunday 24 January
7 Scours Lane	Down Relief Up Relief		37.55	37.71	$\frac{40}{60}$	Condition of track.

K2-44A/1

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

SATURDAY 23 TO MONDAY 25 JANUARY - PADDINGTON AREA - Redundant points in the temporary Up and Down Main lines at approximately 1m 40ch post will be removed, and both lines will be slewed towards the Down side cess between 1m 30ch and 1m 60ch.

(47) (GW1)

## SOUTH WALES

BETWEEN 2300 SUNDAY 24 JANUARY AND 0730 FRIDAY 5 FEBRUARY - SEVERN TUNNEL - Each night, staff of the S & T department will be testing a new staff warning system in the Severn Tunnel. The system consists of white lights on the tunnel wall, approximately 4 feet above rail level. During the above period ALL staff must ignore these lights.

A further entry will appear in the Weekly Operating Notice (K2) when the system is brought into use.

(45) (GW6.3)

## WORKING OVER BOOK

No items.

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

Signalling Notice No.57 - PADDINGTON AREA - The details shown in the above notice have taken place.

The maximum permissible speed for trains departing from platforms 1, 2, 3, 4 or 5 has been reduced to 20 mph, as far as 0m 60ch on the temporary Down Main line. From that point the existing 40 mph applies to 2m 06ch. (See Section D).

Maximum permissible speeds in the Up direction are unchanged (40 mph from 2m 06ch over the temporary Up Main line to 0m 48ch, and 25 mph from 0m 48ch into Nos. 1, 2, 3, 4 or 5 platforms).

NOTE:- The signal routes from 00.411 and 00.413 apply only to the Link Line as far as 00.429.

Signal 00.259 is on the right hand side of the line (see paragraph 4f of the Signalling Notice).

(See Section D)

(45) (GW1)

K2-44C/1

## \* \* Signalling Notice No.57 - PADDINGTON AREA

\*

Maximum permissible speeds on the re-opened lines are:-

Buffer stops to 0m 26ch, platforms 10 to 14 - 25 mph (Up and Down)

25 mph warning indicators have been provided on lines 5 and 6, for Up trains, at 0m 68ch.

0m 26ch to 2m 06ch	- 40 mph in Down direction
2m 74ch to 0m 26ch	- 40 mph in Up direction

A 40 mph warning indicator has been provided on the Up Relief line at 3m 34ch.

The signal post telephone at signal SN.36 is on the right hand side of the line. The telephone cabinet has a label showing a St Andrews cross with a yellow roundel in its centre, similar to others in the area, to indicate that the telephone must not be used until special precautions have been taken - see Periodical Operating Notice. This has been repeated on a sign, with a right hand arrow, which has been placed to the left of the line (where the telephone would normally be).

The main aspects of Signals SN.21 and SN.23 (Nos. 11 and 12 platforms) will not clear unless signal SN.25 is clear.

At signal SN.124, the route indication to signal SN.114 is R (this amends the information given in Signalling Notice No.57 - two entries).

The following addition should be made to both plans incorporated within this notice. Adjacent to the Carriage Cleaning platform at approximately 2 m.p. ADD the note "SN.122 TRS & RA PLUNGERS NOT IN USE AT THIS STAGE." In addition, at signal SN.122 ADD the note "SN.122 RA INDICATOR NOT IN USE AT THIS STAGE."

(See Periodical Operating Notice)

(44) (GW1)

HANWELL BRIDGE EAST SIDINGS GROUND FRAME - A new 3 lever ground frame has been brought into use at the above location situated at approximately 8m 7ch giving access to sidings No.1 and 2.

(See Section D)

(46) (GW1)

SLOUGH GOODS YARD - A notice board worded "Stop - Telephone for Instructions" has been provided at the London end of No.1 Siding and the adjacent group of sidings. The telephone at the nearby Ground Frame should be used.

(46) (GW1)

K2-44C/2



\* \* BRISTOL, NARROWAYS HILL JUNCTION - The countdown markers for signal  
\* B248 on the Down Filton line have been repositioned to the following  
positions and the posts reduced in height:

300yd marker from 2m 35ch 15yds to 2m 40ch  
200yd marker from 2m 30ch 15yds to 2m 35ch 2 yds  
100yd marker from 2m 28ch 17yds to 2m 30ch 11yds

(44) (GW6.2)

BETWEEN BANBURY AND FENNY COMPTON - A telephone has been provided at  
Jefferies level crossing at 88m 58ch for users to communicate with the  
signalman at Banbury North Signalbox. When Banbury North Signalbox is  
closed, a switch-through facility has been provided to Banbury South  
Signalbox.

(NEW ITEM) (See Section D) ROM/S/S/0500/PT (47) (XC1)

UPPER TRENOWIN CROSSING - 316m 35ch BETWEEN CAMBORNE AND HAYLE -  
The existing whistle boards have been repositioned as follows:  
Up line - 229 yards on the approach side of the crossing  
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(46) (RWE7)

LOWER TRENOWIN CROSSING - 316m 52ch BETWEEN CAMBORNE AND HAYLE -  
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Up line - 247 yards on the approach side of the crossing  
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(46) (RWE7)

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\* improvement scheme the following Permanent Speed Restrictions apply:-

Bolitho 1 crossing at 8m 17ch between Liskeard and Coombe -  
A Permanent Speed Restriction of 5 mph has been imposed in the Down  
direction from 8m 20ch to clear of crossing. In the Up direction a  
Permanent Speed Restriction of 5 mph has been imposed from 8m 15ch to  
clear of crossing.

Bolitho 2 crossing at 7m 77ch between Liskeard and Coombe -  
A Permanent Speed Restriction of 5 mph has been imposed in the Down  
direction only from 8mp to clear of crossing.

(44) (RWE8.2)

HONEYBOURNE STATION - The Up and Down platform at Honeybourne station  
has been reduced in length by 18 yards at the Worcester end. Drivers of  
trains calling at Honeybourne station must bring the front of their trains  
to a stand at the temporary stop boards provided.

(RRC/O/S/93/001)

(46) (RC11)

BERKELEY ROAD TO SHARPNESS The method of working on the Sharpness  
branch has been changed from C2 to One Train Working where a Train Staff  
is provided.

(See Section D)

(45) (FWE5.6)

#### SOUTH WALES

\* \* CRAVEN ARMS TO LLANDEILO JUNCTION - In connection with the 'Nairns'  
\* level crossing improvement scheme the following Permanent Speed  
Restrictions apply:-

Neuadd Farm 2 crossing at 35m 49ch between Llandrindod Wells and  
Builth Road - A Permanent Speed Restriction of 35 mph has been  
imposed in the Down direction from 35m 32ch to clear of crossing. In  
the Up direction a Permanent Speed Restriction of 40 mph has been  
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Ynystawleg 1 crossing at 9m 7ch between Pantyffynnon and Pontarddulais  
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been moved to 9m 8ch (ie. clear of the crossing) to cater for this  
restriction.

(44) (RSW2)

\* \* BETWEEN YSTRAD MYNACH SOUTH AND NELSON JUNCTION - The facing (Up  
\* direction) and trailing (Up direction) connections in the single line  
at 14m 10ch and 14m 48ch respectively, both secured out of use, have  
been removed and plain line installed.

At the same time the single line between 14m 10ch and 14m 48ch has  
been slued to the alignment of the new track laid on the Up side of  
the existing single line to form a new single line.

(44) (FWA2.2)

#### WORKING OVER BOOK

LEYTONSTONE HIGH ROAD - The signal box has been temporarily closed. All  
signals have been disconnected and semaphore arms and AWS magnets removed.  
The block section is between Woodgrange Park and South Tottenham signal  
boxes.

(NEW ITEM)

(46/SA1.11)

(47) (502)

WATERLOO, WEST LONDON JUNCTION AND CLAPHAM JUNCTION - Signalling and permanent way alterations, previously postponed from Sunday 13 December, have taken place as shown in Signal Instruction No.7 - 1992. All concerned must ensure that they are in possession of a copy of this instruction. Please note the following amendment to the diagram included with the notice.

Up Windsor line signal W76 has been provided with a position 1 Junction indicator applicable to the only route from the signal (to the up Windsor line).

The following alteration associated with this work will be carried out at Clapham Junction:  
The straight ahead route on Up Windsor Slow line signal W118 leading to the Windsor Reversible line has been brought into use in conjunction with the work shown in Signal Instruction No.7 - 1992.

(RW/2151/16) (46) (521)

OVERTON - The platforms have been extended to accommodate nine car trains.

(NEW ITEM) (RW/2656) (47) (521)

BIRMINGHAM NEW STREET STATION - The connection from Platform 9 to No. 3 siding together with signal NS.217 at the north end of the station, temporarily taken out of use in connection with the construction of a new footbridge, have been brought back into use. The position light aspect associated with signal NS.187 (Platform 9) has also been re-instated.

(OD14/91/14) (46) (538/550)

\* \* WEDNESBURY S.B. - A temporary vehicular level crossing, controlled by a Crossing Keeper and road traffic lights, has been brought into use across the sidings used by trains to/from the Engineers' Ballast Tip.

The level crossing has been located approximately 6 chains to the south of Wednesbury signalbox and does not cross the main line.

(OP4/RA/W.6004) (44) (546)

KINGS NORTON STATION - Island Platform - The island platforms on the Down Main and Up Camp Hill lines at Kings Norton station have been taken out of use.

(NEW ITEM) (ROM/S/S0500/PT) (47) (550)

LONGBRIDGE STATION - The down slow and up slow platforms have been shortened by 90 metres from the Redditch end.

'TRAIN TO STOP HERE' boards have been provided

(BH/H/0574/AJK) (46) (550)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

## NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note \* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

## WORKING MANUAL FOR RAIL STAFF BR30054

PART 3 HANDLING AND CARRIAGE OF DANGEROUS GOODS  
(Pink Pages) - BR30054/3

The following amendments are effective immediately.

## F4.7 FLASK EMERGENCY ACTION

Page F26 Clause F4.7.2 [1]

Amend the telephone numbers for the NSE Incident Room to:-

071-214-9466 or 071-383-3168\*  
(\*Ex-directory, emergency only. Ring second number only if first unobtainable.)  
FAX: 071-214-9603

Page F27 Clause F4.7.2 [9]

Amend second item to read:-

. By fax on internal 00-49603 or external 071-214-9603.

## F4.8 FLASK INCIDENT ACTION

Page F28 Clause F4.8.2

Amend the telephone numbers for the NSE Incident Room to:-

071-214-9466 or 071-383-3168\*  
(\*Ex-directory, emergency only. Ring second number only if first unobtainable.)  
FAX: 071-214-9603

Page F29 Clause F4.8.2 [8]

Amend to read:-

Notify and give details to NSE Incident Room  
By telephone: 00-49466 or external 071-214-9466  
By fax 00-49603 or external 071-214-9603



# BRITISH RAILWAYS

WESTERN REGION

K2  
K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

48/93

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 20 FEBRUARY 1993**

to

**FRIDAY, 26 FEBRUARY 1993**

**(Inclusive)**



# WARNING



WARNING

BOREHAMWOOD FEEDER STATION

FROM 00 01 MONDAY, 8 MARCH

The new feeder station at Borehamwood located at the bottom of the embankment at 13 m. 48 ch. will be energised at 25,000 volts and thereafter must be regarded as being alive at all times.

(50) (511B)



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

ADVANCE NOTICE - Signalling Notice No. 58 - PADDINGTON AREA - This notice is now being distributed and covers stage 1.5 of the resignalling. The planned date for implementation of this stage is MONDAY 22 MARCH.

The connection at the  $\frac{1}{2}$  mile post between lines 3 and 4, together with associated signal routes, will not be available on this date. They will be introduced at a later date and further information will be given in due course.

(UFN) (GW1)

MONDAY 22 FEBRUARY - BETWEEN NEWTON ABBOT AND HEATHFIELD - The former Bay Platform No.9 line at Newton Abbot will be secured out of use until Friday 30th April.

(51) (FWE4.5)

WEDNESDAY 24 FEBRUARY - BETWEEN BRABAZON CROSSING AND HALLEN MARSH - From 16.45 hours the line will be altered to use the former Down alignment between 117m 21ch and 117m 75ch.

(51) (FWE4.5)

## SOUTH WALES

FROM SUNDAY 21 FEBRUARY - BETWEEN LLANDAFF AND CATHAYS - AT CARDIFF CATHAYS CARRIAGE AND WAGON SHOPS - The fitting giving access to a siding running parallel to the Down Llandaff line will be clipped for movements towards the depot only. This siding will then be recovered together with the two adjacent short sidings.

The loop line next to the long siding will be altered to form two dead end sidings. In addition the siding between the wagon repair shop and the Civil Engineer's machine depot will be shortened and all sidings and fittings the Cathays station side of this, will be recovered.

(51) (RSW5.3)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

\* \* LANGLEY - The Up Relief Limit of Shunt indicator has been renewed as  
\* a ground position type.

(48) (GW1)

K2-48C/1

UNTIL FURTHER NOTICE - BETWEEN WANTAGE ROAD AND CHALLOW - Work has started to create a new Down Relief Line adjacent to the Down Main Line between Wantage Road and Challow. Engineers will be working within the worksite and on-track machines will be in use.

The work site is physically separated from the running line by temporary Stop Block, red flag/lamp and detonators at both ends of the work site. Points giving access to the work site are secured.

(50) (GW2.1)

BETWEEN BRIDGWATER AND COGLOAD JUNCTION - The whistle board on the Down Main located at 155m 7ch has been recovered.

(50) (GW3)

CLEEVE GROUND FRAME - The ground frame at Cleeve, 82m 60ch, together with trailing and facing connections from the Down and Up and all associated signalling has been secured out of use pending recovery.

ROM/S/S/0500/PT (49) (XC3)

FINSTOCK - The down and up platform at Finstock station has been temporarily taken out of use.

Trains are not to call at Finstock until further notice.

(50) (RC11)

KINGHAM - The down platform at Kingham station has been temporarily reduced in length by 98 yards at the Oxford end.

A temporary "stop board" for Sprinter trains has been positioned at the Worcester end of the platform. A temporary "stop board" for H.S.T.s has been positioned in the cess, 22 yards after passing the Sprinter "stop board".

Drivers of trains calling at Kingham station must bring the front of their train to a stand at the appropriate stop board.

(RRC/O/S/93/012) (49) (RC11)

HONEYBOURNE STATION - The Down and Up platform at Honeybourne has been restored to a new length of 89 yards.

(New Item)

(RRC/O/S/93/001) (51) (RC11)

K2-48C/2

BETWEEN PERSHORE AND NORTON JUNCTION - The former 75mph permanent speed restriction applying to both directions of travel on the single line between 115m 21ch and 115m 60ch has become a 95mph permanent speed restriction.

(See Periodical Operating Notice) (RRC/O/S/92/95) (49) (RC11)

BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT ST ANDREWS ROAD STATION - The temporary pedestrian crossing at 15m 37ch at the Severn Beach end of the station has been removed. A new footbridge has been completed and is now in use.

(50) (RWE13)

WHATLEY QUARRY - A permanent speed restriction of 10 mph has been IMPOSED in the Down direction between the Quarry end of Murdercombe Tunnel at 3m 58ch and Whatley Quarry.

(See Section D) (50) (FWE4.2)

NEWTON ABBOT TO HEATHFIELD - The alterations to the method of working on the Heathfield branch have been postponed until further notice.

(49) (FWE4.5)

LOSTWITHIEL TO CARNE POINT - The alterations to the method of working on the Carne Point branch have been postponed until further notice.

(49) (FWE4.7)

YATE SOUTH TO WESTERLEIGH BRANCH - The "End of C2" board at Westerleigh has been repositioned approximately 1 chain nearer Yate.

(50) (FWE5.4)

#### SOUTH WALES

ABERGAUENNY - The back loop and siding in the up yard have been recovered.

(50) (RSW3)

\* \* LITTLE MILL JUNCTION - The connection leading to the Glascoed Branch  
\* has been secured out of use.

(48) (RSW3)

#### WORKING OVER BOOK

\* \* DORKING DEEPPENE - The Up and Down line "S" marks have been  
\* repositioned towards Guildford until further notice. The Up line "S" mark has been relocated on the Redhill side of the footbridge and the Down line "S" mark 45 yards to the Guildford side of the existing "S" mark.

(RW/1646/1) (48) (525)

BOURNVILLE - The Down platform at Bournville Station has been temporarily reduced in length by 77 yards at the Kings Norton end.

The Up platform at Bournville station has been temporarily reduced in length by 77 yards at the Kings Norton end.

Drivers of trains calling at Bournville station must bring the front of their train to a stand at the temporary stop board provided.

(RRC/O/S/92/99) (49) (550)

\* \* LONGBRIDGE STATION - The Up Slow platform has been shortened by 90  
\* metres from the Birmingham end. The remaining length of platform has been reopened for use. On the Down Slow platform the middle 90 metres is unavailable for use. The 90 metre length of platform from the Redditch end has been reopened for use. "Trains To Stop Here" boards have been provided.

(48) (550)



## SECTION 2 - TABLES B-M

Page 2.12 - TABLE J - TRAINS ASSISTED IN REAR - RULE BOOK, SECTION H

Delete last 7 words of 4th paragraph i.e. "except where denoted by the letter D".

The third entry of table is further amended as follows:

<u>From</u>	<u>To</u>	<u>Conditions</u>	<u>Remarks</u>
Exeter Riverside Yard	Exeter Central or Exmouth Jn Sidings	-	See local instructions page 4.51 & 4.80

(K2/48/93)

## SECTION 4 - LOCAL INSTRUCTIONS

Page 4.51 GW4 COGLOAD JUNCTION TO PLYMOUTH

AND

Page 4.80 RWE6.1 COWLEY BRIDGE JN TO EXMOUTH

EXETER ST DAVIDS

Amend 3rd and 4th paragraphs to read:-

Assistance of trains between Exeter Riverside Yard and Exeter Central or Exmouth Junction Sidings.

General.

A clear understanding as to what is required must be reached between all staff involved in the movement before it takes place. Power must not be applied by the rear locomotive after the summit of the incline at Exeter Central. When two Up trains require assisting locomotives in the rear and one has been attached, an assisting locomotive must not be attached to the other train until after the first train has departed. Should the train to which the locomotive is attached not be able to leave first, the assisting locomotive must be transferred.

An assisting locomotive which has been attached to the rear of an Up train, must not be detached for any purpose until the Driver of the train locomotive and the Guard have been notified.

Add new paragraphs:

Trains terminating at Exmouth Junction Sidings.

Up trains which are terminating at, or working in, Exmouth Junction Sidings may be assisted from Exeter Riverside Yard or Exeter St Davids throughout to Exmouth Junction Sidings.

The detachment of assisting locomotives on the running lines at Exmouth Junction is prohibited.

K2-48D/3

Trains running beyond the Regional boundary.

Up trains which are running to destinations beyond the Regional boundary at 170 mile post, and not working at Exmouth Junction Sidings, may be assisted from Exeter Riverside Yard or Exeter St Davids to Exeter Central.

(K2/48/93)

## FWE4.4 CREDITON TO MELDON QUARRY

Page 4.138

MELDON QUARRY

Amend first paragraph to read:-

Radio Transmissions. Radio transmissions can cause detonation of explosive devices. For this reason it is mandatory that all two way radios are switched off on entry to the Quarry and not switched on again until the user has left the Quarry. Locomotive cab radios must not be used whilst the locomotive is in the Quarry.

(Amends page 149 the PON)

(K2/47/93)

Page 4.139

MELDON QUARRY continued

Amend last paragraph to read:-

The Person in Charge at the Quarry must tell the Signalman at Crediton whenever blasting is to take place and must, if a train is at the Quarry, give an assurance that the Driver has been advised that blasting is to take place. If informed that a train has left Crediton for the Quarry he must also give an assurance that it will not be authorised to pass the "End of One Train Working" board until blasting has been completed. When blasting has taken place the Person in Charge of the Quarry must so advise the Signalman at Crediton and give him an assurance that the line is clear and safe to run on.

(Amends page 150 of the PON)

(K2/47/93)

SECTIONAL APPENDICES TO THE WORKING TIMETABLE  
AND BOOKS OF RULES AND REGULATIONS  
SOUTH WALES - BR30012  
(Dated June/August 1992)

## SECTION 1 - TABLE A

Page 1.52 - RSW5.1 RHYMNEY TO BARRY ISLAND

Add the following emergency telephone locations and 'T' symbol -

6m 10ch Cadoxton - Cardiff end of Up platform  
6m 78ch Barry Dock - Cardiff end just off platform ramp

(K2/46/93)

K2-48D/4

BR 31400

PRIVATE AND CONFIDENTIAL PUBLICATION  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

IK2/1D

WESTERN REGION

**K2**

**50/93**

**WEEKLY OPERATING NOTICE**

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 6 MARCH 1993**

to

**FRIDAY, 12 MARCH 1993**

**(Inclusive)**





# WARNING



## A.C. ELECTRIFIED LINES

### OLD OAK COMMON FEEDER STATION

A NEW 'A.C.' SUPPLY POINT CONSISTING OF STRUCTURE MOUNTED OUTDOOR SWITCHGEAR IS LOCATED AT OLD OAK COMMON FEEDER STATION ON THE UP SIDE OF THE GREAT WESTERN MAIN LINE AT 3M 44CH.

FROM 0900 HOURS ON WEDNESDAY 17 MARCH 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE COMPOUND WILL BE ENERGISED AT 25,000 VOLTS AND THEREAFTER MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be:-

The 25Kv feeder cables from Acton (LEB) supply point to Old Oak Common Switching Station (BR) via the Willesden Connecting Line/Acton Branch/North London Line/Wycombe Lines and all associated switchgear within the compound at Old Oak Common.

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

(52) (GW1)



# WARNING



## A.C. ELECTRIFIED LINES

### ACTON LANE FEEDER STATION

A NEW STRUCTURE MOUNTED OUTDOOR SWITCHGEAR FEEDER STATION HAS BEEN INSTALLED AT ACTON LANE, LOCATED ON THE DOWN SIDE OF THE WEST COAST MAIN LINE AT 6 1/4 MILES.

FROM 0900 HOURS ON WEDNESDAY 17 MARCH 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE COMPOUND WILL BE ENERGISED AT 25,000 VOLTS AND THEREAFTER MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be:-

The 25Kv feeder cables from Acton (LEB) supply point to Acton Lane Feeder Station (BR) plus the 25Kv interconnecting cable from Old Oak Common Feeder Station (BR) via the Willesden Connecting Line/Acton Branch/North London Line/Wycombe Lines and all associated switchgear within the compound at Acton Lane.

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

(52) (507)

\* \*  
\*

## WARNING

### BOREHAMWOOD FEEDER STATION

FROM 00 01 MONDAY, 8 MARCH

The new feeder station at Borehamwood located at the bottom of the embankment at 13 m. 48 ch. will be energised at 25,000 volts and thereafter must be regarded as being alive at all times.

(50) (511B)

## SECTION C.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

- \* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

ADVANCE NOTICE - Signalling Notice No. 58 - PADDINGTON AREA - This notice is now being distributed and covers stage 1.5 of the resignalling. The planned date for implementation of this stage is MONDAY 22 MARCH.

The connection at the  $\frac{1}{2}$  mile post between lines 3 and 4, together with associated signal routes, will not be available on this date. They will be introduced at a later date and further information will be given in due course.

At Kensal Green Carriage cleaning platform, TRS and RA plungers will NOT be available for use with signal SN 122. At signal SN 124 the route indication to signal SN 114 is R.

(Amended item)

(UFN) (GW1)

## SOUTH WALES

1000 MONDAY 8 MARCH - RHYMNEY - New stop and instruction boards will be provided as follows:-

- 1 - At the Bargoed end of the platform reading 'SINGLE LINE TOKEN REQUIRED'. This acts as a reminder to drivers when leaving Rhymney station after the token has been used to operate the ground frame.
- 2 - A double sided board at the North ground frame end of the platform reading 'START OF TOKEN SECTION' facing trains proceeding towards the station, and 'STOP - END OF SECTION' facing trains proceeding towards the North ground frame.

(See Section D)

(1) (RSW5.1)

FROM MONDAY 8 MARCH BETWEEN TREHERBERT AND PONTYPRIDD JN - NEAR YSTRAD RHONDDA - Old Mill Occupation/Accommodation crossing at 19m 63ch will be provided with new vandalproof telephones giving users direct contact with Signalman at Porth.

(See Section D)

(1) (RSW5.4)

## WORKING OVER BOOK

MONDAY 8 MARCH - DORKING DEEPEDENE - The Up and Down line "S" marks will be repositioned towards Redhill until further notice. The Up line "S" mark will be relocated 23 yards, and the Down line "S" mark, 27 yards to the Redhill side of the former stop mark

(RW/1646/1)

(1) (525)

\* \* SATURDAY 6 TO SUNDAY 7 MARCH - BARNT GREEN STATION -

- \* The Down and Up main line and Down and Up Redditch branch line platforms will be taken out of use from 00 30hrs (Saturday) until 17 00 hrs (Sunday). During this period trains must not call at the station.

(50) (550)

K2-50C/1

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

BETWEEN WEST DRAYTON AND HAYES - Signal UM.11 - The signal post telephone for Up Main signal UM.11 has been moved to the right of the line. The old post has a black and white diagonal striped sign with an arrow pointing to the right.

(52) (GW1)

\* \* UNTIL FURTHER NOTICE - BETWEEN WANTAGE ROAD AND CHALLOW - Work has started to create a new Down Relief Line adjacent to the Down Main Line between Wantage Road and Challow. Engineers will be working within the worksite and on-track machines will be in use. The work site is physically separated from the running line by temporary Stop Block, red flag/lamp and detonators at both ends of the work site. Points giving access to the work site are secured.

(50) (GW2.1)

\* \* BETWEEN BRIDGWATER AND COGLOAD JUNCTION - The whistle board on the Down Main located at 155m 7ch has been recovered.

(50) (GW3)

UNTIL MONDAY 29 MARCH - NEWTON ABBOT STATION - The Up Main Platform 3 has been temporarily shortened at the Exeter end with 180 metres available for use. Drivers must bring their trains to a stand clear of the work and Senior Conductors must warn customers alighting to take care due to resurfacing work.

(52) (GW4)

FINSTOCK - The down and up platform at Finstock station has been brought back into use.

(New Item)

(1) (RC11)

HONEYBOURNE STATION - The Down and Up platform at Honeybourne has been restored to a new length of 89 yards.

(RRC/O/S/93/001) (51) (RC11)

\* \* BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT ST ANDREWS ROAD STATION - The temporary pedestrian crossing at 15m 37ch at the Severn Beach end of the station has been removed. A new footbridge has been completed and is now in use.

(50) (RWE13)

BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT ST ANDREWS JN LC - The cantilever post for St Andrews Jn LC signal no. 2 has been moved to the right hand side of the running line. The position of the signal head and associated telephone have not been altered.

(52) (RWE13)

K2-50C/2



- \* \* WHATLEY QUARRY - A permanent speed restriction of 10 mph has been  
 \* IMPOSED in the Down direction between the Quarry end of Murdercombe  
 Tunnel at 3m 58ch and Whatley Quarry.

(See Section D)

(50) (FWE4.2)

BETWEEN NEWTON ABBOT AND HEATHFIELD - The former Bay Platform No.9 line  
 at Newton Abbot has been secured out of use until Friday 30th April.

(51) (FWE4.5)

BETWEEN BRABAZON CROSSING AND HALLEN MARSH - The line has been altered  
 to use the former Down alignment between 117m 21ch and 117m 75ch.

(51) (FWE5.1)

- \* \* YATE SOUTH TO WESTERLEIGH BRANCH - The "End of C2" board at  
 \* Westerleigh has been repositioned approximately 1 chain nearer Yate.

(50) (FWE5.4)

BETWEEN WEST DRAYTON AND THORNEY MILL - The electrically operated  
 skirted barriers at 13m.35ch. have been replaced by hand operated single  
 arm barriers.

(52) (FWE6.2)

#### SOUTH WALES

- \* \* ABERGAVENNY - The back loop and siding in the up yard have been  
 \* recovered.

(50) (RSW3)

BETWEEN MAINDEE NORTH JUNCTION AND MAINDEE EAST JUNCTION - MAINDEE  
 ENGINEERS SIDINGS - The present layout has been reduced to two sidings  
 only. A new short siding has been created with stop blocks at 41m 57.5ch.

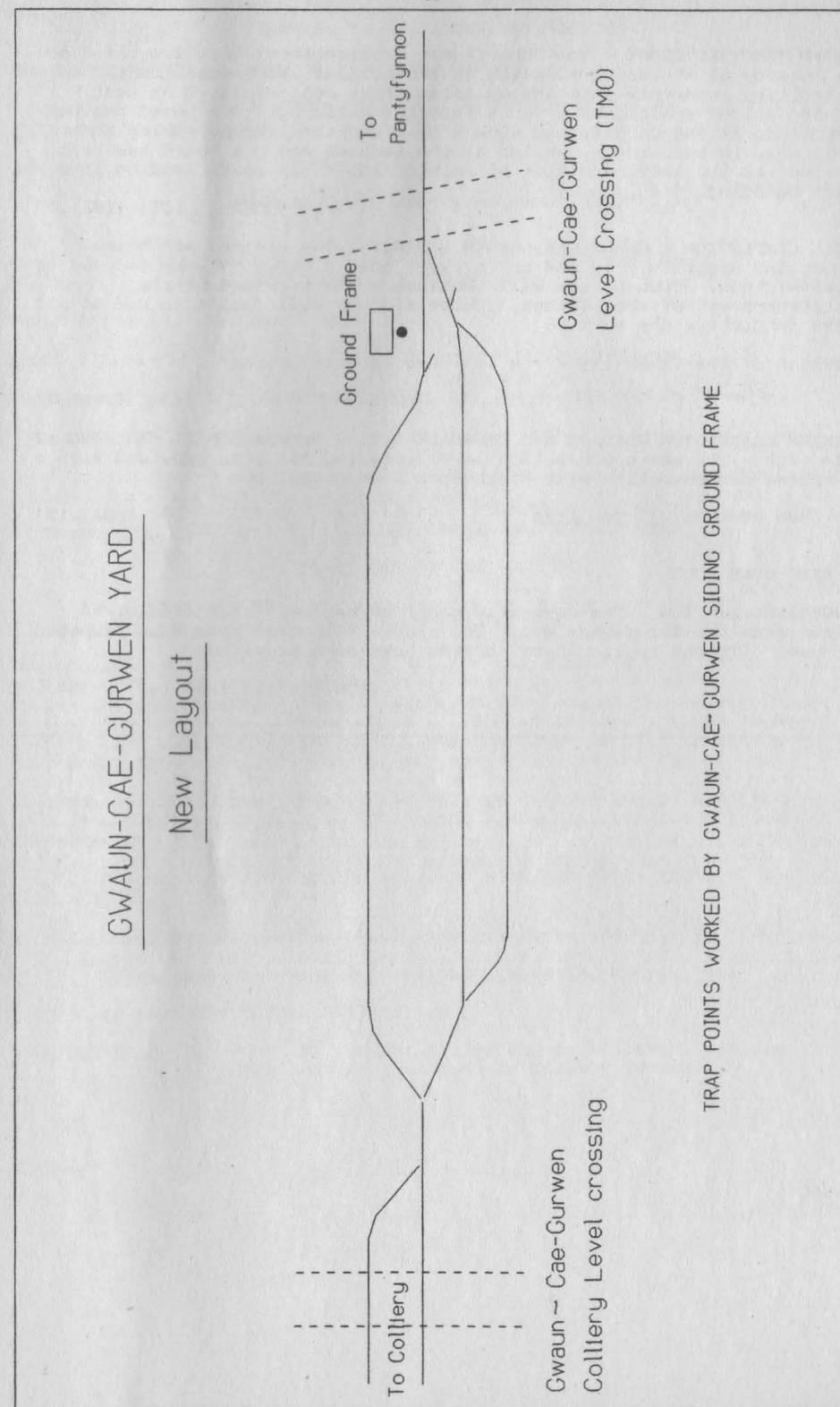
(52) (RSW3)

BETWEEN LLANDAFF AND CATHAYS - AT CARDIFF CATHAYS CARRIAGE AND WAGON  
 SHOPS - The fitting giving access to a siding running parallel to the  
 Down Llandaff line has been clipped for movements towards the depot only.  
 This siding has been recovered together with the two adjacent short  
 sidings.

The loop line next to the long siding has been altered to form two dead  
 end sidings. In addition the siding between the wagon repair shop and the  
 Civil Engineer's machine depot has been shortened and all sidings and  
 fittings the Cathays station side of this, have been recovered.

(51) (RSW5.3)

K2-50C/3



**MARGAM TRACTION DEPOT** - The "Stop.Await Instructions" boards mounted on the outside of the depot building at the Cardiff and Swansea ends, controlling movements into the building, have been replaced by post mounted boards positioned 3 yards from the building. One board has been positioned at the Cardiff end with a bi-directional arrow making it applicable to both roads, whilst at the Swansea end one board has been provided to the left hand side of each of the three roads leading into the depot building.

(52) (FWA1.5)

**UNTIL COMPLETION - GWAUN-CAE-GURWEN SIDINGS** - The sidings are being remodelled progressively and the present four sidings will be reduced to three sidings. Trap points will continue to be provided at the Pantyfynnon end of the sidings. Three sidings will remain in use at all times throughout the work.

A sketch of the final layout is included in this notice.

(52) (FWA1.11)

**BETWEEN CLARBESTON ROAD JN AND CRUNDALE L.C. - CRUNDALE MILL CROSSING AT 274m 07ch** - The above Occupation level crossing has been provided with a telephone communicating with Clarb Weston Road signal box.

(See Section D) New Item

(1) (FWA1.15)

**WORKING OVER BOOK**

**LONGBRIDGE STATION** - The down slow platform has been shortened by 90 metres from the Birmingham end. The middle 90 metres have been reopened for use. "Trains to stop here" boards have been provided.

(ROM/S/S/0500/PT) (52) (550)

K2-50C/5

**SECTION D****GENERAL INSTRUCTIONS AND NOTICES****NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN**

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

**AMENDMENTS TO OPERATING PUBLICATIONS**

ELECTRIFIED LINES WORKING INSTRUCTIONS (BR29857)  
(DATED DECEMBER 1992)

**Instruction 16 - Electric shock**

Delete "Appendix "A" in the first paragraph and substitute with:-  
the booklet BR7243/7 "Emergency First Aid for Electrical Accidents".

(RP/785)

(K2/48/93)

TRAINCREW MANUAL BR33056/- TEMPORARY INSTRUCTIONS  
CLASS 153 - 155 DMU TRAINS DATED JULY 1991

**CLASS 153 COOLANT SYSTEM****TRANSFER OF WATER FROM THE TOILET WATER TANK TO THE  
ENGINE COOLING SYSTEM**

The cooling system on the Class 153 is of the standard type but because there is only one engine it is essential that a back up system is incorporated. This is achieved by allowing the Driver the facility to operate a plunger which is located adjacent to the sight glass on the exterior of the unit. When operated it will allow the toilet water to flow from the toilet tank to the engine header tank.

It should be noted that this should only be carried out by a Driver in an emergency on a "get you home basis", when maintenance staff are unavailable.

The following procedure must be followed when the fault light on the Driver's desk illuminates:-

- (a) Check the diagnostic panel when fitted to identify the fault.
- (b) Check that the coolant level site glass is empty.
- (c) Release the coolant filler cap.

**IMPORTANT NOTE:** When the coolant filler cap is released, extreme care must be exercised to prevent injury.

K2-50D/1



Add new paragraphs:

Trains terminating at Exmouth Junction Sidings.

Up trains which are terminating at, or working in, Exmouth Junction Sidings may be assisted from Exeter Riverside Yard or Exeter St Davids throughout to Exmouth Junction Sidings.

The detachment of assisting locomotives on the running lines at Exmouth Junction is prohibited.

Trains running beyond the Regional boundary.

Up trains which are running to destinations beyond the Regional boundary at 170 mile post, and not working at Exmouth Junction Sidings, may be assisted from Exeter Riverside Yard or Exeter St Davids to Exeter Central.

(K2/48/93)

Page 4.81 - RWE6.1 COWLEY BRIDGE JN TO EXMOUTH  
EXMOUTH JUNCTION

Coal Concentration Depot. Amend last sentence of first paragraph to read:

'On completion of the movement he must secure and lock the points in the direction for movements to the coal concentration depot giving the Signalman an assurance that this has been completed'.

(K2/50/93)

RC11 WOLVERCOT JUNCTION TO  
SHELWICK JUNCTION

Page 4.113 BETWEEN MALVERN WELLS AND LEDBURY

Add New sub heading and paragraph to read:-

Rule Book Appendix 10 - Single Lines

Clauses 1.1 (b) and (c) of the instructions "Working of Single Lines by Pilotman" in Appendix 10 to the Rule Book do not apply between Malvern Wells and Ledbury and vice versa.

(K2/50/93)

K2-50D/6

Page 4.132

FWE4.2 FROME NORTH JUNCTION TO WHATLEY QUARRY

WHATLEY QUARRY

Authority for movements

Delete second and third paragraphs and Substitute :

Whatley Locomotive Shed : Depot Protection

A locomotive requiring to proceed to the maintenance workshop must only proceed beyond the Stop board adjacent to the wagon workshop after the Driver has received instructions to do so from the A.R.C. maintenance staff.

When no A.R.C. staff are on duty, the B.R. Chargeman may give authority for a movement to be made provided he has ascertained the points are correctly set and the movement will be accompanied.

(K2/50/93)

FWE4.4 CREDITON TO MELDON QUARRY

Page 4.138

MELDON QUARRY

Amend first paragraph to read:-

Radio Transmissions. Radio transmissions can cause detonation of explosive devices. For this reason it is mandatory that all two way radios are switched off on entry to the Quarry and not switched on again until the user has left the Quarry. Locomotive cab radios must not be used whilst the locomotive is in the Quarry.

(Amends page 149 the PON)

(K2/47/93)

Page 4.139

MELDON QUARRY continued

Amend last paragraph to read:-

The Person in Charge at the Quarry must tell the Signalman at Crediton whenever blasting is to take place and must, if a train is at the Quarry, give an assurance that the Driver has been advised that blasting is to take place. If informed that a train has left Crediton for the Quarry he must also give an assurance that it will not be authorised to pass the "End of One Train Working" board until blasting has been completed. When blasting has taken place the Person in Charge of the Quarry must so advise the Signalman at Crediton and give him an assurance that the line is clear and safe to run on.

(Amends page 150 of the PON)

(K2/47/93)

K2-50D/7

# BRITISH RAILWAYS

WESTERN REGION

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

1K271D

51/93

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 13 MARCH 1993**

to

**FRIDAY, 19 MARCH 1993**

**(Inclusive)**





# WARNING



## A.C. ELECTRIFIED LINES

### OLD OAK COMMON FEEDER STATION

A NEW 'A.C.' SUPPLY POINT CONSISTING OF STRUCTURE MOUNTED OUTDOOR SWITCHGEAR IS LOCATED AT OLD OAK COMMON FEEDER STATION ON THE UP SIDE OF THE GREAT WESTERN MAIN LINE AT 3M 44CH.

FROM 0900 HOURS ON WEDNESDAY 17 MARCH 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE COMPOUND WILL BE ENERGISED AT 25,000 VOLTS AND THEREAFTER MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be:-

The 25Kv feeder cables from Acton (LEB) supply point to Old Oak Common Switching Station (BR) via the Willesden Connecting Line/Acton Branch/North London Line/Wycombe Lines and all associated switchgear within the compound at Old Oak Common.

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

(52) (GW1)



# WARNING



## A.C. ELECTRIFIED LINES

### ACTON LANE FEEDER STATION

A NEW STRUCTURE MOUNTED OUTDOOR SWITCHGEAR FEEDER STATION HAS BEEN INSTALLED AT ACTON LANE, LOCATED ON THE DOWN SIDE OF THE WEST COAST MAIN LINE AT 6 1/4 MILES.

FROM 0900 HOURS ON WEDNESDAY 17 MARCH 1993 THE OVERHEAD EQUIPMENT AND ASSOCIATED CABLES WITHIN THE COMPOUND WILL BE ENERGISED AT 25,000 VOLTS AND THEREAFTER MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be:-

The 25Kv feeder cables from Acton (LEB) supply point to Acton Lane Feeder Station (BR) plus the 25Kv interconnecting cable from Old Oak Common Feeder Station (BR) via the Willesden Connecting Line/Acton Branch/North London Line/Wycombe Lines and all associated switchgear within the compound at Acton Lane.

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

(52) (507)

## WARNING

### BOREHAMWOOD FEEDER STATION

FROM 00 01 MONDAY, 5 APRIL

The new feeder station at Borehamwood located at the bottom of the embankment at 13 m. 48 ch. will be energised at 25,000 volts and thereafter must be regarded as being alive at all times.

(2) (511B)

## SECTION B - continued

K

At or between	Lines Blocked	Remarks
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## 540 LEAMINGTON SPA TO GRAND JUNCTION VIA TYSELEY contd

Friday 19 March

268	Dorridge and Tyseley South Jn	Down BLOCKED	0050 to 0600 Trackwork and loading scrap 118 and 126mp SLW OVER UP. TRAINS DIVERTED
-----	-------------------------------	-----------------	--

## 550 DERBY STATION NORTH JN TO BLACKWELL VIA BIRMINGHAM NEW STREET

Saturday/Sunday 13/14 March

269	Birmingham New St and Kings Norton	Down and Up BLOCKED	2015 Sat to 1535 Sun Trackwork TRAINS DIVERTED
-----	------------------------------------	------------------------	--

## 556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Sunday 14 March

270	English Bridge Jn and Sutton Bridge Jn	Down BLOCKED Up BLOCKED	0001 to 1700 0001 to 1330 Trackwork 0 and 1mp SLW OVER UP FROM 1330
-----	--	----------------------------------	--

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

K

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

ADVANCE NOTICE - Signalling Notice No. 58 - PADDINGTON AREA - This notice is now being distributed and covers stage 1.5 of the resignalling. The planned date for implementation of this stage is MONDAY 22 MARCH.

The connection at the  $\frac{1}{2}$  mile post between lines 3 and 4, together with associated signal routes, will not be available on this date. They will be introduced at a later date and further information will be given in due course.

At Kensal Green Carriage cleaning platform, TRS and RA plungers will NOT be available for use with signal SN 122. At signal SN 124 the route indication to signal SN 114 is R.

(UFN) (GW1)

MONDAY 15 MARCH - NEWTON ABBOT TO HEATHFIELD - The alterations to the method of working, as shown in the K2 Periodical Operating Notice for period ending Friday 2 April 1993, will be brought into use.

(2) (FWE4.5)

MONDAY 15 MARCH - LOSTWITHIEL TO CARNE POINT - The alterations to the method of working, as shown in the K2 Periodical Operating Notice for period ending Friday 2 April 1993, will be brought into use.

(2) (FWE4.7)

## SOUTH WALES

## RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS

FROM 06.00 TUESDAY 16 MARCH TO 18.00 THURSDAY 18 MARCH - BETWEEN 17MP AND MAINDEE WEST/EAST JNS

New line speeds and continuous route signing showing all changes on this route will be introduced. During the conversion period, ie. between 06.00 Tuesday 16 March and 18.00 Thursday 18 March, all concerned should observe the current Table 'A' line speeds and keep a sharp lookout for staff working on the lineside.

The South Wales Sectional Appendix pages 1.36 to 1.43 are re-issued in section D of this notice. New reflectorised triangular advanced warning indicators will also be brought into use. At certain locations these replace existing illuminated circular 'Morpeth' warning boards.



The following work will be carried out and brought into use on Tuesday 16 March :-

New warning indicator and associated AWS inductor on the Up line between Tram Inn and Red Hill Tunnel at 3m 25ch.

Illuminated circular 'Morpeth' warning boards will be relocated and replaced with new reflectorised triangular advanced warning indicators at the locations listed below. New AWS inductors will also be provided in connection with these new warning indicators. Drivers may receive two separate indications while work is proceeding to disconnect AWS inductors at the old locations.

	Old site	new site
Up line between Chapel Lane GF and Pontypool	33m 31ch	33m 21ch
Down line between Cwmbran and Maindee North	36m 39ch	36m 11ch

(2) (RSW3)

RSW3 CRAVEN ARMS TO MAINDEE WEST/EAST JNS

FROM 06.00 TUESDAY 16 MARCH TO 18.00 THURSDAY 18 MARCH - BETWEEN 17MP AND MAINDEE WEST/EAST JNS

New whistle boards will be provided on the approach to the following public footpath level crossings. Details are listed in a North to South direction.

Location of crossing		Whistle board position		Up direction	
M	Ch	Down direction		M	Ch
		M	Ch		
18m	75ch	18m	53ch	19m	17ch
19m	33ch	19m	07ch	-	-
28m	21ch	28m	01ch	28m	41ch
42m	03ch	-	-	42m	23ch
42m	29ch	-	-	42m	49ch
42m	47ch	42m	27ch	42m	67ch
7m	58ch	-	-	8m	00ch
8m	30ch	-	-	8m	50ch
21m	01ch	-	-	21m	21ch
22m	51ch	22m	29ch + 15 yards	22m	67ch
29m	52ch	-	-	29m	72ch
30m	09ch	29m	68ch	30m	30ch

(2) (RSW3)

BETWEEN MONDAY 8 MARCH AND SATURDAY 17 APRIL - BETWEEN SEVERN TUNNEL JUNCTION AND CHEPSTOW - AT CALDICOT 148M 02CH - Caldicot station will be temporarily closed for reconstruction between the above mentioned dates. From Saturday 17 April the following platform lengths will be provided:-

Up platform - 113 yards  
Down platform - 74 yards

Only trains formed of 2 cars can be accommodated at the Down platform.

(2) (RSW4.2)

K2-51C/2

SATURDAY 13 MARCH UNTIL SUNDAY 4 APRIL - BETWEEN CARDIFF QUEEN STREET AND CAERPHILLY - AT LLANISHEN - A Temporary level crossing will be provided at the Rhymney end of Llanishen platforms. The crossing will normally be kept locked and only used by contractors during times when the Engineer takes absolute possession of the line ie. when Rule Book, Section T, Part III applies.

(2) (RSW5.1)

#### WORKING OVER BOOK

MONDAY 15 MARCH - BETWEEN EDENBRIDGE (32m.70ch.) AND TONBRIDGE - The 40 mph maximum permissible speed on the Down and Up lines applicable to trains other than passenger (loaded or empty), postal and parcels trains composed entirely of bogie vehicles will be withdrawn and all trains will be subject to a maximum permissible speed of 85 mph.

The amendment to the Working Over Book appears in section D of this notice.

(RW4/804)

(2) (526)

SUNDAY 14 MARCH - BETWEEN SOHO NORTH JUNCTION AND SMETHWICK ROLFE ST - Position light signal NS.336 situated at the Smethwick end of the down Through siding and applying to set-back movements from the down Stour line to the down Through siding will be provided with an additional route along the down Stour line towards position light signal NS.328.

(OD14/88/25)

(2) (538)

#### DETAILS OF WORK ALREADY CARRIED OUT

##### LONDON & WEST OF ENGLAND

BETWEEN WEST DRAYTON AND HAYES - Signal UM.11 - The signal post telephone for Up Main signal UM.11 has been moved to the right of the line. The old post has a black and white diagonal striped sign with an arrow pointing to the right.

(52) (GW1)

SLOUGH WEST - A 40 mph miniature Warning Indicator, with left hand arrow, has been provided on the Down Relief at 18m 50ch. It is on the same post as the existing 60 commencement sign.

75

(New Item)

(2) (GW1)

UNTIL MONDAY 29 MARCH - NEWTON ABBOT STATION - The Up Main Platform 3 has been temporarily shortened at the Exeter end with 180 metres available for use. Drivers must bring their trains to a stand clear of the work and Senior Conductors must warn customers alighting to take care due to resurfacing work.

(52) (GW4)

K2-51C/3

CULHAM - A new platform at 56m 25ch on the up side at Culham has become operational. The existing Up Side Platform has become non-operational.

(New Item) (CSE-31E) (2) (XC1)

BETWEEN AYNHO AND BANBURY - Telephones have been provided at the following occupation/accommodation crossings:-

Cherry's	84m 28ch
Manor Farm	85m 06ch

The telephones are connected to Banbury South signalbox.

(See Section D) (New Item) (ROM/S/S/0500/PT) (2) (XC1)

FINSTOCK - The down and up platform at Finstock station has been brought back into use.

(1) (RC11)

\* \* HONEYBOURNE STATION - The Down and Up platform at Honeybourne has been restored to a new length of 89 yards.

(RRC/O/S/93/001) (51) (RC11)

BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT ST ANDREWS JN LC - The cantilever post for St Andrews Jn LC signal no. 2 has been moved to the right hand side of the running line. The position of the signal head and associated telephone have not been altered.

(52) (RWE13)

\* \* BETWEEN NEWTON ABBOT AND HEATHFIELD - The former Bay Platform No.9 line at Newton Abbot has been secured out of use until Friday 30th April.

(51) (FWE4.5)

\* \* BETWEEN BRABAZON CROSSING AND HALLEN MARSH - The line has been altered to use the former Down alignment between 117m 21ch and 117m 75ch.

(51) (FWE5.1)

BETWEEN WEST DRAYTON AND THORNEY MILL - The electrically operated skirted barriers at 13m.35ch. have been replaced by hand operated single arm barriers.

(52) (FWE6.2)

## SOUTH WALES

BETWEEN MAINDEE NORTH JUNCTION AND MAINDEE EAST JUNCTION - MAINDEE ENGINEERS SIDINGS - The present layout has been reduced to two sidings only. A new short siding has been created with stop blocks at 41m 57.5ch.

(52) (RSW3)

RHYMNEY - New stop and instruction boards have been provided as follows:-

1 - At the Bargoed end of the platform reading 'SINGLE LINE TOKEN REQUIRED'. This acts as a reminder to drivers when leaving Rhymney station after the token has been used to operate the ground frame.

2 - A double sided board at the North ground frame end of the platform reading 'START OF TOKEN SECTION' facing trains proceeding towards the station, and 'STOP - END OF SECTION' facing trains proceeding towards the North ground frame.

(See Section D)

(1) (RSW5.1)

\* \* BETWEEN LLANDAFF AND CATHAYS - AT CARDIFF CATHAYS CARRIAGE AND WAGON SHOPS - The fitting giving access to a siding running parallel to the Down Llandaff line has been clipped for movements towards the depot only. This siding has been recovered together with the two adjacent short sidings.

The loop line next to the long siding has been altered to form two dead end sidings. In addition the siding between the wagon repair shop and the Civil Engineer's machine depot has been shortened and all sidings and fittings the Cathays station side of this, have been recovered.

(51) (RSW5.3)

BETWEEN TREHERBERT AND PONTYPRIDD JN - NEAR YSTRAD RHONDDA - Old Mill Occupation/Accommodation crossing at 19m 63ch has been provided with new vandalproof telephones giving users direct contact with Signaller at Porth.

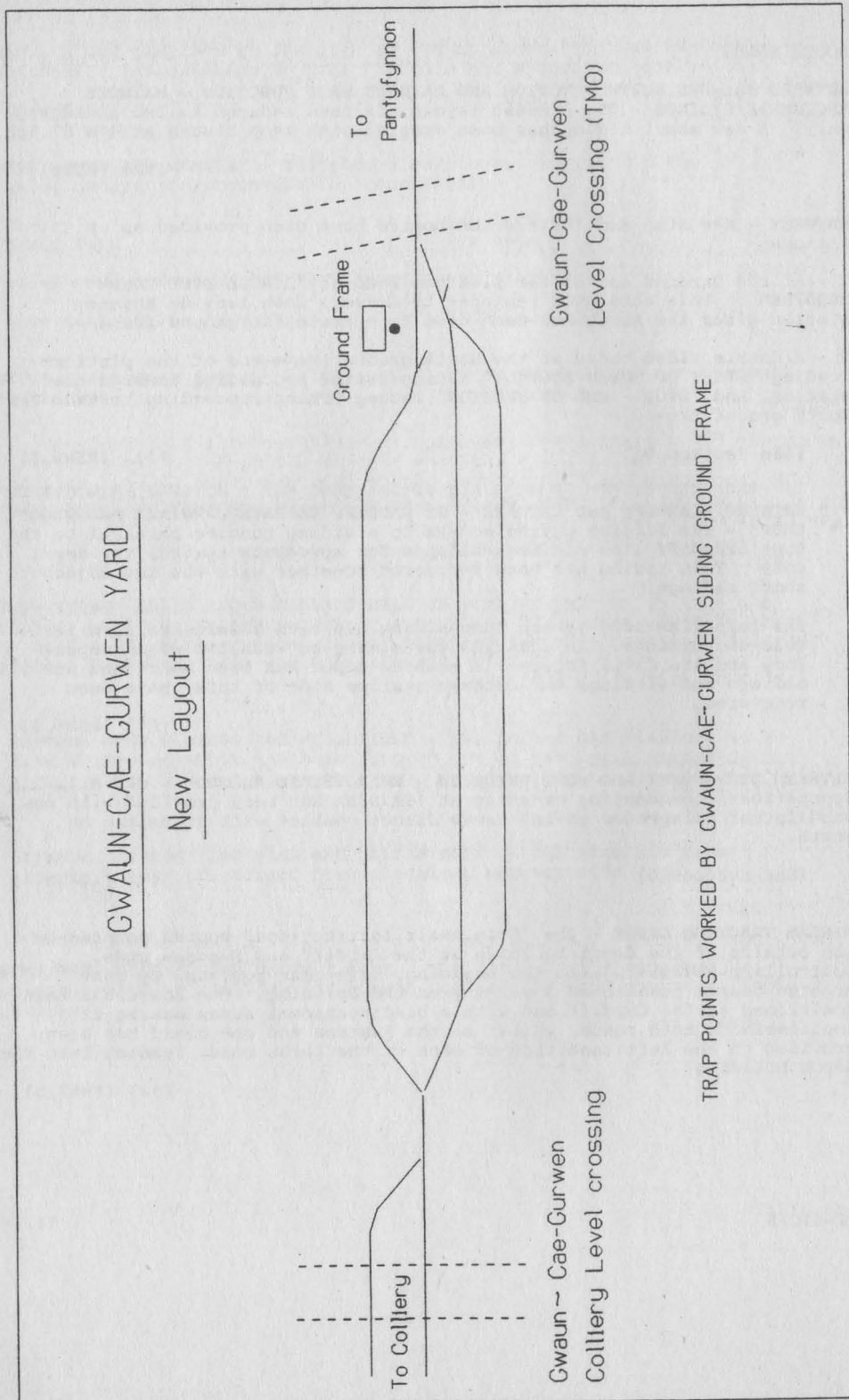
(See Section D)

(1) (RSW5.4)

MARGAM TRACTION DEPOT - The "Stop.Await Instructions" boards mounted on the outside of the depot building at the Cardiff and Swansea ends, controlling movements into the building, have been replaced by post mounted boards positioned 3 yards from the building. One board has been positioned at the Cardiff end with a bi-directional arrow making it applicable to both roads, whilst at the Swansea end one board has been provided to the left hand side of each of the three roads leading into the depot building.

(52) (FWA1.5)





**UNTIL COMPLETION - GWAUN-CAE-GURWEN SIDINGS** - The sidings are being remodelled progressively and the present four sidings will be reduced to three sidings. Trap points will continue to be provided at the Pantyffynnon end of the sidings. Three sidings will remain in use at all times throughout the work.

A sketch of the final layout is included in this notice.

(52) (FWA1.11)

**BETWEEN CLARBESTON ROAD JN AND CRUNDALE L.C. - CRUNDALE MILL CROSSING AT 274m 07ch** - The above Occupation level crossing has been provided with a telephone communicating with Clarbeston Road signal box.

(See Section D)

(1) (FWA1.15)

**WORKING OVER BOOK**

**WILLESDEN "G" SIDINGS** - The overhead line equipment has been removed from "G" Sidings Nos.2 and 3 and from part of Siding No.1. An electric trains stop board has been erected adjacent to structure LG06/05 on Siding No.1. This board has been located 100 yards from the connection to the Up Low Level Goods line.

(New Item)

(OP4/RA/W.1506) (2) (507)

**DORKING DEEPDENE** - The Up and Down line "S" marks have been repositioned towards Redhill until further notice. The Up line "S" mark has been relocated 23 yards, and the Down line "S" mark, 27 yards to the Redhill side of the former stop mark

(RW/1646/1) (1) (525)

**TYSELEY STATION** - Until further notice, the down and up slow line platforms (Nos. 3 and 4) have been shortened by 83 yards at the Birmingham end.

"Trains Stop Here" boards have been provided.

(New Item)

(RRC/O/S/93/025) (2) (540)

**LONGBRIDGE STATION** - The down slow platform has been shortened by 90 metres from the Birmingham end. The middle 90 metres have been reopened for use. "Trains to stop here" boards have been provided.

(ROM/S/S/0500/PT) (52) (550)

## SECTION 3 - GENERAL INSTRUCTIONS

K

Add as new page 3.36:-

## WORKING OF MULTIPLE UNIT TRAINS WITH BRAKES ISOLATED

On the sections of line listed below a train formed of a 2 car multiple unit must not be worked with the brake isolated on one vehicle or a 3 car multiple unit worked with the brake isolated on 2 vehicles. An assisting train must be attached so that the proportion of vehicles isolated does not exceed 1 in 4 if 2x2 car units are involved or 2 in 5 if a 3 car and 2 car unit are involved. A single class 153 with brakes isolated must be assisted by at least 2 class 153 or a 2 car unit. The same proportion of vehicles must be applied to longer train formations, eg. 3x2 car - not more than 2 vehicles to be isolated. Alternatively, a locomotive can be provided to assist the train at the front.

If the first vehicle (or a class 153) has the brake isolated the train must be assisted from the front.

<u>Section of line</u>	<u>Direction</u>
Tondu to Maesteg	Up

(1) (K2/48/93)

## SECTION 4 - LOCAL INSTRUCTIONS

## GW6.3 PILNING TO CARDIFF CENTRAL

Page 4.6 SEVERN TUNNEL

Add new last sentence to first paragraph:-

A single Class 153 unit must not be used for loaded passenger trains through the tunnel, unless it is coupled to another 15X vehicle and a through gangway connection can be provided.

(1) (K2/48/93)

## RSW2 CRAVEN ARMS TO LLANDEILO JUNCTION

Page 4.28 LLANDRINDOD WELLS AND LLANDEILO  
MOVEMENTS INTO THE UP SIDINGS

Amend the paragraph shown in the P.O.N. Page 63 as follows:-

For shunting movements into the Up Siding at Llandrindod Wells, or at Llandeilo only, Drivers are authorised to pass the "Start of Token Section" board without the forward section token. The Person in Charge must obtain permission from the Signalman at Pantyffynnon to operate the Ground Frame and he must also assure the Signalman that the points have been reversed before any movement is authorised. The Person in Charge must advise the Signalman when the movement is completed. N.S.T.R. Regulations 2.1 (ii) and 4.3 are amended accordingly.

(K2/50/93)

K2-51D/9

## CRAVEN ARMS TO NEWPORT MAINDEE WEST/EAST JUNCTIONS

K

Page 4.32

CRAVEN ARMS

Cripple Siding. Delete first sentence and substitute the following:-  
'The points in the Up Refuge siding leading to this siding are clipped and spiked for movements along the Up Refuge Siding only.'

Delete last sentence - 'When movements are completed,.....'

(1) (K2/47/93)

Page 4.36 - RSW5.1 RHYMNEY TO BARRY ISLAND

RHYMNEY

Delete existing paragraphs and add:-

Rhymney Sidings - The Chargeman is responsible for the provisions of the Rule Book Section J, Clause 4.1 and 4.2 at these sidings.

Rhymney North Ground Frame - Movements from the sidings via this Ground Frame are permitted to pass the "Start of Section" board and proceed to Rhymney Station Platform only, whilst the token is being used to operate the Ground Frame. Thereafter no further movement is permitted until the Driver is in possession of the token.

Rhymney South Ground Frame - Movements from the sidings via this Ground Frame may be made onto the single line and then remain at a stand but no further movement may be made until the Ground Frame is replaced and the Driver is in possession of the token.

All arriving and departing trains - The Conductor must advise the Bargoed Signalman:

- (i) as soon as the train arrives and,
- (ii) when the train is ready to depart for Bargoed.

The Driver must be advised by the Conductor if, due to failure of telephone communication, he has been unable to contact the Signalman. In these circumstances, the Driver must satisfy himself that all level crossings on the return journey to Bargoed are clear and must be prepared to stop short of each one if necessary. The Bargoed Signalman must not rely upon this when applying Signalman's General Instruction No. 40

(K2/50/93)

## FWA1.1 BARRY TO BRIDGEND BARRY JUNCTION

Page 4.45

COWBRIDGE ROAD

Amend last paragraph to read:-

Failure of white light at Waterton Level Crossing.  
An emergency telephone connected to Cowbridge Road Signalbox is provided at each "Stop" board. If the white light is not illuminated and the Driver cannot satisfy himself that it is safe to pass over the crossing he must contact the Signalman and request that assistance be provided.

(1) (K2/47/93)

K2-51D/10



# BRITISH RAILWAYS

WESTERN REGION

K2.53  
RAILFREIGHT DISTRIBUTION  
GENERAL MERCHANDISE  
ROOM 503  
RAIL HOUSE  
MANCHESTER

52/93

1K2/1D

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations  
General Instructions and Notices  
on WESTERN REGION and on  
OTHER REGIONS' LINES  
AFFECTING  
WESTERN REGION TRAINMEN**

**SATURDAY, 20 MARCH 1993**

to

**FRIDAY, 26 MARCH 1993**

**(Inclusive)**

## SECTION B - continued

40

K

At or between	Lines Blocked	Remarks
554 LANDOR STREET JUNCTION TO KINGS NORTON JUNCTION (CAMP HILL LINES)		
Friday 19 to Monday 22 March		
258 Bordesley Jn and Kings Norton Jn	Down and Up	2000 Fri to 2000 Sat Signalling work TICKET WORKING IN OPERATION See Sections C and D
556 CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE		
Sunday 21 March		
259 Severn Bridge Jn and Sutton Bridge Jn	Down BLOCKED Up BLOCKED	0001 to 1700 0001 to 1330 Track and earth work 0 and 1mp SLW OVER UP FROM 1330

K2-52B/13

## SECTION C

41

K

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* Items marked thus will not appear in future issues and a note  
\* must be taken of them.

## LONDON &amp; WEST OF ENGLAND

SATURDAY 20, SUNDAY 21 AND UNTIL 0600 MONDAY 22 MARCH - PADDINGTON AREA -  
SIGNALLING NOTICE No. 58 - Work will be undertaken to introduce new lines  
3 and 4, and re-open platforms 6, 7, 8 and 9 at Paddington station. On  
completion the layout and signalling will be as shown in Signalling Notice  
No. 58, except for the following:-

The connection at the  $\frac{1}{2}$  mile post between lines 3 and 4, together with  
associated signal routes, will not be available. They will be introduced  
at a later date and further information will be given in due course.

At Kensal Green Carriage cleaning platform, TRS and RA plungers will NOT  
be available for use with signal SN 122. At signal SN 124 the route  
indication to signal SN 114 is R.

The maximum permissible speed on lines 3 and 4, and into and out of  
platforms 6, 7, 8 and 9 will be 40 mph.

(See Section D)

(3) (GW1)

0800 WEDNESDAY 24 MARCH - PADDINGTON AREA - In preparation for  
remodelling and resignalling, platforms 1, 2, 3, 4 and 5 at Paddington  
will be taken out of use, together with the temporary Up and Down Main  
lines. Up Main line signal 00.47 will be fixed at Danger.

(3) (GW1)

SUNDAY 21 MARCH - TREDINGTON L.C. - The existing manually operated gated  
crossing at 81 miles 44 chains will be converted to an Automatic Half  
Barrier installation at the same location. Barrier indicators and  
telephones will be provided to Gloucester P.S.B.

(See Section D)

ROM/S/S/0500/PT (3) (XC3)

## SOUTH WALES

SATURDAY 21 MARCH - LLANTRISANT EAST - The Limit of Shunt lamp on the  
Down Main, east of Pontyclun station at 181 $\frac{1}{2}$  m and 330 yards will be  
renewed in modern form (two red lights). It will be repositioned 10 yards  
further east, approximately 3 ft above rail level, on the opposite side of  
the Down Main (right hand side for movements up the Down Main). It will  
be identified by the plate 'LOS DM'.

(3) (GW7)

K2-52C/1



MONDAY 22 MARCH - HEREFORD BARRS COURT FREIGHT DEPOT  
The long 'coal' siding, adjacent to the 'Up Jumbo' siding will be shortened by approximately 80 yards and a new stop block provided.

(3) (RSW3)

0500 SATURDAY 22 MARCH TO 0500 MONDAY 29 MARCH - BETWEEN CARDIFF QUEEN STREET AND CAERPHILLY - AT LLANISHEN - The down platform will be reconstructed. During the above mentioned period, Drivers must bring their trains to a stand at the Cardiff end of the platform. The platform length will be temporarily reduced to 59 yards.

(3) (RSW5.1)

## WORKING OVER BOOK

Monday 22 March - Tonbridge - The 8 car stop mark for Up trains on platform 2 (Up platform loop) will be moved 55 yards towards the country end of the station.

(3/4)

(RW/1646/3)

Sunday 21 March - Nantwich - The existing two arm, co-acting Up Starting signal will be renewed in the same location with a single arm at a height of 16 feet. The station footbridge will be provided with a white sightboard to improve sighting of the new signal.

(RRC/O/S/93/026)

## DETAILS OF WORK ALREADY CARRIED OUT

## LONDON &amp; WEST OF ENGLAND

\* \* BETWEEN WEST DRAYTON AND HAYES - Signal UM.11 - The signal post  
\* telephone for Up Main signal UM.11 has been moved to the right of the line. The old post has a black and white diagonal striped sign with an arrow pointing to the right.

(52) (GW1)

SLOUGH WEST - A 40 mph miniature Warning Indicator, with left hand arrow, has been provided on the Down Relief at 18m 50ch. It is on the same post as the existing 60 commencement sign.

75

(2) (GW1)

\* \* UNTIL MONDAY 29 MARCH - NEWTON ABBOT STATION - The Up Main  
\* Platform 3 has been temporarily shortened at the Exeter end with 180 metres available for use. Drivers must bring their trains to a stand clear of the work and Senior Conductors must warn customers alighting to take care due to resurfacing work.

(52) (GW4)

K2-52C/2

CULHAM - A new platform at 56m 25ch on the up side at Culham has become operational. The existing Up Side Platform has become non-operational.

(CSE-31E) (2) (XC1)

BETWEEN AYNHO AND BANBURY - Telephones have been provided at the following occupation/accommodation crossings:-

Cherry's	84m 28ch
Manor Farm	85m 06ch

The telephones are connected to Banbury South signalbox.

(See Section D) (ROM/S/S/0500/PT) (2) (XC1)

\* \* UNTIL SUNDAY 21 MARCH - TREDINGTON L.C. - In connection with  
\* commissioning work at Tredington Level Crossing, signals G.51 on the Up and G.36 on the Down have both been covered up, and a red aspect 10 feet above rail level has been fixed to both signal posts. Drivers brought to a stand at these signals must contact the signalman for instructions, or the handsignalman if on duty.

New Item ROM/S/S/0500/PT (52) (XC3)

FINSTOCK - The down and up platform at Finstock station has been brought back into use.

(1) (RC11)

KINGHAM STATION - The down platform at Kingham, previously temporarily shortened at the Oxford end, has been restored to its full length.

New Item (RRC/O/S/93/012) (3) (RC11)

\* \* BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT ST ANDREWS JN LC  
\* - The cantilever post for St Andrews Jn LC signal no. 2 has been moved to the right hand side of the running line. The position of the signal head and associated telephone have not been altered.

(52) (RWE13)

BETWEEN SEVERN BEACH AND NARROWAYS HILL JN - AT CLIFTON DOWN  
In connection with engineering work on the up platform at Clifton Down, a temporary stop board has been erected at the Severn Beach end. Drivers should bring their trains to a stand before this stop board at the Bristol TM end of the platform.

New Item (3) (RWE13)

K2-52C/3

**BETWEEN SEVERN BEACH AND NARROWWAYS HILL JN** - The method of working between St Andrews Jn LC and Severn Beach has been changed from NST to One Train Working where a train staff is provided. (See Section D item)

The auxiliary token instrument at Holesmouth ground frame has been taken out of use. The Hallen Marsh Shunter must now collect the train staff from St Andrews Jn Signal Box.

New Item (3) (RWE13)

**NEWTON ABBOT TO HEATHFIELD** - The alterations to the method of working, as shown in the K2 Periodical Operating Notice for period ending Friday 2 April 1993, have been brought into use.

(2) (FWE4.5)

**LOSTWITHIEL TO CARNE POINT** - The alterations to the method of working, as shown in the K2 Periodical Operating Notice for period ending Friday 2 April 1993, have been brought into use.

(2) (FWE4.7)

**HIGHWORTH BRANCH** - The previously secured out of use connection located at 0m.02ch. on the Highworth Branch, leading to the Shell Oils (Jack Dean's) siding, has now been removed and plain line installed.

New Item (3) (FWE5.9)

\* \* **BETWEEN WEST DRAYTON AND THORNEY MILL** - The electrically operated \* skirted barriers at 13m.35ch. have been replaced by hand operated single arm barriers.

(52) (FWE6.2)

#### SOUTH WALES

**BETWEEN 17MP AND MAINDEE WEST/EAST JNS** - New line speeds and continuous route signing showing all changes on this route have been introduced.

The South Wales Sectional Appendix pages 1.36 to 1.43 are re-issued in section D of this notice. New reflectorised triangular advanced warning indicators have also been brought into use. At certain locations these replace former illuminated circular 'Morpeth' warning boards.

The following work has been carried out and brought into use :-

New warning indicator and associated AWS inductor on the Up line between Tram Inn and Red Hill Tunnel at 3m 25ch.

Illuminated circular 'Morpeth' warning boards have been relocated and replaced with new reflectorised triangular advanced warning indicators at the locations listed below. New AWS inductors have been provided in connection with these new warning indicators.

	Old site	new site
Up line between Chapel Lane GF and Pontypool	33m 31ch	33m 21ch
Down line between Cwmbran and Maindee North	36m 39ch	36m 11ch

(2) (RSW3)

K2-52C/4

#### BETWEEN 17MP AND MAINDEE WEST/EAST JNS

New whistle boards have been provided on the approach to the following public footpath level crossings. Details are listed in a North to South direction.

Location of crossing		Whistle board position		Up direction	
M	Ch	Down direction		M	Ch
		M	Ch		
18m	75ch	18m	53ch	19m	17ch
19m	33ch	19m	07ch	-	-
28m	21ch	28m	01ch	28m	41ch
42m	03ch	-	-	42m	23ch
42m	29ch	-	-	42m	49ch
42m	47ch	42m	27ch	42m	67ch
7m	58ch	-	-	8m	00ch
8m	30ch	-	-	8m	50ch
21m	01ch	-	-	21m	21ch
22m	51ch	22m	29ch + 15 yards	22m	67ch
29m	52ch	-	-	29m	72ch
30m	09ch	29m	68ch	30m	30ch

(2) (RSW3)

\* \* **BETWEEN MAINDEE NORTH JUNCTION AND MAINDEE EAST JUNCTION - MAINDEE ENGINEERS SIDINGS** - The present layout has been reduced to two sidings only. A new short siding has been created with stop blocks at 41m 57.5ch.

(52) (RSW3)

**UNTIL SATURDAY 17 APRIL - BETWEEN SEVERN TUNNEL JUNCTION AND CHEPSTOW - AT CALDICOT 148M 02CH** - Caldicot station will be temporarily closed for reconstruction. From Saturday 17 April the following platform lengths will be provided:-

Up platform - 113 yards  
Down platform - 74 yards

Only trains formed of 2 cars can be accommodated at the Down platform.

(2) (RSW4.2)

**RHYMNEY** - New stop and instruction boards have been provided as follows:-

1 - At the Bargoed end of the platform reading 'SINGLE LINE TOKEN REQUIRED'. This acts as a reminder to drivers when leaving Rhymney station after the token has been used to operate the ground frame.

2 - A double sided board at the North ground frame end of the platform reading 'START OF TOKEN SECTION' facing trains proceeding towards the station, and 'STOP - END OF SECTION' facing trains proceeding towards the North ground frame.

(See Section D)

(1) (RSW5.1)

K2-52C/5



UNTIL SUNDAY 4 APRIL - BETWEEN CARDIFF QUEEN STREET AND CAERPHILLY - AT LLANISHEN - A Temporary level crossing has been provided at the Rhymney end of Llanishen platforms. The crossing will normally be kept locked and only used by contractors during times when the Engineer takes absolute possession of the line ie. when Rule Book, Section T, Part III applies.

(2) (RSW5.1)

BETWEEN TREHERBERT AND PONTYPRIDD JN - NEAR YSTRAD RHONDDA - Old Mill Occupation/Accommodation crossing at 19m 63ch has been provided with new vandalproof telephones giving users direct contact with Signalman at Porth.

(See Section D)

(1) (RSW5.4)

\* \* MARGAM TRACTION DEPOT - The "Stop.Await Instructions" boards mounted on the outside of the depot building at the Cardiff and Swansea ends, controlling movements into the building, have been replaced by post mounted boards positioned 3 yards from the building. One board has been positioned at the Cardiff end with a bi-directional arrow making it applicable to both roads, whilst at the Swansea end one board has been provided to the left hand side of each of the three roads leading into the depot building.

(52) (FWA1.5)

\* \* UNTIL COMPLETION - GWAUN-CAE-GURWEN SIDINGS - The sidings are being remodelled progressively and the present four sidings will be reduced to three sidings. Trap points will continue to be provided at the Pantyfynnon end of the sidings. Three sidings will remain in use at all times throughout the work.

A sketch of the final layout is included in this notice.

(52) (FWA1.11)

BETWEEN CLARBESTON ROAD JN AND CRUNDALE L.C. - CRUNDALE MILL CROSSING AT 274m 07ch - The above Occupation level crossing has been provided with a telephone communicating with Clarboston Road signal box.

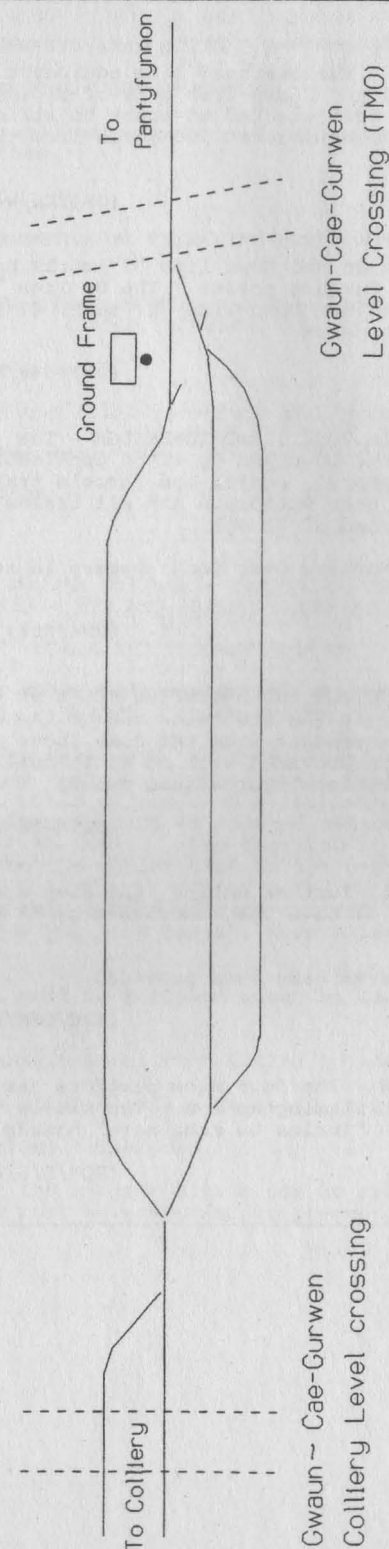
(See Section D)

(1) (FWA1.15)

K2-52C/6

GWAUN-CAE-GURWEN YARD

New Layout



K2-52C/7

TRAP POINTS WORKED BY GWAUN-CAE-GURWEN SIDING GROUND FRAME

## WORKING OVER BOOK

WILLESDEN "G" SIDINGS - The overhead line equipment has been removed from "G" Sidings Nos.2 and 3 and from part of Siding No.1. An electric trains stop board has been erected adjacent to structure LG06/05 on Siding No.1. This board has been located 100 yards from the connection to the Up Low Level Goods line.

(OP4/RA/W.1506) (2) (507)

DORKING DEEPDENE - The Up and Down line "S" marks have been repositioned towards Redhill until further notice. The Up line "S" mark has been relocated 23 yards, and the Down line "S" mark, 27 yards to the Redhill side of the former stop mark

(RW/1646/1) (1) (525)

BETWEEN EDENBRIDGE (32m.70ch.) AND TONBRIDGE - The 40 mph maximum permissible speed on the Down and Up lines applicable to trains other than passenger (loaded or empty), postal and parcels trains composed entirely of bogie vehicles has been withdrawn and all trains are subject to a maximum permissible speed of 85 mph.

The amendment to the Working Over Book appears in section D of this notice.

(RW4/804) (2) (526)

BETWEEN SOHO NORTH JUNCTION AND SMETHWICK ROLFE ST - Position light signal NS.336 situated at the Smethwick end of the down Through siding and applying to set-back movements from the down Stour line to the down Through siding has been provided with an additional route along the down Stour line towards position light signal NS.328.

(OD14/88/25) (2) (538)

TYSELEY STATION - Until further notice, the down and up slow line platforms (Nos. 3 and 4) have been shortened by 83 yards at the Birmingham end.

"Trains Stop Here" boards have been provided.

(RRC/O/S/93/025) (2) (540)

\* \* LONGBRIDGE STATION - The down slow platform has been shortened by 90 metres from the Birmingham end. The middle 90 metres have been reopened for use. "Trains to stop here" boards have been provided.

(ROM/S/S/0500/PT) (52) (550)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

## NEW ITEM DENOTED BY VERTICAL LINE IN MARGIN

\* \* Items marked thus will not appear in future issues and a note \* must be taken of them.

## AMENDMENTS TO OPERATING PUBLICATIONS

ELECTRIFIED LINES WORKING INSTRUCTIONS (BR29857)  
(DATED DECEMBER 1992)

## Instruction 16 - Electric shock

Delete "Appendix "A" in the first paragraph and substitute with:-

the booklet BR7243/7 "Emergency First Aid for Electrical Accidents".

(RP/785)

(K2/48/93)

TRAINCREW MANUAL BR33056/- TEMPORARY INSTRUCTIONS  
CLASS 153 - 155 DMU TRAINS DATED JULY 1991

## CLASS 153 COOLANT SYSTEM

TRANSFER OF WATER FROM THE TOILET WATER TANK TO THE  
ENGINE COOLING SYSTEM

The cooling system on the Class 153 is of the standard type but because there is only one engine it is essential that a back up system is incorporated. This is achieved by allowing the Driver the facility to operate a plunger which is located adjacent to the sight glass on the exterior of the unit. When operated it will allow the toilet water to flow from the toilet tank to the engine header tank.

It should be noted that this should only be carried out by a Driver in an emergency on a "get you home basis", when maintenance staff are unavailable.

The following procedure must be followed when the fault light on the Driver's desk illuminates:-

- (a) Check the diagnostic panel when fitted to identify the fault.
- (b) Check that the coolant level site glass is empty.
- (c) Release the coolant filler cap.

IMPORTANT NOTE: When the coolant filler cap is released, extreme care must be exercised to prevent injury.





## CRAVEN ARMS TO NEWPORT MAINDEE WEST/EAST JUNCTIONS

Page 4.32

## CRAVEN ARMS

Cripple Siding. Delete first sentence and substitute the following:-  
'The points in the Up Refuge siding leading to this siding are clipped and spiked for movements along the Up Refuge Siding only.'

Delete last sentence - 'When movements are completed,.....'

(1) (K2/47/93)

Page 4.36 - RSW5.1 RHYMNEY TO BARRY ISLAND

## RHYMNEY

Delete existing paragraphs and add:-

Rhymney Sidings - The Chargeman is responsible for the provisions of the Rule Book Section J, Clause 4.1 and 4.2 at these sidings.

Rhymney North Ground Frame - Movements from the sidings via this Ground Frame are permitted to pass the "Start of Section" board and proceed to Rhymney Station Platform only, whilst the token is being used to operate the Ground Frame. Thereafter no further movement is permitted until the Driver is in possession of the token.

Rhymney South Ground Frame - Movements from the sidings via this Ground Frame may be made onto the single line and then remain at a stand but no further movement may be made until the Ground Frame is replaced and the Driver is in possession of the token.

All arriving and departing trains - The Conductor must advise the Bargoed Signalman:

- (i) as soon as the train arrives and,
- (ii) when the train is ready to depart for Bargoed.

The Driver must be advised by the Conductor if, due to failure of telephone communication, he has been unable to contact the Signalman. In these circumstances, the Driver must satisfy himself that all level crossings on the return journey to Bargoed are clear and must be prepared to stop short of each one if necessary. The Bargoed Signalman must not rely upon this when applying Signalman's General Instruction No. 40

(K2/50/93)

## FWA1.1 BARRY TO BRIDGEND BARRY JUNCTION

Page 4.45

## COWBRIDGE ROAD

Amend last paragraph to read:-

Failure of white light at Waterton Level Crossing.

An emergency telephone connected to Cowbridge Road Signalbox is provided at each "Stop" board. If the white light is not illuminated and the Driver cannot satisfy himself that it is safe to pass over the crossing he must contact the Signalman and request that assistance be provided.

(1) (K2/47/93)

K2-52D/12

(WITH EFFECT FROM 22 MARCH 1993)

Delete Pages 4.96 to 4.100 and Add:-

## FWA3.11 PENGAM JN TO CARDIFF DOCKS VIA TIDAL SIDINGS

Tidal Sidings All shunting movements must be made on the Up line and must not pass the board lettered "AS&W locomotives must not pass this point/Start of C2 line".

Drivers of departing trains must not move out of the sidings until permission has been received both to depart and to enter the C2 line.

Tidal Sidings and Cardiff Dock lines All movements in Tidal Sidings and Cardiff Docks are under the control of the Allied Steel & Wire Rail Controller ("Rail Controller").

Both BR and AS&W locomotives work on all lines at Tidal Sidings and Cardiff Docks (except where prohibitions exist - signs are provided): BR locomotives will be accompanied by a BR Shunter and AS&W locomotives will be accompanied by an AS&W shunter. The Shunter will be responsible for obtaining permission from the Rail Controller before movements are made or any STOP board is passed. Speed of trains must not exceed 4mph.

The Shunter will normally communicate with the Rail Controller by radio. The pilot/train reporting number must be used to identify the Shunter concerned. A successful test transmission must be made between Shunter and Rail Controller and vice versa before the radio is used.

All messages must be preceded by the words "Pilot [Train] reporting number... to Rail Controller" or vice versa as appropriate and must be acknowledged by repetition. The Shunter must, in addition, always state his location; stop boards are identified by number and this number must always be quoted when requesting or receiving permission to pass them. Each message must be concluded by the word "over" unless it is the final message in which case "out" must be used.

Level Crossings Before any train, hauled or propelled, passes over any level crossing the Shunter must position himself on the roadway and control road traffic by means of flag or handlamp. The Driver must sound the locomotive horn when approaching the level crossing.

Ryans Discharge/Loading Site (Fletchers Wharf) No train may enter this site without the permission of the Rail Controller. If the line is found to be obstructed by coal spillage, Ryans' staff must be asked to clear it.

Indicators as in Rule Book section C 5.6 are provided for loading and unloading; these are operated by Ryans' staff.

Tremorfa Works A train for Tremorfa Works must not leave Pengam Sidings for Tidal Sidings until the Person in Charge at Tidal Sidings has ensured that the Works is able to accept it and must not enter the works sidings until permission has been obtained from the resident AS&W shunter. The resident AS&W shunter will be responsible for controlling movements within the sidings and the travelling shunter for coupling/ uncoupling, brake test, etc.

4.96

(K2/52/93)

K2-52D/13



INSTRUCTIONS AFFECTING WESTERN REGION  
STAFF WHEN WORKING OVER OTHER REGIONS - BR30045

## SECTION 1 - TABLE A

## REDHILL TO EARLEY

Page 1.46 Add in the remarks column:- Tel. 32m.24ch.  
(Combe Lane Crossing)  
Tel. 36m.51ch.  
(Shere Heath Crossing)  
Tel. 37m.70ch.  
(Ford Crossing)  
Tel. 40m.20ch.  
(East Shalford Crossing)  
(K2/49/93)

Page 1.47 Add in the remarks column:- Tel. 51m.66ch.  
(Sewage Works Crossing)  
Tel. 53m.01ch.  
(Farnborough North Crossing)  
(K2/49/93)

## REDHILL TO TONBRIDGE

To operate on and from Monday 15 March				
Page 1.48 - Delete maximum permissible speeds and substitute:-	85	85	MAXIMUM PERMISSIBLE SPEED	

(K2/51/93)

Page 1.48 Add in the remarks column:- Tel. 34m.28ch.  
(Medhurst Row Crossing)  
Tel. 35m.38ch.  
(Brasted Lands Crossing)  
(K2/49/93)

## CRAVEN ARMS LC TO MANCHESTER PICCADILLY WEST JUNCTION VIA CREWE

Page 1.76 Craven Arms LC 19m 48ch 75 mph Up line - Amend 'at or between' column to read - 23m 68ch and Regional Boundary  
(K2/51/93)

Page 1.76 remarks column - Delete:- "C. Up at 18m.56ch."  
(K2/49/93)

Regional Boundary 18m 10ch 75 mph Down line - Amend speed to read 90 mph and 'at or between' column to read - Regional Boundary and 21m 55ch  
(Amends page 220 of PON) (K2/51/93)

Page 1.77 remarks column - Tel. 8m 43ch Leebotwood LC  
Amend name to New House Farm Crossing and mileage to 8m 45ch  
(Amends page 221 of PON K2/46D/93) (K2/49/93)

K2-52D/14

SECTION 2 - TABLES B-K  
TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Line(s)	Authorities	Restrictions
Page 2.1 WILLESDEN HIGH LEVEL JUNCTION TO MITRE BRIDGE JUNCTION <u>Delete</u> heading and all items.			(K2/48/93)
Page 2.2 WILLESDEN TO WILLESDEN CARRIAGE SHED SOUTH (CARRIAGE LINES) <u>Delete</u> heading and all items. (Amends item of 9/91)			(K2/48/93)
Pages 2.2 and 2.3 LEAMINGTON SPA JUNCTION TO GRAND JUNCTION VIA TYSELEY <u>Delete</u> both 'H' authorities.			
Page 2.3 DERBY STATION NORTH JUNCTION TO BLACKWELL VIA BIRMINGHAM NEW STREET <u>Delete</u> all items except Longbridge Station item.			(K2/48/93)

SECTION 4 - LOCAL INSTRUCTIONS  
DERBY

Page 4.33

Delete paragraph headed Research Siding.Delete paragraph headed Propelling: Derby Station Area.

(Amends Part 2 of the PON) (K2/48/93)

Page 4.35

WASHWOOD HEATH

Delete paragraph headed Metro-Cammell Private Sidings.

(Amends item of K2/48/93) (K2/52/93)

## MISCELLANEOUS INSTRUCTIONS

\* \* SUNDAY 21 MARCH 1993 (or during commissioning)

\*

COMMISSIONING OF SIGNALLING EQUIPMENT AT PADDINGTON

In connection with the commissioning of signalling equipment as shown in Yellow Signalling Notice No. 58, a test train will be required to work over lines within the Absolute Possession of the Engineer.

Fixed signals within the area of the Absolute Possession will be cleared for the running of the test train.

(K2/52/93)

K2-52D/15

## MISCELLANEOUS INSTRUCTIONS - continued

## CONTACTING NSE SIGNALBOXES

The following Signalboxes can be contacted on the following BT/BR numbers:

<u>Signal Box</u>	<u>BT Number</u>	<u>Internal Number</u>
Claydon	0296 730607	00 34447
Greenford	Via Exchange	00 31802
(2)		(K2/50/93)

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 QUEENSTOWN ROAD (BATTERSEA)

The platform on the Windsor Reversible line is closed and there is no exit from it. If a passenger train is detained at Signal W.928 or W.929 Drivers of trains formed with power operated doors must give the bell/buzzer code 2-2 (do not open doors) to the Guard and the doors must not be released. Guards of trains formed with slam door stock must ensure that no passengers alight at the platform, making public address announcements as necessary.

(K2/50/93)

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 WATERLOO SIGNALS W59 AND W55

As an aid to Drivers in identifying the line on which they are travelling and the correct signal applicable to that line, special arrangements have been made for the following signals on the first down line signal gantry after leaving Waterloo:-

W59 - Up Main relief in down direction

W55 - Down Windsor

The signal number plates on these signals have been changed from the standard black with white figures and additional signal number plates have been affixed to the track approaching each signal. These are coloured as follows:-

Up Main Relief in down direction and signal W59 - Blue

Down Windsor and signal W55 - White

Drivers are invited to submit comments to their Traction Inspector on the effectiveness of this arrangement.

(R(SW)1079) (K2/51/93)

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 Swindon  
 11 March 1993

 A.Hancock  
 Operations Manager  
 InterCity Great Western

---

 Hobbs the Printers of Southampton

K2-52D/18

# If YOU'RE alert

# YOU

# wont get hurt



CONTACTING PANEL SIGNALBOXES

The telephone numbers shown below must be used if it is necessary to contact a Panel Signalbox. These numbers may only be used in connection with essential messages regarding train operations or in case of emergency.

<u>PANEL BOX</u>	<u>B.T. NUMBER</u>	<u>INTERNAL NUMBER</u>
<u>BIRMINGHAM NEW STREET (NS)</u>		<u>054 2800/1</u>
<u>BLETCHLEY (BY)</u>		<u>00 43338</u>
<u>BRISTOL (B)</u>	<u>0272 291710</u>	<u>07 42795</u>
<u>CARDIFF (C)</u>	<u>0222 221889</u>	<u>071 2508</u>
<u>COVENTRY (CY)</u>		<u>050 6240/23</u>
<u>CREWE NTH. (CE)</u>		<u>05 32809/10</u>
<u>DERBY (DY)</u>	<u>0332 31422/262317</u>	<u>056 2085</u>
<u>EXETER (E)</u>	<u>0392 210873</u>	<u>070 2415</u>
<u>GLOUCESTER (G)</u>	<u>0452 302063</u>	<u>075 2340</u>
<u>LEAMINGTON SPA (LN)</u>	<u>0926 428679</u>	<u>050 7850</u>
<u>MARYLEBONE IECC (ME)</u>	<u>071 922 9541</u>	<u>00 29541</u>
<u>NEWPORT (N)</u>	<u>0633 244114</u>	<u>071 6203</u>
<u>OLD OAK COMMON (OO)</u>	<u>081 960 2329</u>	<u>00 31077</u>
<u>OXFORD (OX)</u>	<u>0865 245539</u>	<u>078 4219/71</u>
<u>PLYMOUTH (P)</u>	<u>0752 661095</u>	<u>079 2428</u>
<u>PORT TALBOT (PT)</u>	<u>0639 891470</u>	<u>07 33200</u>
<u>READING (R)</u>	<u>0734 599906</u>	<u>078 2397</u>
<u>SALTLEY (SY)</u>	<u>021 359 1203</u>	<u>050 3151</u>
<u>SLOUGH NEW (SN)</u>	<u>0753 554895</u>	<u>00 36335</u>
<u>SLOUGH (S)</u>	<u>0753 522840</u>	<u>00 36223</u>
<u>SWINDON (SN)</u>	<u>0793 521132</u>	<u>077 4189</u>
<u>WESTBURY (W)</u>	<u>0373 826518</u>	<u>07 47210</u>
<u>WILLESDEN JN. (WN)</u>		<u>00 46299</u>

(K2/51/93)