

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

1

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 3 JANUARY

to

FRIDAY, 9 JANUARY, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not **ME**', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

149
133
73
1-18

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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WARNING



A.C. ELECTRIFIED LINES
 MIDLAND SUBURBAN ELECTRIFICATION
 SUNDON FEEDER STATION

THE EQUIPMENT CONTAINED WITHIN THE
 COMPOUND AT SUNDON FEEDER STATION
 HAS BEEN ENERGISED AT 25,000 VOLTS
 AND MUST BE REGARDED AS BEING ALIVE
 AT ALL TIMES.

(OD.15/Pad31/28) (15-11-80) (19)

WARNING

SOUTHERN REGION

ENERGISATION OF THE CONDUCTOR RAIL
 AND ITS CONNECTIONS AT STREATHAM JUNCTION

It must be assumed that the conductor rail and its
 connections on the line known as the reversible fast spur
 for the whole of its length, complete with all points and
 connections leading thereto are always alive, unless the
 traction current has been switched off in accordance with
 Electrified Lines Instruction Nos. 29, 31 or 32.

(R/SB.429/1/32)

At or between	Lines affected	Remarks
SOUTHERN REGION.—continued		
CLAPHAM JN. 'B' TO SELHURST.		
Saturday, 3 January		
348 Battersea Pier and Clapham Jn.	Down & up Brighton slow BLOCKED	00 35 to 04 40. Track maintenance, 1 and 2½ m.p. Trains to travel over Brighton East lines. Traffic cannot pass to or from Atlantic lines. —
349 Balham and Selhurst	Down & up Brighton slow/local and local spurs BLOCKED	00 10 to 04 20. Track renewal and track maintenance, 5 and 8½ m.p. Trains to travel over Brighton fast/through lines. Traffic cannot pass to or from Streatham Spurs.
Saturday/Monday, 3/5 January		
350 Clapham Jn. and Balham	Down & up Brighton slow BLOCKED	00 05 (Sat) to 04 00 (Mon). Track renewal and track maintenance, 2½ and 4½ m.p. Trains to travel over Brighton fast lines. Traffic cannot pass to or from West London lines.
Sunday, 4 January		
351 Streatham Jn. and Balham	Up Brighton slow/up local spurs BLOCKED	08 00 to 20 00. Track maintenance and signalling work, 6½ and 5 m.p. Signals disconnected. Trains to travel over Brighton fast.
Tuesday, 6 to Friday, 9 January		
352 Clapham Jn. and Balham	Down & up Brighton slow BLOCKED	00 05 to 04 30. Unloading materials and track renewal, 2½ and 4½ m.p. Crane in use. Trains to travel over Brighton fast lines. Traffic cannot pass to or from West London lines.
353 Norbury and Selhurst	Down & up through BLOCKED	00 10 to 05 15. Track maintenance and earthwork, 8 and 9¼ m.p. Mechanical equipment in use. Trains to travel over local lines.
BRIXTON TO STREATHAM COMMON.		
354 Herne Hill and Tulse Hill	Down & up branch	00 50 to 04 30. Track maintenance and signalling work, 4½ and 5 m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK ALREADY CARRIED OUT.

Kingsbury Sidings.

The following sidings have been renumbered as shown:—

old number	new number
Branch siding 3	Branch siding 1
Branch siding 1	Branch siding 3
Branch	Branch 4.
	(OD.14/—) (3)

Cricklewood.

A.W.S. test magnets have been provided in the connection from No.1 Carriage line to the Shunt line and in the connection from Up Goods No.2 to Cricklewood Depot box.

(OD.14/73/410) (3)

* * * Finchley Road

Catch points have been provided in the down fast line situated 176 yards on the Cricklewood side of the box.

(OD.14/73/410/J) (1)

* * * Between Junction Road Jn. and Gospel Oak

Junction Road Jn.

The up Gospel Oak starting signal together with the distant signal for Gospel Oak situated beneath it have been taken away. The up main to Gospel Oak home 2 signal has been renamed up main to Gospel Oak starting signal.

Gospel Oak

A new bay platform has been brought into use and access to this line is via a new facing connection from the up line from Junction Road Jn. situated 200 yards before reaching the box.

A new trailing crossover between the down and up Junction Road Jn. lines has been brought into use 260 yards on the Junction Road Jn. side of the box.

The facing and trailing trap points in the up and down Junction Road Jn. lines have been secured out of use, pending removal.

A new up distant signal from Junction Road Jn. has been provided beneath the up main to Gospel Oak starting signal for Junction Road Jn.

A new three aspect colour light home 1 signal from Junction Road Jn. has been provided 580 yards before reaching the box and 730 yards after passing the new distant signal. A route indicator has been provided above the main aspects exhibiting.

M — along main line
B — to bay platform 3

A new three aspect colour light home 2 signal from Junction Road Jn. has been provided 80 yards before reaching the box.

A new three aspect colour light signal has been provided at the exit from platform 3 to control movements to the down line to Junction Road Jn.

A telephone giving communication with the box has been provided at the down starting signal to Junction Road Jn. and at the up home 1 signal from Junction Road Jn.

(OD.14/78/219)

(1)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

- ** Melton Junction G.F./Edwalton**
The test track has been shortened to 118½ m.p. at Plumtree.
(OD.14/-) (1)
- ** Between Morton and Blackwell South Junction.**
Six dummy point crossings have been installed in the up main line for research purposes and will remain in situ until further notice.
(OD.14/-) (1)
- ** New Hucknall Colliery G.F.**
The signalbox on the down side of the line has been demolished and a new five lever ground frame provided on the up side of the line opposite to the former signalbox.
The ground frame is released by Annetts key on the New Hucknall Colliery branch train staff.
The level crossing gates are now padlocked across the railway and the key to the padlock is attached to the New Hucknall Colliery train staff.
The former train staff lettered "Blackwell East Junction—New Hucknall Tip" has been replaced and renamed "New Hucknall Colliery Branch".
(OD.14/-) (1)

Western Region :—

- ** Maidenhead**
The down relief to down refuge siding facing connection has been recovered together with refuge ground frame and associated ground position light signal.
The draw ahead subsidiary signal situated on S.136 has been recovered.
- Basingstoke**
The connection in the up bay, leading from No.6 siding has been repositioned 11 yards nearer to the signalbox.
(R/M.1/734/7) (1)

GENERAL INSTRUCTIONS AND NOTICES

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

★ WORKING MANUAL FOR RAIL STAFF B.R.30054/3

PART 3—HANDLING AND CONVEYANCE OF DANGEROUS GOODS

Clause E4/2—Add as final sentence:—

SECTION E4—PROHIBITION AND BARRIER WAGON REQUIREMENTS.

"A brake van must not be counted as a barrier wagon".

(04/15/771) (3—1—81)

★ WORKING MANUAL FOR RAIL STAFF B.R.30054/6

PART 6—PREPARATION AND WORKING OF FREIGHT TRAINS.
SECTION C4—WORKING OF FREIGHT TRAINS—MARSHALLING OF FULLY-FITTED AND NOT-FULLY-FITTED TRAINS COMPOSED OF AIR OR VACUUM BRAKED VEHICLES WITH A PROPORTION OF PIPED-ONLY VEHICLES.

Add—New paragraph C4/5, to apply from Monday, 5 January 1981:—

C4/5—Dangerous Goods must only be conveyed in wagons fitted with the Power Brake and must only be conveyed in fully fitted or partially fitted freight trains.

When conveyed on partially fitted freight trains (Subject to provisions of Diagram E1 of Part 3 of the Working Manual for Rail Staff (Pink Pages)) they must be marshalled in the fitted portion of the train with the power brake operative.

Piped only vehicles conveying dangerous goods may be conveyed when authorised by the Chief Operations Manager, B.R. HQ. and then in accordance with paragraph D1/1 of the Pink Pages in the following circumstances:—

- (a) **On fully fitted trains (other than block trains of Dangerous Goods)**
in accordance with Diagram E1 of the Pink Pages and brake force required in accordance with the appropriate table of Section E;
- (b) **On Partially fitted trains**
they must be marshalled in the fitted portion and must not be the extreme wagons of this portion of the train. They may otherwise be intermixed to meet marshalling needs — provided brake requirements in accordance with table Eii are complied with.

(04/15/2554) (3—1—81)

APPENDIX INSTRUCTIONS—continued
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING OVER
 OTHER REGIONS' LINES IN THE LONDON AREA BR.30026 DATED MAY, 1976—continued

LOCAL INSTRUCTIONS

Page 48—SWANSCOMBE—Add—

Whenever practicable, wagons for Swanscombe Works must be left on No.2 siding, farthest from the running line. Outgoing wagons will normally be left for collection by BR from No.1 siding.

(6-12-80)

MISCELLANEOUS INSTRUCTIONS

EXPERIMENTAL WARNING BOARDS AND INDICATORS
 ST. PANCRAS—BEDFORD

The experimental Warning Board, Speed and Termination Indicators in use between St. Pancras and Bedford consist of the following equipment :—

Warning Board	Two flashing white lights set horizontally in a yellow rectangular board with the speed restriction shown above in white numerals on a blue background.
Speed Indicator	Standard board, except that the speed is indicated in white numerals on blue background.
Termination Indicator	Standard board but with a white "T" on a blue background.

The Warning Board, together with the Speed and Termination Indicators are electrically lit.

A Handsignalman will not be provided at the Warning Board during fog or falling snow.

In the event of failure of any of the lights, Drivers should report in accordance with Section T, clause 25.5.2 of the Rule Book, and Signalmen act in accordance with clause 24.4.2.

When the equipment is in use, notification will be included in the remarks column of the appropriate Section A entry.

Drivers and Running Inspectors are asked to report on the effectiveness of these boards to the Chief Operating Manager, Room 504, Rail House, Crewe.

(OD.15/Pad.6/TV/11) (Amended 5-10-80)

★ TRAIN CREW RELIEF ROOM—PLATFORM No.1 LEICESTER STATION.

On and from Monday, 5 January, 1981.

A new Train Crew Relief will be situated on the Down Side Platform No.1 at Leicester Station.

(TP/TC/9) (3-1-81) (4)

CREWE
 23 December

J. M. GREGORY
 Chief Operating Manager

LOOK OUT !!!
 there's a
 train about

'SAFETY VERSE'

EXARC

NIL

BRITISH RAILWAYS

*BEDFORD
NEWARK
OR GREAVES
(2) W. RD / WFFINGTON
STREATHAM JCN
PECKHAM ME
ST ALBANS*

LONDON MIDLAND REGION

ME

*Am. item, Shephard Lane
All done*

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WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 7 FEBRUARY

to

FRIDAY, 13 FEBRUARY, 1981

inclusive

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SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Monday, 9 February—Between Bedford South Jn. and Bedford North Jn.—

The following permanent speed restrictions will be introduced:-

20 m.p.h. down slow both directions between 49½ m.p. and 50m. 24ch.
 20 m.p.h. up slow both directions between 50m. 34ch. and 49½ m.p.
 20 m.p.h. over the "up and down" platform loop.

(OD.14/81/24)

Eastern Region:-

Sunday, 8 February—Between Newark South Junction (119m. 66chs.) and Church Lane Level Crossing at 122m. 07chs. (E.C.M.L.).

Whilst Engineering Work is in progress on Bridge 278 (at 121 m.p.), the following alterations will be carried out:-

The Down Main line between the Mains Crossover at Newark South Junction (119m. 74chs.) and a new single ended connection (Up Main end worked by Newark Crossing) at 121m. 31chs, will be taken out of use.

The Mains Crossover at 120½ m.p. Newark Crossing will be secured out of use in the normal position.

The Up Main between this new single ended connection, and the crossover at Newark South Junction will become the Single line. The Track Circuit Block (Single Line) Regulations will apply.

Reference should be made to the diagram included in this notice.

Signalling Alterations

Down Main

The routes to Down Main from Down Bottesford signal D71; Down Main signal D73 and Ground position light signal 1311 (set back on Up Bottesford) will be disconnected.

Down Main signal D97 will apply to Down direction movements on the single line and will be plated D99R (auto plate removed) and act as Distant signal to D99. (The Red aspect will be taken out of use).

3-aspect signal D79 (Down direction on Up Main) and 3-aspect signal D83 (Down direction on Newark Passenger Loop) will apply along the single line towards D99R.

Up Main

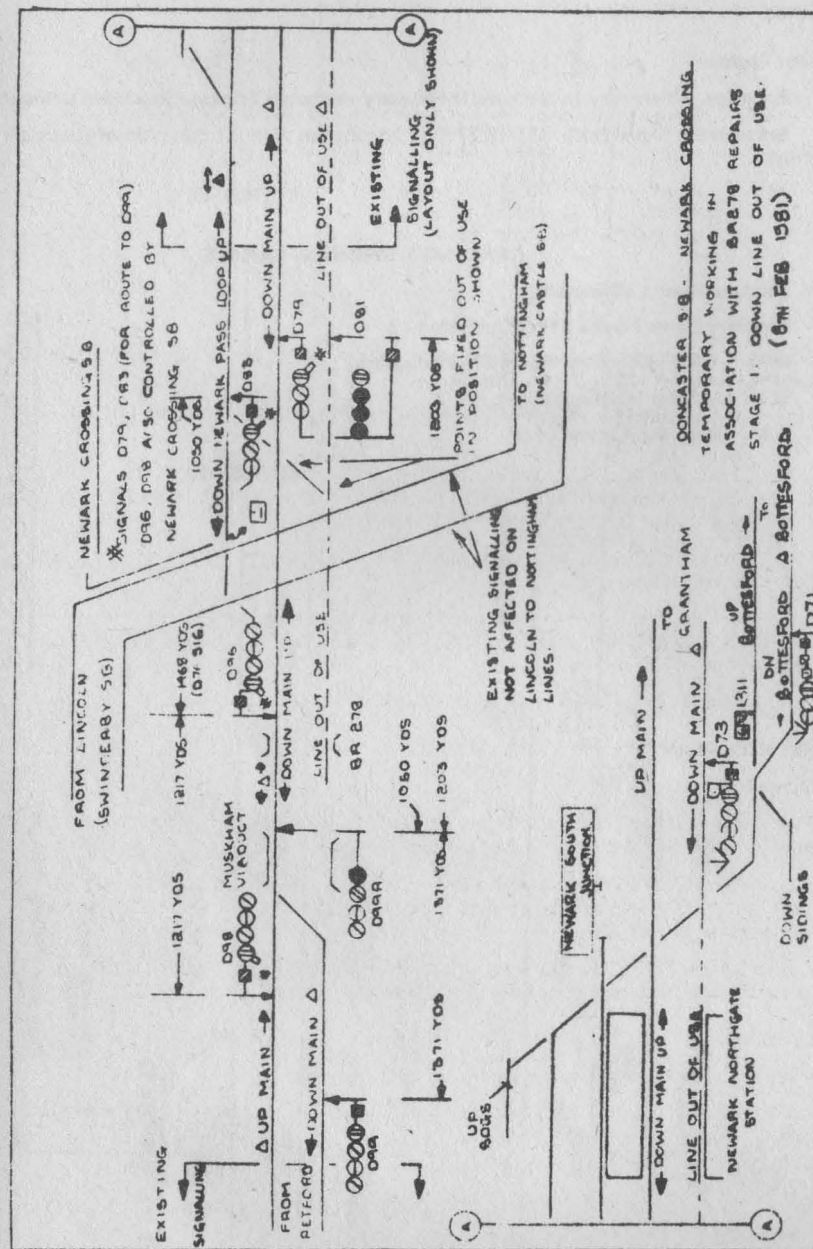
D98 signal will be converted to a controlled signal.

An A.W.S. Inductor will be provided on the Single line immediately North of Bridge No.278 which will in conjunction with either Up direction movements towards D96 or Down direction movements towards D99.

Signalling and Permanent Way Alterations—continued

Details of Work Referred to in Section B—continued

Eastern Region—continued



SECTION C

66

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Southern Region:—

Sunday, 8 February—Streatham Junction—

The following Up Slow line Automatic signals will be renumbered :

CA 93	becomes	CA 676
CA 89	becomes	CA 672

A Banner Repeater will be provided to work in conjunction with CA 672, and will be positioned 144 yards approach side of same.

(R/SB 429/1/31)

Sunday, 8 February—Between Peckham Rye and Denmark Hill—

Up Catford loop line signal A.131, situated between Peckham Rye Station and Grove tunnel, will be repositioned 59 yards nearer to Peckham Rye Station at the same height above rail level.

(R/SB.892/2)

DETAILS OF WORK ALREADY CARRIED OUT

St. Albans

The up fast line platform has been extended by 80 yards at the north end and reduced in length by 105 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (8)

St. Albans Station

In connection with the reconstruction of the platforms a temporary level crossing has been provided over the down and up slow lines at the north end of the station.

(OD.14/LC/1068) (New item) (8)

Drakelow C.E.G.B. Sidings

The following equipment has been taken away:—

the Gong on the West Departure line approximately 90 yards from the box.
 the illuminated 'Stop & Await Instructions' board on the East Departure line approximately 175 yards from the box.
 the 'Limit of Shunt' indicator on the East Arrival line approximately 175 yards from the box.

The top arm of the two-armed elevated shunting signal situated at the exit from the A/B empty wagon sidings has been taken away and the remaining arm applies to movements from the Cripple Sidings and Brake Van Sidings only.

SECTION C

67

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

Drakelow C.E.G.B. Sidings—continued

The following equipment has been provided:—

an illuminated 'Limit of Shunt' indicator, facing the box and situated outside the East Arrival line opposite signal DY.127.

an elevated semaphore shunting signal, outside the East Departure line approximately 160 yards from the box and controlling movements from the East Departure line to the A/B empty wagon sidings.

a ground position light shunting signal approximately 70 yards on the Power Station side of the box at the entrance to the A/B loaded wagon sidings.

two adjacent notice boards lettered 'Stop and Telephone' together with a telephone approximately 140 yards from the box at the exit from the A/B loaded wagon sidings.

an elevated semaphore shunting signal approximately 140 yards from the box at the exit from the A/B empty wagon sidings.

a three-armed elevated shunting signal situated approximately 60 yards in advance of the previous signal and applying as follows:—

Top arm	—	to West Departure
Middle arm	—	to East Departure
Bottom arm	—	to East Arrival L.O.S.

(OD.14/80/71) (7)

Sutton Colliery Junction G.F.

The siding situated on the Tibshelf side of the ground frame has been taken out of use, the connection leading to the siding remaining as trap points.

(OD.14/—) (7)

. Hendon—

The down local platform has been reduced in length by 20 yards at the north end. Drivers must bring their trains to a stand at the stop boards provided.

(OD.14/—) (6)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * * Engine Shed Jn.—

The down and up South curve lines between Engine Shed Jn. and Mortimer Street have been taken out of use, pending removal. The points of the connections to and from the down and up South curve lines in the down and up Moorgate lines remaining to act as trap points.

The down and up Moorgate lines have been renamed Moorgate siding 1 and 2 respectively and the moveable scotch blocks situated on the Kings Cross side of the down Moorgate home 1 and up Moorgate starting signals have been taken away. The crossover ground frame situated on the Kings Cross side of Kentish Town Station is no longer released from Engine Shed Jn. box and the bell and telephone have been taken away.

The following signals have been taken away:—

the up North curve starting signal,
the down branch to North curve and South curve home 1 signal,
the down Moorgate home 1 signal,
the down Moorgate home 2 signal and associated banner repeating signal,
the up Moorgate home 3 and starting signals.

The down North curve home 2 signal has been renamed home signal and it will be 1060 yards after passing the distant signal.

The distant signal situated beneath the up Moorgate home 2 signal has been taken away and a shunting signal applying to the Moorgate siding 2 has been provided at the foot of the post.

The down and up lines between Junction Road Jn. and Carlton Road Jn. have been renamed down and up Tottenham lines and the down direction are from Junction Road Jn. to Carlton Road Jn.

(OD.14/73/410/K) (6)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region :—

Murrow West

The trailing connection from up siding to up main has been secured out of use pending removal and the associated ground frame abolished. (8)

Postland

The connections from the up siding to the up main and the down main to the up siding, have been secured out of use pending removal and the associated signalling abolished. (8)

Cudworth Station (Dearne Valley North Junction)

Up goods colour light signal (C.91) has been altered to display red or yellow aspects only. (8)

March West Junction

The connection from the up siding to the up main has been secured out of use pending removal and the associated disc signal abolished.

Black Bank

The connection from the up siding to the up main has been secured out of use pending removal.

The associated ground disc signals have been abolished. (7)

* * * Between Wincobank Junction & Holmes Junction level crossing

An illuminated warning indicator has been provided on the down main at 162m. 73chs. giving warning of the change in the permanent speed restriction from 80 to 50 m.p.h. at 163m. 43chs.

The distance from the warning indicator to the commencement of the 50 m.p.h. is 1,100 yards.

An A.W.S. Inductor (permanent magnet) has been provided in conjunction with the warning indicator. (6)

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

Western Region :—

Between Wantage Road and Uffington

See separate Signal Notice 31W/2769 in connection for introduction of reversible signalling.
 (31/WS/—6) (8)

At Oxford—

The existing ground position light:signal OX 140 situated at the Banbury end of the up platform line for moves from the up platform in the down direction has been recovered and replaced by a 3-aspect signal, with a draw ahead and stencil route indicators and re-numbered OX 82. The new signal has been positioned to the left of signal OX 92 on the same structure.

The following routes have been provided:—

Destination	Signal
Loco spur	DA with RI "L"
Down carriage sidings 2 — 4	DA with RI "2"
Down side carriage sidings No.1	DA with RI "1"
Down G. & C.	M/DA with RI "G"
Down main	M with RI "M"
Down main	DA
Through siding	DA with RI "T"
Up side carriage sidings	DA with RI "S"

The existing inductor for signal OX 71 has been re-positioned at the mid-point of the up platform and now applies additionally to signal OX 82.

A telephone has been provided giving exclusive communication with Oxford Panel.
 (7)

Southern Region :—

Streatham Junction—

The down slow line signal BC.70 has been converted to an Automatic signal and has been renumbered CA.667.

The following down slow line Automatic signals have been renumbered :—

CA.90 becomes CA.671
 CA.94 becomes CA.675
 (R/SB.429/1/31) (8)

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

Southern Region:—

Streatham Junction—

A new facing crossover has been laid in between the down and up fast lines 513 yards Balham side of the signalbox.

A down fast line signal BC.67 has been provided with a position 4 junction indicator which applies for moves to the reversible fast spur.

(R/SB.429/1/31) (7)

Shepherds Lane—

Down local line signal, ED 14, situated at Canterbury Road Junction and applying to movements to Loughborough Junction or, when the position 4 junction indicator is illuminated to the Catford loop line has been repositioned 34 yards nearer to the junction.

(R/SB.436/14) (7)

**** Between Dartford, Northfleet, Hither Green and Grove Park—**

An A.W.S. warning indication has been received for temporary speed restriction warning boards located between Dartford and Northfleet and between Hither Green and Grove Park. The warning boards associated with any existing temporary speed restrictions have been equipped with A.W.S. magnets.

(1286—(6)) (6)

Amended Item

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

7

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

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General Instructions and Notices

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to

FRIDAY, 20 FEBRUARY, 1981

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At or between	Lines affected	Remarks
SOUTHERN REGION.—continued		
CLAPHAM JN. 'B' TO SELHURST.—continued		
Saturday/Monday, 14/16 February		
424 Clapham Jn. and Balham	Down & up Brighton slow and down & up West London BLOCKED	00 05 (Sat) to 04 00 (Mon). Excavating, track renewal and track maintenance, 2½ and 4½ m.p. Crane in use. Trains to travel over Brighton fast lines.
Sunday, 15 February		
425 Streatham Jn. and Selhurst	Down through BLOCKED	09 00 to 20 00. Signalling work, 6½ and 9½ m.p. Down trains to travel over down local lines.
Tuesday, 17 to Thursday, 19 February		
426 Balham and Selhurst	Down & up Brighton fast/through and reversible fast spur BLOCKED	00 10 to 05 15. Track maintenance, 5 and 9½ m.p. Trains to travel over Brighton slow/local lines.
Wednesday, 18 and Thursday, 19 February		
427 Clapham Jn. and Balham	Down & up Brighton slow BLOCKED	00 05 to 04 30. Track maintenance, unloading materials, 2¾ and 4½ m.p. Trains to travel over Brighton fast lines. Traffic cannot pass to or from West London lines.
Friday, 20 February		
428 Norbury and Selhurst	Down & up through BLOCKED	00 10 to 05 15. Track maintenance, 8 and 9½ m.p. Trains to travel over local lines.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Monday, 16 February—Radlett—

The down fast line platform will be reduced in length by 80 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—)

Monday, 16 February—Radlett Jn.

The permanent speed restrictions through the connections between the running lines will be increased from 20 m.p.h. to 40 m.p.h.

(OD.14/81/22)

Monday, 16 February—Leagrave—

The up slow line platform will revert to its previous length at the south end. The up slow line platform will be reduced in length by 90 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—)

DETAILS OF WORK ALREADY CARRIED OUT

Southern Region:—

Sunday, 15 February—Streatham Junction

The following Down Fast Line signals will be converted to Automatic signals and will be renumbered :—

BC 65 becomes CA 657
BC 64 becomes CA 665

A Banner Repeater CA 665R will be provided to work in conjunction with CA 665, 195 yards approach side of the signal.

The following Down Fast Line Automatic signals will be renumbered :—

CA 88 becomes CA 669
CA 92 becomes CA 673

(R/SB 429/1/31)

Between Bedford South Jn. and Bedford North Jn.—

The following permanent speed restrictions have been introduced:—

20 m.p.h. down slow both directions between 49½ m.p. and 50m. 24ch.
20 m.p.h. up slow both directions between 50m. 34ch. and 49½ m.p.
20 m.p.h. over the "up and down" platform loop.

(OD.14/81/24)

(9)

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

Hall Green Station

The temporary level crossing at the Tyseley end of the station has now been removed.
 (OD.14/LO/972) (New Item 9)

St. Albans

The up fast line platform has been extended by 80 yards at the north end and reduced in length by 105 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.
 (OD.14/—) (8)

St. Albans Station

In connection with the reconstruction of the platforms a temporary level crossing has been provided over the down and up slow lines at the north end of the station.
 (OD.14/LC/1068) (8)

*** * * Drakelow C.E.G.B. Sidings**

The following equipment has been taken away:—

- the Gong on the West Departure line approximately 90 yards from the box.
- the illuminated 'Stop & Await Instructions' board on the East Departure line approximately 175 yards from the box.
- the 'Limit of Shunt' indicator on the East Arrival line approximately 175 yards from the box.
- The top arm of the two-armed elevated shunting signal situated at the exit from the A/B empty wagon sidings has been taken away and the remaining arm applies to movements from the Cripple Sidings and Brake Van Sidings only.

The following equipment has been provided:—

- an illuminated 'Limit of Shunt' indicator, facing the box and situated outside the East Arrival line opposite signal DY.127.
- an elevated semaphore shunting signal, outside the East Departure line approximately 160 yards from the box and controlling movements from the East Departure line to the A/B empty wagon sidings.
- a ground position light shunting signal approximately 70 yards on the Power Station side of the box at the entrance to the A/B loaded wagon sidings.
- two adjacent notice boards lettered 'Stop and Telephone' together with a telephone approximately 140 yards from the box at the exit from the A/B loaded wagon sidings.
- an elevated semaphore shunting signal approximately 140 yards from the box at the exit from the A/B empty wagon sidings.
- a three-armed elevated shunting signal situated approximately 60 yards in advance of the previous signal and applying as follows:—

Top arm	—	to West Departure
Middle arm	—	to East Departure
Bottom arm	—	to East Arrival L.O.S.

(OD.14/80/71) (7)

*** * * Sutton Colliery Junction G.F.**

The siding situated on the Tibshelf side of the ground frame has been taken out of use, the connection leading to the siding remaining as trap points.
 (OD.14/—) (7)

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

Eastern Region:—

Between Newark South Junction (119m. 66chs) and Church Lane Level Crossing at 122m. 07chs. (E.C.M.L.)

Whilst Engineering Work is in progress on Bridge 278 (at 121 m.p.), the following alterations will be carried out:—

The Down Main line between the Mains Crossover at Newark South Junction (119m. 74chs.) and a new single ended connection (Up Main end worked by Newark Crossing) at 121m. 31chs, will be taken out of use.

The Mains Crossover at 120½ m.p. Newark Crossing will be secured out of use in the normal position.

The Up Main between this new single ended connection, and the crossover at Newark South Junction will become the Single line. The Track Circuit Block (Single Line) Regulations will apply.

Reference should be made to the diagram included in this notice.

Signalling Alterations**Down Main**

The routes to Down Main from Down Bottesford signal D71; Down Main signal D73 and Ground position light signal 1311 (set back on Up Bottesford) will be disconnected.

Down Main signal D97 will apply to Down direction movements on the single line and will be plated D99R (auto plate removed) and act as Distant signal to D99. (The Red aspect will be taken out of use).

3-aspect signal D79 (Down direction on Up Main) and 3-aspect signal D83 (Down direction on Newark Passenger Loop) will apply along the single line towards D99R.

Up Main

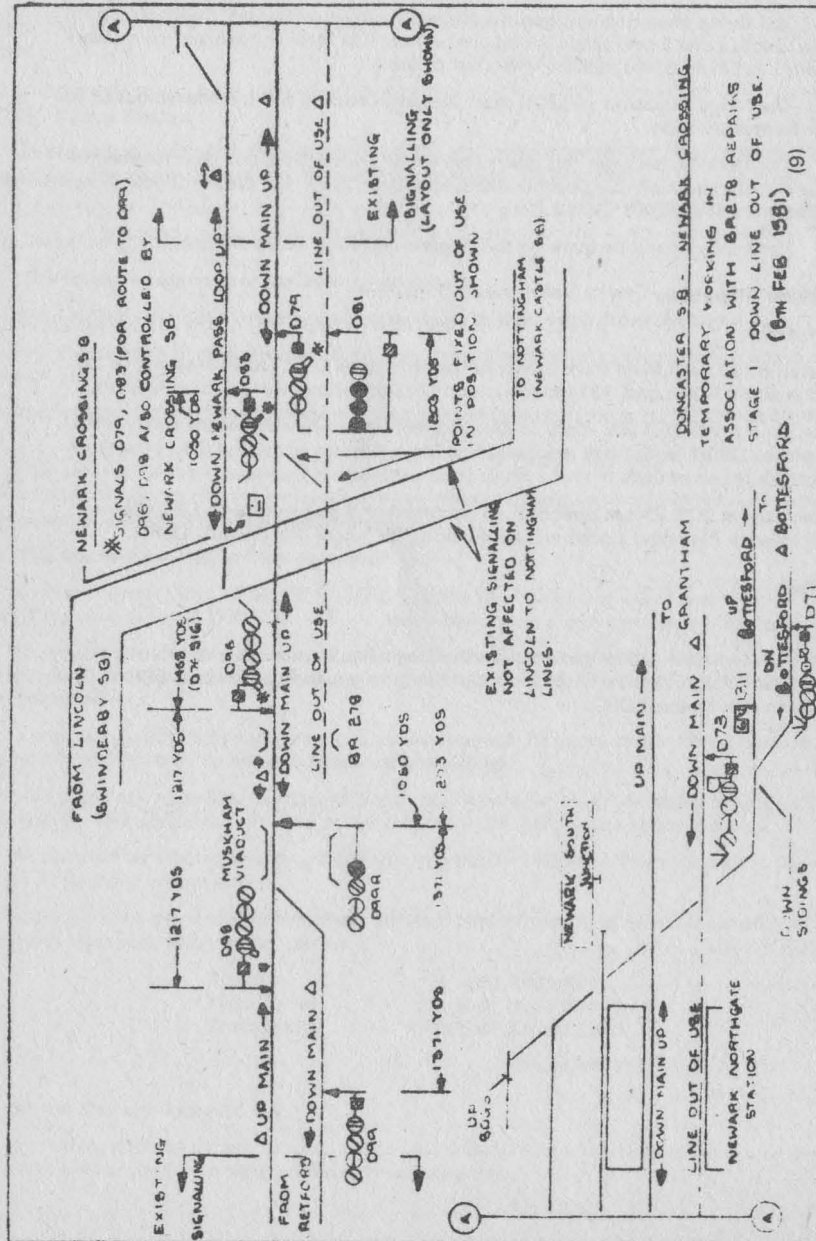
D98 signal will be converted to a controlled signal.

An A.W.S. Inductor will be provided on the Single line immediately North of Bridge No.278 which will in conjunction with either Up direction movements towards D96 or Down direction movements towards D99.

(9)

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

Eastern Region—continued



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

Eastern Region—continued

Orgreaves Colliery—

The Colliery Branch has been removed. All associated signalling/signal routes have been abolished.

(9)

Murrow West

The trailing connection from up siding to up main has been secured out of use pending removal and the associated ground frame abolished.

(8)

Postland

The connections from the up siding to the up main and the down main to the up siding, have been secured out of use pending removal and the associated signalling abolished.

(8)

Cudworth Station (Dearne Valley North Junction)

Up goods colour light signal (C.91) has been altered to display red or yellow aspects only.

(8)

March West Junction

The connection from the up siding to the up main has been secured out of use pending removal and the associated disc signal abolished.

** Black Bank

The connection from the up siding to the up main has been secured out of use pending removal.

The associated ground disc signals have been abolished.

(7)

Western Region:-

Between Wantage Road and Uffington—

See separate Signal Notice 31/W/2769 in connection with introduction of reversible signalling.

(31/WS/-6)

(9)

READING & SWINDON PANELS

Wantage Road : Uffington

Separate Signal Notice 31W/2769 refers.

Note:— New stencil on Signal SN.91 displays.

U.M. Up Main (existing route).

D.M. Down Main (new route).

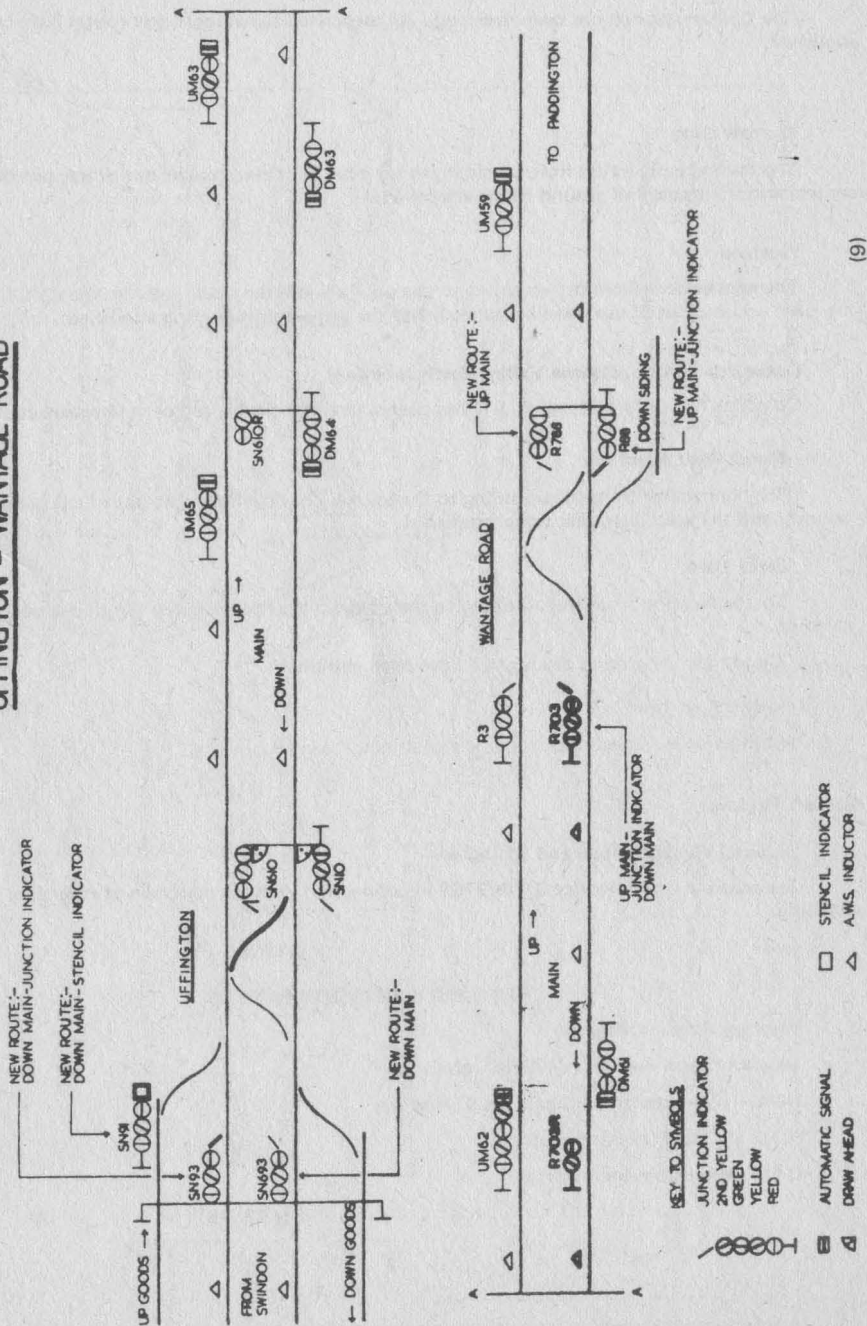
(31/WS/-6)

(9)

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

Western Region—continued

UFFINGTON - WANTAGE ROAD



(9)

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

Western Region :—continued

Between Wantage Road and Uffington

See separate Signal Notice 31W/2769 in connection for introduction of reversible signalling.

(31/WS/-6) (8)

*** * * At Oxford—**

The existing ground position light signal OX 140 situated at the Banbury end of the up platform line for moves from the up platform in the down direction has been recovered and replaced by a 3-aspect signal, with a draw ahead and stencil route indicators and re-numbered OX 82. The new signal has been positioned to the left of signal OX 92 on the same structure.

The following routes have been provided:—

Destination	Signal
Loco spur	DA with RI "L"
Down carriage sidings 2 - 4	DA with RI "2"
Down side carriage sidings No.1	DA with RI "1"
Down G. & C.	M/DA with RI "G"
Down main	M with RI "M"
Down main	DA
Through siding	DA with RI "T"
Up side carriage sidings	DA with RI "S"

The existing inductor for signal OX 71 has been re-positioned at the mid-point of the up platform and now applies additionally to signal OX 82.

A telephone has been provided giving exclusive communication with Oxford Panel.

(7)

Southern Region:—

Streatham Junction—

The following up slow line automatic signals have been renumbered :

CA 93	becomes	CA 676
CA 89	becomes	CA 672

A Banner Repeater has been provided to work in conjunction with CA 672, and has been positioned 144 yards approach side of same.

(R/SB 429/1/31) (9)

Between Peckham Rye and Denmark Hill—

Up Catford loop line signal A.131, situated between Peckham Rye Station and Grove tunnel, has been repositioned 59 yards nearer to Peckham Rye Station at the same height above rail level.

(R/SB.892/2) (9)

Streatham Junction—

The down slow line signal BC.70 has been converted to an Automatic signal and has been renumbered CA.667.

The following down slow line Automatic signals have been renumbered :—

CA.90	becomes	CA.671
CA.94	becomes	CA.675

(R/SB.429/1/31) (8)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of work already carried out—continued

Southern Region:- continued

** Streatham Junction—

A new facing crossover has been laid in between the down and up fast lines 513 yards Balham side of the signalbox.

A down fast line signal BC.67 has been provided with a position 4 junction indicator which applies for moves to the reversible fast spur.

(R/SB.429/1/31) (7)

** Shepherds Lane—

Down local line signal, ED 14, situated at Canterbury Road Junction and applying to movements to Loughborough Junction or, when the position 4 junction indicator is illuminated to the Catford loop line has been repositioned 34 yards nearer to the junction.

(R/SB.436/14) (7)

GENERAL INSTRUCTIONS AND NOTICES

* New item.

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

RULE BOOK—SECTION 1 PART V

Referring to Clauses 21.1.4 and 21.1.5 of this Rule and experimental sign consisting of a white diagonal bar on a blue background will be exhibited instead of figures in the Warning Board and Speed Indicator of certain temporary speed restrictions to indicate that the restriction has been either withdrawn earlier, than shown in the Weekly Operating Notice or has been cancelled at short notice without being imposed.

Drivers encountering the experimental sign are invited to comment on its effectiveness to Chief Operating Manager, Room 504, Rail House, Crewe.

(OD.15/Pad.6 TV) (7-2-81)

WORKING MANUAL FOR RAIL STAFF—PART 2 GREEN PAGES (BR.30054/2)

PART A—LOADING AND SHEETING

Add—as new clause A1/19

The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety.

Existing clause A1/19 to be renumbered A1/20.

(04/T5/461) (7-2-81)

NIL

*Kettering Stn
Mantle Lane
Streattham Jcn
New Hucknall Colly*

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

*Denmark Hill/Peckham
Rye not done?*

9

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 28 FEBRUARY

to

FRIDAY, 6 MARCH, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:— 'Nile Not ME', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Monday, 2 March—Kettering Station—

The connection from the down siding to the down fast line will be secured out of use pending removal and the associated elevated signal taken away.

The ground shunting signal situated adjacent to the down fast line will now apply to movements to the up fast and up slow lines only.

(OD.14/80/199)

Monday, 2 March—Mantle Lane—

The shunting line will be reduced in length to 36 yards and the stop block repositioned accordingly.

(OD.14/—)

Southern Region:—

Sunday, 1 March—Between Denmark Hill and Peckham Rye—

A facing connection from the Down Atlantic line to the Down Catford Loop line, together with switch diamonds at the intersection with the Up Catford Loop line, situated 564 yards on the Peckham Rye side of Grove Tunnel, will be laid-in and secured out of use until further notice. The location at which this connection will be installed will be known as Clifton Road Junction.

(R/SB.892/2) (R/SB.429/1/31)

Sunday, 1 March—Streatham Junction—

The Up Fast line signal BC.45 will be converted to an Automatic signal and will be renumbered CA.666.

The following Automatic signals will be renumbered :-

CA.91	becomes	CA.674
CA.87	becomes	CA.670

(R/SB.429/1/31)

DETAILS OF WORK ALREADY CARRIED OUT

St. Andrews Junction—

The trailing crossover between the down and up main lines situated at approximately 41m. 15ch. has been taken away.

(OD.14/—) (11)

Cricklewood—

Special Notice 170G has been issued to cover the work being carried out at Cricklewood Junction and Cricklewood Depot.

(OD.14/73/410/E.1) (11)

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

Between Castle Donington and Worthington Jn.—

A permanent speed restriction of 20 m.p.h. has been introduced over the down line from 124m. 50ch. to 124¾ m.p.

(OD.14/81/16) (11)

Between Desford Automatic Level Crossing and Desford Colliery Sidings—

A permanent speed restriction of 20 m.p.h. has been introduced over the single line between 106 m.p. and 106½ m.p.

(OD.14/81/16) (11)

Between Swannington Automatic Level Crossing and Moira West Jn.—

A permanent speed restriction of 20 m.p.h. has been introduced over the down line from 114m. 66ch. to 114m. 76ch.

(OD.14/81/16) (11)

Birmingham Curve Jn.—

A permanent speed restriction of 15 m.p.h. has been introduced over the up Birmingham curve from 126m. 42ch. to the junction with the up Leicester goods line.

(OD.14/81/16) (11)

Between Sharnbrook and Bedford North Jn.—

A permanent speed restriction of 20 m.p.h. has been introduced over the up goods line from 54m. 65ch. to 54m. 55ch.

(OD.14/81/16) (11)

New Hucknall Colliery—

New Hucknall Colliery Sidings have been taken out of use with the exception of a portion of the former Coke Road, 433 yards in length, which has been retained as a head shunt.

The ground frame operated trap points on the Colliery side of the level crossing have been replaced by plain line.

(OD.14/81/17) (New Item) (11)

Radlett—

The down fast line platform has been reduced in length by 80 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (10)

Radlett Jn.

The permanent speed restrictions through the connections between the running lines has been increased from 20 m.p.h. to 40 m.p.h.

(OD.14/81/22) (10)

Leagrave

The up slow line platform has reverted to its previous length at the south end. The up slow line platform has been reduced in length by 90 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (10)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Nottingham Station—

Marker boards have been provided on platforms 1, 3 and 5 to advise Trainmen where to bring locomotive hauled 7, 8 and 9 coach trains to a stand.

A board lettered 'S' is located at the west end of platform 5, Drivers of empty coaching stock trains from the carriage sidings, must bring their trains to a stand at this board.

(OD.14/—) (10)

Nottingham North Goods Yard—

Siding No.20 has been secured out of use pending removal.

(OD.14/—) (10)

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

The following permanent speed restrictions have been introduced :—

20 m.p.h. down slow both directions between 49½ m.p. and 50m. 24ch.

20 m.p.h. up slow both directions between 50m. 34ch. and 49½ m.p.

20 m.p.h. over the "up and down" platform loop

(OD.14/81/24) (9)

**** Hail Green Station**

The temporary level crossing at the Tyseley end of the station has now been removed.

(OD.14/LO/972) (9)

Eastern Region:—**Lincoln West—**

The trailing connection — up main/up (Hirst) sidings has been secured out of use pending removal.

(11)

Stourton—

The up dead end sidings adjoining run round line have been secured out of use pending removal.

(10)

Normanton Goose Hill—

Sidings No.3, 4 and 5 have been secured out of use pending relaying or removal.

(10)

South Kirkby Colliery—

A ground position light signal has been provided 300 yards before reaching L650 ground position light signal and has been plated L650/652R. This signal will show a proceed aspect only when both L650 and L652 signals have been cleared.

The notice board 365 yards on the approach side of L650 signal is worded "PROPELLED 34 WAGON TRAINS LOCOMOTIVES STOP. WAIT FOR 650/652R TO CLEAR".

A telephone is provided at L650/652R signal to Leeds signal box.

(10)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued**Beighton Junction—**

The trailing connections down branch to Holbrook sidings and down branch to Wards sidings have been secured out of use pending removal of the connections and sidings. The associated ground frames have been abolished.

(10)

**** Between Newark South Junction (119m. 66chs) and Church Lane Level Crossing at 122m. 07chs. (E.C.M.L.)**

Whilst Engineering Work is in progress on Bridge 278 (at 121 m.p.), the following alterations will be carried out:—

The Down Main line between the Mains Crossover at Newark South Junction (119m. 74chs.) and a new single ended connection (Up Main end worked by Newark Crossing) at 121m. 31chs, will be taken out of use.

The Mains Crossover at 120¾ m.p. Newark Crossing will be secured out of use in the normal position.

The Up Main between this new single ended connection, and the crossover at Newark South Junction will become the Single line. The Track Circuit Block (Single Line) Regulations will apply.

Reference should be made to the diagram included in this notice.

Signalling Alterations**Down Main**

The routes to Down Main from Down Bottesford signal D71; Down Main signal D73 and Ground position light signal 1311 (set back on Up Bottesford) will be disconnected.

Down Main signal D97 will apply to Down direction movements on the single line and will be plated D99R (auto plate removed) and act as Distant signal to D99. (The Red aspect will be taken out of use).

3-aspect signal D79 (Down direction on Up Main) and 3-aspect signal D83 (Down direction on Newark Passenger Loop) will apply along the single line towards D99R.

Up Main

D98 signal will be converted to a controlled signal.

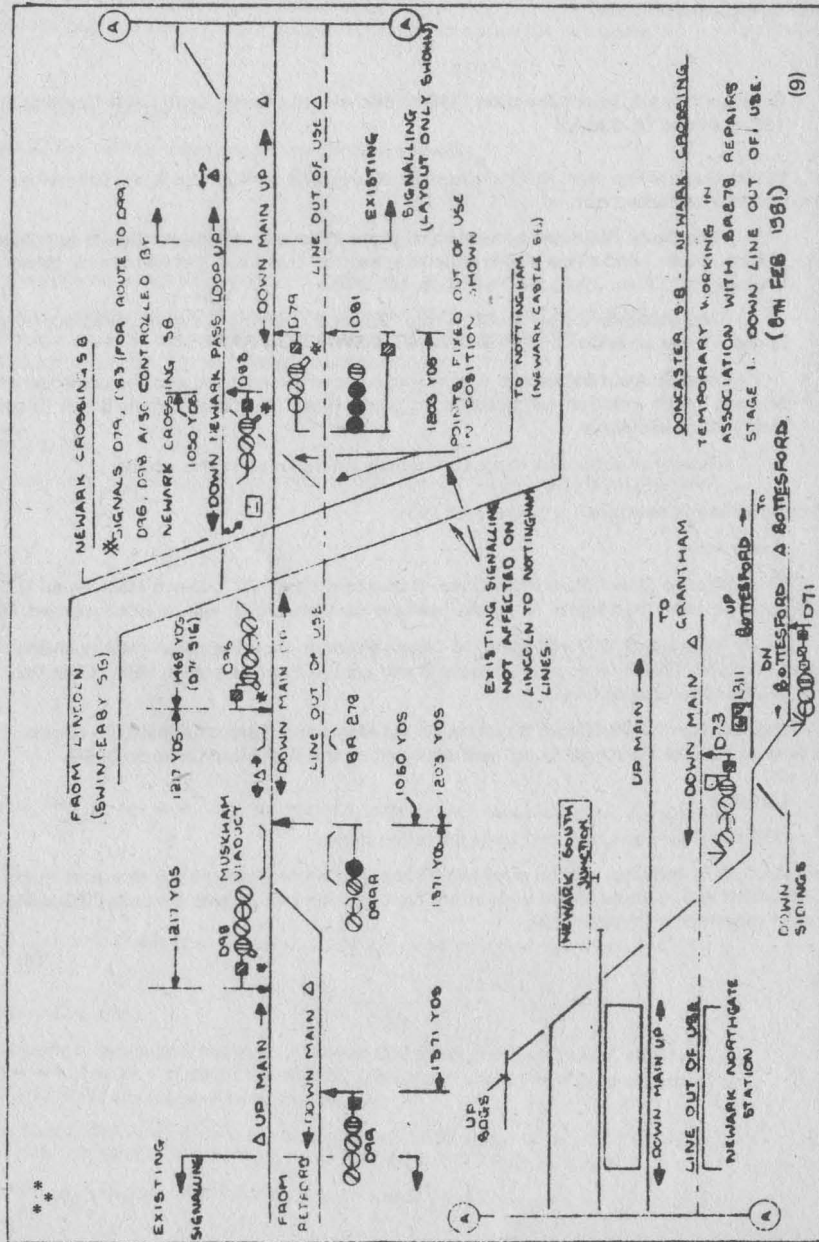
An A.W.S. Inductor will be provided on the Single line immediately North of Bridge No.278 which will in conjunction with either Up direction movements towards D96 or Down direction movements towards D99.

(9)

SECTION C

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Eastern Region—continued



SECTION C

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

Eastern Region—continued

** Orgreaves Colliery—

The Colliery Branch has been removed. All associated signalling/signal routes have been abolished.

(9)

Western Region:-

** Between Wantage Road and Uffington—

See separate Signal Notice 31/W/2769 in connection with introduction of reversible signalling.

(31/WS/-6)

(9)

READING & SWINDON PANELS

** Wantage Road : Uffington

Separate Signal Notice 31W/2769 refers.

Note:— New stencil on Signal SN.91 displays.

U.M. Up Main (existing route).

D.M. Down Main (new route).

(31/WS/-6)

(9)

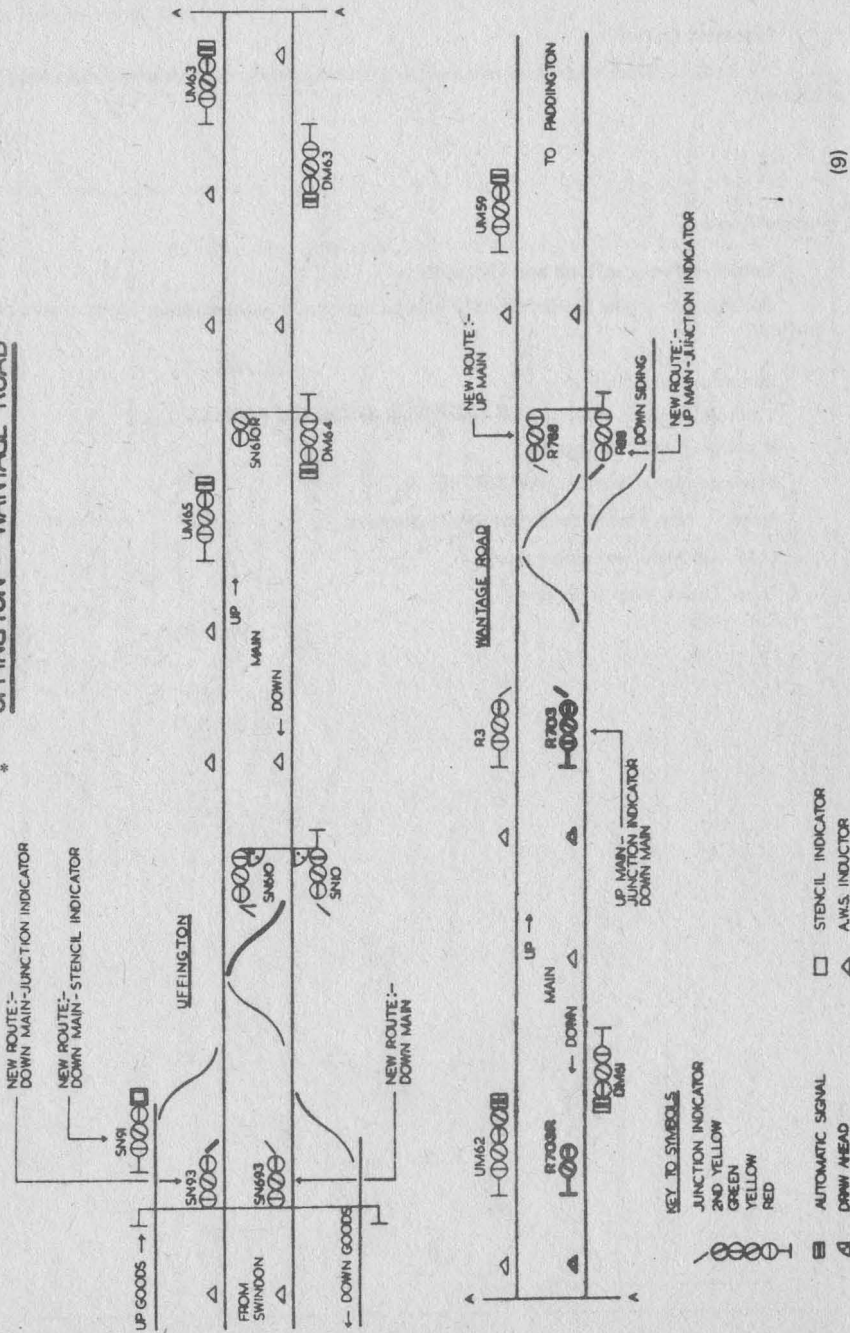
SECTION C

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Western Region:—continued

UFFINGTON - WANTAGE ROAD

**



(9)

SECTION C

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

Southern Region :—

Streatham Junction

The following down fast line signals have been converted to Automatic signals and have been renumbered :—

- BC 65 becomes CA 657
- 9C 64 becomes CA 665

A Banner Repeater CA 665R has been provided to work in conjunction with CA 665, 195 yards approach side of the signal.

The following down fast line automatic signals have been renumbered :—

- CA 88 becomes CA 669
- CA 92 becomes CA 673

(R/SB 429/1/31)

(10)

** Streatham Junction

The following up slow line automatic signals have been renumbered :

- CA 93 becomes CA 676
- CA 89 becomes CA 672

A Banner Repeater has been provided to work in conjunction with CA 672, and has been positioned 144 yards approach side of same.

(R/SB 429/1/31)

(9)

** Between Peckham Rye and Denmark Hill

Up Catford loop line signal A.131, situated between Peckham Rye Station and Grove tunnel, has been repositioned 59 yards nearer to Peckham Rye Station at the same height above rail level.

(R/SB.892/2)

(9)

HEN
Box

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

19

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 9 MAY

to

FRIDAY, 15 MAY, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not ME', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.



WARNING



**A.C. ELECTRIFIED LINES
MIDLAND SUBURBAN ELECTRIFICATION
CRICKLEWOOD TRACTION MAINTENANCE DEPOT**

THE OVERHEAD LINE EQUIPMENT ABOVE NO's 1 AND 2 ROADS IN CRICKLEWOOD TRACTION MAINTENANCE DEPOT, EACH APPROXIMATELY 140 METRES (153 YARDS) LONG AND AT A HEIGHT OF 5.35 METRES (17FT. 7INS.) ABOVE RAIL LEVEL, WILL BE ENERGISED AT 25,000 VOLTS FROM 08 00 HOURS ON THURSDAY, 21 MAY, 1981, AND MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

(OD.15/PAD.31/28) (2-5-81)

EASTERN REGION

A.C. ELECTRIFIED LINES

THE OVERHEAD LINE EQUIPMENT INSTALLED AT STRATFORD OLD YARD SIDINGS, NUMBERS 1 AND 2 HAS BEEN ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS BEING ALIVE AT ALL TIMES.

(OD.15/-) (4-4-81)

WARNING

SOUTHERN REGION

**ENERGISATION OF THE CONDUCTOR RAIL
AND ITS CONNECTIONS AT STREATHAM JUNCTION**

It must be assumed that the conductor rail and its connections on the line known as the reversible fast spur for the whole of its length, complete with all points and connections leading thereto are always alive, unless the traction current has been switched off in accordance with Electrified Lines Instruction Nos. 29, 31 or 32.

(R/SB.429/1/32)

At or between	Lines affected	Remarks
SOUTHERN REGION.—continued		
BALHAM TO SELHURST (via Norwood Jn.)		
Wednesday, 13 to Friday 15 May		
424 Balham and Tulse Hill	Down & up Crystal Palace down & up Leigham spur and down & up west Norwood spur BLOCKED	00 20 to 04 20. Track renewal, 4½ and 5 m.p. Traffic cannot pass to or from Sydenham spurs.
BRIXTON TO STREATHAM COMMON.		
Sunday/Monday, 10/11 May		
425 Brixton Jn. and Tulse Hill	All BLOCKED	00 50 (Sun) to 03 00 (Mon). Trackwork and bridgework, bridge 40, 3 and 8½ m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Sunday, 10 May—Between St. Albans and Radlett—

Up slow line signal WH.264 at 18m. 203 yards at present carried on a straight post will be repositioned to be carried on the overhead gantry.

(OD.14/—)

Sunday, 10 May—Corby North—

The elevated siding signal together with route indicator applying to movements to the up siding and reception lines 1 to 4 will be taken away.

The siding signal with three miniature arms applying to movements to the down passenger, dock and goods shed will be taken away.

A new bracket signal will be provided at the entrance/exit to the branch line. A branch starting signal together with a down distant signal for Lloyds Sidings North box situated beneath it will be provided on the left-hand bracket. A branch starting signal, applying to movements to the branch, together with a miniature arm and 5 position route indicator situated beneath it will be provided on the main post of the bracket signal. The route indicator will apply as follows:—

US	—	Up siding
1	—	No.1 reception siding
2	—	No.2 reception siding
3	—	No.3 reception siding
4	—	No.4 reception siding

A miniature arm signal, applying to movements to the dock or goods shed will be provided on the centre of the bracket.

An elevated siding signal will be provided, situated between the up siding and No.1 reception siding, applying to movements from Nos. 1, 2, 3 and 4 reception sidings.

The elevated siding signal situated at the Corby North box end of the BSC branch will be replaced by a down branch home signal, in the same position, on the left-hand-side of the branch line. A new down branch home signal will be provided, 901 yards in rear of the down branch home signal.

A position 1 route indicator will be provided on the up passenger home signal applying to movements to the new bracket signal.

The notice board lettered "End of staff section, Stop and Telephone" situated at the Corby North box end of the BSC branch line will be taken away.

(OD.14/78/138)

Monday, 11 May—Bedford—

The loco holding sidings will be secured out of use pending removal.

(OD.14/—)

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Eastern Region:—

Sunday, 10 May—March East Jn.—

The signal applying set-back from down through line to the up main, will be abolished together with the associated disc signal. (The disc applying from the up through line will be abolished).

The points loading from up goods avoiding line to the engineers siding, will be secured in the reverse position together with the trap points in the siding, thereby extending the engineers siding along the up goods avoiding line to the outlet trap points.

The up goods avoiding line 1st and 2nd home signals will be abolished.

A new ground disc signal with 3-way route indicator will be provided adjacent to the former up goods avoiding line 2nd home signal and will apply from the engineers siding as follows:—

Route Indication	Application to or towards
"M"	Up main
"G"	Up goods
"S"	Up siding

Sunday, 10 May—Between Wath Central Station and Mexborough West Junction (exclusive)
 also between Wath Central Junction and Dearne Junction.—

Adwick Crossing, Staithe Crossing and Wath Central Junction signal boxes will be abolished.

New colour light signalling will be commissioned as shown on the diagram included in this notice.

The Track Circuit Block Regulations will apply between Sheffield and Wath Central Station.

Wath Central Junction will be remodelled and the down and up Doncaster lines in this vicinity will be realigned. Dearne Junction will also be remodelled to provide for the new double/single line junction.

The down branch line between Wath Central Junction (controlled by Wath Central Station) and Dearne Junction (controlled by Sheffield) will be re-opened to traffic and become the "Dearne Curve" single line worked in accordance with Track Circuit Block (single line) Regulations. The up branch will be retained at the Wath Central Junction end and renamed Manvers Colliery Siding. The remainder of the up branch will be subsequently removed.

Level Crossings (Down and Up Doncaster lines)

The level crossing lifting barriers at Staithe Crossing (at 14m. 26chs) and at Adwick Crossing (at 14m. 44chs) will be controlled and monitored from Wath Central Station signal box by Closed Circuit Television.

Manvers Colliery Sidings Ground Frame

The 6-lever ground frame will be replaced by a new 2-lever ground frame released from Wath Central Station signal box. An adjacent telephone to the signal box will be provided.

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Eastern Region:—continued

Sunday, 10 May—Between Wath Central Station and Mexborough West Junction (exclusive)
 also between Wath Central Junction and Dearne Junction—continued

Description of signals

Prefix of signal box to which signal-post telephone is connected.

W	=	Wath Central Station
S	=	Sheffield

Down Direction

Signal	Line	Aspect	Route Indication	Application to or towards
		M=Main S=Sub		
W857	Down Doncaster	M		W21
W21	Down Doncaster	M		W22 (existing)
W855	Down Dearne Curve	M		W21
W853	Manvers Colliery Siding	M		W21
Up Direction				
W31	Up Doncaster	M		W854
W854	Up Doncaster	M	Junction Indicator position "I"	S511
		M		W856
		S		Manvers Colliery Sidings "Stop and await instruction" notice board
W856	Up Doncaster	M		S858 (existing)
S511	Up Dearne Curve	M		H531
		S		Up Pontefract "LIMIT OF SHUNT"

New Ground Position Light Signals (Controlled by Wath Central Station)

1148	Down Doncaster	"C"	Manvers Colliery
		"B"	Up Dearne Curve S511
		"U"	Up Doncaster W856
1149	Up Doncaster	"D"	Down Doncaster W21
		"X"	Set-back along Up Doncaster line occupied.

Automatic Warning System

The A.W.S. will be provided as shown on the diagram.

The Inductor associated with Up Dearne Curve signal S511 will not be activated by movements towards Wath Central Junction. The Inductor associated with Down Dearne Curve signal W855 will not be activated by movements towards Dearne Junction.

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

Elstree-

A temporary level crossing has been provided over the down and up slow lines at the south end of the station for the use of the Chief Civil Engineer in connection with electrification work.

(OD.14/LC/1084)

(20)

Eastern Region:—

Between Hubberts Bridge and Boston West Street—

Wyberton signal box has been reduced in status to a Gate Box.

The line between Hubberts Bridge and Boston West Street has been converted to a single line worked in accordance with the Track Circuit Block (Single line) Regulations.

The single line (using for the most part the former down main line) extends from the crossover adjacent to Sleaford Sidings Ground Frame (which will be worked at the up main end only from Boston West Street signal box) to a new double to single line connection (worked at the up main end only by Hubberts Bridge signal box).

Reference should be made to the diagram included in this notice.

Signalling Alterations

Boston West Street—

The up main 2nd home and up main starting signal have been abolished.

A new up main starting signal to single line (W.S. 17 on the diagram) has been provided 240 yards after passing the signal box and 55 yards before reaching Broadfield Lane Level crossing. The arm is 20 ft. above rail level and a 'Diamond' sign has been provided on the post of this signal.

A new up single line starting from down main (W.S.21 on the diagram) has been provided 396 yards after passing the signal box, and 31 yards before reaching Sleaford Sidings ground frame. The signal has been situated on the right-hand (cess) side of the line with the arm 12 ft. above rail level.

A disc signal operated from Sleaford Sidings ground frame and applying towards Sleaford Sidings has been elevated 6ft. above rail level on the post of this signal. (Sleaford Sidings ground frame only operates this disc signal and the slip points leading to Sleaford Sidings).

Hubberts Bridge—

A new down single line starting signal from down main (HB.11 on diagram) has been provided 133 yards after passing the signal box, with the arm 12 ft. above rail level.

The up main home has become the up single line home to up main and will be resited 227 yards before reaching (164 yards further) the signal box with the arm 12 ft. above rail level. A sighting board has been provided. The distance between the up distant and this signal has been reduced to 793 yards.

A new up main starting signal has been provided 504 yards after passing the signal box, with the arm at a height of 15 ft. above rail level.

All other up line signals not included above apply to the single line.

Boston West Street

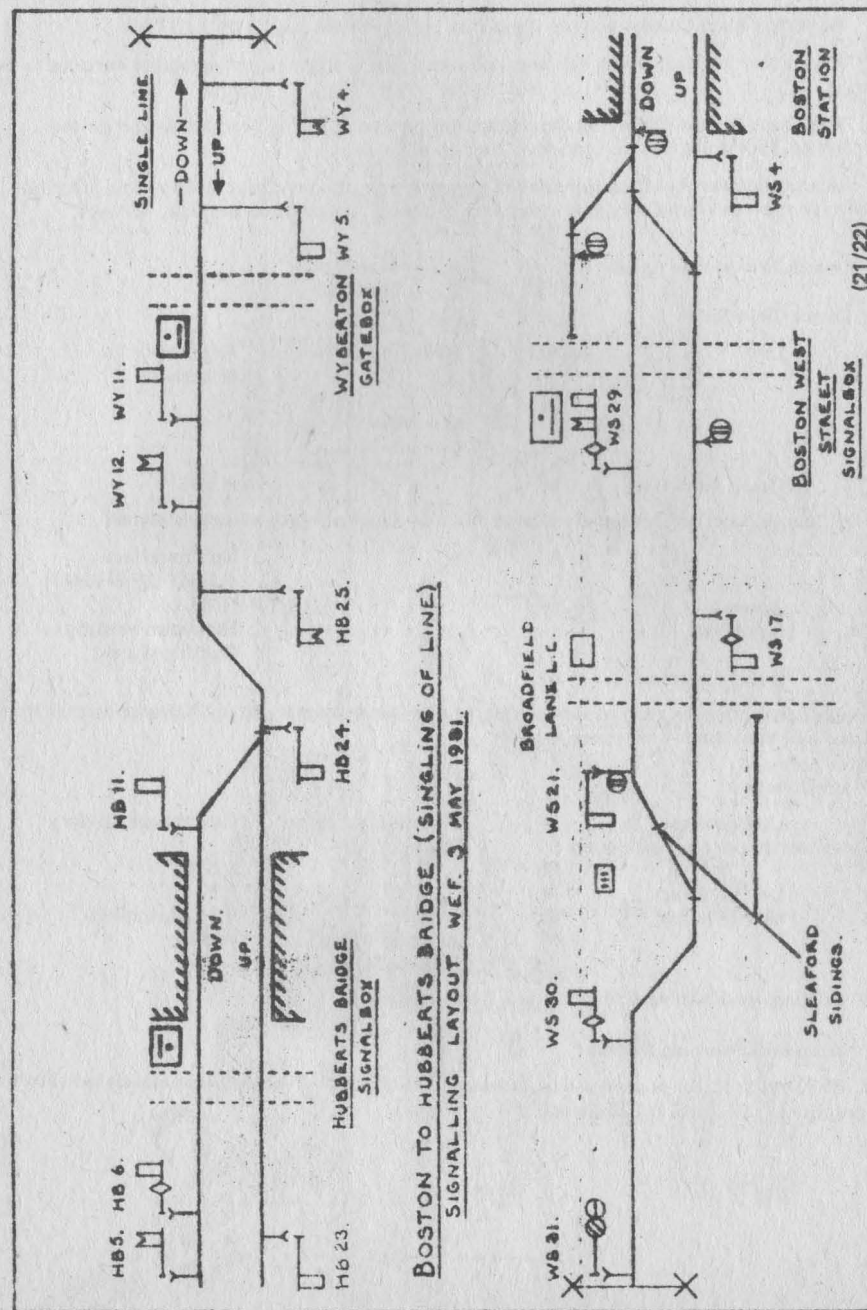
The down siding has been taken out of use and all associated signalling abolished.

(21/22)

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

Eastern Region:—continued

Between Hubberts Bridge and Boston West Street—continued



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

Eastern Region:—continued

Between Dearne Junction and Hickleton Main Colliery Sidings—

Dearne Junction signal box has been abolished.

Hickleton Main Colliery Sidings signal box has been renamed 'HICKLETON'.

New colour light signalling has been commissioned as shown on the diagram included in this notice.

The Track Circuit Block Regulations applies between Sheffield and Hickleton on the down and up Pontefract line (former down and up main lines).

Dearne Junction has been remodelled to provide for the new double/single line junction (Dearne Junction to Wath Central Junction line re-opened to traffic on Sunday, 10 May).

Signal	Line	Aspect	Route Indication	Application to or towards
Description of new signals				
			H — Hickleton	
			S — Sheffield	
Down Direction				
S.513	Down Pontefract	M		H.531
(Former Dearne Junction D.4 signal replaced and now functioning as a 3-aspect signal)				
		S		Up Pontefract (LIMIT OF SHUNT)
H.531 (Auto)	Down Pontefract	M		H.19
			M — Main S — Sub	Hickleton existing Starting signal.
H.19	Down Pontefract	M		
(H.19 signal replaces Hickleton semaphore Home and Distant signal and is 770 yards further from the signal box than the former Home signal).				
Up Direction				
H.37	Up Pontefract	M	Junction Indicator Position "1"	Goldthorpe Colliery
(Replaces semaphore Starting signal)				
S.516	Up Pontefract	M		S.516
S.514	Up Pontefract	M		S.514
		M	Junction Indicator Position "4"	S.512 (existing)
				W.855
(S.512 existing signal will now function as a 3-aspect signal)				

Automatic Warning System

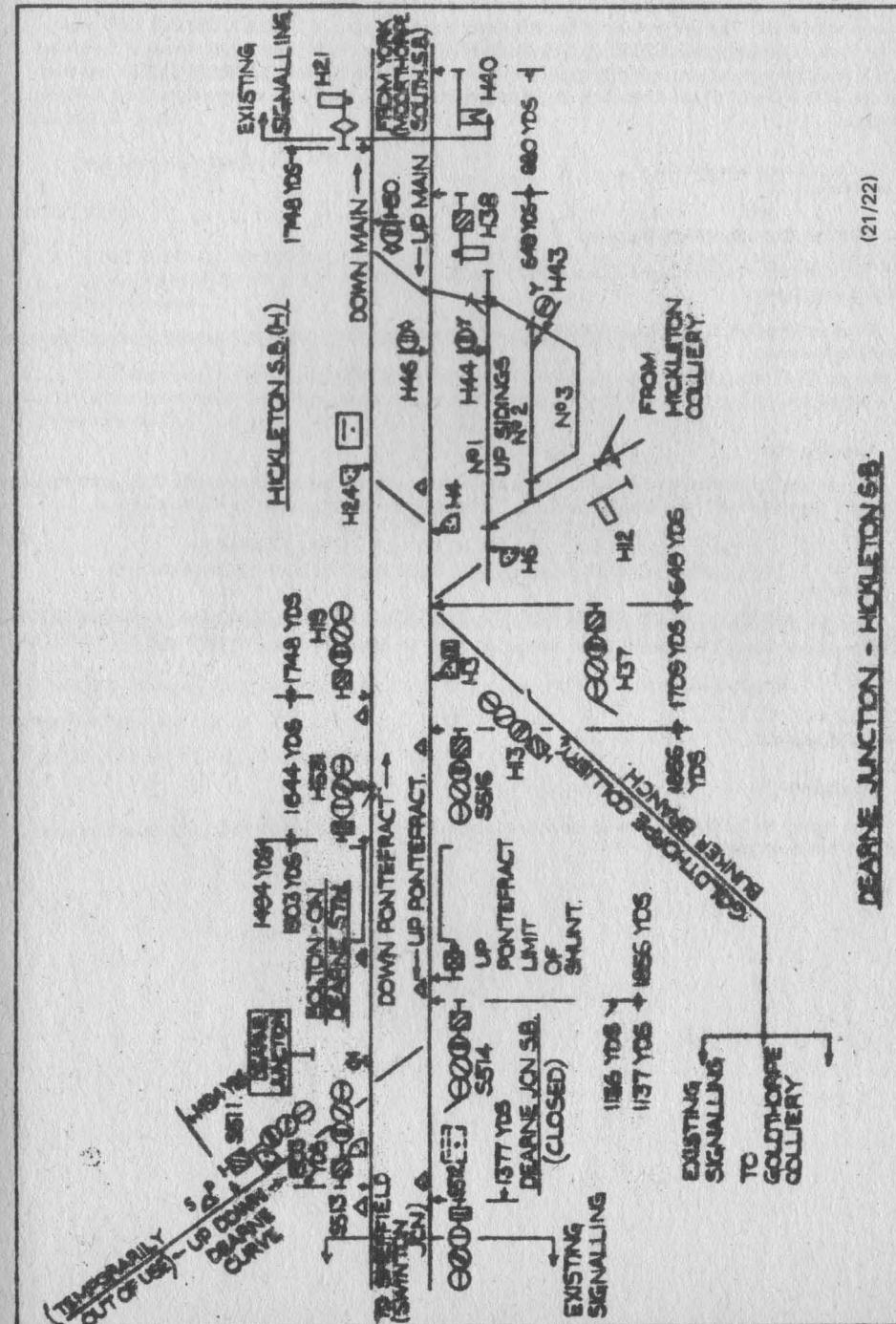
The A.W.S. has been provided as shown on the diagram. (The inductor associated with the up Pontefract H.37 signal is 225 yards from the signal).

(21/22)

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

Eastern Region:—continued

Between Dearne Junction and Hickleton Main Colliery Sidings—continued



(21/22)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Barrow Hill South—

The 'Outwards' line has been secured out of use pending removal and the associated signalling has been abolished. The notice boards on the Inwards line worked 'STOP A MOMENT' has been altered to read 'STOP, PROCEED IF LINE CLEAR'. The Inwards line has been renamed Loco line and this line will be used in both directions. A notice board worked 'STOP TELEPHONE' has been provided at the Depot of the Loco line and a telephone communicating with the signal box has been provided.

(20)

Western Region:—

Old Oak Common Field Sidings—

The elevated Position Light Signal 00573 has been renewed on the same site as a Ground Position Light Signal.

Ground Position Light Signal 00575 and associated telephone has been re-positioned approximately 40 yards to the rear.

(20)

Reading East—

Signal UM.35 located at 35m. 320 yards has been re-positioned approximately 235 yards towards Paddington together with associated inductor. There has been no alteration to height or form.

(20)

Didcot—

Until further notice, signal R17 on the up main at Didcot Station is not capable of displaying a flashing yellow aspect for movement to the up relief. This amends Notice 11.XO. 182.

(20)

Southern Region:—

Eastleigh—

The facing connection in the up slow line, leading to the up Salisbury loop, at present secured out of use, has been abolished.

(R/SA.1570)

(20)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

★ WORKING MANUAL FOR RAIL STAFF—BR.30054
PART 6—PREPARATION AND WORKING OF FREIGHT TRAINS
SECTION B2—ASSESSING THE TRAIN—ABSENCE OF INFORMATION

Clause B2/7—Add—

Description of vehicle	Maximum Speed m.p.h.
All ZD wagons	25

SECTION C1—WORKING OF FREIGHT TRAINS—GENERAL AND MISCELLANEOUS

Clause C1/3—Amend—

Delete the paragraph in the last "box" (page C2) and substitute the following:—

"As above except that a wagon forming part of a Block/Company train of dangerous goods must be detached and can only be forwarded under the authority of the Chief Operations Manager, BR. Headquarters".

(04/15/771)

APPENDIX INSTRUCTIONS
GENERAL APPENDIX TO WORKING TIMETABLES AND
BOOKS OF RULES AND REGULATIONS DATED OCTOBER 1972

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE—OPERATED TRAINS.

Delete the following amendments (dated 4—4—81) shown MED No.14 pages 7 and 8:—

Page 6—Clause 3.5

Page 11—Clauses 11.4.1, 11.4.2 and 11.4.3.

(OD.15/Pad.64/408)

(11—4—81) (22)

APPENDIX INSTRUCTIONS—continued

SECTIONAL APPENDIX SOUTHERN SECTION, DATED APRIL, 1980—continued

TABLE Y—LINES EQUIPPED WITH AUTOMATIC WARNING SYSTEM.

From	To	Line	Remarks
ST. PANCRAS TO CHESTERFIELD (VIA DERBY) AND BRANCHES			
Page 228 (page 59 MED No.14)—Delete—			
St. Pancras/Silkstream Jn. item.			
Hendon/St. Pancras item.			
Elstree/Sharnbrook item.			
Sharnbrook/Silkstream Jn. item.			
Add—			
St. Pancras	Sharnbrook	down local/ slow/goods	—
Sharnbrook	St. Pancras	up goods/ slow/local	—
West Hampstead South Jn.	Silkstream Jn.	down Hendon	Inductor not provided at signal WH.451 (up Brent curve).
Silkstream Jn.	West Hampstead North Jn.	up Hendon	Inductor not provided at Dudding Hill Jn. up Cricklewood curve starting signal.
(26—4—81)			

APPENDIX INSTRUCTIONS—continued

SECTIONAL APPENDIX SOUTHERN SECTION, DATED APRIL, 1980—continued

LOCAL INSTRUCTIONS

DERBY TO BLACKWELL AND BRANCHES

Page 288—Add—

DRAKELOW A & B POWER STATION

All movements entering the Reception lines and leaving the departure line are under the control of the B.R. Person-in-Charge of the C.E.G.B. sidings.

All movements over the Weighbridges and through the unloading Hopper are under the control of the C.E.G.B. Discharge Hopper Operator and must be made at a speed not exceeding ½ m.p.h.

The level crossing at the Hopper end of the Reception lines is of the "Open" type and Drivers must not proceed over the crossing until the necessary signals have been cleared and the Drivers white light is illuminated.

Telephones are provided at the Hopper and of the Reception lines and at the crossing to enable Trainmen to communicate with the C.E.G.B. Discharge Hopper Operator.

During the unloading operation, the Guard must position himself at the exit from the Hopper and in the event of an emergency, place the M.G.R. signals to Danger by means of the Emergency stop plunger provided.

A "setting-back" movement from the Hopper towards the Reception lines which is likely to foul the level crossing, must only be made in an emergency and must be under the control of the Guard. Before authorising the Driver to "set-back" the Guard must obtain the assistance of the C.E.G.B. staff in stopping road traffic and satisfy himself that all necessary points are in the correct position for the movement.

(6—4—81)

WILLINGTON C.E.G.B. POWER STATION

Page 288—Add—

When the Shunter is advised of the approach of a train from the Burton direction, he must proceed to the control cabinet provided adjacent to Buckford Bridge (OB/13) checking that the Arrival line is clear.

A train arriving from the Burton direction must come to a stand at the "42MGR" marker board on the up Stenson line. When the route has been set from signal DY.310 to the Arrival line, a white light will be illuminated in the control cabinet and provided the line is clear, the Shunter may then depress the plunger to illuminate the white light set-back signals, which are the Driver's authority to set-back along the arrival line without having received a hand signal from the Shunter. The Driver must remain at the Trent end of the locomotive during the setting-back movement.

The Shunter must immediately extinguish the white lights in case of emergency.

Should the white light signal nearest to and facing the Driver as he looks forward not be lit or become extinguished, the Driver must stop immediately and await a further instruction from the Shunter.

The speed of trains passing through the Discharge Hopper must not exceed ½ m.p.h. and in the case of light locomotives must not exceed 5 m.p.h.

During unloading the Guard must position himself at the exit end of the Discharge Hopper so as to be able to operate the Emergency Stop Plunger if necessary.

Four white lights are provided on the departure line controlled from a cabinet adjacent to the Cripple Sidings G.F. which the Guard must use to signal to the Driver to commence set back. The Guard must extinguish the signals when he requires the set-back movement to stop.

APPENDIX INSTRUCTIONS—continued
SECTIONAL APPENDIX, SOUTHERN SECTION, DATED APRIL, 1980—continued

LOCAL INSTRUCTIONS—continued
DERBY TO BLACKWELL AND BRANCHES—continued

WILLINGTON C.E.G.B. POWER STATION—continued

Page 288—Add—continued

The illumination of the white light set-back signals will be the Drivers authority to commence setting-back into the cripple sidings without waiting for a handsignal from the Guard, but the Driver must proceed cautiously keeping a sharp lookout and be prepared to act on a handsignal when the Guard comes into view, or to stop immediately the white lights are extinguished.

The Guard of a train departing in the Burton direction must advise the signalman at Derby box when the locomotive is ready to run round its train and again when the train is ready to set-back to the rear of signal DY.310 or DY.306. The illumination of the 'Off' indicator at the last 'MGR' signal will be the Drivers authority to commence the setting-back movement.

(2-5-81)

Page 289—CASTLE BROMWICH

Delete—instruction and substitute :—

Messrs. T.W. Ward's Ketton Cement Private Siding. When the siding is being serviced during the hours of darkness, the Guards must switch on the lights before commencing work. The switch is located on the first stanchion.


Trains are normally marshalled at the starting point to allow the leading portion to be positioned on No. 2 siding and the remainder on No.1 siding. The following instructions must however be observed :—

Inwards trains must be brought to a stand at the Stop Board provided and the Guard must ascertain from the firm's representative, or from Saltley A.F.C. when the firm's representative is not available :—

- (a) details of any empty vehicles which first require to be removed from Nos. 1 and 2 sidings. The empties must be drawn out and, after the locomotive has run-round the loaded train, placed on the rear of the loads.
- (b) how the firm requires the loads to be berthed.

Presflo wagons must have the discharge valves on the inside i.e. facing the adjacent siding.

Wagons which have the labels over-printed "SR" in blue or red letters must be positioned on No. 1 siding at the ground frame end.

Wagons which have the labels over-printed with a cross  will not be discharged the same day and must be positioned on No. 1 or 2 siding as directed by the firm or Saltley A.F.C.

The privately owned 50 tonne wagons may be positioned on either siding as convenient.

The leading vehicle on each siding must be level with the "Leading Vehicle Stop Here" notice board.

Guards of departing trains must before leaving Saltley H.S. obtain a T.O.P.S. — produced train list from the A.F.C. and only vehicles shown on the list must be worked away. Before departing, the Guard must confirm the loading shown on the list with Saltley A.F.C. and during the hours of darkness, switch off the lights.

(11-4-81)

APPENDIX INSTRUCTIONS—continued
SECTIONAL APPENDIX, SOUTHERN SECTION, DATED APRIL, 1980—continued

LOCAL INSTRUCTIONS—continued
DERBY TO BLACKWELL AND BRANCHES—continued

Page 290—CASTLE DONINGTON—Amend—C.E.G.B. Sidings—

After an inwards train has come to a stand on the arrival line the Guard must contact the C.E.G.B. Person in charge by telephone from the C. & W. cabin and obtain permission for the train to enter the Arrival Sidings. When giving permission the C.E.G.B. Person in charge will state which siding is clear.

After the train has been disposed of in the Arrival Sidings the Guard must contact the C.E.G.B. Person in charge by telephone and obtain permission for the locomotive to proceed to the Departure Sidings via the run-round line. The C.E.G.B. Person in charge will, when giving permission advise the Guard on which line the outwards train is standing and also give an assurance that no C.E.G.B. movements will be made towards the Departure Sidings until the Guard has advised that the train is ready to depart or that it is safe to do so.

On completion of the run-round movement, the guard must advise the signalman at Trent box that the arrival line is clear.

Back Lane Level Crossing—

A white light is provided on the "Stop and Await Instruction" boards applicable from the following lines:—

C.E.G.B. Departure Sidings
Engine Run-Round Line
Arrival line
Departure line

Drivers of trains must not proceed over Back Lane Level Crossing unless the white light is displayed on the board concerned.

Before authorising any movement to pass over the Level Crossing the Guard must operate the plunger (located on the outside wall of the C. & W. cabin) in order to place the road signals to red. When the red lights are displayed to road traffic, a white light will be illuminated on the Stop Board and the Guard may then authorise the rail movement.

If the white light does not become illuminated or there is a failure of the road signals, the Guard must not authorise any rail movement over the Crossing until he has ensured that the Crossing is clear and no road movement is about to be made.

During fog or falling snow the Guard must proceed all movements over the Level Crossing on foot.

(2-5-81)

★ Page 291- (Page 63 MED No.14)—BAGWORTH—Loading Bunker—

Amend speed in second paragraph to read 1½ m.p.h.

(9-5-81)

★ Page 292—(Page 64 MED No.14)—COALFIELDS FARM BRANCH—

Amend speed in first paragraph to read 1½ m.p.h.

(9-5-81)

APPENDIX INSTRUCTIONS—continued

SECTIONAL APPENDIX, SOUTHERN SECTION, DATED APRIL, 1980—continued

LOCAL INSTRUCTIONS—continued

DERBY TO BLACKWELL AND BRANCHES —continued

Page 293 (page 64 MED No.14) MOIRA WEST JUNCTION

Rawdon Loading Bunker—Amend—3 m.p.h. to read :—

1½ m.p.h. in second and third paragraphs.

(18-4-81)

Page 293 (page 65 MED No.14) MOIRA WEST JUNCTION—Woodville Opencast—

Delete heading and item.

(2-5-81)

Page 294—Delete existing instructions and substitute:—

FIVE WAYS

If a train, not booked to call at Five Ways Station is brought to a stand at Signal NS.453 (immediately in advance of Up Platform) the Guard must move to such a position that he can keep a sharp look-out for passengers joining the train and exchange hand signals with the Driver in accordance with the Rule Book, Section H, Clause 5.7.2.

(2-5-81)

ST. PANCRAS TO CHESTERFIELD (VIA DERBY) AND BRANCHES

Page 310—

Delete—BETWEEN FINCHLEY ROAD AND SILKSTREAM JN. item.

Page 311—CRICKLEWOOD—

Delete— "Arrival and departure" road between Cricklewood Jn. and north end of Traction Maintenance Depot item.
Carriage Cleaning Plant item.
Locomotive Hauled Trains item.
Diesel Multiple Unit Trains item.
Propelling unfitted vehicles item.
Propelling freightliner vehicles item.

Side lights on freight trains—Amend reference to Cricklewood Jn. to read Cricklewood Curve Jn.

Staff Sleeper Crossings—Amend reference to Brent Jn. Box to read Brent Curve Jn.

Working into Cricklewood Recess Sidings from down goods line or South Sidings—Amend to read Working into Cricklewood Recess Sidings from down Hendon line.—The clearing of the signal for a train to set back from the down Hendon line into Cricklewood Recess Sidings indicates that the line is clear into the sidings etc.

(26-4-81)

Add—

Working into Cricklewood Engineers Sidings. The Guard of a train requiring to enter these sidings must ascertain whether or not a Shunter is on duty at the sidings. If no Shunter is on duty, the Guard must after observing the provisions of Rule Book, Section J, operate the Shunters acceptance plunger to allow the incoming fixed signal to be cleared.

(26-4-81)

Page 312—Delete—HENDON item.

(26-4-81)

APPENDIX INSTRUCTIONS—continued

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING OVER THE EASTERN REGION (SOUTHERN AREA) DATED SEPTEMBER, 1973—BR.30024
TABLE 'A' LIST OF SIGNAL BOXES, RUNNING LINES, ETC.

Description of Block Signaling on Main Lines (Dots indicate Block Posts)	Stations, Signal Boxes, etc.	Distance from location next above		Running Lines	Loops and Refuge Sidings	Permanent Speed restrictions miles per hour		Catch points, spring or unworked trailing points	Remarks	
		M.	Yds.			Down	Up			
	FLETTON JN. TO HELPSTON									
	Amend—goods lines									
	Eastfield								(2-5-81)	

SECTION D

MISCELLANEOUS INSTRUCTIONS—continued

LEICESTER STATION

In connection with diversions due to engineering work on Saturdays/Sundays, the following will apply if required to avoid congestion in station area.

Down passenger trains are authorised to travel over the down goods line between Leicester London Road Jn. and Bell Lane (Humberstone Road) and the Absolute Block System) will apply to all trains.

Up passenger trains are authorised to travel over the up goods line between Leicester North and Leicester London Road Jn. and the Absolute Block System will apply to all trains.

(P.13/5)

(29-3-81)

CREWE

6 May, 1981

J.M. GREGORY

Chief Operating Manager

HEN
Box

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

20

WEEKLY OPERATING NOTICE containing

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

SATURDAY, 16 MAY

to

FRIDAY, 22 MAY, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not ME', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood Jn.)—continued		
Tuesday, 19 to Friday, 22 May		
425 Balham and Tulse Hill	Down Brighton slow, down Crystal Palace, down West Norwood spur, down Leigham spur and down Sydenham spur BLOCKED Up Brighton slow, up Crystal Palace, up West Norwood spur, up Leigham spur and up Sydenham spur BLOCKED	00 20 to 04 50. } Track maintenance. 00 25 to 04 50. }

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Saturday/Sunday, 16/17 May—Between Bedford North Junction and Irchester South—

Stage 6 of West Hampstead resignalling will be commissioned and details are included on the Stage 6 diagram included in Special Notice 365G issued in June 1980. This stage has been brought forward from its original date in August.

Sharnbrook box will be abolished and multiple aspect signalling controlled from West Hampstead box extended northwards from Bedford North Junction.

The down and up goods lines between Bedford North Junction and Sharnbrook will become slow lines.

The following signalling alterations will be carried out at Irchester South box:—

the down main home and distant signals will be repositioned 380 yards and 490 yards respectively further from the box.

the down goods home and distant signals will be replaced by colour light signals, 525 yards and 1400 yards respectively further from the box.

the up goods home and distant signals will be replaced by colour light signals, the distant signal being 70 yards further from the box.

(OD.14/73/410)

Monday, 18 May to Saturday, 27 June—Wellingborough Station—

The north end of up main platform 2 will be closed for a distance of 115 yards.

The south end of up main platform 2 will be opened to accommodate a six coach train. Drivers must bring their trains to a stand at the stop board provided at the south end of platform 2.

(OD.14/—)

Sunday, 17 May—Clifton Colliery G.F.

The connections leading to the C.E.G.B. sidings and Clifton Top sidings will be secured out of use pending removal.

(OD.14/—)

Eastern Region :—

Sunday, 17 May—Between Newark Castle and Swinderby (exclusive)—

Newark Crossing signalbox, together with all signals worked therefrom will be abolished. All points will be brought under control of Doncaster.

New colour light signalling will be commissioned and certain existing signals will be replated. Reference should be made to the diagram included in this Notice.

The Track Circuit Block Regulations will apply between Newark Castle and Newark Crossing East Jn. (controlled by Doncaster); also between Newark Crossing East Jn. and Swinderby.

SECTION C

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Eastern Region—continued

Sunday, 17 May—Between Newark Castle and Swinderby (exclusive)—continued

Alterations to Existing Signalling

Former Newark Crossing ground position light signal No. 4 (applying set-back from down Lincoln) will be replated 1320.

Replating of Signals S = Swinderby

Old No.	New No.
Down Lincoln	
RD21 2—aspect Distant	S21R
D21 3—aspect semi-auto	S21 auto
D22 2—aspect semi-auto	S22 auto
Up Lincoln	
RU22 2—aspect Distant	D94R
U22 2—aspect semi-auto	D94 auto*
RU20 2—aspect Distant	D90R
U20 2—aspect auto	D90*

* — signal post telephone on these signals will be connected to Doncaster.

Description of new signals	S — Swinderby	NC — Newark Castle	D — Doncaster
Down Direction			
Signal	Line	Aspect	Route Indication
NC13	Down Lincoln	Distant	NC12
NC12	Down Lincoln	Main	D85
(Replaces Newark Castle semaphore Home signal 80 yards further from the signal box)			
D85	Down Lincoln	Main	D87
D87	Down Lincoln	Main	S21R(RD21 replated)
Up Direction			
D86R	Up Lincoln	Distant	D86
D86	Up Lincoln	Main	Junction Indicator position "1"
		Main	D78 (Newark Up Passenger Loop)
NC8	Up Lincoln	Main	NC8
NC9	Up Lincoln	Main	Staythorpe Crossing existing signalling

Automatic Half-Barriers on down and up Lincoln lines

The "WHISTLE" boards on the approaches to the following automatic half-barriers will be removed.

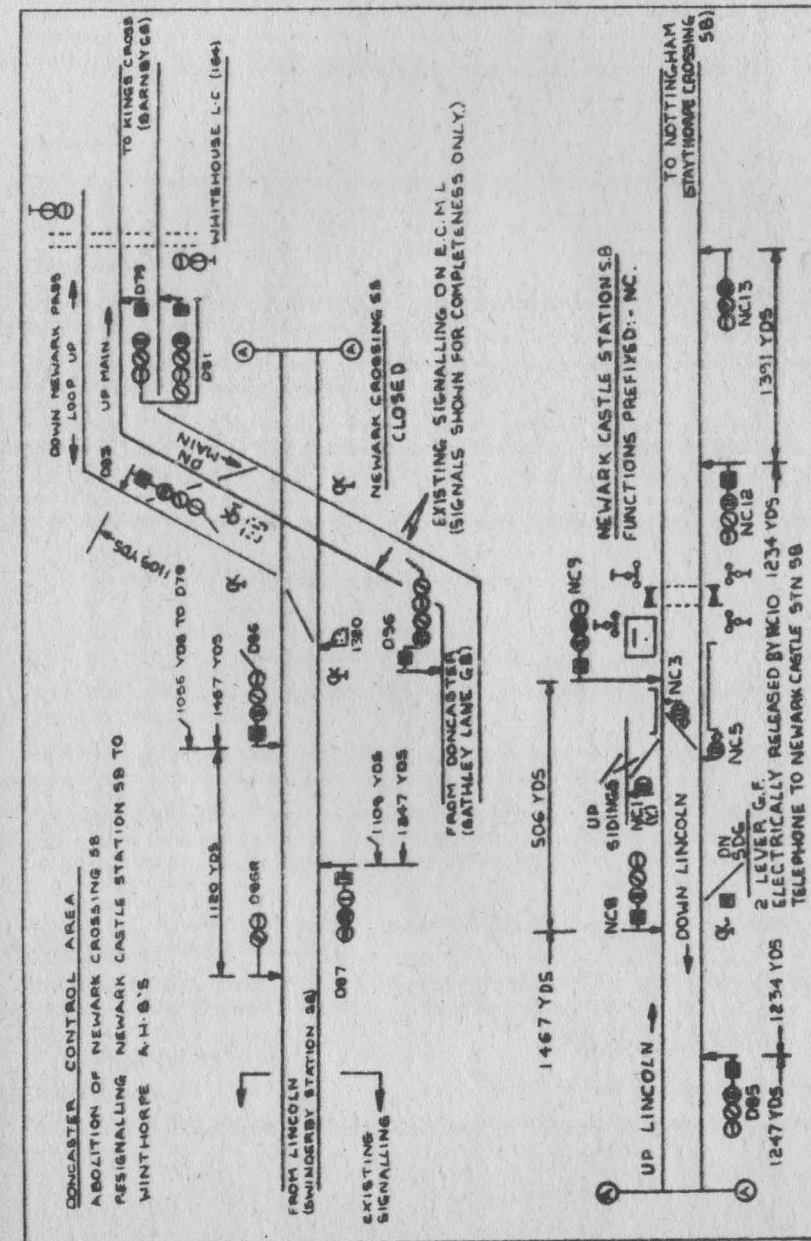
Winthorpe at 19m 01chs.
 Langford at 20m 24chs.
 Cottage Lane at 21m 16chs.

SECTION C

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Eastern Region—continued

Sunday, 17 May—Between Newark Castle and Swinderby (exclusive)—continued



SECTION C

Signalling and Permanent Way Alterations—continued

Western Region

Sunday, 17 May—at Reading East—A draw ahead subsidiary signal will be provided, mounted on signal R.328 and routed to down main.

Between Saturday, 16 May and Monday, 18 May — at Swindon Panel (Swindon—Highworth—Bourton) —See separate signal notice 31/W.2772 in connection with alteration to layout and signalling.

Advice of the date of introduction of reversible signalling will be given separately.

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Dudding Hill

The down goods starting signal has been equipped with a telephone.

(OD.14/73/410) (New Item) (21/22)

Between St. Albans and Radlett—

Up slow line signal WH.264 at 18m. 203 yards at present carried on a straight post has been repositioned to be carried on the overhead gantry.

(OD.14/—) (21/22)

Bedford—

The loco holding sidings have been secured out of use pending removal.

(OD.14/—) (21/22)

Corby North—

The elevated siding signal together with route indicator applying to movements to the up siding and reception lines 1 to 4 has been taken away.

The siding signal with three miniature arms applying to movements to the down passenger, dock and goods shed has been taken away.

A new bracket signal has been provided at the entrance/exit to the branch line. A branch starting signal together with a down distant signal for Lloyds Sidings North box situated beneath it has been provided on the left-hand bracket. A branch starting signal, applying to movements to the branch, together with a miniature arm and 5 position route indicator situated beneath it has been provided on the main post of the bracket signal. The route indicator applies as follows:—

US	—	Up siding
1	—	No.1 reception siding
2	—	No.2 reception siding
3	—	No.3 reception siding
4	—	No.4 reception siding

A miniature arm signal, applying to movements to the dock or goods shed has been provided on the centre of the bracket.

An elevated siding signal has been provided, situated between the up siding and No.1 reception siding, applying to movements from Nos. 1, 2, 3 and 4 reception sidings.

The elevated siding signal situated at the Corby North box end of the BSC branch has been replaced by a down branch home signal, in the same position, on the left-hand-side of the branch line. A new down branch distant signal has been provided, 901 yards in rear of the down branch home signal.

A position 1 route indicator has been provided on the up passenger home signal applying to movements to the new bracket signal.

The notice board lettered "End of staff section, Stop and Telephone" situated at the Corby North box end of the BSC branch line has been taken away.

(OD.14/78/138) (21/22)

Castle Donington—

The internal working for the introduction of M.G.R. operation is as shown on the associated diagram.

(OD.14/80/211) (21/22)

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

* * * Between West Hampstead and Bedford—

The maximum permissible speed on the slow lines between Harpenden (24m. 70ch.) and Bedford North Junction has been raised to 75 m.p.h. except between the following points where it remains at 60 m.p.h.

37m. 09ch. and 37m. 35ch.
 40m. 15ch. and 40¼ m.p.
 48½ m.p. and 49½ m.p.

At West Hampstead South Junction permanent speed restrictions of 25 m.p.h. now applies from the down fast to the down Hendon line 50 m.p.h. applies from the up fast to the up slow (former up local) and 40 m.p.h. applies from the down slow (former down local) to the down fast.

The 40 m.p.h. permanent speed restriction applicable to class 4, 6, 7, 8 and 9 trains on the fast and local lines between Finchley Road and Cricklewood Junction has been withdrawn.

At Silkstream Junction the 30 m.p.h. permanent speed restriction through the junction from up slow to up local (renamed up slow throughout) has been withdrawn. The permanent speed restriction through the junction from and to the Hendon lines is 30 m.p.h.

At Mill Hill Broadway the 55 m.p.h. permanent speed restriction on the slow lines through the station has been withdrawn.

(OD.14/73/410) (20)

* * * Elstree—

A temporary level crossing has been provided over the down and up slow lines at the south end of the station for the use of the Chief Civil Engineer in connection with electrification work.

(OD.14/LC/1084) (20)

Eastern Region:—

March East Jn.—

The signal applying set-back from down through line to the up main has been abolished together with the associated disc signal. (The disc applying from the up through line has been abolished).

The points loading from up goods avoiding line to the engineers siding, have been secured in the reverse position together with the trap points in the siding, thereby extending the engineers siding along the up goods avoiding line to the outlet trap points.

The up goods avoiding line 1st and 2nd home signals have been abolished.

A new ground disc signal with 3-way route indicator has been provided adjacent to the former up goods avoiding line 2nd home signal and applies from the engineers siding as follows:—

Route Indication	Application to or towards
"M"	Up main
"G"	Up goods
"S"	Up siding

(21/22)

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

Eastern Region:— continued

Between Wath Central Station and Mexborough West Junction (exclusive) also between Wath Central Junction and Dearne Junction—

Adwick Crossing, Staithe Crossing and Wath Central Junction signal boxes have been abolished.

New colour light signalling has been commissioned as shown on the diagram in this notice.

The Track Circuit Block Regulations apply between Sheffield and Wath Central Station.

Wath Central Junction has been remodelled and the down and up Doncaster lines in this vicinity has been realigned. Dearne Junction has also been remodelled to provide for the new double/single line junction.

The down branch line between Wath Central Junction (controlled by Wath Central Station) and Dearne Junction (controlled by Sheffield) has been re-opened to traffic and become the "Dearne Curve" single line worked in accordance with Track Circuit Block (single line) Regulations. The up branch has been retained at the Wath Central Junction end and renamed Manvers Colliery Siding. The remainder of the up branch has been subsequently removed.

Level Crossing (Down and Up Doncaster lines)

The level crossing lifting barriers at Staithe Crossing (at 14m. 26chs) and at Adwick Crossing (at 14m. 44chs) is controlled and monitored from Wath Central Station signal box by Closed Circuit Television.

Manvers Colliery Sidings Ground Frame

The 6-lever ground frame has been replaced by a new 2-lever ground frame released from Wath Central Station signal box. An adjacent telephone to the signal box has been provided.

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Waterloo Colliery Sidings—

The up goods to up main connections has been secured out of use in the normal position pending removal and the associated signalling abolished.

(21/22)

Stourton Junction and Wakefield Road—

The up goods to up siding connection has been secured out of use in the normal position pending removal and the associated signalling abolished.

(21/22)

Between Hubberts Bridge and Boston West Street—

Wyberton signal box has been reduced in status to a Gate Box.

The line between Hubberts Bridge and Boston West Street has been converted to a single line worked in accordance with the Track Circuit Block (Single line) Regulations.

The single line (using for the most part the former down main line) extends from the crossover adjacent to Sleaford Sidings Ground Frame (which will be worked at the up main end only from Boston West Street signal box) to a new double to single line connection (worked at the up main end only by Hubberts Bridge signal box).

Reference should be made to the diagram included in this notice.

Signalling Alterations

Boston West Street—

The up main 2nd home and up main starting signal have been abolished.

A new up main starting signal to single line (W.S. 17 on the diagram) has been provided 240 yards after passing the signal box and 55 yards before reaching Broadfield Lane Level crossing. The arm is 20 ft. above rail level and a 'Diamond' sign has been provided on the post of this signal.

A new up single line starting from down main (W.S.21 on the diagram) has been provided 396 yards after passing the signal box, and 31 yards before reaching Sleaford Sidings ground frame. The signal has been situated on the right-hand (cess) side of the line with the arm 12 ft. above rail level.

A disc signal operated from Sleaford Sidings ground frame and applying towards Sleaford Sidings has been elevated 6ft. above rail level on the post of this signal. (Sleaford Sidings ground frame only operates this disc signal and the slip points leading to Sleaford Sidings).

Hubberts Bridge—

A new down single line starting signal from down main (HB.11 on diagram) has been provided 133 yards after passing the signal box, with the arm 12 ft. above rail level.

The up main home has become the up single line home to up main and will be resited 227 yards before reaching (164 yards further) the signal box with the arm 12 ft. above rail level. A sighting board has been provided. The distance between the up distant and this signal has been reduced to 793 yards.

A new up main starting signal has been provided 504 yards after passing the signal box, with the arm at a height of 15 ft. above rail level.

All other up line signals not included above apply to the single line.

Boston West Street—

The down siding has been taken out of use and all associated signalling abolished.

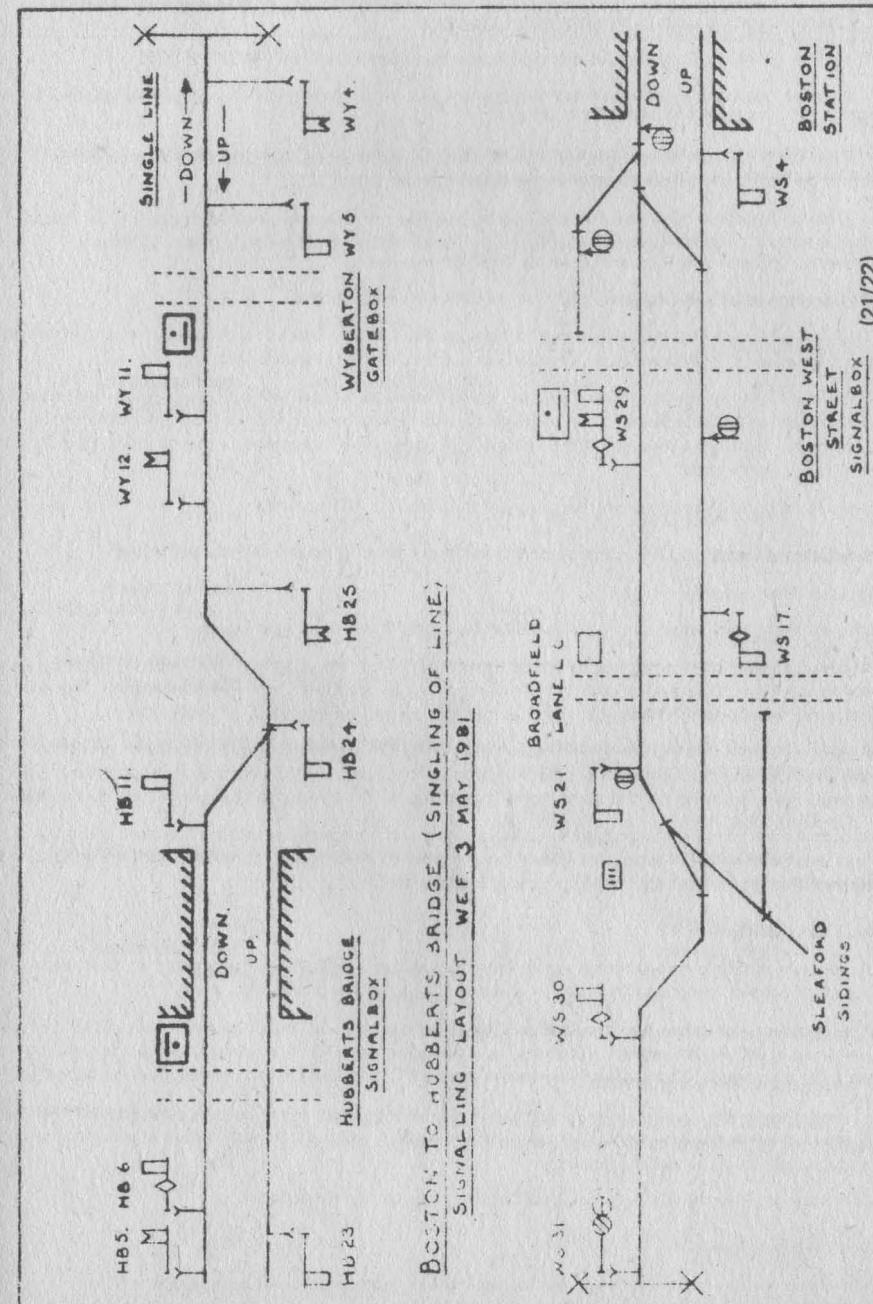
(21/22)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Hubberts Bridge and Boston West Street—continued



Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Dearne Junction and Hickleton Main Colliery Sidings—

Dearne Junction signal box has been abolished.

Hickleton Main Colliery Sidings signal box has been renamed 'HICKLETON'.

New colour light signalling has been commissioned as shown on the diagram included in this notice.

The Track Circuit Block Regulations applies between Sheffield and Hickleton on the down and up Pontefract line (former down and up main lines).

Dearne Junction has been remodelled to provide for the new double/single line junction (Dearne Junction to Wath Central Junction line re-opened to traffic on Sunday, 10 May).

Description of new signals
 H — Hickleton
 S — Sheffield.

Down Direction

Signal	Line	Aspect	Route Indication	Application to or towards
S.513	Down Pontefract	M	M — Main S — Sub	H.531
(Former Dearne Junction D.4 signal replated and now functioning as a 3-aspect signal)				
		S		Up Pontefract (LIMIT OF SHUNT)
H.531 (Auto)	Down Pontefract	M		H.19 Hickleton existing Starting signal.
H.19	Down Pontefract	M		
(H.19 signal replaces Hickleton semaphore Home and Distant signal and is 770 yards further from the signal box than the former Home signal).				

Up Direction

H.37	Up Pontefract	M	Junction Indicator Position "1"	Goldthorpe Colliery
(Replaces semaphore Starting signal)				
		M		S.516
S.516	Up Pontefract	M		S.514
S.514	Up Pontefract	M		S.512 (existing)
		M	Junction Indicator Position "4"	W.855

(S.512 existing signal will now function as a 3-aspect signal)

Automatic Warning System

The A.W.S. has been provided as shown on the diagram. (The inductor associated with the up Pontefract H.37 signal is 225 yards from the signal).

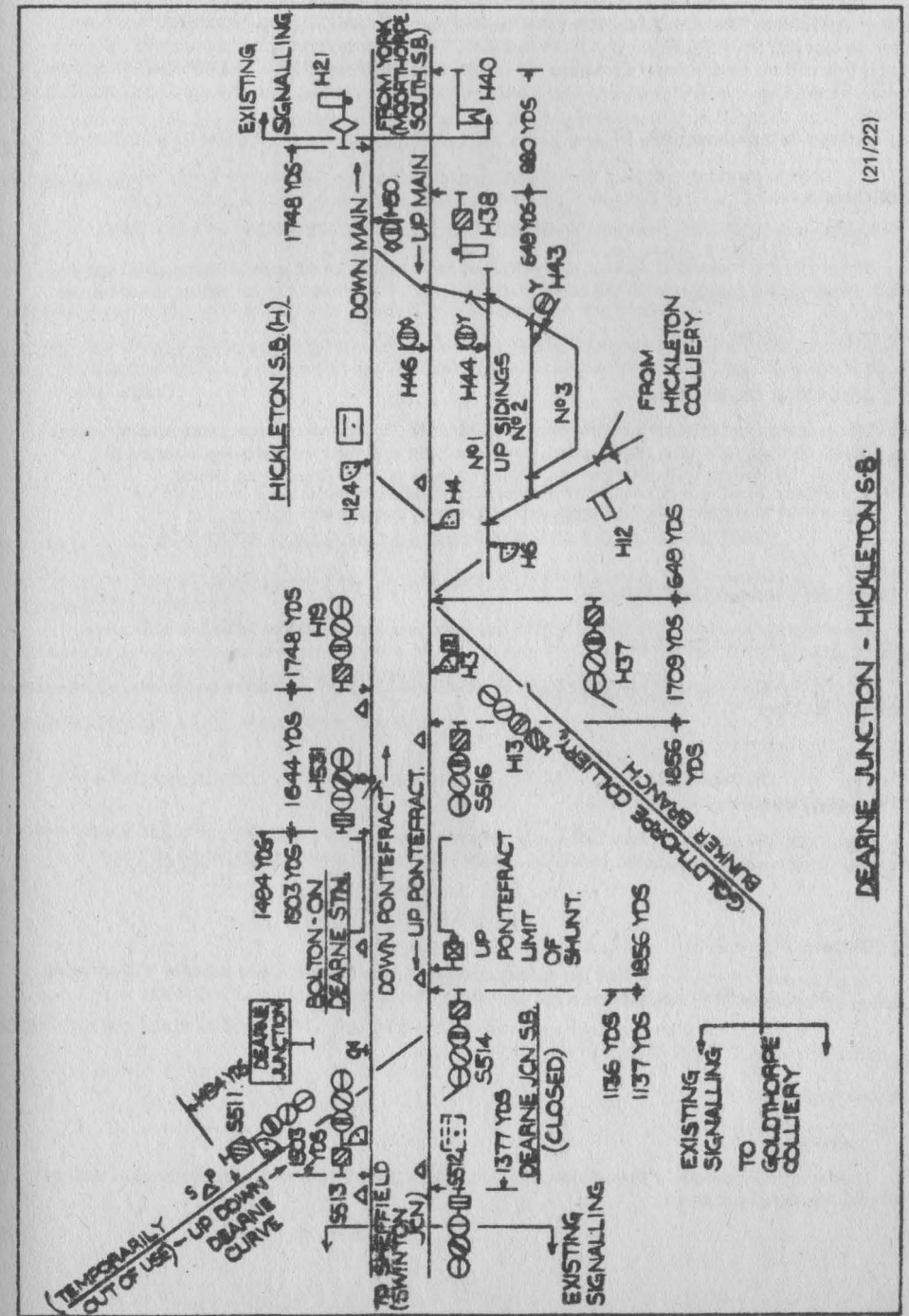
(21/22)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Dearne Junction and Hickleton Main Colliery Sidings—continued



(21/22)

DEARNE JUNCTION - HICKLETON S.B.

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

* * Barrow Hill South—

The 'Outwards' line has been secured out of use pending removal and the associated signalling has been abolished. The notice boards on the Inwards line worked 'STOP A MOMENT' has been altered to read 'STOP, PROCEED IF LINE CLEAR'. The Inwards line has been renamed Loco line and this line will be used in both directions. A notice board worked 'STOP TELEPHONE' has been provided at the Depot of the Loco line and a telephone communicating with the signal box has been provided.

(20)

Western Region:—

Reading—

Signal DM.34, located at 34 $\frac{1}{2}$ m. 120 yards has been repositioned approximately 400 yards towards Paddington, together with the associated inductor. There has been no alteration to height or form.

(21/22)

Bristol West Ground Frame—

This ground frame situated on the avoiding line at St. Philips Marsh, operating up and down goods sidings, and access to the DCE's coach shed, has been removed from site for a period of approximately 18 months to facilitate road vehicle access to Bath Road Loco Depot.

The points have been spiked, clipped and padlocked out of use.

(31/W.48/70)

(21/22)

* * * Old Oak Common Field Sidings—

The elevated Position Light Signal 00573 has been renewed on the same site as a Ground Position Light Signal.

Ground Position Light Signal 00575 and associated telephone has been re-positioned approximately 40 yards to the rear.

(20)

* * * Reading East—

Signal UM.35 located at 35m. 320 yards has been re-positioned approximately 235 yards towards Paddington together with associated inductor. There has been no alteration to height or form.

(20)

* * * Didcot—

Until further notice, signal R17 on the up main at Didcot Station is not capable of displaying a flashing yellow aspect for movement to the up relief. This amends Notice 11.XO. 182.

(20)

Southern Region:—

* * * Eastleigh—

The facing connection in the up slow line, leading to the up Salisbury loop, at present secured out of use, has been abolished.

(R/SA.1570)

(20)

GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

WORKING MANUAL FOR RAIL STAFF—BR.30054
PART 6—PREPARATION AND WORKING OF FREIGHT TRAINS
SECTION B2—ASSESSING THE TRAIN—ABSENCE OF INFORMATION

Clause B2/7—Add—

Description of vehicle	Maximum Speed m.p.h.
All ZD wagons	25

SECTION C1—WORKING OF FREIGHT TRAINS—GENERAL AND MISCELLANEOUS

Clause C1/3—Amend—

Delete the paragraph in the last "box" (page C2) and substitute the following:—

"As above except that a wagon forming part of a Block/Company train of dangerous goods must be detached and can only be forwarded under the authority of the Chief Operations Manager, BR. Headquarters".

(04/15/771)

APPENDIX INSTRUCTIONS
GENERAL APPENDIX TO WORKING TIMETABLES AND
BOOKS OF RULES AND REGULATIONS DATED OCTOBER 1972

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE—OPERATED TRAINS.

Delete the following amendments (dated 4—4—81) shown MED No.14 pages 7 and 8:—

Page 6—Clause 3.5

Page 11—Clauses 11.4.1, 11.4.2 and 11.4.3.

(OD.15/Pad.64/408)

(11—4—81) (21/22)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

24

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 13 JUNE

to

FRIDAY, 19 JUNE, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not **ME** ', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

At or between	Lines affected	Remarks
SOUTHERN REGION.—continued		
BRIXTON TO STREATHAM COMMON.—continued		
Saturday/Sunday, 12/13 June		
415 Tulse Hill and Streatham Jn.	Down & up Portsmouth, down & up Leigham spurs and Herne Hill loops BLOCKED	23 30 (Sat) to 19 30 (Sun). Track renewal, 4¾ and 7½ m.p.
Monday/Tuesday, 15/16 to Thursday/Friday, 18/19 June		
416 Tulse Hill and Streatham Jn.	Down & up Portsmouth, down & up Leigham spurs, down & up Herne Hill loops BLOCKED	23 50 (Mon to Thurs) to 04 50 (Tues to Fri). Track renewal, 4¾ and 7½ m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Saturday/Sunday, 13/14 June—Cricklewood—

Referring to Special Notice 180G issued in connection with Stage 5 of West Hampstead resignalling, the up goods No.1 line will be brought into use. The connection between the up goods No.1 and up goods No.2 lines at the south end will be provided and the connection between the neck and reception No.1 line will be brought into use.

Signal WH.456 at the south end of up goods No.1 line will be provided and position light signal WH.553 on the neck will be brought into use.

(OD.14/73/410/STAGE 5A)

Sunday, 14 June—Astrop Emergency G.F.

The trailing crossover worked from Astrop Emergency G.F. will be re-laid approximately 80 yards nearer Aynho Junction.

(OD.14/80/319)

Sunday, 14 June—Engine Shed Junction—

The connections from the Tottenham lines to the Moorgate lines will be secured out of use pending removal. The Moorgate lines for a distance of 600 yards together with associated signalling will be taken away.

(OD.14/73/410/K)

Sunday, 14 June—Elstree Station—

The up fast platform will be reduced in length by 90 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—)

Sunday, 14 June—Netherfield Junction—

A.W.S. equipment will be provided at Netherfield Junction signals, situated 200 yards on the approach side of each signal.

(OD.14/80/172)

SECTION C

56

Signalling and Permanent Way Alterations—continued
Details of Work Referred to in Section B—continued**Sunday, 14 June—Netherfield Lane L.C.—**

The signal box will be abolished and the level crossing gates and all associated signals taken away.

The level crossing will be converted to an "OPEN" type crossing provided with Amber/Red road signals.

The telephone, giving communication between Gedling Colliery, Netherfield Lane and Netherfield Junction box will be taken away.

An advance warning board, 445 yards from the crossing, a combined speed restriction/whistle board, 161 yards from the crossing and a flashing white light (normally out), 28 yards from the crossing will be provided in the down direction.

An advance warning board, 675 yards from the crossing, a combined speed restriction/whistle board 110 yards from the crossing and a flashing white light (normally out) 28 yards from the crossing will be provided in the up direction.

A two-aspect (Red/Yellow) colour light up home signal will be provided 400 yards in advance of the level crossing. A telephone to Netherfield Junction box will be provided at this signal located in a vandal proof cabinet, the key of which will be on the "One train working" staff.

A colour light up distant signal will be provided situated 520 yards in rear of the up home signal.

(OD.14/80/45)

Monday, 15 June—Between Swadlincote G.F. and Moira West Junction—

The 20 m.p.h. temporary speed restriction on the up line from 124m. 10ch. to 123 m.p. will become a permanent speed restriction.

(OD.14/81/111)

Monday, 15 June—Leagrave—

The up fast line platform will revert to its previous length at the north end. The same platform will be reduced at the north end. The same platform will be reduced in length by 80 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—)

Monday, 15 June—Between Irchester South and Wellingborough Junction—

The 20 m.p.h. temporary speed restriction on the down goods line from 63m. 25ch. to 63m. 60ch. will become a permanent speed restriction.

(OD.14/81/110)

SECTION C

57

Signalling and Permanent Way Alterations—continued
Details of Work Referred to in Section B—continued**Eastern Region:—****Sunday, 14 June—Between Wakefield Road and Stourton Junction—**

The up goods will be taken out of use.

A Stop-Block will be erected at 193 m.p. to form a Shunt spur with access from the Wakefield Road end.

(27)

Sunday, 14 June—Between Leeds Whitehall Junction and Wortley Junction—

The facing crossover between the down and up Shipley slow lines, also the trailing crossover between the down and up Shipley slow lines between that crossover and Wortley Junction, will be secured out of use in the normal position pending removal.

All associated signalling will be abolished.

(27)

*** * * Monday, 15 to Wednesday, 17 June—Leeds Station—**

From 07 30 Monday, 15 to 17 00 Wednesday, 17 June. Repair work is being undertaken and drivers must not draw trains beyond the warning boards positioned on No.1 platform.

Southern Region:—**Sunday, 14 June—Streatham—**

The trailing crossover Streatham Tunnel side of Streatham Station between the down and up Portsmouth lines will be abolished.

The shunt signal controlling movements back along the up Portsmouth line will be abolished.

The up Portsmouth line signal CA 85 will be renumbered CA 774 and the associated Banner repeater signal will be abolished.

The down Portsmouth line signals CA 82 and CA 84 will be renumbered CA 773 and CA 775 respectively.

The down Portsmouth line signal BC 40 (Streatham down platform starting) will be provided with a Banner repeater signal 180 yards approach side of the signal.

The from down Portsmouth line shunt signal Streatham Tunnel side of Streatham station will be fixed in the 'ON' position.

(R/SB 429/1/31)

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Northampton—

The ground signal set-back from platform No.1 to up slow line controlled from Northampton No.2 box have been additional routes to "up & No.2" down goods line, No.1 down goods, down fast and down slow lines.

(OD.14/81/15) (26)

Glendon North Junction—

The up main inner distant semaphore signal has been taken away. The up main outer distant 3-aspect colour light signal situated 3,127 yards before reaching the up main home signal has been renamed 'up main distant' signal and has been converted to display a green or single yellow aspect only.

(OD.14/81/133) (New Item) (25)

Lapworth Station—

A temporary level crossing has been provided over the up and down main lines at the North end of the station for the use of Contractors vehicles in connection with the removal of ballast from the former up and down relief lines on the Birmingham side of Lapworth station.

(OD.14/LC/575) (New Item) (25)

Shirley—

In connection with the rebuilding of the up platform, Drivers must bring their trains to a stand at the stop board provided at the Birmingham end of the up platform.

(OD.14/—) (25)

Desford Colliery Sidings—

The shunt line has been taken out of use and the yellow armed ground shunting signal applying to movements to the shunt line has been converted to a red arm signal.

(OD.14/—) (New Item) (25)

Hendon—

The down slow platform has reverted to its previous length at the north end. The same platform has been reduced in length by 80 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(25)

Elstow—

The trailing crossover between the up and down slow lines associated with Elstow Brickworks siding has been brought into use. Signal WH.630 down slow to up slow and WH.597 up slow to down slow applying through the above crossover has also been brought into use.

(OD.14/73/410) (25)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—**York (Clifton)—**

The new Washing machine line (Clifton Siding No.28) has been brought into use.

The points in the up bank loop (No.554), leading to up sidings has been secured out of use pending removal and the associated up siding exit signal (No.215) has been abolished.

New points (No.554) has been brought into use in the up bank loop 46 yards nearer to the signal box, leading into up Clifton Sidings and new Washing machine line.

Signalling Alterations:—

Ground position light signal No.211, applying along up bank loop (up direction) has been repositioned 40 yards further from the signal box.

Up bank loop ground position light signal No.212 has been repositioned at the point end of the new connection 46 yards nearer to the signal box and will now apply along up bank loop towards No.247 ground position light signal; to up siding No.4 or to the new washing machine line.

A new ground position light signal No.215 (applying towards up bank loop) has been provided at the exit from the new Washing machine line.

Orgreaves Colliery Sidings—

The slip road in Orgreaves Colliery Sidings at 45 m.p. has been secured out of use.

Cudworth North Jn. and Royston Jn.—

With effect from 15 00 hours on Tuesday, 9 June a P.S.R. has been imposed on the down goods line between Cudworth North Jn. and Royston Jn. (176m. 60ch. and 177m. 60ch.).

(26)

Between Sleaford East Junction and Heckington—

Kirkby Laythorpe signalbox has been reduced in status to a Gate Box.

The line between Sleaford East Junction and Heckington has been converted to a single line worked in accordance with the Track Circuit Block regulations. The instructions in the General Appendix dated 6 June 1981 headed "single lines worked by the Track Circuit Block System—Instructions to trainmen and working of Single lines by Pilotman" will also apply.

The single line has been extended from a new double to single line connection at Sleaford East Junction (worked at the up main end only) to a new double to single line connection at Heckington (worked at the down main end only).

The trailing crossover and associated disc signals at Heckington have been abolished.

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

Eastern Region:—continued

Signalling Alterations

Sleaford East Junction

The gantry carrying the up main home; up main home to local line and the Sleaford West Junction up distant has been replaced on same site by a new up single line 2nd home to up main 3-aspect colour light signal plated SE.29. A position '1' Junction Indicator and left-hand offset subsidiary has been provided and the following indications will apply:—

Aspect	Application to or towards
Junction Indicator position '1'	Local line
Subsidiary	Back siding

This signal also acts as the Sleaford West Junction up main and up local line distant signal from up single line.

A new up single line 1st home 3-aspect colour light signal plated SE.45 has been provided 1,034 yards before reaching SE.29 and 1,220 yards before reaching the signalbox.

The up distant has been replaced by a 2-aspect colour light distant (SE.46) 950 yards before reaching SE.45.

The down starting signal has been replaced by a 2-aspect ground mounted colour light signal SE.44, 867 yards after passing the down home.

Kirkby Laythorpe gate box down line signals apply to the single line.

Signal post telephones have been provided on SE.29, SE.45 and SE.44.

Heckington

The up home (HN.2 on the plan) has been replaced 514 yards before reaching the signalbox (237 yards further).

The up distant (HN.1 on the plan) has been replaced 524 yards further from the signalbox and 950 yards from the repositioned up home.

Automatic Warning System

A.W.S. has been provided for signals SE.44, SE.45 and SE.46. Inductors on the single line are activated only by movements towards the signals with which they are concerned.

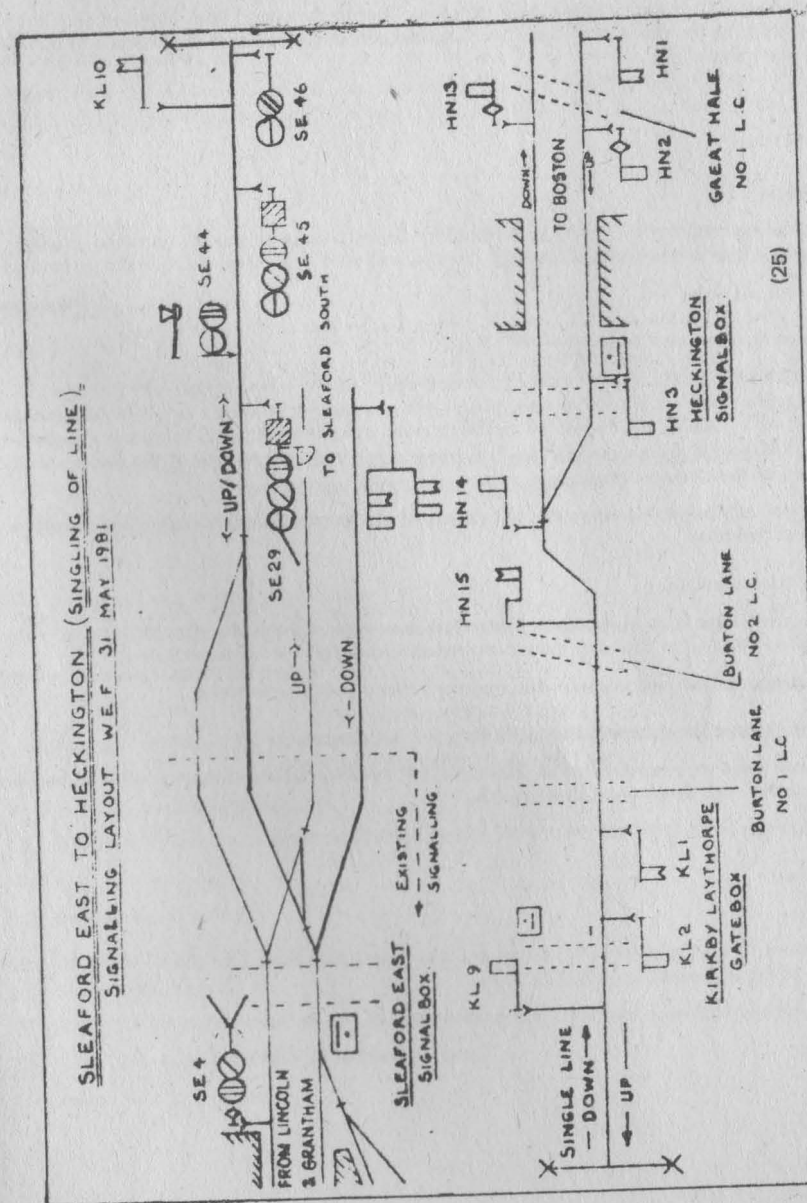
Reference should be made to the diagram included in this notice.

(25)

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

Eastern Region—continued

Between Sleaford East Junction and Heckington—continued



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Barrow Hill Up Sidings—

The connections leading from the up reception lines to the shunt neck together with those from the up siding to the shunt neck have been secured out of use pending removal and the associated signals have been abolished.

(25)

Western Region:—

Cholsey—

The trailing lead from up relief to Wallingford Branch has been spiked, scotched, clipped and padlocked out of use pending recovery.

(New Item) (26)

Between Bourton and Swindon—

Reversible signalling can be introduced at any time when one line is not available as a result of engineering work (planned or emergency), train failure, obstruction or other exceptional cause. Except where notice of reversible working is given in connection with temporary engineering works, the Signaller has arranged for the Trainman of any train to proceed in the reverse direction to be informed of the circumstances.

The above will not apply when the full extent of the reverse direction movement is within station limits at Swindon.

Bristol Lawrence Hill—

The existing Lawrence Hill Ground Frame has been renewed as a standard B.R. type frame with electrical release and at the same time been repositioned 100 yards towards Bristol.

Instructions for the operation of this frame are being issued separately.

Between Filton Junction and Bristol Narrowways Hill Junction—

The permanent speed restriction of 20 m.p.h. on the down and up Filton relief lines between 3m. 5ch. and 3 m.p. has been raised to 40 m.p.h.

(26)

Southern Region:—

Balham—

Alterations to the signalling and permanent way have taken place. Details of these alterations are contained in Signal Instructions 22 CD.

All concerned to ensure that they are in possession of this notice.

(R/SB 429/1/31)

(26)

GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

RULE BOOK BR.87109

SECTION C—Clause 6

Amend clause 6.1 (ii) to read:—

“When a train has to enter an obstructed line or section to render assistance (Track Circuit Block Regulation 10; Absolute, Electric Token and Tokenless Block Regulation 14, and Section M, clause 5.2.1).”

SECTION M—Clause 5

Delete sub-clause 5.2.3

Sub-clauses 5.2.4, 5.2.5 and 5.2.6 to be renumbered 5.2.3, 5.2.4 and 5.2.5.

SECTION N—Clause 9.1

Amend reference to “T.C.B. Regulation 18” to read “T.C.B. Regulation 12”.

Clause 10.5 (b)—Amend reference to “T.C.B. Regulation 25 (e)” to read “T.C.B. Regulation 11.7.1.”

(6-6-81) (31)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMENS
GENERAL INSTRUCTIONS BR.29960

Absolute Block Regulation 14

Clause 14 (a) (ii):—

First sentence to be amended to read:—

“It will not be necessary for the Signaller in rear of the obstruction

Second paragraph to be deleted.

(6-6-81) (31)

APPENDIX INSTRUCTIONS
GENERAL APPENDIX TO WORKING TIMETABLES AND BOOKS OF RULES AND
REGULATIONS DATED 6 JUNE 1981

Page 1.19 One Train Working Regulations

Clause 13.1—Delete final sentence referring to Rule Book, Section M, Clause 5.2.3 as advised in MED.23.

Page 1.14 Electric Token Regulations.

Clause 6.3—Delete second sentence.

Page 1.21 Tokenless Block Regulations.

Clause 3.3—Delete the words—

“The Rule Book, Section M, Clause 5.2.3, will not apply”.

Page 1.23 Track Circuit Block Regulations (Single Lines).

Clause 4.3—Delete second sentence

(6-6-81) (31)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

25

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 20 JUNE

to

FRIDAY, 26 JUNE, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not **ME**', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BRIXTON TO STREATHAM COMMON—continued		
Monday/Tuesday, 22/23 to Wednesday/Thursday, 24/25 June		
454 Tulse Hill and Streatham	Down & up Portsmouth, Down & up loop & Down & up Leigham Spurs BLOCKED	23 50 (Mon & Tues) to 04 50 (Tues & Wed). Track work, 6¼ and 6¾ m.p.
TULSE HILL TO WEST NORWOOD JN.		
Sunday, 21 June		
455 Brixton and Herne Hill	Down main BLOCKED Up main & up loop BLOCKED	01 20 to 06 00. } Track maintenance and 01 20 to 06 00. } bridgework, bridge 350, 3 and 4½ m.p. Possession of down line to be given up and current restored for passage of 03 55 Victoria to Dover Priory, 04 00 Victoria to Hastings, 04 09 Victoria to Ramsgate, 04 12 Victoria to Sheerness and 20 20 Stirling to Dover.

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Saturday, 20 June—Moirs West Jn.—

A stop block will be erected over the Measham branch 500 yards from the former ground frame at Overseal, the remainder of the branch towards Measham & Donisthorpe Colliery will be taken out of use.

Up branch sidings 3, 4, 5, 6 and 7 will be secured out of use pending removal.

(OD.14/—)

Sunday, 21 June—Melbourne Junction—

The down goods line will be shortened by 300 yards at the Derby end and the connection from the down main to down goods line, together with the associated position light shunting signals, applying to movements from the down goods line will be repositioned accordingly.

(OD.14/78/316)

Thursday, 25 June—Elstree—

The down slow platform will revert to its previous length at the south end. The same platform will be reduced in length by 80 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

The up slow platform will revert to its previous length at the north end. The same platform will be reduced in length by 80 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—)

Eastern Region:—

Thursday, 25 June—Peterborough

The Down March line between Peterborough East Engineers Yard and signal P442/P444 will be signalled for movement in both directions.

The crossover between the Down and Up March lines adjacent to Bridge 1838 will be secured out of use in the normal position pending removal and the associated signalling abolished.

Peterborough East Down Ground Frame

The ground frame controlling the entrance to the Engineers Yard will be abolished and the points — Down March to Engineers Yard will be controlled from Peterborough signal box.

New ground position light signals will be brought into use as follows:—

No. 162 — applying Down March to Down Sidings (Engineers Yard)

No. 163 — (adjacent to the trap points in the Engineers Yard) applying Engineers Yard to Down March

The telephone adjacent to the former ground frame will be repositioned adjacent to No. 163 signal.

An additional stencil route indicator "W" will be provided on No. 4 Platform signal P442 and No. 5 Platform No. P444 (both at the south end of Peterborough Station) which will apply (in conjunction with the subsidiary) — Up direction on Down March line.

The AWS Indicator on the Down March line concerning P797 signal will be suppressed when traversed in the Up direction.

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Camden Road Tunnels and Kentish Town—

The speed restriction of 20 m.p.h. on the up fast line between 1m. 14ch. and ½ m.p. has been raised to 45 m.p.h.

(OD.14/—) (New Item)

Little Eaton Branch (Derby)—

Single sided notice boards lettered "35 M.G.R." have been provided situated on the left-hand-side of the line facing traffic at the following locations 400 yards in advance of the crossing:—

down direction	—	Little Eaton Village Holbeck Kilburn
up direction	—	Kilburn Coxbench

(OD.14/—) (New Item)

Cricklewood—

Referring to Special Notice 180G issued in connection with Stage 5 of West Hampstead resignalling, the up goods No.1 line has been brought into use. The connection between the up goods No.1 and up goods No.2 lines at the south end has been provided and the connection between the neck and reception No.1 line has been brought into use.

Signal WH.456 at the south end of up goods No.1 line has been provided and position light signal WH.553 on the neck has been brought into use.

(OD.14/73/410/STAGE 5A) (27)

Engine Shed Junction—

The connections from the Tottenham lines to the Moorgate lines has been secured out of use pending removal. The Moorgate lines for a distance of 600 yards together with associated signalling have been taken away.

(OD.14/73/410/K) (27)

Elstree Station—

The up fast platform has been reduced in length by 90 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (27)

Netherfield Junction—

A.W.S. equipment has been provided at Netherfield Junction signals, situated 200 yards on the approach side of each signal.

(OD.14/80/172) (27)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Netherfield Lane L.C.—

The signal box has been abolished and the level crossing gates and all associated signals taken away.

The level crossing has been converted to an "OPEN" type crossing provided with Amber/Red road signals.

The telephone, giving communication between Gedling Colliery, Netherfield Lane and Netherfield Junction box has been taken away.

An advance warning board, 445 yards from the crossing, a combined speed restriction/whistle board, 161 yards from the crossing and a flashing white light (normally out), 28 yards from the crossing has been provided in the down direction.

An advance warning board, 675 yards from the crossing, a combined speed restriction/whistle board 110 yards from the crossing and a flashing white light (normally out) 28 yards from the crossing has been provided in the up direction.

A two-aspect (Red/Yellow) colour light up home signal has been provided 400 yards in advance of the level crossing. A telephone to Netherfield Junction box has been provided at this signal located in a vandal proof cabinet, the key of which will be on the "One train working" staff.

A colour light up distant signal has been provided situated 520 yards in rear of the up home signal.

(OD.14/80/45) (27)

Between Swadlincote G.F. and Moira West Junction—

The 20 m.p.h. temporary speed restriction on the up line from 124m. 10ch. to 123 m.p. is a permanent speed restriction.

(OD.14/81/111) (27)

Leagrave—

The up fast line platform has reverted to its previous length at the north end. The same platform has been reduced at the north end. The same platform has been reduced in length by 80 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (27)

Between Irchester South and Wellingborough Junction—

The 20 m.p.h. temporary speed restriction on the down goods line from 63m. 25ch. to 63m. 60ch. is a permanent speed restriction.

(OD.14/81/110) (27)

Northampton—

The ground signal set-back from platform No.1 to up slow line controlled from Northampton No.2 box have been additional routes to "up & No.2" down goods line, No.1 down goods, down fast and down slow lines.

(OD.14/81/15) (26)

*** * * Glendon North Junction—**

The up main inner distant semaphore signal has been taken away. The up main outer distant 3-aspect colour light signal situated 3,127 yards before reaching the up main home signal has been renamed 'up main distant' signal and has been converted to display a green or single yellow aspect only.

(OD.14/81/133) (25)

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Camden Road Tunnels and Kentish Town—

The speed restriction of 20 m.p.h. on the up fast line between 1m. 14ch. and ½ m.p. has been raised to 45 m.p.h.

(OD.14/—) (New Item)

Little Eaton Branch (Derby)—

Single sided notice boards lettered "35 M.G.R." have been provided situated on the left-hand side of the line facing traffic at the following locations 400 yards in advance of the crossing:—

down direction	—	Little Eaton Village Holbeck Kilburn
up direction	—	Kilburn Coxbench

(OD.14/—) (New Item)

Cricklewood—

Referring to Special Notice 180G issued in connection with Stage 5 of West Hampstead resignalling, the up goods No.1 line has been brought into use. The connection between the up goods No.1 and up goods No.2 lines at the south end has been provided and the connection between the neck and reception No.1 line has been brought into use.

Signal WH.456 at the south end of up goods No.1 line has been provided and position light signal WH.553 on the neck has been brought into use.

(OD.14/73/410/STAGE 5A) (27)

Engine Shed Junction—

The connections from the Tottenham lines to the Moorgate lines has been secured out of use pending removal. The Moorgate lines for a distance of 600 yards together with associated signalling have been taken away.

(OD.14/73/410/K) (27)

Elstree Station—

The up fast platform has been reduced in length by 90 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (27)

Netherfield Junction—

A.W.S. equipment has been provided at Netherfield Junction signals, situated 200 yards on the approach side of each signal.

(OD.14/80/172) (27)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Netherfield Lane L.C.—

The signal box has been abolished and the level crossing gates and all associated signals taken away.

The level crossing has been converted to an "OPEN" type crossing provided with Amber/Red road signals.

The telephone, giving communication between Gedling Colliery, Netherfield Lane and Netherfield Junction box has been taken away.

An advance warning board, 445 yards from the crossing, a combined speed restriction/whistle board, 161 yards from the crossing and a flashing white light (normally out), 28 yards from the crossing has been provided in the down direction.

An advance warning board, 675 yards from the crossing, a combined speed restriction/whistle board 110 yards from the crossing and a flashing white light (normally out) 28 yards from the crossing has been provided in the up direction.

A two-aspect (Red/Yellow) colour light up home signal has been provided 400 yards in advance of the level crossing. A telephone to Netherfield Junction box has been provided at this signal located in a vandal proof cabinet, the key of which will be on the "One train working" staff.

A colour light up distant signal has been provided situated 520 yards in rear of the up home signal.

(OD.14/80/45) (27)

Between Swadlincote G.F. and Moira West Junction—

The 20 m.p.h. temporary speed restriction on the up line from 124m. 10ch. to 123 m.p. is a permanent speed restriction.

(OD.14/81/111) (27)

Leagrave—

The up fast line platform has reverted to its previous length at the north end. The same platform has been reduced at the north end. The same platform has been reduced in length by 80 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (27)

Between Irchester South and Wellingborough Junction—

The 20 m.p.h. temporary speed restriction on the down goods line from 63m. 25ch. to 63m. 60ch. is a permanent speed restriction.

(OD.14/81/110) (27)

Northampton—

The ground signal set-back from platform No.1 to up slow line controlled from Northampton No.2 box have been additional routes to "up & No.2" down goods line, No.1 down goods, down fast and down slow lines.

(OD.14/81/15) (26)

**** Glendon North Junction—**

The up main inner distant semaphore signal has been taken away. The up main outer distant 3-aspect colour light signal situated 3,127 yards before reaching the up main home signal has been renamed 'up main distant' signal and has been converted to display a green or single yellow aspect only.

(OD.14/81/133) (25)

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

* * Lapworth Station—

A temporary level crossing has been provided over the up and down main lines at the North end of the station for the use of Contractors vehicles in connection with the removal of ballast from the former up and down relief lines on the Birmingham side of Lapworth station.

(OD.14/LC/575) (25)

* * Shirley—

In connection with the rebuilding of the up platform, Drivers must bring their trains to a stand at the stop board provided at the Birmingham end of the up platform.

(OD.14/—) (25)

* * Desford Colliery Sidings—

The shunt line has been taken out of use and the yellow armed ground shunting signal applying to movements to the shunt line has been converted to a red arm signal.

(OD.14/—) (25)

* * Hendon—

The down slow platform has reverted to its previous length at the north end. The same platform has been reduced in length by 80 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(25)

* * Elstow—

The trailing crossover between the up and down slow lines associated with Elstow Brickworks siding has been brought into use. Signal WH.630 down slow to up slow and WH.597 up slow to down slow applying through the above crossover has also been brought into use.

(OD.14/73/410) (25)

Eastern Region:—

Dearne Valley Colliery Sidings

All connections in the Down and Up Goods Lines have to be temporarily secured out of use.

New Item (28)

Between Wakefield Road and Stourton Junction—

The up goods has been taken out of use.

A Stop-block has been erected at 193 m.p. to form a Shunt spur with access from the Wakefield Road end.

(27)

Between Leeds Whitehall Junction and Wortley Junction—

The facing crossover between the down and up Shipley slow lines, also the trailing crossover between the down and up Shipley slow lines between that crossover and Wortley Junction, has been secured out of use in the normal position pending removal.

All associated signalling has been abolished.

(27)

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

Eastern Region:—continued

York (Clifton)—

The new Washing machine line (Clifton Siding No.28) has been brought into use.

The points in the up bank loop (No.554), leading to up sidings has been secured out of use pending removal and the associated up siding exit signal (No.215) has been abolished.

New points (No.554) has been brought into use in the up bank loop 46 yards nearer to the signal box, leading into up Clifton Sidings and new Washing machine line.

Signalling Alterations:—

Ground position light signal No.211, applying along up bank loop (up direction) has been repositioned 40 yards further from the signal box.

Up bank loop ground position light signal No.212 has been repositioned at the point end of the new connection 46 yards nearer to the signal box and will now apply along up bank loop towards No.247 ground position light signal; to up siding No.4 or to the new washing machine line.

A new ground position light signal No.215 (applying towards up bank loop) has been provided at the exit from the new Washing machine line.

Orgreaves Colliery Sidings—

The slip road in Orgreaves Colliery Sidings at 45 m.p. has been secured out of use.

Cudworth North Jn. and Royston Jn.—

With effect from 15 00 hours on Tuesday, 9 June a P.S.R. has been imposed on the down goods line between Cudworth North Jn. and Royston Jn. (176m. 60ch. and 177m. 60ch.).

(26)

* * Between Sleaford East Junction and Heckington—

Kirkby Laythorpe signalbox has been reduced in status to a Gate Box.

The line between Sleaford East Junction and Heckington has been converted to a single line worked in accordance with the Track Circuit Block regulations. The instructions in the General Appendix dated 6 June 1981 headed "single lines worked by the Track Circuit Block System—Instructions to trainmen and working of Single lines by Pilotman" will also apply.

The single line has been extended from a new double to single line connection at Sleaford East Junction (worked at the up main end only) to a new double to single line connection at Heckington (worked at the down main end only).

The trailing crossover and associated disc signals at Heckington have been abolished.

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

Signalling Alterations

Sleaford East Junction

The gantry carrying the up main home; up main home to local line and the Sleaford West Junction up distant has been replaced on same site by a new up single line 2nd home to up main 3-aspect colour light signal plated SE.29. A position '1' Junction Indicator and left-hand offset subsidiary has been provided and the following indications will apply:—

Aspect	Application to or towards
Junction Indicator position '1'	Local line
Subsidiary	Back siding

This signal also acts as the Sleaford West Junction up main and up local line distant signal from up single line.

A new up single line 1st home 3-aspect colour light signal plated SE.45 has been provided 1,034 yards before reaching SE.29 and 1,220 yards before reaching the signalbox.

The up distant has been replaced by a 2-aspect colour light distant (SE.46) 950 yards before reaching SE.45.

The down starting signal has been replaced by a 2-aspect ground mounted colour light signal SE.44, 867 yards after passing the down home.

Kirkby Laythorpe gate box down line signals apply to the single line.

Signal post telephones have been provided on SE.29, SE.45 and SE.44.

Heckington

The up home (HN.2 on the plan) has been replaced 514 yards before reaching the signalbox (237 yards further).

The up distant (HN.1 on the plan) has been replaced 524 yards further from the signalbox and 950 yards from the repositioned up home.

Automatic Warning System

A.W.S. has been provided for signals SE.44, SE.45 and SE.46. Inductors on the single line are activated only by movements towards the signals with which they are concerned.

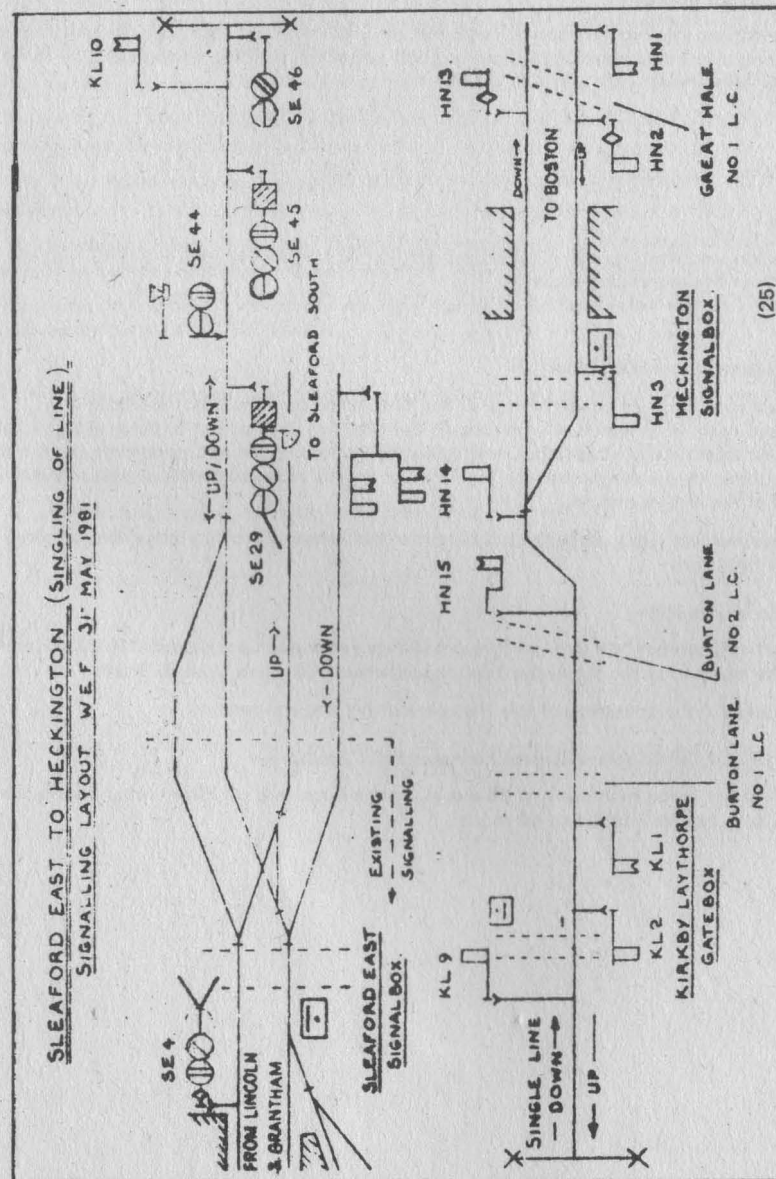
Reference should be made to the diagram included in this notice.

(25)

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

Eastern Region:—continued

** Between Sleaford East Junction and Heckington—continued



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

. Barrow Hill Up Sidings—

The connections leading from the up reception lines to the shunt neck together with those from the up siding to the shunt neck have been secured out of use pending removal and the associated signals have been abolished.

(25)

Western Region:—

Cholsey—

The trailing lead from up relief to Wallingford Branch has been spiked, scotched, clipped and padlocked out of use pending recovery.

(26)

Between Bourton and Swindon—

Reversible signalling can be introduced at any time when one line is not available as a result of engineering work (planned or emergency), train failure, obstruction or other exceptional cause. Except where notice of reversible working is given in connection with temporary engineering works, the Signalman have arranged for the Trainman of any train to proceed in the reverse direction to be informed of the circumstances.

The above will not apply when the full extent of the reverse direction movement is within station limits at Swindon.

Bristol Lawrence Hill—

The existing Lawrence Hill Ground Frame has been renewed as a standard B.R. type frame with electrical release and at the same time been repositioned 100 yards towards Bristol.

Instructions for the operation of this frame are being issued separately.

Between Filton Junction and Bristol Narrowways Hill Junction—

The permanent speed restriction of 20 m.p.h. on the down and up Filton relief lines between 3m. 5ch. and 3 m.p. has been raised to 40 m.p.h.

(26)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:—

Streatham—

The trailing crossover Streatham Tunnel side of Streatham Station between the down and up Portsmouth lines has been abolished.

The shunt signal controlling movements back along the up Portsmouth line has been abolished.

The up Portsmouth line signal CA 85 has been renumbered CA 774 and the associated Banner repeater signal has been abolished.

The down Portsmouth line signals CA 82 and CA 84 has been renumbered CA 773 and CA 775 respectively.

The down Portsmouth line signal BC 40 (Streatham down platform starting) has been provided with a Banner repeater signal 180 yards approach side of the signal.

The from down down Portsmouth line shunt signal Streatham Tunnel side of Streatham station has been fixed in the 'ON' position.

(R/SB 429/1/31)

(27)

Balham—

Alterations to the signalling and permanent way have taken place. Details of these alterations are contained in Signal Instructions 22 CD.

All concerned to ensure that they are in possession of this notice.

(R/SB 429/1/31)

(26)

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BRITISH RAILWAYS

LONDON MIDLAND REGION

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31

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 1 AUGUST

to

FRIDAY, 7 AUGUST, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not ME', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. 'B' TO SELHURST		
Saturday, 1 August		
457 Balham and Selhurst	Down & up Brighton slow/local, down & up local spurs and down & up Streatham spurs BLOCKED	00 30 to 04 20. Trackwork, 5 and 9½ m.p. Crane in use. Trains to travel over Brighton fast/through lines. Traffic cannot pass to or from Selhurst Depot, Selhurst spurs and Norwood Fork spurs.
Sunday, 2 August		
458 Balham and Selhurst	Down & up Brighton fast and reversible fast spur BLOCKED	00 15 to 06 00. Trackwork, 5 and 9½ m.p. Trains to travel over Brighton slow lines.
Sunday/Monday, 2/3 August		
459 Balham and Selhurst	Down & up Brighton fast and reversible fast spur BLOCKED	23 20 (Sun) to 05 30 (Mon). Trackwork, 5 and 9½ m.p. Trains to travel over Brighton slow lines.
Monday, 3 to Friday, 7 August		
460 Balham and Selhurst	Down & up Brighton slow, slow spurs and Streatham spurs BLOCKED	00 30 to 04 15. Trackwork, 5 and 9½ m.p. Trains to travel over Brighton fast lines.
Friday, 7 August		
461 Clapham Jn. and Balham	Down & up Brighton fast BLOCKED	00 05 to 04 55. Trackwork, 2½ and 4½ m.p. Trains to travel over Brighton slow lines.
BRIXTON TO STREATHAM COMMON.		
Tuesday, 4 to Friday, 7 August		
462 Tulse Hill and Streatham Jn.	Down & up Streatham spurs and down & up BLOCKED	00 05 to 04 40. Drainage work, 6½ and 7½ m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Eastern Region :—

Sunday, 2 August—Manea—

The crossover between Down and Up main will be renewed on the Ely side of the level crossing.

The spur on the March end of the Down Refuge will be taken out of use pending removal.

The disc signal applying Down Main to Down Refuge will be re-positioned on the cess side.

The disc signal applying Down Main to Up Main or along the Down Main will be re-positioned on the cess side adjacent to the level crossing.

The disc in the Down Refuge Siding will be changed from yellow to red faced.

The disc in the Up Main will be re-positioned to the Ely end of the new crossover.

Wednesday, 5 August—Dullingham and Newmarket—Wood Ditton Crossing—

The Down distant will be renewed on same site with the arm at the reduced height of 20 feet above rail level.

Stratford

The lead in the Down Electric at 3½ m.p. to the Western Curve has been clipped out of use.

Saturday, 1 August to Monday, 3 August—between Sleaford East Junction and Sleaford South Junction—

The line between Sleaford East Junction and Sleaford South Junction will become a single line.

Track Circuit Block Regulations will apply between Sleaford East Junction and Sleaford South Junction.

Signalling and Permanent Way Alterations—continued

Details of Work Referred to in Section B—continued

Eastern Region—continued

Saturday, 1 August to Monday, 3 August—between Sleaford East Junction and Sleaford South Junction—continued

Signalling Alterations

Sleaford East Junction

The existing double junction at Sleaford East will be secured out of use pending removal in the position for running on the main single line.

The down joint home signals will be abolished, along with the ground position light signal for set-back moves up joint to up main or up local or back siding.

The down main home signal will no longer display a position 1 or position 4 junction indicator, and will now read only to number 44 signal along the main signal line.

The up joint starting signal together with its associated Sleaford South distant arm has been abolished.

A new single lead connection will be brought into use at 121m. 21chs. on the main single line, facing from the main single line (down direction) to the joint single line (up direction).

The down main single line starting signal which is temporarily ground mounted will be renewed as a three aspect signal with position 4 junction indicator, reading to the Skegness single line (down direction) or (with position 4 junction indicator) to the joint single line (up direction).

This signal will also act as up joint single line distant for Sleaford South Junction and will be 800 yards from Sleaford South Junction up joint single line home signal.

A new three aspect signal, the down joint single line home (SE.48) has been provided reading to the up main single line second home (SE.29). It will be 1034 yards before reaching this signal.

All signals are provided with A.W.S., suppressed for opposite movements.

Sleaford South Junction

The former up joint line from Sleaford East together with its associated connections will be taken out of use.

The former down joint line will become the joint single line.

The disc signal set-back from down main to up main will be abolished.

The down inner home Junction signal will be abolished.

The down outer home signal will be replaced by a three aspect signal with position 1 junction indicator. This will apply to the down avoiding line, or (with position 1 junction indicator) to the joint single line (down direction). This signal will be temporarily placed 1 yard in the rear of the present down outer home signal and will be 649 yards south of the signal box. When cleared for the joint single line (down direction) it will act as down joint distant for Sleaford East, and will be 1169 yards from Sleaford East down joint home. This signal will be provided with A.W.S.

The up joint home signal will now apply to up movements on the joint single line.

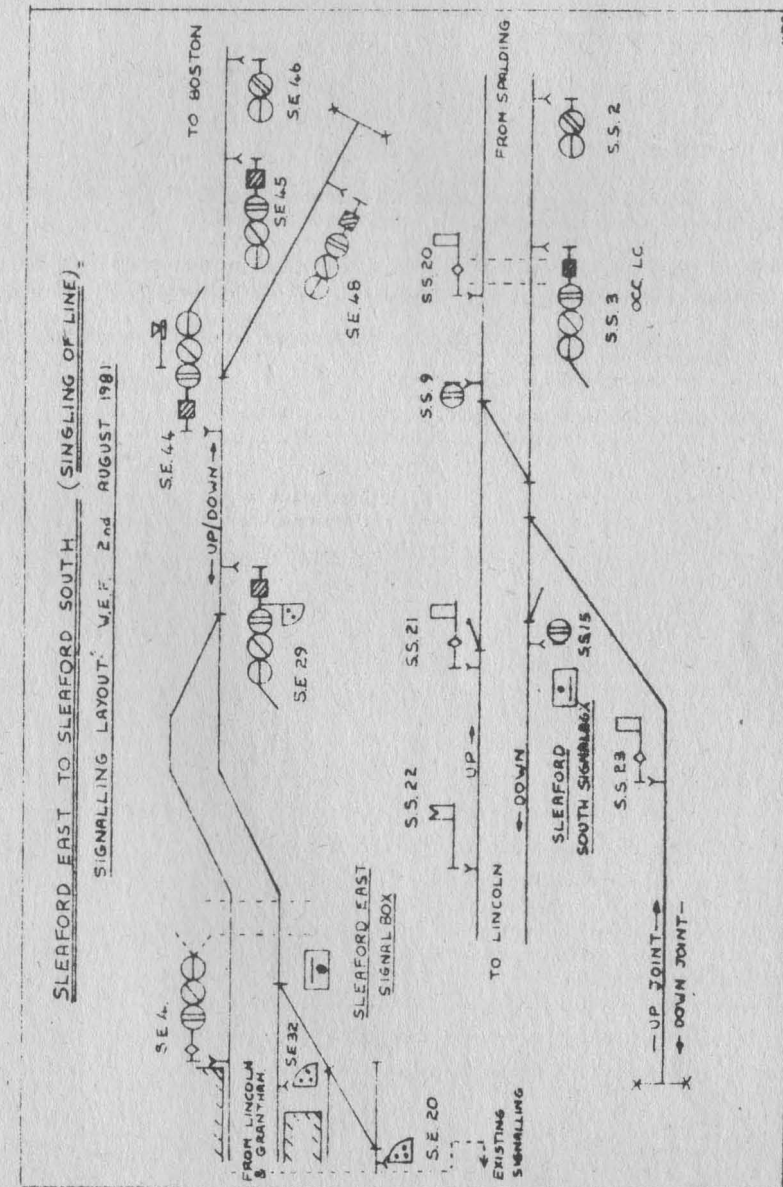
Reference should be made to the diagram included in this Notice.

Signalling and Permanent Way Alterations—continued

Details of Work Referred to in Section B—continued

Eastern Region—continued

Saturday, 1 August to Monday, 3 August—between Sleaford East Junction and Sleaford South Junction—continued



SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Elstree—

The up fast platform has reverted to its previous length at the south end. The same platform has been reduced in length at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (33)

Corby—

The method of working on the B.S.C. branch has become Key token with a "No Signalman" token instrument at the works end of the branch.

The notice board at the Corby North end has been amended to read "Commencement of Token Section". A token exchange has been provided opposite Corby North box.

The B.S.C. works end of the branch is as shown on the accompanying sketch.

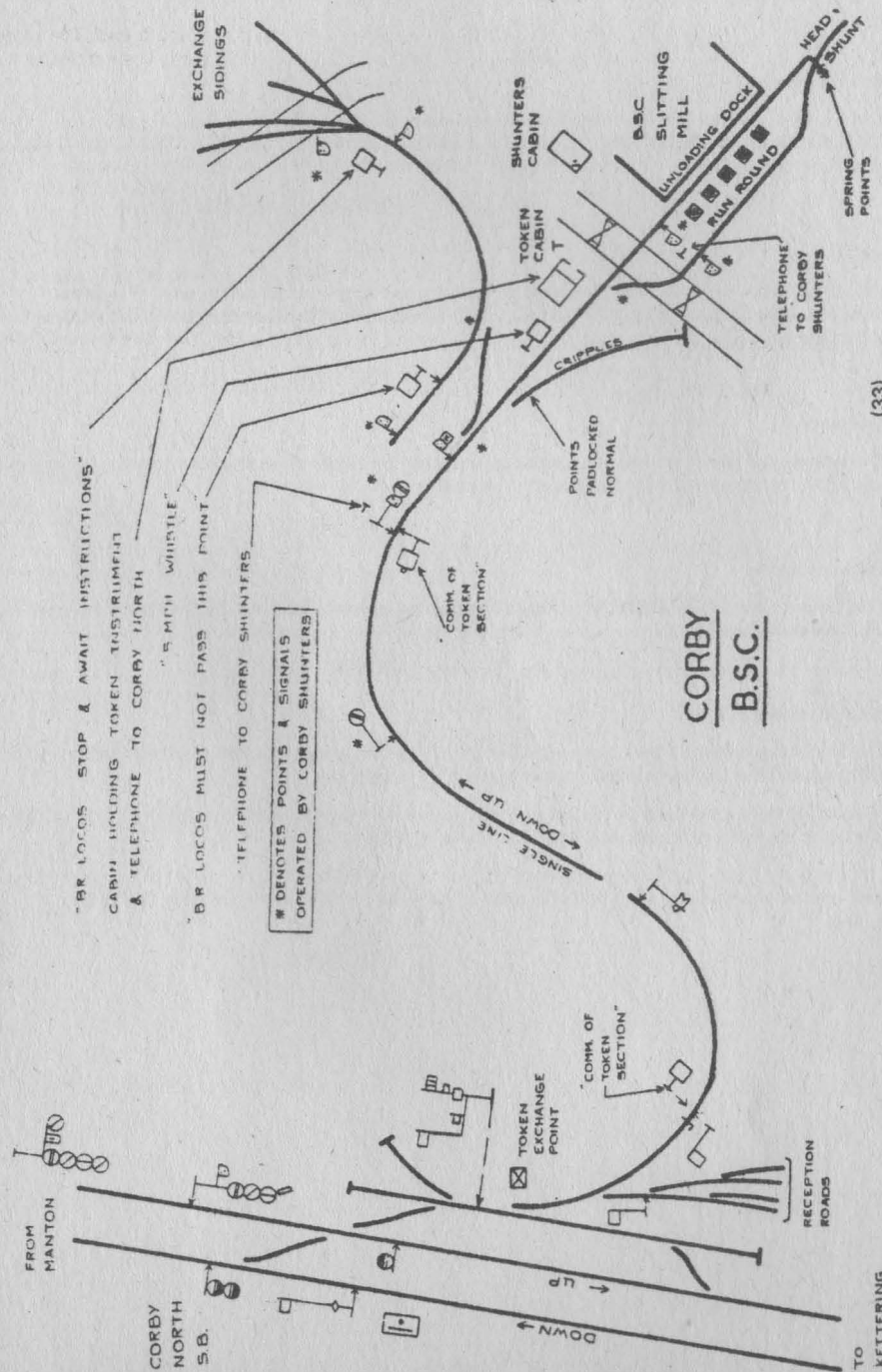
(OD.14/78/138) (33)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Corby—



Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Cricklewood—

Referring to Special Notice 180G issued in connection with Stage 5 of West Hampstead resignalling, the facing crossover between the down and up slow lines at the north end of Cricklewood station has been provided.

(OD.14/73/410/STAGE 5A) (32)

Hendon—

The down slow platform has reverted to its previous length at the south end. The same platform has been reduced in length by 80 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (32)

Leagrave—

The down slow platform has been reduced in length by 90 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (32)

Melton Station—

The Holwell branch, Welby sidings, up branch distant signal, double sided notice board and telephone have been recovered.

(OD.14/81/170) (32)

Linby Colliery L.C.—

The level crossing gates have been replaced by lifting barriers controlled from the box. Amber/Red road traffic signals have been provided for the benefit of road users.

A shunting signal has been provided adjacent to the up main line, on the Hucknall side of the box, applying to set back movements into Linby Colliery Sidings.

The shunting signal applying to movements from Linby Colliery to the up main line has been taken away and an elevated shunting signal provided, situated on the Linby Colliery side of the level crossing.

(OD.14/79/271) (32)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

*** * Hendon—**

The up fast platform has reverted to its previous length at the north end. The same platform has been reduced in length by 80 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (31)

*** * Harpenden—**

The up slow platform has reverted to its previous length at the south end. The same platform has been reduced in length by 80 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (31)

*** * Colwick Estates Exchange Sidings—**

A crossover has been provided between Nos. 3 and 4 sidings, 34 yards from the stop block, to provide run round facilities.

(OD.14/80/90) (31)

Eastern Region:—*** * Stamford—**

The up home signal has been replaced by a 3-aspect colour light signal 560 yards before reaching the signal box (361 yards further than previously).

The up starting signal has been replaced by a 3-aspect colour light signal (displaying red/green only at this stage) 1271 yards after passing the signal box (987 yards further than previously).

Telephone communication with Stamford signal box has been provided at each of the above signals and A.W.S. has been provided.

(31)

Signalling Permanent Way Alterations—continued
 Details of Work Already Carried Out—continued

Eastern Region:— continued

* * Newark—

Whitehouse Lane footpath level crossing, No.164 at 120½ m.p. (ECML), across the down and up main lines and Newark Curve line, has been equipped with miniature red/green lights.

"WHISTLE" boards have been resited at the following distances from the crossing:

Down main		427 yards
Newark Passenger loop	One	137 yards
Newark goods loop	board	
Up main (down direction)		137 yards
Up Newark curve		137 yards
Up main		427 yards

(31)

* * Between Newark Castle and Swinderby—

A.W.S. Inductors have been provided on the down and up Lincoln lines as follows:—

Down Lincoln—

All signals at and between Newark Castle down distant NC 13 and Swinderby semaphore down distant (below the Swinderby down I.B. home signal).

Up Lincoln

Up Lincoln distant D94R; and at and between D94 (Collingham Station) and Newark Castle up Lincoln starting signal NC 9.

(31)

* * Between Kings Dyke and Peterborough—

The down line shunt is 10 yards to the north of its present alignment between 100m. 5ch. and 99m. 40ch. and has been routed over the new bridge 1838.

(31)

* * Dunston & Barlow North—

The down sidings spur has been abolished. The sidings end of the trailing connection — down main to down sidings have been converted to trap points. The associated disc signals have been abolished.

The miniature signal applying departure sidings to down sidings spur or to down main has been abolished.

(31)

Western Region :—

Between Acton Main Line and Ealing Broadway—

The 40 m.p.h. permanent speed restriction over the down relief line between 4m. 60ch. and 5m. 35ch. has been withdrawn. An amendment to Table 'A' of the London Division Sectional Appendix is shown in Section 'D' of this Notice.

(33)

GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

* * * RULE BOOK BR.87109

SECTION C—Clause 6

Amend clause 6.1 (ii) to read:—

"When a train has to enter an obstructed line or section to render assistance (Track Circuit Block Regulation 10; Absolute, Electric Token and Tokenless Block Regulation 14, and Section M, clause 5.2.1)."

SECTION M—Clause 5

Delete sub-clause 5.2.3

Sub-clauses 5.2.4, 5.2.5 and 5.2.6 to be renumbered 5.2.3, 5.2.4 and 5.2.5.

SECTION N—Clause 9.1

Amend reference to "T.C.B. Regulation 18" to read "T.C.B. Regulation 12".

Clause 10.5 (b)—Amend reference to "T.C.B. Regulation 25 (e)" to read "T.C.B. Regulation 11.7.1."

(6-6-81) (31)

* * * REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMENS
 GENERAL INSTRUCTIONS BR.29960

Absolute Block Regulation 14

Clause 14 (a) (ii):—

First sentence to be amended to read:—

"It will not be necessary for the Signalman in rear of the obstruction"

Second paragraph to be deleted.

(6-6-81) (31)

SECTION D APPENDIX INSTRUCTIONS—continued
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING OVER
 THE EASTERN REGION (SOUTHERN AREA) DATED SEPTEMBER, 1973—BR.30024—continued
 TABLE 'A' LIST OF SIGNAL BOXES, RUNNING LINES, ETC.—continued

Description of Block Signaling on Main Lines (Dots indicate Block Posts)	Stations, Signal Boxes, etc.		Distance from location next above		Running Lines		Loops and Refuge Sidings		Permanent Speed restrictions miles per hour		Catch points, spring or unworked trailing points	Remarks
	M.	Yds.	Up	Down	Description	Stand- age Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in		
★ Page 23	MARCH EAST JN. TO SLEAFORD EAST JN.											
	Delete existing line speeds and substitute:— MARCH EAST JN. TO SPALDING SOUTH JN. SPALDING SOUTH TO SLEAFORD SOUTH JN.											
★ Page 25	SLEAFORD SOUTH JN. TO SLEAFORD EAST JN.											
	Between Sleaford South Junction to Sleaford East Jn. Delete existing speed restriction and substitute											
			Up	Down					60 55	60 55		(3-8-81)
									35 40	35 40	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CLASSIFIED 1 TO 5 INCLUSIVE AND SPEEDLINK AND BLOCK FLYASH. MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS EXCEPT SPEEDLINK AND BLOCK FLYASH. MAXIMUM PERMISSIBLE SPEED	
									25	25	0m. 2ch. and 0m. 0ch. 0m. 41ch. and 0m. 43ch.	

APPENDIX INSTRUCTIONS
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING OVER
 THE EASTERN REGION (SOUTHERN AREA) DATED SEPTEMBER, 1973 BR.30024

LOCAL INSTRUCTIONS

★ Page 79

ALLINGTON JN. AND SKEGNESS

Add:—

SLEAFORD EAST

FAILURE OF TRACK CIRCUITS

During a failure of a track circuit on the single line between Sleaford East box and Sleaford East Junction. Working by Pilotman will not be introduced provided the Signaller at Sleaford East is able to satisfy himself that the line is clear. The Driver will be advised of the circumstances when he is instructed to pass signal controlling the entrance to the affected portion of line at Danger. If the train subsequently stops on the affected portion of line owing to accident or failure, detonator protection must be carried out.

(21-7-81)

MISCELLANEOUS INSTRUCTIONS

LEICESTER STATION

In connection with diversions due to engineering work on Saturdays/Sundays, the following will apply if required to avoid congestion in station area.

Down passenger trains are authorised to travel over the down goods line between Leicester London Road Jn. and Bell Lane (Humberstone Road) and the Absolute Block System will apply to all trains.

Up passenger trains are authorised to travel over the up goods line between Leicester North and Leicester London Road Jn. and the Absolute Block System will apply to all trains.

(P.13/5)

(29-3-81)

MAXIMUM SPEED OF CARFLATS AND MOTORAIL SERVICES

The following services are now permitted to run at 90 m.p.h.

1S54 20 10 TThSO Newton Abbot to Stirling

1V54 21 58 WFSuO Stirling to Newton Abbot

(015/407/676/27)

(6-6-81)

RULE BOOK SECTION T, PART V, CLAUSE 21.2
MINIATURE DIFFERENTIAL WARNING BOARDS

Owing to limited clearances it is sometimes necessary for Miniature Warning Boards to be provided. In connection with the new type of board shown in the recent amendment to the Rule Book, it has been agreed that the numerals will be sited at a distance of 40ft. beyond the yellow plate and white flashing lights. This distance is such that when viewed from the driving cab of an approaching train (approx 100 yards away) both the numeral sign and the plate will be correctly aligned.

(OD.15/Pad.6/TV.11)

(25-7-81)

CREWE

28 July, 1981

J. M. GREGORY
Chief Operating Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

33

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 15 AUGUST

to

FRIDAY, 21 AUGUST, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not **ME**', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Sunday, 16 August—Between Castle Donington and Worthington Junction—

The 20 m.p.h. permanent speed restriction which applies on the down line from 124m. 50ch. to 124¾ m.p. will be withdrawn.

(OD.14/81/16)

Sunday, 16 August—Finedon Road—

A.W.S. equipment will be provided immediately beyond the up goods line home signal and will only apply to movements from the up goods line to the up main line.

(OD.14/SP.37)

Eastern Region:—

Saturday, 15 August—Barrow Hill Up Sidings—

The points leading to the Brakevan Siding from 149m. 18chs. to 149m. 21chs. will be secured out of use pending removal of the sidings.

DETAILS OF WORK ALREADY CARRIED OUT

Kentish Town—

Due to M.S.E. work, the up local platform has been reduced in length by 90 yards at the South end. Drivers must bring their trains to a stand at the Stop board provided.

(OD.14/—) (35)

Hendon—

The down fast platform has reverted to its previous length at the north end. The same platform has been reduced in length by 90 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (35)

Radlett—

The up fast platform has been reduced in length by 90 yards at the south end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (35)

Between Bestwood Park Jn. and Lincoln St. Crossing—

Bulwell Forest Box—

The box has been abolished. The level crossing is controlled from Bestwood Park Jn. box by C.C.T.V. a telephone to Bestwood Park Jn. box has been provided.

The up outer and inner distant signals, up departure line distant signal together with the up home signal have been taken away. The down distant signal and down home signal have become distant signal and down home 1 signal for Bestwood Park Jn. box.

Bestwood Park Jn. Box—

The down outer and inner distant signals have been taken away.

The down outer and inner home signals have become down home 2 and down home 3 signals respectively.

(OD.14/77/154) (35)

* * * Elstree—

The up fast platform has reverted to its previous length at the south end. The same platform has been reduced in length at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (33)

* * * Corby—

The method of working on the B.S.C. branch has become Key token with a "No Signalman" token instrument at the works end of the branch.

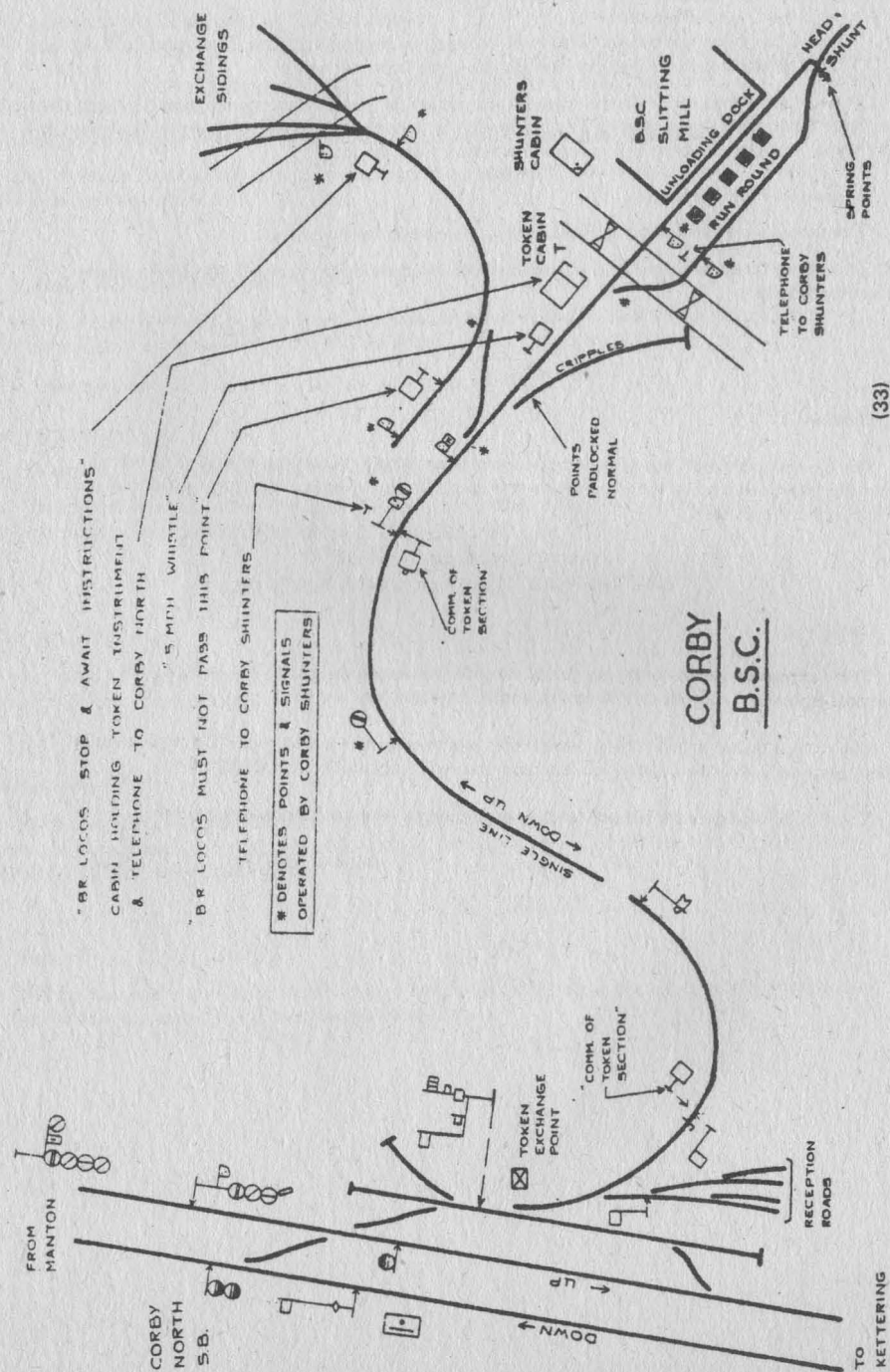
The notice board at the Corby North end has been amended to read "Commencement of Token Section". A token exchange has been provided opposite Corby North box.

The B.S.C. works end of the branch is as shown on the accompanying sketch.

(OD.14/78/138) (33)

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

** Corby—



(33)

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

Eastern Region:—

Dagenham Dock—Rainham—

The Manor Way level crossing lifting barriers are remotely controlled from Rainham signalbox with the aid of C.C.T.V.

The up main auto signal U.13 has been brought under control of the Rainham signalbox and replated R.111 with telephone to Rainham.

(35)

High Ferry—

The up single line home signal has been renewed 55 yards before reaching the level crossing with the arm 15 feet above rail level.

The distance between the up distant and up home signals has been reduced to 960 yards.

(35)

Grantham Station—

Drivers of down trains requiring to stop at No.2 platform (down main) must draw down to No.12 Marker Board to be clear of reconstruction work on platform.

(New Item) (35)

Hickleton—

The catch points in the down line of 15m. 60chs. (920 yards before reaching Hickleton Home signal) have been secured out of use pending replacement by plain line.

(New Item) (35)

Manea—

The crossover between down and up main has been renewed on the Ely side of the level crossing.

The spur on the March end of the down refuge has been taken out of use pending removal.

The disc signal applying down main to down refuge has been repositioned on the cess side.

The disc signal applying down main to up main or along the down main has been repositioned on the cess side adjacent to the level crossing.

The disc in the down refuge siding has been changed from yellow to red faced.

The disc in the up main has been repositioned to the Ely end of the new crossover.

(34)

Dullingham and Newmarket—Wood Ditton Crossing—

The down distant has been renewed on same site with the arm at the reduced height of 20 feet above rail level.

(34)

Stratford—

The lead in the down electric at 3½ m.p. to the western curve has been clipped out of use.

(34)

SECTION C

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

Eastern Region:— continued

Between Sleaford East Junction and Sleaford South Junction—

The line between Sleaford East Junction and Sleaford South Junction has become a single line.

Track circuit Block Regulations will apply between Sleaford East Junction and Sleaford South Junction.

Signalling Alterations

Sleaford East Junction—

The existing double junction at Sleaford East has been secured out of use pending removal in the position for running on the main single line.

The down joint home signals have been abolished, along with the ground position light signal for set-back moves up joint to up main or up local or back siding.

The down main home signal no longer displays position 4 junction indicator, and now reads only to number 44 signal along the main signal line.

The up joint starting signal together with its associated Sleaford South distant arm has been abolished.

A new single lead connection has been brought into use at 121m. 21chs. on the main single line, facing from the main single line (down direction) to the joint single line (up direction).

The down main single line starting signal which is temporarily ground mounted has been renewed as a three aspect signal with position 4 junction indicator, reading to the Skegness single line (down direction) or (with position 4 junction indicator) to the joint single line (up direction).

This signal also acts as up joint single line distant for Sleaford South Junction and is 800 yards from Sleaford South Junction up joint single line home signal.

A new three aspect signal, the down joint single line home (SE.48) has been provided reading to the up main single line second home (SE .29), it is 1034 yards before reaching this signal.

All signals are provided with A.W.S. suppressed for opposite movements.

Sleaford South Junction—

The former up joint line from Sleaford East together with its associated connections has been taken out of use.

The former down joint line has become the joint single line.

The disc signal set-back from down main to up main has been abolished.

The down inner home junction signal will be abolished.

The down outer home signal has been replaced by a three aspect signal with position 1 junction indicator. This will apply to the down avoiding line, or (with position 1 junction indicator) to the joint single line (down direction). This signal will be temporarily placed 1 yard in the rear of the present down outer home signal and will be 649 yards south of the signal box. When cleared for the joint single line (down direction) it acts down joint distant for Sleaford East and is 1169 yards from Sleaford East down joint home. This signal has been provided with A.W.S.

The up joint home signal now applies to up movements on the joint single line.

Reference should be made to the diagram included in this Notice.

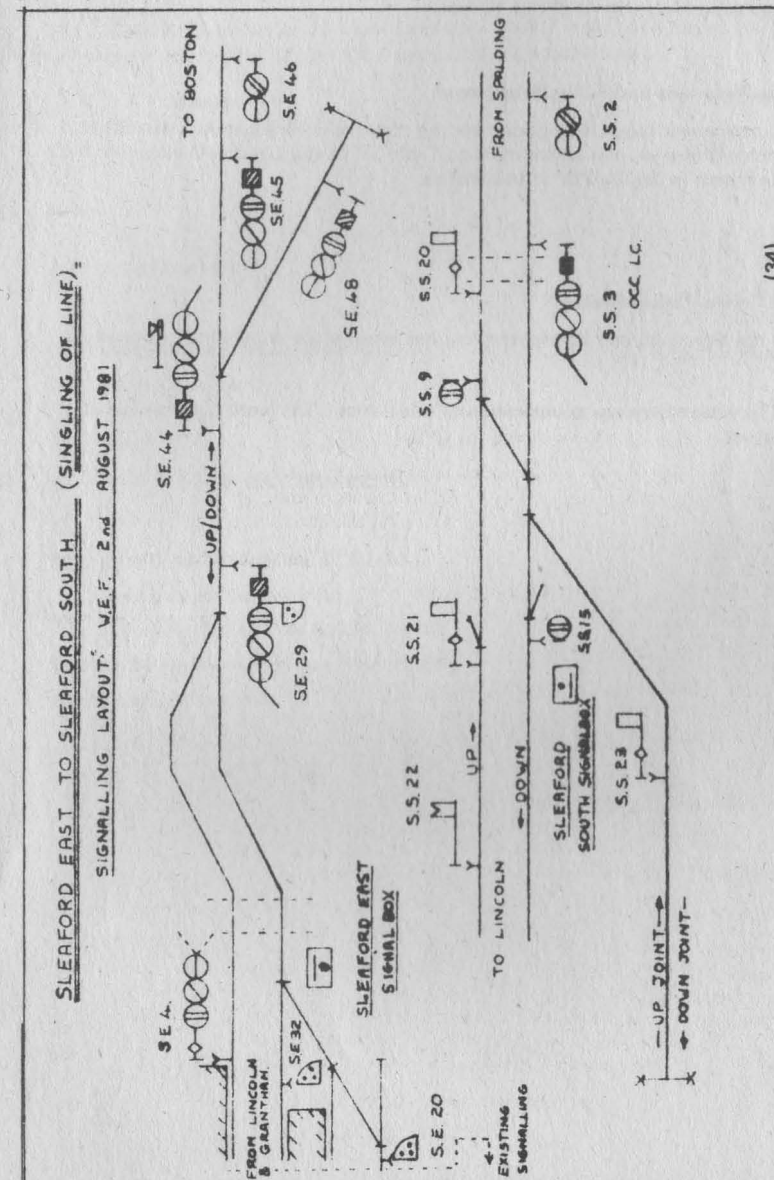
(34)

SECTION C

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

Eastern Region—continued

Between Sleaford East Junction and Sleaford South Junction—continued



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

Western Region:—

Southall—

The existing up relief bracket signal 00.113 has been renewed on the same site in the form of a straight post signal and reduced in height to 12 feet.

(35)

* * * Between Acton Main Line and Ealing Broadway—

The 40 m.p.h. permanent speed restriction over the down relief line between 4m. 60ch. and 5m. 35ch. has been withdrawn. An amendment to Table 'A' of the London Division Sectional Appendix is shown in Section 'D' of this Notice.

(33)

Southern Region:—

Tulse Hill and Crystal Palace Areas—

Alterations to the Signalling and Permanent Way has taken place as detailed in Signalling Instruction No.24 CD.

All concerned to ensure they are in possession of this notice. The work commenced at 08 00 Saturday, 8 August.

(R/SB.429/1/31)

(35)

GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

* * *

WORKING MANUAL FOR RAIL STAFF BR.30054

PART 3 (PINK) HANDLING AND CONVEYANCE OF DANGEROUS GOODS

The undermentioned re-issued pages (date July, 1981), have been issued. All staff issued with these pages must ensure they receive a copy of these amendments.

Section	Re-issued	
	Pages	
Contents	1/2	
"	3/-	
Index	1/2	
"	3/4	
A2 Hazard Substance	7/8	
"	17/18	
"	35/36	
C1 Package & Freight Container Labels	7/-	
D1 Freight Train Traff	1/2	
"	3/-	
E1 General	1/2	
E2 Special Instructions	1/2	
"	3/4	
"	5/-	
E3/3 Certificate of Readiness/Closure	5/6	
Radioactive Flask Traffic	7/8	
Advice to Train Crew H.C.N. Traffic	9/10	
E4 Prohibition/Barrier Wagon Requirments	1/2	
F3 Special Instructions	1/2	
"	3/4	
"	5/6	
"	7/8	

(04/15/771) (1-8-81) (33)

NEW
BRO

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

40

WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations**

General Instructions and Notices

SATURDAY, 3 OCTOBER

to

FRIDAY, 9 OCTOBER, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not ME', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Sunday, 4 October—Drakelow West Curve Junction—

The trap points in the West departure line will be taken away.

The facing connection from the up Leicester goods line to the West arrival line together with the trap points in the West arrival line will be taken away and a new facing crossover between the down and up Leicester lines together with a new trailing connection from the down Leicester goods line to the West arrival line provided immediately on the Leicester side of the old connection.

(OD.14/78/218)

Eastern Region:—

Sunday, 4 October—Renishaw Park Goods Junction to Beighton Junction—

Killamarsh west signal box together with all associated signalling will be abolished. The block section will then be between Renishaw Park Goods Junction and Beighton Junction.

The Beighton Junction up main starting signal (BJ.47) will display red or green aspect only.

DETAILS OF WORK ALREADY CARRIED OUT

Leamington Spa—

The carriage siding adjacent to the up main line has been secured out of use pending removal.

(OD.14/—) (New Item) (42)

Drakelow West Curve Junction—

Signal DY.132 applying to movements from the west departure line has been repositioned 28 yards further from the connection with the down Leicester goods line.

(OD.14/78/218) (42)

Hendon—

The up slow platform has reverted to its previous length at the south end. The same platform has been reduced in length by 90 yards at the north end. Drivers must bring their train to a stand at the stop board provided.

(OD.14/—) (42)

Dorridge—

An additional lever controlling a new position light ground signal, situated 5 yards on the Leamington side of the trailing connection to the up passenger loop, has been provided on Knowle ground frame. Two stencil type route indicators have been provided on the new signal applying as follows:—

UXP — up Leamington to up passenger loop
SDG — up Leamington to up sidings.

The stencil indication on signal SY.422, XUP has been changed to UM.

(OD.14/79/134) (41)

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

. Between Bromford Bridge and Castle Bromwich—

The 30 m.p.h. temporary speed restriction which applies on the up goods line from 38m. 30ch. to 36m. 30ch. has become a permanent speed restriction.

(OD.14/81/182) (40)

. Between Park Lane Jn. and Sutton Park—

The 20 m.p.h. temporary speed restrictions which apply on the down and up lines have become permanent speed restrictions.

(OD.14/81/183) (40)

. West Hampstead—

The existing signal WH.18 situated on the up fast line at the south end of West Hampstead station, has been replaced by a new signal on the footbridge, 10 yards nearer to St. Pancras.

(OD.14/73/410) (40)

. Leagrave—

The up slow platform has been shortened by 90 yards at the south end. Drivers of trains booked to call at the station must bring their trains to a stand at the stop board provided.

(OD.14/—) (40)

Eastern Region:—

Barrow Hill—

Due to storm damage the up main starting signal has been altered as follows.

The right hand doll and the calling-on arm on the centre doll have been abolished. The former centre doll is now the up main starting signal with Whittington Station up main inner distant below. The application of the left hand doll has not been changed and there is no longer a signalled route from up main to up goods.

(New Item) (42)

Between Beighton Junction and Treeton South—

The down goods line between Beighton Jn. and Treeton South first home signal has been taken out of use pending resignalling.

Beighton Jn.—

The down main home signal gantry (carrying also the down main home to down branch and down goods signals) has been abolished and replaced 265 yards further from the signal box by 4-aspect colour light signal (No. BJ4). This signal now functions as a 3-aspect signal only at this stage. A signal-post telephone has been provided.

A Junction Indicator position "1" has been provided and the following indications will apply:—

Aspect	Route Indication	Application Towards
Main	—	Down main
Main	Junction Indicator position "1"	Down branch

The down main distant signal has been replaced 370 yards further from the signal box by a 4-aspect colour light signal (No. BJ3) but is capable of displaying a single yellow or green aspect only at this stage.

The distance between the new colour light distant and home signals is 1,270 yards.

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

Eastern Region:—continued

Wakefield (Kirkgate) East—

The points leading from up goods to Granery sidings have been abolished together with the associated signalling.

(41)

* * * Whittington Station and Barrow Hill South—

The down goods line has been taken out of use pending resignalling.

(40)

* * * Fryston—

The connection down goods loop to down main has been renewed 30 yards nearer to the signal box.

The associated disc signal down main to down goods loop has been repositioned 22 yards nearer to the signal box.

(40)

Western Region:—

Between Hanwell and Hayes—

The existing 'Searchlight' signal heads on the following signals have been replaced by signal heads of the 'Multi-Aspect' type:— DR.8, 00.146, 00.148, 00.150, 00.152 and DR.10.

(42)

Between Hayes and Hanwell—

The existing 'Search-light' signal heads on the following signals have been replaced by signal heads of the 'Multi-Aspect' type:— 00.111, 00.113, 00.115, 00.117, 00.119, 00.121 and 00.219

At Slough West the leads from the up goods to NCL depot at 18m. 46 ch. and 18m. 48ch. have been spiked, clipped and pad-locked out of use pending recovery at a later date.

(41)

* * * Between Worting Jn. and Eastleigh—

The undermentioned ground frame has been abolished and the connections controlled therefrom have been secured out of use:—

Eastleigh Ground Frame L (Steventon).
 Eastleigh Ground Frame K (Shawford).

The undermentioned Eastleigh Ground Frames have been renamed:—

Existing	Future
A	Micheldever
B	Winchester
C	East Yard
E	Marshalling

(R/SA.1406/33/11)

(40)

GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

APPENDIX INSTRUCTION
 SECTIONAL APPENDIX—SOUTHERN SECTION DATED APRIL, 1980

★ Page 254—

BR.29987 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES

Add to list of signal boxes/Persons in Charge sidings specially nominated in accordance with Instructions 44 (ii) (d).

Cricklewood Depot signal box.
 Cricklewood Traction Maintenance Depot Supervisor
 Cricklewood Carriage Sidings Supervisor.

(OD.15/31/138)

(3-10-81)

MISCELLANEOUS INSTRUCTIONS

★ Commencing Saturday, 31 October 1981 a new format for the London Midland Region Working Over Books will be introduced. The publication will be in loose-leaf form and will comprise initially as follows:—

Section A BR.30063/1	—	General Instructions applicable to the Eastern Region.
Section B BR.30063/2	—	General Instructions applicable to the Western Region.
Section C BR.30063/3	—	General Instructions applicable to the Southern Region.
Section D BR.30063/4	—	Tables and Local Instructions applicable to the Eastern Region via Newark Castle, Bingham and Ketton.
Section E BR.30063/5	—	Tables and Local Instructions applicable to the Eastern Region via Hasland, Grindleford to Leeds and York. Also Rufford Colliery.
Section L BR.30063/11	—	Tables and Local Instructions applicable to the Other Regions lines in the London Area.

Further sections covering the Other Regions Lines over which London Midland Region Traincrews work will be issued in due course. Until such time as they are issued the existing Working Over Books **MUST** be retained. (With the exception of BR.30026 Instructions affecting LMR staff when working over the other Regions lines in the London area which is fully covered by the above).

Sections will only be issued to depots which are affected by the routes/instructions contained therein. A binder will be provided.

Anyone with route knowledge over the lines listed above who has not received the appropriate sections of the re-issued publications by week ending 19th October should advise their Supervisor accordingly.

(OD.15/Pad.62)

(3-10-81) (44)

SECTION D

Miscellaneous Instructions—continued

LEICESTER STATION

In connection with diversions due to engineering work on Saturdays/Sundays, the following will apply if required to avoid congestion in station area.

Down passenger trains are authorised to travel over the down goods line between Leicester London Road Jn. and Bell Lane (Humberstone Road) and the Absolute Block System will apply to all trains.

Up passenger trains are authorised to travel over the up goods line between Leicester North and Leicester London Road Jn. and the Absolute Block System will apply to all trains.

(P.13/5)

(29-3-81)

PIPED ONLY VEHICLES CONVEYING DANGEROUS GOODS

"With reference to the Working Manual for Rail Staff, White Pages, Paragraph C4/5:—
'Piped Only' Vehicles carrying dangerous goods may be conveyed only when authorised by the Chief Operations Manager, BR HQ.

This authority may be given on a general basis for a particular traffic or route, in which case reference to the authority is made in Section H.10 of the White Pages.

However, where authority is given for the movement of some other vehicle on a particular service, advice will be given by Telegram from the Chief Operating Manager of the Region concerned. At the point where the vehicle is attached, a copy of this advice must be handed to the Guard, without which he must not proceed."

(04/15/771)

(26-9-81) (41)

Don't go west

wear your

H. V. vest

CREWE

30 September, 1981

J. M. GREGORY

Chief Operating Manager

NEW
Box

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

41

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 10 OCTOBER

to

FRIDAY, 16 OCTOBER, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not **ME**', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

SIGNALLING AND PERMANENT WAY ALTERATIONS

****** Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Sunday, 11 October—Kettering Station—

The down fast to up fast trailing crossover with slip connection to the up slow will be secured out of use pending removal.

The ground signal applying down fast to up fast or up slow will be taken away.

The draw ahead signal on the up fast starting signal will be taken away.

The ground signal situated at the north end of platform 3 applying set back along down slow will be taken away.

The ground signal situated adjacent to the up slow line and applying goods yard siding, down fast, down slow or along up slow will only apply up slow to down slow or along up slow.

(OD.14/—)

DETAILS OF WORK ALREADY CARRIED OUT

Drakelow West Curve Junction—

The trap points in the West departure line have been taken away.

The facing connection from the up Leicester goods line to the West arrival line together with the trap points in the West arrival line have been taken away and a new facing crossover between the down and up Leicester lines together with a new trailing connection from the down Leicester goods line to the West arrival line provided immediately on the Leicester side of the old connection. (43)

(OD.14/78/218)

Leamington Spa—

The carriage siding adjacent to the up main line has been secured out of use pending removal.

(OD.14/—)

(42)

Drakelow West Curve Junction—

Signal DY.132 applying to movements from the West departure line has been repositioned 28 yards further from the connection with the down Leicester goods line.

(OD.14/78/218)

(42)

Hendon—

The up slow platform has reverted to its previous length at the south end. The same platform has been reduced in length by 90 yards at the north end. Drivers must bring their train to a stand at the stop board provided.

(OD.14/—)

(42)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

****** Dorridge—

An additional level controlling a new position light ground signal, situated 5 yards on the Leamington side of the trailing connection to the up passenger loop, has been provided on Knowle ground frame. Two stencil type route indicators have been provided on the new signal applying as follows:—

UXP — up Leamington to up passenger loop /
SDG — up Leamington to up sidings.

The stencil indication on signal SY.422, XUP has been changed to UM.

(OD.14/79/134)

(41)

Eastern Region :—

Renishaw Park Goods Junction to Beighton Junction—

Killmarsh west signal box together with all associated signalling has been abolished. The block section is now between Renishaw Park Goods Junction and Beighton Junction.

The Beighton Junction up main starting signal (BJ.47) displays red or green aspect only.

(43)

Barrow Hill—

Due to storm damage the up main starting signal has been altered as follows.

The right hand doll and the calling-on arm on the centre doll have been abolished. The former centre doll is now the up main starting signal with Whittington Station up main inner distant below. The application of the left hand doll has not been changed and there is no longer a signalled route from up main to up goods.

(42)

****** Between Beighton Junction and Treeton South—

The down goods line between Beighton Jn. and Treeton South first home signal has been taken out of use pending resignalling.

Beighton Jn.—

The down main home signal gantry (carrying also the down main home to down branch and down goods signals) has been abolished and replaced 265 yards further from the signal box by 4-aspect colour light signal (No. BJ4). This signal now functions as a 3-aspect signal only at this stage. A signal-post telephone has been provided.

A junction Indicator position "1" has been provided and the following indications will apply:—

Aspect	Route Indication	Application Towards
Main	—	Down main
Main	Junction Indicator position "1"	Down branch

The down main distant signal has been replaced 370 yards further from the signal box by a 4-aspect colour light signal (No. BJ3) but is capable of displaying a single yellow or green aspect only at this stage.

The distance between the new colour light distant and home signals is 1,270 yards.

(41)

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

Eastern Region—continued

* * Wakefield (Kirkgate) East—

The points leading from up goods to Granery sidings have been abolished together with the associated signalling.

(41)

Western Region:—

Between Hanwell and Hayes—

The existing 'Searchlight' signal heads on the following signals has been replaced by signal heads of the 'Multi-Aspect' type:— DR.8, 00.146, 00.148, 00.150, 00.152 and DR.10.

(42)

* * Between Hayes and Hanwell—

The existing 'Searchlight' signal heads on the following signals have been replaced by signal heads of the 'Multi-Aspect' type:— 00.111, 00.113, 00.115, 00.117, 00.119, 00.121 and 00.219.

At Slough West the leads from the up goods to NCL depot at 18m. 46ch. and 18m. 48ch. have been spiked, clipped and padlocked out of use pending recovery at a later date.

(41)

GENERAL INSTRUCTIONS AND NOTICES

★ New item

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

★ WORKING MANUAL FOR RAIL STAFF—WHITE PAGES

SECTION F—WORKING OF FREIGHTLINER TRAINS.

The present arrangements under which Freightliners Ltd. documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR.29973 and other BR documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate hand over to the guard working the train forward, these documents must either be handed to yardstaff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether document bags or boxes are in use on trains.

(05/25/57)

(10-10-81)

APPENDIX INSTRUCTION
SECTIONAL APPENDIX—SOUTHERN SECTION DATED APRIL, 1980

Page 254—

BR.29987 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES

Add to list of signal boxes/Persons in Charge sidings specially nominated in accordance with Instructions 44 (ii) (d).

Cricklewood Depot signal box.
Cricklewood Traction Maintenance Depot Supervisor
Cricklewood Carriage Sidings Supervisor.

(OD.15/31/138)

(3-10-81)

MISCELLANEOUS INSTRUCTIONS

Commencing Saturday, 31 October 1981 a new format for the London Midland Region Working Over Books will be introduced. The publication will be in loose-leaf form and will comprise initially as follows:—

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Sections will only be issued to depots which are affected by the routes/instructions contained therein. A binder will be provided.

Anyone with route knowledge over the lines listed above who has not received the appropriate sections of the re-issued publications by week ending 19th October should advise their Supervisor accordingly.

(OD.15/Pad.62)

(3-10-81) (44)

SECTION D

Miscellaneous Instructions—continued

★ WELLINGBOROUGH F & I POINT
BURTON F & I POINT

These fuelling points have been closed.

(P13/5)

(44)

LEICESTER STATION

In connection with diversions due to engineering work on Saturdays/Sundays, the following will apply if required to avoid congestion in station area.

Down passenger trains are authorised to travel over the down goods line between Leicester London Road Jn. and Bell Lane (Humberstone Road) and the Absolute Block System will apply to all trains.

Up passenger trains are authorised to travel over the up goods line between Leicester North and Leicester London Road Jn. and the Absolute Block System will apply to all trains.

(P.13/5)

(29-3-81)

** PIPED ONLY VEHICLES CONVEYING DANGEROUS GOODS

"With reference to the Working Manual for Rail Staff, White Pages, Paragraph C4/5:— 'Piped Only' Vehicles carrying dangerous goods may be conveyed only when authorised by the Chief Operations Manager, BR HQ.

This authority may be given on a general basis for a particular traffic or route, in which case reference to the authority is made in Section H.10 of the White Pages.

However, where authority is given for the movement of some other vehicle on a particular service, advice will be given by Telegram from the Chief Operating Manager of the Region concerned. At the point where the vehicle is attached, a copy of this advice must be handed to the Guard, without which he must not proceed."

(04/15/771)

(26-9-81) (41)

CREWE

7 October, 1981

J. M. GREGORY

Chief Operating Manager

A LOOK

EACH WAY KEEPS

TROUBLE

AT BAY

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

43

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 24 OCTOBER

to

FRIDAY, 30 OCTOBER, 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
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CREWE (053/2239) to avoid duplication.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Saturday, 24 October—Harpenden—

The down slow platform will revert to its previous length at the south end. The same platform will be reduced in length by 90 yards at the north end. Drivers must bring their trains to a stand at the stop board provided. (OD.14/—)

Sunday, 25 October—Coleshill—

Position light signal SY.506 situated on the up slow line at the points of the trailing connection to the down slow line will be repositioned 16 yards nearer to Whitacre Junction. (OD.14/—)

Friday, 30 October to Sunday, 1 November—Bedford (Midland) Station Junction—

A facing connection from the up slow line to a new carriage washer siding will be brought into use 140 yards south of the station.

The position light signals beneath signal WH.358 (up slow) and WH.498 (down slow) at the south end of Bedford station will additionally apply to movements to the carriage washer siding with stencil indication 'WSH'. The present stencil indication 'SDG'—to carriage sidings will be changed to 'CAR'.

A new position light shunting signal (WH.621) will be provided at the exit from the new carriage washer siding and will apply to movements to the down or up slow line.

A new portion of line 350 yards in length, will be brought into use between a new facing connection in the up slow line at the south end of the station and a new connection in the St. Johns goods line 75 yards on the Bedford Midland side of signal WH.473. This new portion of line will be provided with trap points at the Bedford Midland end, facing to trains from the St. Johns direction and will become part of the up St. Johns goods line. The existing line alongside the new line will become part of the down St. Johns goods line.

The position 1 junction indicator on signal WH.473 (down St. Johns goods line) applying to movements to the down slow line will be taken away and this signal, with no junction indication, will now apply to movements to the down slow line. A position 4 junction indicator will be provided on this signal and will apply to the up slow line via the new portion of up St. Johns.

Position light shunting signal WH.613 on the St. Johns goods line applying to movements to the down or up slow will be repositioned on the new portion of up St. Johns goods line, 120 yards nearer to Bedford Midland and will apply to movements to the up slow line.

Position light shunting signal WH.632 on the St. Johns goods line applying to movements to the up St. Johns goods line or along the down St. Johns goods line towards St. Johns will be repositioned 70 yards nearer to Bedford Midland, on the new portion of up St. Johns goods line.

Position light shunting signal WH.611 on the up St. Johns goods line opposite signal WH.473 will apply to movements to the down slow line, along the up St. Johns goods line, or with indication 'SDG' to the Engineer's sidings. (OD.14/73/410)

Western Region :—

Monday, 26 October (09 00 hours)—Between Filton Junction and Bristol Narrowways Hill Junction—

The following permanent speed restrictions will be withdrawn:—

Down Filton relief line 60 m.p.h. between 3m. 25ch. and 3m. 5ch.

Down and up Filton relief lines 40 m.p.h. between 3m. 5ch. and 3 m.p.

At the same time an advance warning indicator will be provided on the down Filton relief line at 3m. 30ch., with associated A.W.S. indicator, for the permanent speed restriction of 50 m.p.h. commence at 2½ m.p.

SECTION C

Signalling and Permanent Way Alterations—continued DETAILS OF WORK ALREADY CARRIED OUT

Northampton No. 4

The up main line has been interlaced with the down main line over bridge No. 30 at 67m. 1650 yards. Automatic signal WH.4.111 situated on the Northampton side of the interlace has become a controlled signal and replated NH.4.3.

The up Market Harborough home and distant signal BH.4.80 have their lights extinguished. (OD.14/81/278) (New item) (45)

Birmingham New Street—

Signal NS.228 has been repositioned 5 yards nearer No.5 platform. The fixed diamond crossing immediately in advance of the above signal has become a switch diamond.

(OD.14/81/259) (45)

Between Nuneaton Midland Junction and Hinckley

The catch points situated in the up line at 3m. 09ch. have been repositioned 80 yards nearer Nuneaton and are now 780 yards from Hinckley up main outer home signal.

(OD.14/—) (New item) (45)

Hendon—

The up fast platform has reverted to its previous length at the south end. The same platform has been reduced in length by 90 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (45)

Elstree—

The up slow platform has reverted to its previous length at the south end. The same platform has been reduced in length by 85 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (45)

Radlett—

The up fast platform has reverted to its previous length at the south end. The same platform has been reduced in length by 95 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (45)

* * Kettering Station—

The down fast to up fast trailing crossover with slip connection to the up slow has been secured out of use pending removal.

The ground signal applying down fast to up fast or up slow has been taken away.

The draw ahead signal on the up fast starting signal has been taken away.

The ground signal situated adjacent to the up slow line and applying goods yard siding, down fast, down slow or along up slow only applies up slow to down slow or along up slow.

(OD.14/—) (43)

Signalling and Permanent Way Alterations—continued
 Details of Work Already Carried out—continued

**** Drakelow West Curve Junction—**

The trap points on the West departure line have been taken away.

The facing connection from the up Leicester goods line to the West arrival line together with the trap points in the West arrival line have been taken away and a new facing crossover between the down and up Leicester lines together with a new trailing connection from the down Leicester goods line to the West arrival line provided immediately on the Leicester side of the old connection.

(OD.14/78/218) (43)

Eastern Region :—

Stoney—

The main to main crossover and the connection to the down refuge siding have been secured out of use in the normal position pending removal and the associated signalling abolished.

(45)

Wakefield Kirkgate West—

The trailing points - down branch/down fast have been secured out of use in the reverse position for through running from down branch to down platform.

The facing connection - down fast/down through has been secured out of use in the normal position pending removal.

The facing end in the down fast of the down fast to down slow facing connection has been secured out of use in the reverse position for through running to down slow.

The associated signal routes (down branch to down through and down fast to down platform) have been abolished.

Trains from Huddersfield or Barnsley requiring to call at Wakefield Kirkgate to travel over the down L.&Y. slow line.

(45)

Sheffield (Millrace Jn. Points)—

The spur at the south end of the up & down goods No.2 has been removed. The points at the Brightside end of the trailing connection - up main to up & down goods No.2 are now trap points.

(44)

Leeds Parcels Concentration Depot

The Parcels Area Control Cabin has been abolished and all points worked therefrom have become hand-operated.

Alterations to Signalling

Arriving trains now enter the Parcels Concentration Depot via the 'Parcels Reception' line only and depart via 'Parcels Area' line (L96 Signal).

Ground position light signal No. L97—reading to Parcels Reception, Parcels Area, or L103 signal, now reads to Parcels Reception of L103 signal only.

Round indication 'P' is no longer displayed on Up Shipley fast signal L91 : up Shipley slow signal L92 and down Normanton signal L93, and these signals no longer apply towards the Parcels Area.

The following ground position light signals have been abolished :—

PD17 - and from Parcels Docks/3 and 4 Reception

PD18 - Exit from 1 and 2 Reception lines.

(44)

Signalling and Permanent Way Alterations—continued
 Details of work Already Carried Out—continued

**** Renishaw Park Goods Junction to Beighton Junction—**

Killmarsh west signal box together with all associated signalling has been abolished. The block section is now between Renishaw Park Goods Junction and Beighton Junction.

The Beighton Junction up main starting signal (BJ.47) displays red or green aspect only.

(43)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

44

WEEKLY OPERATING NOTICE containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations**

General Instructions and Notices

SATURDAY, 31 OCTOBER

to

FRIDAY, 6 NOVEMBER, 1981

inclusive

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

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SECTION B

54

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BRIXTON STATION TO STREATHAM COMMON—continued		
Thursday, 5 and Friday, 6 November		
459 Streatham Hill and Tulse Hill	Down & up Crystal Palace, down & up Leigham spurs, down & up West Norwood spurs, down & up Sydenham spurs & up Crystal Palace spur. BLOCKED	00 40 to 04 50. Trackwork, 5% and 9% m.p. Down traffic cannot pass to down Crystal Palace spur.

SECTION C

55

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Friday, 30 October to Sunday, 1 November—Bedford (Midland) Station Junction—

A facing connection from the up slow line to a new carriage washer siding will be brought into use 140 yards south of the station.

The position light signals beneath signal WH.358 (up slow) and WH.498 (down slow) at the south end of Bedford station will additionally apply to movements to the carriage washer siding with stencil indication 'WSH'. The present stencil indication 'SDG'—carriage sidings will be changed to 'CAR'.

A new position light shunting signal (WH.621) will be provided at the exit from the new carriage washer siding and will apply to movements to the down or up slow line.

A new portion of line 350 yards in length, will be brought into use between a new facing connection in the up slow line at the south end of the station and new connection in the St. Johns goods line 75 yards on the Bedford Midland side of signal WH.473. This new portion of line will be provided with trap points at the Bedford Midland end, facing to trains from the St. Johns direction and will become part of the up St. Johns goods line. The existing line alongside the new line will become part of the down St. Johns goods line.

The position 1 junction indicator on signal WH.473 (down St. Johns goods line) applying to movements to the down slow line will be taken away and this signal, with no junction indication, will now apply to movements to the down slow line. A position 4 junction indicator will be provided on this signal and will apply to the up slow line via the new portion of up St. Johns.

Position light shunting signal WH.613 on the St. Johns goods line applying to movements to the down or up slow will be repositioned on the new portion of up St. Johns goods line, 120 yards nearer to Bedford Midland and will apply to movements to the up slow line.

Position light shunting signal WH.623 on the St. Johns goods line applying to movements to the up St. Johns goods line or along the down St. Johns goods line towards St. Johns will be repositioned 70 yards nearer to Bedford Midland, on the new portion of up St. Johns goods line.

Position light shunting signal WH.611 on the up St. Johns goods line opposite signal WH.473 will apply to movements to the down slow line, along the up St. Johns goods line, or with indication 'SDG' to the Engineer's sidings.

(OD.14/73/410)

(47)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Referred to in Section B—continued

Sunday, 1 November—Northampton—

Northampton No.3 box will be abolished.

A new box also known as Northampton No.3 will be brought into operation on the cess side of the up goods line.

The following disc ground signals controlled from the new box will be replaced by position light ground signals:—

set-back down slow to down fast
set-back up slow to up goods or sidings
up sidings to up slow or up goods
goods yard to up goods

The position light ground signal controlled from the new box applying to movements from the up sidings will be provided with a route indicator applying as follows:—

up main — M
up platform — P
up slow — B
goods yard — SDG

The position light ground signal controlled from the new box applying to movements from the up slow line will be provided with a route indicator as follows:—

set-back along up slow — US
up goods — UG
sidings — SDG

(OD.14/81/15) (47)

Sunday, 1 November—Little Bowden Junction—

The up "splitting" distant signal, situated on a left hand bracket on Market Harborough up main starting signal, applying to movements from the up main to up goods line will be taken away.

(OD.14/81/52) (47)

* * * From 00 01 Sunday, 1 November—Cricklewood Maintenance Depot—Renaming of Sidings—

The Diesel Locomotive, EMU No.1, EMU No.2 and EMU No.3 sidings will be renamed Numbers 1, 2, 3 and 4 Roads respectively.

(OD.15/Pad.31/138) (31—10—81) (45)

Monday, 2 November—Wirksworth Incline—

No.1 siding line will be shortened by 10 metres, No.4 siding line will be shortened by 30 metres by the installation of temporary stop blocks. No.5 and 6 siding lines will be in operation with a lookout man provided.

(OD.14/—)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Referred to in Section B—continued

Eastern Region:—

Saturday, 31 October—Shirebrook Junction—

Ground position light signal SJ12, applying set back on down main towards Shirebrook Station will be repositioned 90 yards further from the signal box. The repositioned signal will be 323 yards from the down main disc signal at Shirebrook Station.

A "52 SLU" marker board will be provided at a distance of 365 yards from the down main disc signal at Shirebrook Station.

(47)

DETAILS OF WORK ALREADY CARRIED OUT

Wellingborough Junction—

Morris Motors ground frame and trailing connection worked therefrom have been taken out of use pending removal.

The shunting signal situated adjacent to the up goods line and applying to set back movements along the up goods line has been taken out of use.

(OD.14/81/293) (47)

Harpenden—

The down slow platform has been reverted to its previous length at the south end. The same platform has been reduced in length by 90 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—)

Coleshill—

Position light signal SY.506 situated on the up slow line at the points of the trailing connection to the down slow line has been repositioned 16 yards nearer to Whitacre Junction.

(OD.14/—)

Northampton No. 4—

The up main line has been interlaced with the down main line over bridge No. 30 at 67m. 1650 yards. Automatic signal WH.4.111 situated on the Northampton side of the interlace has become a controlled signal and replated NH.4.3.

The up Market Harborough home and distant signal BH.4.80 have their lights extinguished.

(OD.14/81/278) (45)

Birmingham New Street—

Signal NS.228 has been repositioned 5 yards nearer No. 5 platform. The fixed diamond crossing immediately in advance of the above signal has become a switch diamond.

(OD.14/81/259) (45)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Washwood Heath No.2 Shunting Frame—

The connections between the down goods line, down through siding and down reception lines have been secured out of use pending removal.

The route to the down through siding or down sidings from, up & down Lawley St. through siding, down main or down goods lines can now only be made via the crossover situated between the down goods line and up & down Camp Hill through siding.

Position light shunting signals applying to movements from down through siding to down goods line and from down sidings to down goods line, now apply to movements along up & down Camp Hill through siding only.

(OD.14/—) (46)

Between Nuneaton Midland Junction and Hinckley—

The catch points situated in the up line at 3m. 09ch. have been repositioned 80 yards nearer Nuneaton and are now 780 yards from Hinckley up main outer home signal.

(OD.14/—) (45)

Hendon—

The up fast platform has reverted to its previous length at the south end. The same platform has been reduced in length by 90 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (45)

Elstree—

The up slow platform has reverted to its previous length at the south end. The same platform has been reduced in length by 85 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (45)

Radlett—

The up fast platform has reverted to its previous length at the south end. The same platform has been reduced in length by 95 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

Eastern Region :—**Stones—**

The main to main crossover and the connection to the down refuge siding have been secured out of use in the normal position pending removal and the associated signalling abolished.

(45)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued**Wakefield Kirkgate West—**

The trailing points - down branch/down fast have been secured out of use in the reverse position for through running from down branch to down platform.

The facing connection - down fast/down through has been secured out of use in the normal position pending removal.

The facing end in the down fast of the down fast to down slow facing connection has been secured out of use in the reverse position for through running to down slow.

The associated signal routes (down branch to down through and down fast to down platform) have been abolished.

Trains from Huddersfield or Barnsley requiring to call at Wakefield Kirkgate to travel over the down L. & Y. slow line.

(45)

*** * * Sheffield (Millrace Jn. Points)—**

The spur at the south end of the up & down goods No. 2 has been removed. The points at the Brightside end of the trailing connection - up main to up & down goods No. 2 are now trap points.

(44)

*** * * Leeds Parcels Concentration Depot—**

The Parcels Area Control Cabin has been abolished and all points worked therefrom have become hand-operated.

Alterations to Signalling—

Arriving trains now enter the Parcels Concentration Depot via the 'Parcels Reception' line only and depart via 'Parcels Area' line (L96 Signal).

Ground position light signal No. L97—reading to Parcels Reception, Parcels Area, or L103 signal, now reads to Parcels Reception of L103 signal only.

Round indication 'P' is no longer displayed on Up Shipley fast signal L91 : up Shipley slow signal L92 and down Normanton signal L93, and these signals no longer apply towards the Parcels Area.

The following ground position light signals have been abolished :—

PD17 — and from Parcels Docks/3 and 4 Reception
PD18 — Exit from 1 and 2 Reception lines.

(44)

Western Region—**Between Filton Junction and Bristol Narrowways Hill Junction—**

The following permanent speed restrictions have been withdrawn :—

Down Filton relief 60 m.p.h. between 3m. 25ch. and 3m. 5ch.
Down and up Filton relief lines 40 m.p.h. between 3m. 5ch. and 3 m.p.

At the same time an advance warning indicator has been provided on the down Filton relief line at 3m. 30ch., with associated A.W.S. indicator, for the permanent speed restriction of 50 m.p.h. commence at 2½ m.p.

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

45

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 7 NOVEMBER

to

FRIDAY, 13 NOVEMBER 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not ME', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * - Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Sunday, 8 November—Old Kew Junction—

The junction layout and signalling will be altered. Full details are shown on the diagram in this notice.

(R/M.1/1652)

Sunday, 8 November—Between Moorthorpe South and Ferrybridge also Ferrybridge Branch—

The facing crossover between the Down and Up Main lines (between Ferrybridge signal box and Ferrybridge North Junction) will be repositioned 275 yards further from the signal box and Ferrybridge North Junction and Ferrybridge South Junction will be remodelled.

Between Ferrybridge North Junction and Knottingley West Junction—

The Down and Up Branch lines will be renamed Down and Up Knottingley.

Between Pontefract Monkhill Goods Junction and Ferrybridge South Junction—

The Down Goods will be taken out of use. The Up Goods will become the Monkhill Goods Single line and the Track Circuit Block Regulations will apply. Pontefract Monkhill Goods Junction will be remodelled to form the new double/single line junction.

Alterations to Existing Signalling—

The following signals will be abolished:—

(Ferrybridge Branch)

Up Goods ground position light signal F27

Down Goods 3-aspect signal F33

The offset subsidiary (applying towards Down Goods Line occupied) will be removed from Down Goole K375 signal. The Junction indicator on this signal will now apply towards Down Monkhill Goods Single line F615 signal.

Up main signal F3 applying towards Up Knottingley or Up Goods etc. and Down Main signal F24 (Down Main to former Up Goods) will be abolished.

Ferrybridge Power Station Junction—

The entry/exit to the Power Station will be remodelled, but the existing points will be used until further notice.

Until further notice—the route from Up C.E.G.B. towards Up Monkhill Goods Single line (route indication "U" on signal F622), will be via the Up Main (new F614 signal) only. Route indication "D" (route via Down Main) will be taken out of use.

Reference should be made to the diagram included in this notice.

The Up Refuge Siding of Ferrybridge will be taken out of use until Sunday, 29 November.

Replating of Signals on Moorthorpe South to York Route (prefix of signal box to which signal-post telephone communicates — M = Moorthorpe South, F = Ferrybridge)

Signalling and Permanent Way Alterations—continued

Details of Work Referred to in Section B—continued

Ferrybridge Power Station Junction—continued

Line	Old No.	New No.
Down Main	D10	F587
	D9	F591
	D9B	F593
	D8	F595
	D7	F597
	D6	F601
	D5	F603
	D4B	F605
	D4	F607
	D3	F611
	F30	F613
	F29	F621

The theatre-type route indicator on Down Main F621 signal will be abolished, and a Junction Indicator position "1" for the route to the Down C.E.G.B. line will be provided. The following indications will now apply:—

Aspect	Junction Indicator	Destination
Main	Position "1"	Down CEGB
Sub	Position "1"	Down CEGB line occupied
Main	—	Down Main (D1 signal)

The associated A.W.S. Inductor will be repositioned on the approach side of the new crossover.

Line	Old No.	New No.
Down Knottingley Branch	F28	F617
	U0	F626
	F2	F624
	U3(auto)	F608(Controlled signal)
	U4	F606
	U4B	F604
	U5	M602
	U6(auto)	M598(Controlled)
	U7	M596
	U8	M594
	U9	M592
Up CEGB	U9B	M588
	F10	F622

SECTION C

56

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to In Section B—continued

New Signals (K = Knottingley)—

Signal	Line	Aspect	Route or Junction Indication J.I. = Junction Indication	Destination
F614	Up Main	Main— Main	J1 position "1" J1 position "4"	F608 Up Knottingley K381 K377 (Up Monkhill Goods)
F615	Down Monk -hill Goods Single line	Main		Down Main F621

A.W.S. will be provided for F614 signal.

New Ground Position Light Signals

5031	Up Main	"D" "X" "S"	Down Main Up Main Up Sidings Up Main
5030	Down Main		Up Main
5032	Up Sidings		Up Main

Catch Points

The following catch points will be secured out of use for through running pending replacement by plain line.

Up Main at 9m. 14chs, 1,363 yards before reaching M588 signal.

Up Main at 8m. 22chs, 1,377 yards before reaching M592 signal.

Up Goole at 57m. 32chs, 550 yards before reaching P374 signal.

Up Knottingley at 2m. 44chs, 519 yards before reaching K381 signal (G8)

Wednesday, 11 November—Kew Bridge—

Down Hounslow signal F131 will be repositioned 7 yards towards Brentford, without alteration to application or form.

(R/M1/1752)

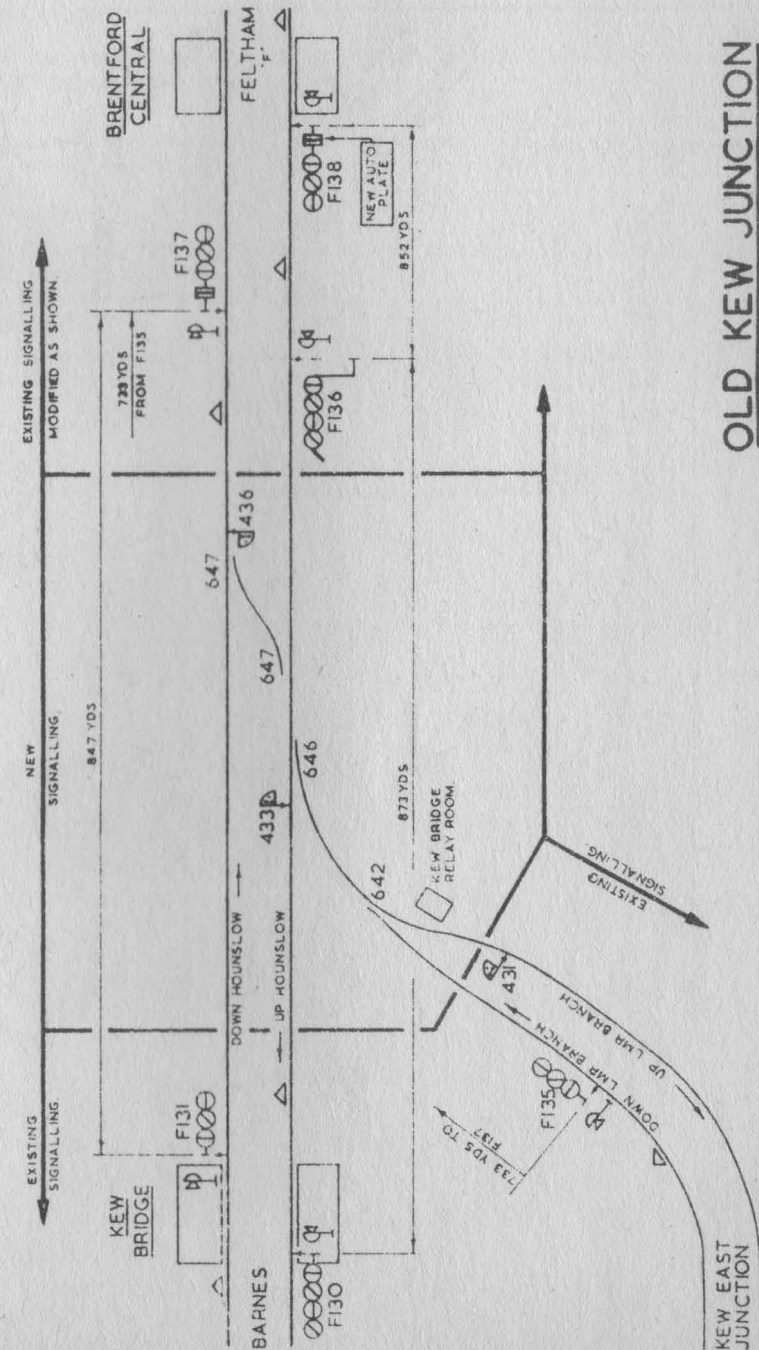
(48)

SECTION C

57

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Sunday, 8 November—Old Kew Junction



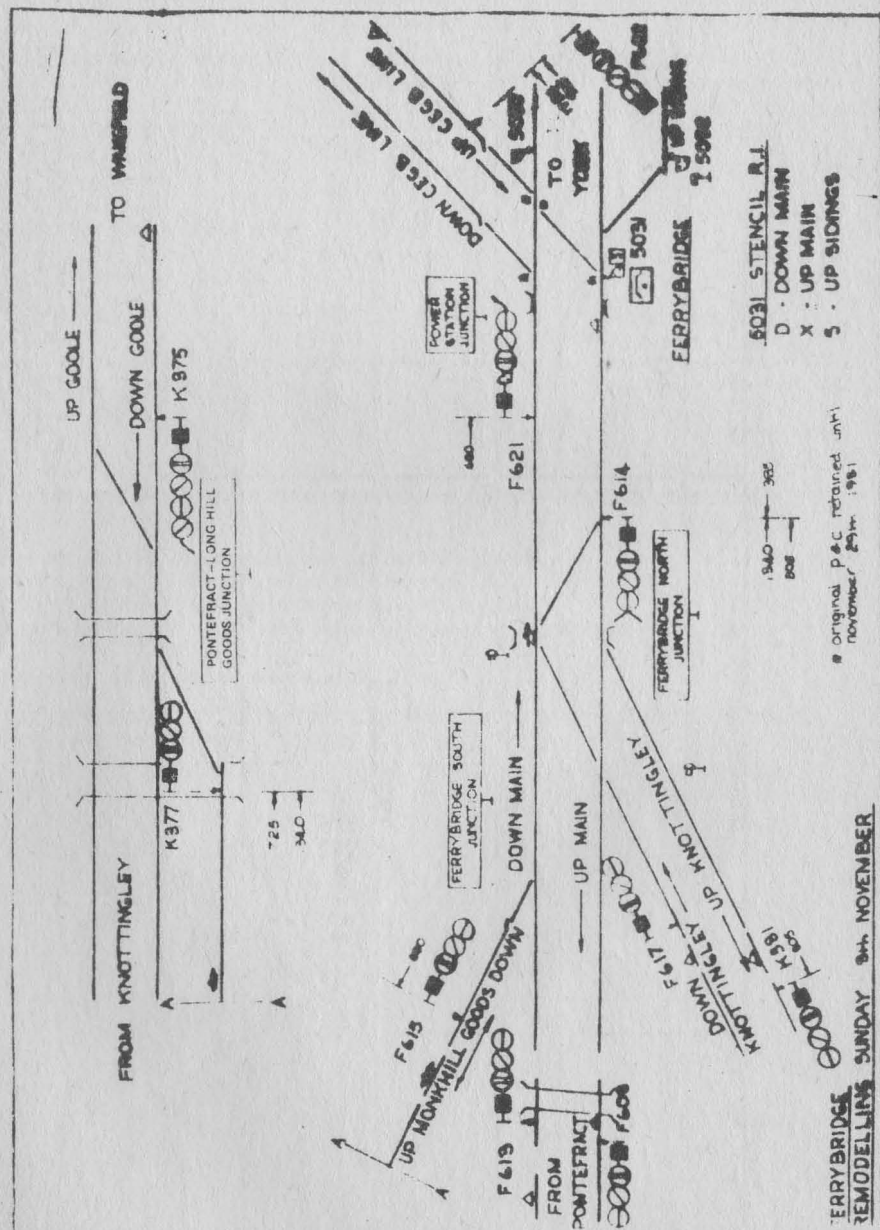
OLD KEW JUNCTION
 EXISTING SIGNALLING
 MODIFIED AS SHOWN. (48)

SECTION C

58

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Sunday, 8 November—Ferrybridge—



SECTION C

59

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Sunday, 8 November—Wakefield Kirkgate East and Wakefield Kirkgate West—

The Up Through line will be taken out of use.

Wakefield West—

The facing connection, Up Platform to Up Through/Up Slow will be removed and replaced by plain line connecting Up Platform and Up Slow.

The trailing connection — Up Passenger Loop — Up Platform/Up Fast, will be secured out of use in the reverse position pending replacement by plain line for through running — Up Passenger Loop to Up Fast.

Signals Abolished—

WW47 Up Through Home 3-aspect colour light with 2-way theatre — type route indicator and associated subsidiary.

Altered Signal—

WW55—Up Platform Home 3-aspect colour light—the route from Up Platform to the Up Fast will be taken out of use.

Wakefield East—

The facing connection — Up L. & Y Main to Up Through will be secured out of use in the normal position pending removal. All associated signals/signal routes will be abolished.

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Bedford (Midland) Station Junction—

A facing connection from the up slow line to a new carriage washer siding has been brought into use 140 yards south of the station.

The position light signals beneath signal WH.358 (up slow) and WH.498 (down slow) at the south end of Bedford station additionally applies to movements to the carriage washer siding with stencil indication 'WSH'. The present stencil indication 'SDG'—carriage sidings has been changed to 'CAR'.

A new position light shunting signal (WH.621) has been provided at the exit from the new carriage washer siding and applies to movements to the down or up slow line.

A new portion of line 350 yards in length, has been brought into use between a new facing connection in the up slow line at the south end of the station and new connection in the St. Johns goods line 75 yards on the Bedford Midland side of signal WH.473. This new portion of line has been provided with trap points at the Bedford Midland end, facing to trains from the St. Johns direction and becomes part of the up St. Johns goods line. The existing line alongside the new line has become part of the down St. Johns goods line.

The position 1 junction indicator on signal WH.473 (down St. Johns goods line) applying to movements to the down slow line has been taken away and this signal, with no junction indication, now applies to movements to the down slow line. A position 4 junction indicator has been provided on this signal and applies to the up slow line via the new portion of up St. Johns.

Position light shunting signal WH.613 on the St. Johns goods line applying to movements to the down or up slow has been repositioned on the new portion of up St. Johns goods line, 120 yards nearer to Bedford Midland and applies to movements to the up slow line.

Position light shunting signal WH.623 on the St. Johns goods line applying to movements to the up St. Johns goods line or along the down St. Johns goods line towards St. Johns has been repositioned 70 yards nearer to Bedford Midland, on the new portion of up St. Johns goods line.

Position light shunting signal WH.611 on the up St. Johns goods line opposite signal WH.473 applies to movements to the down slow line, along the up St. Johns goods line, or with indication 'SDG' to the Engineer's sidings.

(OD.14/73/410)

(47)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Northampton—

Northampton No.3 box has been abolished.

A new box also known as Northampton No.3 has been brought into operation on the cess side of the up goods line.

The following disc ground signals controlled from the new box have been replaced by position light ground signals:—

set-back down slow to down fast
set-back up slow to up goods or sidings
up sidings to up slow or up goods
goods yard to up goods

The position light ground signal controlled from the new box applying to movements from the up sidings has been provided with a route indicator applying as follows:—

up main — M
up platform — P
up slow — B
goods yard — SDG

The position light ground signal controlled from the new box applying to movements from the up slow line has been provided with a route indicator as follows:—

set-back along up slow — US
up goods — UG
sidings — SDG

(OD.14/81/15)

(47)

Little Bowden Junction—

The up "splitting distant signal, situated on a left hand bracket on Market Harborough up main starting signal, applying to movements from the up main to up goods line has been taken away.

(OD.14/81/52)

(47)

Wirksworth Incline—

No.1 siding line has been shortened by 10 metres, No.4 siding line has been shortened by 30 metres by the installation of temporary stop blocks. No.5 and 6 siding lines will be in operation with a lookout man provided.

(OD.14/—)

(47)

SECTION C

62

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

Wellingborough Junction—

Morris Motors ground frame and trailing connection worked therefrom have been taken out of use pending removal.

The shunting signal situated adjacent to the up goods line and applying to set back movements along the up goods line has been taken out of use.

(OD.14/81/293) (47)

Harpenden—

The down slow platform has been reverted to its previous length at the south end. The same platform has been reduced in length by 90 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (47)

Coleshill—

Position light signal SY.506 situated on the up slow line at the points of the trailing connection to the down slow line has been repositioned 16 yards nearer to Whitacre Junction.

(OD.14/—)

**** Northampton No. 4—**

The up main line has been interlaced with the down main line over bridge No. 30 at 67m. 1650 yards. Automatic signal WH.4.111 situated on the Northampton side of the interlace has become a controlled signal and replated NH.4.3.

The up Market Harborough home and distant signal BH.4.80 have their lights extinguished.

(OD.14/81/278) (45)

**** Birmingham New Street—**

Signal NS.228 has been repositioned 5 yards nearer No. 5 platform. The fixed diamond crossing immediately in advance of the above signal has become a switch diamond

(OD.14/81/259) (45)

Washwood Heath No.2 Shunting Frame—

The connections between the down goods line, down through siding and down reception lines have been secured out of use pending removal.

The route to the down through siding or down sidings from, up & down Lawley St. through siding, down main or down goods lines can now only be made via the crossover situated between the down goods line and up & down Camp Hill through siding.

Position light shunting signals applying to movements from down through siding to down goods line and from down sidings to down goods line, now apply to movements along up & down Camp Hill through siding only.

(OD.14/—) (46)

SECTION C

63

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

**** Between Nuneaton Midland Junction and Hinckley—**

The catch points situated in the up line at 3m. 09ch. have been repositioned 80 yards nearer Nuneaton and are now 780 yards from Hinckley up main outer home signal.

(OD.14/—) (45)

**** Hendon—**

The up fast platform has reverted to its previous length at the south end. The same platform has been reduced in length by 90 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (45)

**** Elstree—**

The up slow platform has reverted to its previous length at the south end. The same platform has been reduced in length by 85 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (45)

**** Radlett—**

The up fast platform has reverted to its previous length at the south end. The same platform has been reduced in length by 95 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

Eastern Region:—**Shirebrook Junction—**

Ground position light signal SJ12, applying set back on down main towards Shirebrook Station has been repositioned 90 yards further from the signal box. The repositioned signal will be 323 yards from the down main disc signal at Shirebrook Station.

A "52 SLU" marker board has been provided at a distance of 365 yards from the down main disc signal at Shirebrook Station.

(47)

**** Stonea—**

The main to main crossover and the connection to the down refuge siding have been secured out of use in the normal position pending removal and the associated signalling abolished.

(45)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

* * Wakefield Kirkgate West—

The trailing points - down branch/down fast have been secured out of use in the reverse position for through running from down branch to down platform.

The facing connection - down fast/down through has been secured out of use in the normal position pending removal.

The facing end in the down fast of the down fast to down slow facing connection has been secured out of use in the reverse position for through running to down slow.

The associated signal routes (down branch to down through and down fast to down platform) have been abolished.

Trains from Huddersfield or Barnsley requiring to call at Wakefield Kirkgate to travel over the down L. & Y. slow line.

(45)

Western Region—

Between Filton Junction and Bristol Narrowways Hill Junction—

The following permanent speed restrictions have been withdrawn :—

Down Filton relief 60 m.p.h. between 3m. 25ch. and 3m. 5ch.

Down and up Filton relief lines 40 m.p.h. between 3m. 5ch. and 3 m.p.

At the same time an advance warning indicator has been provided on the down Filton relief line at 3m. 30ch., with associated A.W.S. indicator, for the permanent speed restriction of 50 m.p.h. commence at 2½ m.p.

(47)

GENERAL INSTRUCTIONS AND NOTICES

★ New item

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

RULE BOOK BR.87109

SECTION H (Page 7, MED 40)

Clause 5.5 Carriages not at Platform warning to passengers:—

Amend commencement date to 3-10-81.

(17-10-81)

WORKING MANUAL FOR RAIL STAFF—WHITE PAGES

★ PART 6—PREPARATION AND WORKING OF FREIGHT TRAINS

The following pages of the above publication have been re-issued (date October 1981).

All staff issued with Part 6 of the Working Manual must ensure they receive a copy of these amendments:—

Section	Page Numbers
Contents	1/2
B—Assessing the Train	B7/8, B11, B13/14
C—Working of Freight Trains	C1/2, C3/4, C7/8, C15/16, C19/—, C29/30
J—Safety of the Line	J1/—
K—Classification	K1/2
M3—Privately Owned Wagons	M7/8

In connection with the above, the contents pages 1 and 2 contain the following printing errors. All staff should amend their copies accordingly :—

Section	Pages	
A—Freight Train Classification	A1/—	
B3—Basic Wagon Panels	B17/18	Issue date to read June 1981
C2—Exceptional Loads	C5/6	
C3—Working Instructions for 100 tonnes G.L.W. Iron Ore Rotary Tippler	C11/12, C13/14	
C8—Conveyance of Coaching Stock by Freight Trains	C23/—	
E—Loads Permitted with Specific Brake Force (ii) Classes 6(b), 7 and 8 trains	E3/4	
F—Preparation and Working of Freightliner Trains	F1/2	
H—Local Instructions	—	date to be deleted.
L—List of TOPS Vehicle Codes	L1/2, L3, L4, L5/6	Withdrawn
M1—General	M1/—	
M2—Railway Owned Wagons	M5/—	Issue date to read June 1981
M3—Privately Owned Wagons	M9	

(04/15/771)

(31-10-81)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

47

WEEKLY OPERATING NOTICE containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations**

General Instructions and Notices

SATURDAY, 21 NOVEMBER

to

FRIDAY, 27 NOVEMBER 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not **ME**', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Sunday, 22 November—St. Pancras—

The existing down fast line between St. Pancras bridge and Camden Road Tunnel will be redesignated Church Yard siding No.1.

The west departure shunt neck will have the stop block removed and the line extended to become the new down fast line. The fixed red aspect will be worked and become a 4 aspect down fast home 2 signal the subsidiary signal will be for movements along the new down fast line.

A new 3 aspect down fast home 3 signal situated 385 yards north of the new down fast home 2 signal will be brought into operation. A telephone will be provided at this signal.

A new 3 aspect down fast starting signal situated 720 yards in advance of the new down fast home signal brought into operation. A telephone will be provided at this signal.

The position light ground signal situated on the new Church Yard siding No.1 will be repositioned 60 yards nearer St. Pancras.

Church Yard sidings Nos.1, 2 and 3 will be severed at the north end and stop blocks erected.

The route indications "G" on all platform home 1 signals and on the position light ground shunting signal applying from siding "A" will be replaced by the indication "C" for movements to Church Yard sidings No's.1, 2 or 3.

(OD.14/73/410/N) (50)

Wednesday, 25 November—Sutton Colliery Jn.—

Two notice boards worded "42 MGR" will be provided, one 470 yards from the ground frame points on the Tibshelf to Pleasley single line facing Pleasley, and the other 470 yards from the ground frame points on the Sutton Colliery single line facing movements proceeding to the colliery.

(OD.14/—) (50)

DETAILS OF WORK ALREADY CARRIED OUT

Old Kew Junction—

The junction layout and signalling have been altered. Full details are shown on the diagram in this notice.

(R/M.1/1652) (48)

* * * Harpenden—

The down slow platform has been reverted to its previous length at the south end. The same platform has been reduced in length by 90 yards at the north end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (47)

* * * Bedford (Midland) Station Junction—

A facing connection from the up slow line to a new carriage washer siding has been brought into use 140 yards south of the station.

The position light signal beneath signal WH.358 (up slow) and WH.498 (down slow) at the south end of Bedford station additionally applies to movements to the carriage washer siding with stencil indication 'WSH'. The present stencil indication 'SDG'—carriage sidings has been changed to 'CAR'.

A new position light shunting signal (WH.621) has been provided at the exit from the new carriage washer siding and applies to movements to the down or up slow line.

A new portion of line 350 yards in length, has been brought into use between a new facing connection in the up slow line at the south end of the station and new connection in the St. Johns goods line 75 yards on the Bedford Midland side of signal WH.473. This new portion of line has been provided with trap points at the Bedford Midland end, facing to trains from the St. Johns direction and becomes part of the up St. Johns goods line. The existing line alongside the new line has become part of the down St. Johns goods line.

The position 1 junction indicator on signal WH.473 (down St. Johns goods line) applying to movements to the down slow line has been taken away and this signal, with no junction indication, now applies to movements to the down slow line. A position 4 junction indicator has been provided on this signal and applies to the up slow line via the new portion of up St. Johns.

Position light shunting signal WH.613 on the St. Johns goods line applying to movements to the down or up slow has been repositioned on the new portion of up St. Johns goods line, 120 yards nearer to Bedford Midland and applies to movements to the up slow line.

Position light shunting signal WH.623 on the St. Johns goods line applying to movements to the up St. Johns goods line or along the down St. Johns goods line towards St. Johns has been repositioned 70 yards nearer to Bedford Midland, on the new portion of up St. Johns goods line.

Position light shunting signal WH.611 on the up St. Johns goods line opposite signal WH.473 applies to movements to the down slow line, along the up St. Johns goods line, or with indication 'SDG' to the Engineer's sidings.

(OD.14/73/410) (47)

* * * Wellingborough Junction—

Morris Motors ground frame and trailing connection worked therefrom have been taken out of use pending removal.

The shunting signal situated adjacent to the up goods line and applying to set back movements along the up goods line has been taken out of use.

(OD.14/81/293) (47)

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

Between Glendon North Jn. and Little Bowden Jn.—

A telephone has been provided, situated on the up side opposite the site of Desborough North box, with communication to Glendon North Jn. or Little Bowden Jn. boxes.

(OD.14/81/52) (50)

*** Little Bowden Junction—

The up "splitting distant signal, situated on a left hand bracket on Market Harborough up main starting signal, applying to movements from the up main to up goods line has been taken away.

(OD.14/81/52) (47)

*** Northampton—

Northampton No.3 box has been abolished.

A new box also known as Northampton No.3 has been brought into operation on the cess side of the up goods line.

The following disc ground signals controlled from the new box have been replaced by position light ground signals:—

- set-back down slow
- set-back up slow to up goods or sidings
- up sidings to up slow or up goods
- goods yard to up sidings

The position light ground signal controlled from the new box applying to movements from the up sidings has been provided with a route indicator applying as follows:—

- up main — M
- up platform — P
- up slow — B
- goods yard — SDG

The position light ground signal controlled from the new box applying to movements from the up slow line has been provided with a route indicator as follows:—

- set-back along up slow — S
- up goods — G
- sidings — SDG

(OD.14/81/15) (Amended 14-11-81) (47)

*** Coleshill—

Position light signal SY 506 situated on the up slow line at the points of the trailing connection to the down slow line has been repositioned 16 yards nearer to Whitacre Junction.

(OD 14/—) (47)

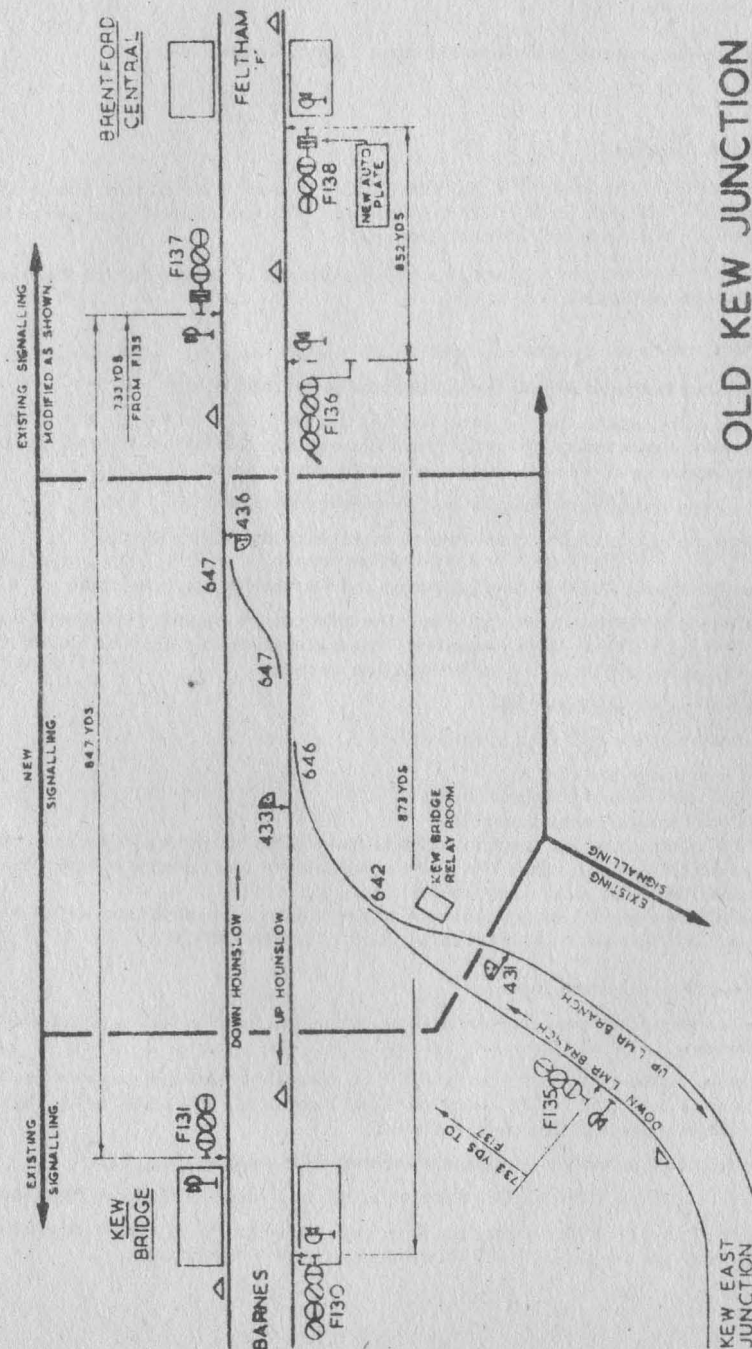
*** Wirksworth Incline—

No.1 siding line has been shortened by 10 metres, No.4 siding line has been shortened by 30 metres by the installation of temporary stop blocks. No.5 and 6 siding lines will be in operation with a lookout man provided.

(OD.14/—) (47)

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

Old Kew Junction—



OLD KEW JUNCTION
 EXISTING SIGNALLING
 MODIFIED AS SHOWN. (48)

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

Eastern Region:—

Tilbury Riverside

The Middle Siding, situated between Platforms 2 and 3 has been removed.

(49)

* * * Shirebrook Junction—

Ground position light signal SJ12, applying set back on down main towards Shirebrook Station has been repositioned 90 yards further from the signal box. The repositioned signal will be 323 yards from the down main disc signal at Shirebrook Station.

A "52 SLU" marker board has been provided at a distance of 365 yards from the down main disc signal at Shirebrook Station.

(47)

Between Moorthorpe South and Ferrybridge also Ferrybridge Branch

The facing crossover between the down and up main lines (between Ferrybridge signal box and Ferrybridge North Junction) has been repositioned 275 yards further from the signal box and Ferrybridge North Junction and Ferrybridge South Junction has been remodelled.

Between Ferrybridge North Junction and Knottingley West Junction

The down and up branch lines have been renamed down and up Knottingley.

(48)

Between Pontefract Monkhill Goods Junction and Ferrybridge South Junction

The down goods has been taken out of use. The up goods has become the Monkhill Goods single line and the Track Circuit Block Regulations now apply. Pontefract Monkhill Goods Junction has been remodelled to form the new double/single line junction.

Alterations to Existing Signalling—

The following signals have been abolished:—

(Ferrybridge Branch)

Up goods ground position light signal F27

Down goods 3-aspect signal F33

The offset subsidiary (applying towards down goods line occupied) has been removed from down Goole K375 signal. The Junction indicator on this signal now applies towards down Monkhill goods single line F615 signal.

Up main signal F3 applying towards up Knottingley or up goods etc. and down main signal F24 (down main to former up goods) have been abolished.

(48)

Ferrybridge Power Station Junction

The entry/exit to the Power Station has been remodelled, but the existing points will be used until further notice.

Until further notice—the route from up C.E.G.B. towards Up Monkhill goods single line (route indication "U" on signal F622), will be via the up main (new F614 signal) only. Route indication "D" (route via down main) has been taken out of use.

Reference should be made to the diagram included in this notice.

The up refuge siding of Ferrybridge has been taken out of use until **Sunday, 29 November**.

Replating of Signals on Moorthorpe South to York Route (prefix of signal box to which signal-post telephone communicates — M= Moorthorpe South, F= Ferrybridge)

(48)

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

Ferrybridge Power Station Junction—continued

Line	Old No.	New No.
Down Main	D10	F587
	D9	F591
	D9B	F593
	D8	F595
	D7	F597
	D6	F601
	D5	F603
	D4B	F605
	D4	F607
	D3	F611
	F30	F613
	F29	F621

The theatre-type route indicator on Down Main F621 signal has been abolished, and a Junction Indicator position "1" for the route to the Down C.E.G.B. line has been provided. The following indications will now apply:—

Aspect	Junction Indicator	Destination
Main	Position "1"	Down CEGB
Sub	Position "1"	Down CEGB line occupied
Main	—	Down Main (D1 signal)

The associated A.W.S. Inductor has been repositioned on the approach side of the new crossover.

Line	Old No.	New No.
Down Knottingley Branch Up Main	F28	F617
	U0	F626
	F2	F624
	U3(auto)	F608(Controlled signal)
	U4	F606
	U4B	F604
	U5	M602
	U6(auto)	M598(Controlled)
	U7	M596
	U8	M594
	U9	M592
Up CEGB	U9B	M588
	F10	F622

Eastern Region—continued

Wakefield Kirkgate East and Wakefield Kirkgate West

The up through line has been taken out of use.

(48)

Wakefield West

The facing connection, up platform to up through/up slow has been removed and replaced by plain line connecting up platform and up slow.

The trailing connection — up passenger loop— up platform/up fast, has been secured out of use in the reverse position pending replacement by plain line for through running — up passenger loop to up fast.

Signals Abolished

WW47 up through home 3-aspect colour light with 2-way theatre—type route indicator and associated subsidiary.

Altered Signal

WW55—up platform home 3 aspect colour light—the route from up platform to the up fast has been taken out of use.

Wakefield East

The facing connection — up L & Y main to up through has been secured out of use in the normal position pending removal. All associated signals/signal routes have been abolished. (48)

Western Region :—

**** Between Filton Junction and Bristol Narrowways Hill Junction**

The following permanent speed restrictions have been withdrawn :—

Down Filton relief 60 m.p.h. between 3m. 25ch. and 3m. 5ch.

Down and up Filton relief lines 40 m.p.h. between 3m. 5ch. and 3 m.p.

At the same time an advance warning indicator has been provided on the down Filton relief line at 3m. 30ch., with associated A.W.S. indicator, for the permanent speed restriction of 50 m.p.h. commence at 2½ m.p. (47)

GENERAL INSTRUCTIONS AND NOTICES

★ New item

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

RULE BOOK BR.87109**SECTION H (Page 7, MED 40)**

Clause 5.5 Carriages not at Platform warning to passengers:—

Amend commencement date to 3-10-81.

(17-10-81)

WORKING MANUAL FOR RAIL STAFF—WHITE PAGES**PART 6—PREPARATION AND WORKING OF FREIGHT TRAINS**

The following pages of the above publication have been re-issued (date October 1981). All staff issued with Part 6 of the Working Manual must ensure they receive a copy of these amendments:—

Section	Page Numbers
Contents	1/2
B—Assessing the Train	B7/8, B11, B13/14
C—Working of Freight Trains	C1/2, C3/4, C7/8, C15/16, C19/—, C29/30
J—Safety of the Line	J1/—
K—Classification	K1/2
M3—Privately Owned Wagons	M7/8

In connection with the above, the contents pages 1 and 2 contain the following printing errors. All staff should amend their copies accordingly :—

Section	Pages	
A—Freight Train Classification	A1/—	
B3—Basic Wagon Panels	B17/18	Issue date to read June 1981
C2—Exceptional Loads	C5/6	
C3—Working Instructions for 100 tonnes G.L.W. Iron Ore Rotary Tippler	C11/12, C13/14	
C8—Conveyance of Coaching Stock by Freight Trains	C23/—	
E—Loads Permitted with Specific Brake Force (ii) Classes 6(b), 7 and 8 trains	E3/4	
F—Preparation and Working of Freightliner Trains	F1/2	
H—Local Instructions	—	date to be deleted.
L—List of TOPS Vehicle Codes	L1/2, L3, L4, L5/6	Withdrawn
M1—General	M1/—	
M2—Railway Owned Wagons	M5/—	Issue date to read June 1981
M3—Privately Owned Wagons	M9	

(04/15/771)

(31-10-81)

SECTION D

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WORKING OVER THE EASTERN REGION—BR.30063/4—continued
SECTION D—continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
GRANTHAM STATION TO BINGHAM Page D19— Delete—Signal box dots Add—In remarks column		Grantham					Doncaster box area (14-11-81)
BOTTESFORD WEST JUNCTION TO NEWARK CROSSING EAST JUNCTION Page D20—Add— Amend— Page D21—Add—		Newark South Jn. Between Newark South Jn. and Newark Northgate Between Newark Crossing South Jn. and Newark Crossing East Jn. Whitehouse Lane L.C. R/G parcels trains only		30 40	40	Down main to Bottesford line Down/up passenger loop 120m. 20ch. and 120m. 54ch.	(14-11-81) (14-11-81)
Delete—			0.04	40	40	Up main to down main at 120m. 58ch.	(14-11-81) (14-11-81)
STAYTHORPE CROSSING TO LINCOLN ST. MARKS Page D21—Add—		Newark Castle Block post dots					

76

77

SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN WORKING OVER THE EASTERN REGION—BR.30063/4 SECTION D

LOCAL INSTRUCTIONS—continued

Page D32--Add--

MARCH STATION

Clearing of Stop Signals, Rule Book, Section C, Clause 5.9

Applies to passenger trains booked to stop at March Station.

(14-11-81)

Pages D33/34/35--Delete--

All instructions for Whitemoor Marshalling Yard and substitute.

WHITEMOOR : MAIN YARD

TRAIN ARRIVALS

The Guard of an arriving train must, when a brakevan is provided, set the train back on to the brakevan sufficiently to allow the couplings to be lengthened. The Guard must then report to the South End Senior Railman.

TRAIN PREPARATION

- Staff dealing with brakes of wagons in the Main Yard Sorting Sidings must ensure that an adequate number of wagon brakes are pinned hard down before any person proceeds beneath or between wagons. If it cannot be confirmed that sufficient wagon brakes are already applied at the lower end of those stabled in the siding concerned, the person concerned must himself pin down sufficient brakes at the point where he is to walk between or beneath the wagons to ensure no movement takes place.
- When any person requires to enter the sidings to prepare a train, they must advise the Area Freight Assistant or South End Supervisor.
The Area Freight Assistant/South End Supervisor must enter details, including times in the book provided and this entry must be countersigned by the train preparer.
- If the train preparer is to work in Nos. 32-42 sidings, he must also inform the East Side Frameman who must set the points worked from the frame, away from the siding(s) concerned and place a reminder appliance in the presence of the train preparer on there lever(s).
- For the remaining sidings, the train preparer must check that the relevant points at the South End are set away from the siding(s) and scotched.
- No movement must be made into the siding(s) concerned until the Area Freight Assistant/South End Supervisor has made an entry in the book stating that train preparation has been completed and this has been countersigned by the train preparer, except that a movement may be made into the siding under the personal supervision of the train preparer who will be responsible for ensuring any persons working with him are instructed to stand clear before the movement commences.
- At the completion of work the person who undertook train preparation must also advise the East Side Frameman, if the work was in Nos. 32-42 sidings that train preparation has been completed or if any of the remaining sidings are concerned, the scotches must be removed from the points.

SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN
WORKING OVER THE EASTERN REGION—BR.30063/4 SECTION D—continued

LOCAL INSTRUCTIONS—continued

Pages D33/34/35—continued

TRAIN PREPARATION—continued

7. Before the Brake Van Preparer/Examiner proceeds to prepare brake vans on the Brake Hump/Kip and also when he has completed this work, he must inform the Departure Chargeman. Before any movements are made on the Brake Hump/Kip during the time the Brake Van Preparer/Examiner is working there, the Departure Chargeman must inform him of the movements to be made.

WHITEMOOR : DEPARTURE SIDINGS

TRAIN PREPARATION

1. When a train preparer requires to enter the sidings to work, he must advise the Departures Chargeman or Person in charge who must enter details in the book provided. The entry must be countersigned by the train preparer.
2. On completion of preparation, the train preparer must inform the Departure Chargeman or Person in charge. No movement must be made into the siding(s) concerned until the Departure Chargeman or Person in charge has made an entry in the book stating that train preparation has been completed and this has been countersigned by the train preparer, except that a movement may be made into the siding under the personal supervision of the train preparer who will be responsible for ensuring any person working with him are instructed to stand clear before the movement commences.
3. A Driver must be reminded that the locomotive must stand clear of the vehicles until called on to them. The train preparer must control the movement of a locomotive on to the train.
4. The relevant points must be set away from the sidings in which train preparation is to take place and also scotched, by the train preparer.
5. The Signalman at Whitemoor Junction will obtain permission before allowing a movement into these sidings from the Departure Chargeman or Person in charge. When a train is ready to depart in the direction of Whitemoor Junction, the Departure Chargeman or Person in charge must advise the Signalman at Whitemoor Junction before the train is allowed to draw forward to the outlet signal.

WORKING OF SPEEDLINK TRAINS

6. When Down Speedlink trains require to be handled and shunted, the Departures Leading Railman must be advised of the work to be performed.
7. No movements of Down Speedlink trains must be made into sidings where Arrival staff or Examiners are working until those staff have been advised by the Departure Chargeman or Person in charge and have confirmed they are standing clear.

Note: The provisions of paragraphs 13 and 14 will apply to the reception of Speedlink trains in either the Down or Up Departure Sidings.

SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN
WORKING OVER THE EASTERN REGION—BR.30063/4 SECTION D—continued

LOCAL INSTRUCTIONS—continued

Pages D33/34/35—continued

NORWOOD YARD

TRAIN ARRIVALS

The Guard of an arriving train must when a brakevan is provided set the train back on to the brakevan sufficiently to allow the couplings to be lengthened. The Guard must then report to the Frameman.

TRAIN DEPARTURES

Trains for departures from the South End must be drawn forward to the outlet signal for the purpose of telephoning the Signalman.

Trains for departure from No.1 Siding must be drawn forward to the Outlet signal and advice given to the Signalman by means of the plunger.

TRAIN PREPARATION

1. When a train preparer requires to enter Norwood Yard to prepare a train, he must advise the Frameman, giving details of the siding Number(s) involved. The Frameman must set the points away from the siding(s) concerned and place a reminder appliance on the relevant lever(s). The Frameman must enter details of the sidings, including the time in the book provided and the entry must be countersigned by the train preparer.
2. The Signalman at Whitemoor Junction must be advised by the Frameman before train preparation commences in No.1 siding, or either of the two Dirt Tracks.
3. If train preparation is to take place on No.1 or No.2 Dirt Track, the Norwood Chargeman must also be advised and he will be responsible for arranging for the hand points to be set away from the siding(s) concerned and scotched.
4. On completion of train preparation, the train preparer must inform the Frameman. The Frameman must arrange for the siding(s) to be returned to normal working and advise the Signalman as appropriate. The Framemen must enter details of the sidings being handed back for normal working in the book provided and the train preparer must countersign the entry. The siding(s) may then be re-opened.
5. No movement must be made towards Norwood Yard via the engine line (from the former Down Hump) without the authority of the Frameman being first obtained.

(14-11-81)

SECTION D

APPENDIX INSTRUCTIONS—continued
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF
 WHEN WORKING OVER THE EASTERN REGION R.30063/5

TABLE X—TAIL LAMPS—LIGHTING WHEN PASSING THROUGH TUNNELS—RULE BOOK—
 SECTION H, CLAUSE 7.3.5

Page E49

Tunnel	Between
Amend Bradway	Tapton Junction and Dore South Junction
Add Totley	Totley Tunnel East and Grindleford (14-11-81)

Page E50

TABLE Y—LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
HASLAND TO LEEDS NORTH JN. VIA SHEFFIELD AND NORMANTON			
Amend Cudworth Station	Leeds	All	
GELDERD ROAD JUNCTION TO LEEDS HOLBECK WEST JUNCTION			
Gelderd Road Junction	Holbeck West Junction	All	(14-11-81)

Page E57

Add

RUFFORD COLLIERY BRANCH

Loose coupled empty trains must be propelled from the run-round loop up the empty bank and stopped with the locomotive opposite the marker board provided, 65 SLU's from the empty sidings shunt neck, before being called past by the Guard.

When propelling trains from the loaded sidings to the run-round loop the speed must not exceed three miles per hour and the Guard must walk alongside the leading vehicle.

Before preparing trains in the run-round loop the points leading from the single line to the empty bank must be set for the empty bank.

Fully fitted trains must be run-round in the Run-round loop and drawn up the empty bank and stop at the fouling point with the empty siding until called forward by the Guard.

(14-11-81)

SECTION D

APPENDIX INSTRUCTIONS—continued
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING OVER THE LONDON AREA—BR.30063/11
 SECTION L

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M	Permanent Speed Restrictions		Remarks
				Ch. Down m.p.h.	Up m.p.h.	
CLAPHAM JUNCTION TO SELHURST Page L18—Amend Remarks column to read :—		Clapham Junction				Lines between Clapham Jn. and Norbury controlled from Victoria signal box. (14-11-81)
BALHAM TO SELHURST Page L19—Delete Reference to Streatham Junction (BC) box area in remarks column Add in remarks column						Lines between Balham and Bromley Jn. controlled from Victoria (VC) signal box. (14-11-81)
BRIXTON TO STREATHAM COMMON Page L21—Delete reference to Streatham Junction (BC) box area in remarks column and substitute:—						Lines between Herne Hill and Streatham Common controlled from Victoria (VC) signal box. (14-11-81)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

48

WEEKLY OPERATING NOTICE containing

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

SATURDAY, 28 NOVEMBER

to

FRIDAY, 4 DECEMBER 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not **ME**', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

At or between	Lines affected	Remarks
WESTERN REGION—continued		
PADDINGTON TO FOXHALL JN.—continued		
Sunday, 29 November		
373 Paddington	Platform 7 BLOCKED	08 00 to 16 00. Platform repairs, 0 to ½ m.p.
374 Paddington	All	08 00 to 16 00. Renewing point machines. Points and signals disconnected.
375 Paddington and Maidenhead	All	08 00 to 16 00. Signalling work. Points and signals disconnected.
376 Westbourne Bridge and Old Oak Common East	Down & up relief BLOCKED	08 00 to 16 00. Platform repairs, 1¼ m.p. Trains to travel over main lines.
377 Old Oak Common Yard	North side sidings 2 to 5 BLOCKED	07 00 to 16 00. Track maintenance, 2¾ and 3¾ m.p.
378 Acton Yard and Ealing Broadway	Down & up goods BLOCKED Up relief Between trains	07 00 to 16 00. Track maintenance, 4¾ and 4¾ m.p.
379 Southall East and Southall West	Down & up relief BLOCKED	07 30 to 15 45. Station work, 9 and 9¾ m.p. Trains to travel over main lines.
380 Dolphin and Slough West	Down & up relief BLOCKED	07 00 to 16 00. Track maintenance, 17½ and 18¾ m.p. Trains to travel over main lines.
381 Twyford West and Tilehurst	All	08 00 to 16 00. Signalling work, 33 and 38 m.p. Points and signals disconnected.
382 Didcot East and Foxhall Jn.	Down relief BLOCKED Platform 4 BLOCKED	07 30 to 15 30. } Station work, 53 and 53¾ m.p. 07 30 to 15 30. } Trains to travel over down avoiding line or platform 5. Trains to travel over platform 5.
383 Didcot and Challow	All	08 00 to 16 00. Signalling work, 53 and 63 m.p. Points and signals disconnected.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Saturday, 28 November—Between Park Lane Jn. and Sutton Park—

The 20 m.p.h. permanent speed restriction which applies on the down line from 37m. 40ch. to 37m. 70ch. will be withdrawn.

(OD.14/81/183) (51)

Sunday, 29 November—St. Pancras—

Church Yard siding No.1 previously severed at the north end will be slewed into sidings Nos.2 and 3 and connected to these sidings by hand points. The siding will be extended to connect with a new trailing connection in the down fast line. Two new position light ground signals applying Church Yard sidings to down fast line and down fast line to Church Yard sidings.

(OD.14/73/410/N) (51)

Sunday, 29 November—Bedford Midland (North End)—

A new trailing crossover will be brought into use between the down and up slow lines on the Wellingborough side of bridge 40, 365 yards north of the station.

A position 1 junction indicator will be provided on signal WH.475 at the north end of the up slow platform and will apply to movements from the up slow line (down direction) to the down fast line via the new trailing crossover. The existing route to the down slow line will continue to be via the existing crossover at Bedford North Junction near the 50½ m.p.

Position light ground shunting signal WH.638 on the down slow line will be repositioned at the points in the down slow line of the new trailing crossover and will apply to movements to the up slow, "up & down" platform loop or along the down slow.

Position light ground shunting signal WH.615 on the up slow line will additionally apply to movements to the down fast line via the new trailing crossover. The existing route to the down slow line will continue to be via the existing crossover at Bedford North Junction near the 50½ m.p.

(OD.14/73/410) (51)

Sunday, 29 November—Leicester London Road—

The left-hand bracket of the up home 2 equal-sided bracket signal situated on the south side of the overbridge and applying to movements from No.4 platform will be taken away.

The right-hand bracket of the up home 2 equal-sided bracket signal situated on the south side of the overbridge and applying to movements from No.1 platform will be taken away.

The up home 1 signal situated at the south end of No.1 platform applying to movements from the platform will be renewed in the same position and the signal arm reduced to half the original size.

(OD.14/78/122) (51)

Sunday, 29 November—Nuneaton Abbey Jn.—

The trailing crossover in the down & up Birmingham line situated 264 yards on the Birmingham side of the box will be repositioned 27 yards nearer to the box together with the appropriate shunting signals.

(OD.14/81/208) (51)

SECTION C

60

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Sunday, 29 November—Blackwell South Junction—

A reflectorised marker board worded "33 SLU's", facing north, will be provided between the "up and down" goods line and the down South curve goods line 90 yards beyond signal TT.66. This board marks the point at which trains from the north which require to set back into Tibshelf Top Sidings should come to a stand on the "up and down" goods line.

(OD.14/80/231)

(51)

Eastern Region:—

Sunday, 29 November—Rufford Colliery Sidings—

The signal box, together with all associated signals will be abolished.

A new Key Token hut, will be provided at 144½ m.p. which will house a "NO SIGNALMAN" Key Token instrument for the section "Mansfield Colliery Jn. to Rufford Colliery". A telephone to Mansfield Colliery Jn. signal box will be provided.

The points leading from Empties Branch to Loaded Sidings will be converted to hand-worked points. All other points will be controlled from a new two-lever "Rufford Colliery ground frame" situated adjacent to the site of the former signal box.

A Staff box which can be opened with a Key Token will be provided at the ground frame. The box will house the train staffs for the sections "Rufford Colliery to Clipstone Colliery and Rufford Colliery empties branch." The ground frame points will be released by the appropriate train staff.

Details of the new notice boards are as shown on the diagram included in this notice. A Black Chevron on a Yellow background has the same function as the caution aspect of a Distant signal.

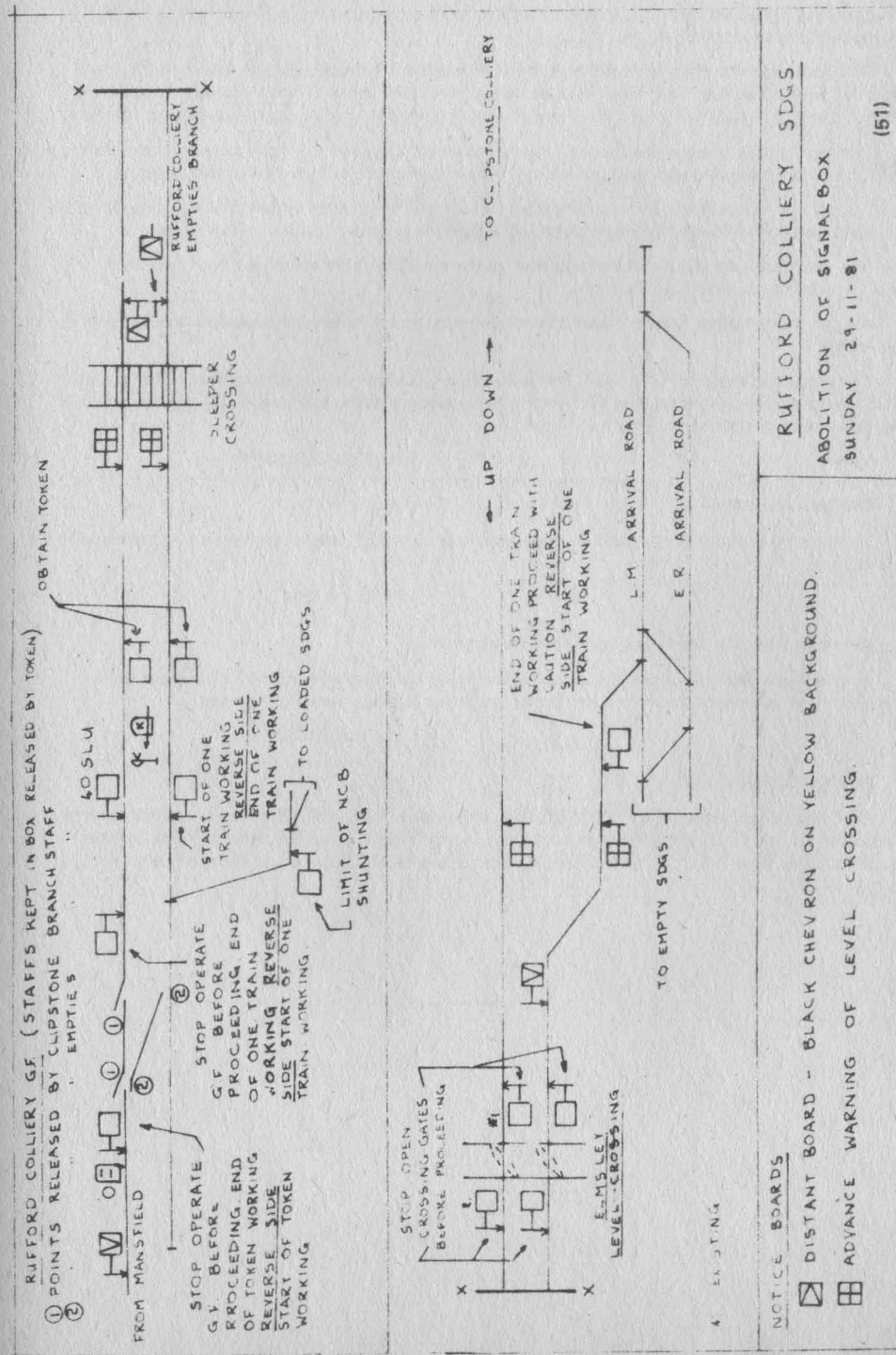
(51)

SECTION C

61

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Eastern Region:—
 Sunday, 29 November—Rufford Colliery Sidings—



Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

St. Pancras—

The existing down fast line between St. Pancras bridge and Camden Road Tunnel has been redesignated Church Yard siding No.1.

The west departure shunt neck has had the stop block removed and the line extended to become the new down fast line. The fixed red aspect has been worked and become a 4 aspect down fast home 2 signal, the subsidiary signal is now for movements along the new down fast line.

The new 3 aspect down fast home 3 signal situated 385 yards north of the new down fast home 2 signal has been brought into operation. A telephone is now provided at this signal.

The new 3 aspect down fast starting signal situated 720 yards in advance of the new down fast home signal has been brought into operation. A telephone is now provided at this signal.

The position light ground signal situated on the new Church Yard siding No.1 has been repositioned 60 yards nearer St. Pancras.

Church Yard sidings Nos.1, 2 and 3 is now severed at the north end and stop blocks have been erected.

The route indications "G" on all platform home 1 signals and on the position light ground shunting signal applying from siding "A" have been replaced by the indication "C" for movements to Church Yard sidings No's.1, 2 or 3.

(OD.14/73/410/N) (50)

*** Old Kew Junction—

The junction layout and signalling have been altered. Full details are shown on the diagram in this notice.

(R/M.1/1652) (48)

Between Glendon North Jn. and Little Bowden Jn.—

A telephone has been provided, situated on the up side opposite the site of Desborough North box, with communication to Glendon North Jn. or Little Bowden Jn. boxes.

(OD.14/81/52) (50)

Sutton Colliery Jn.—

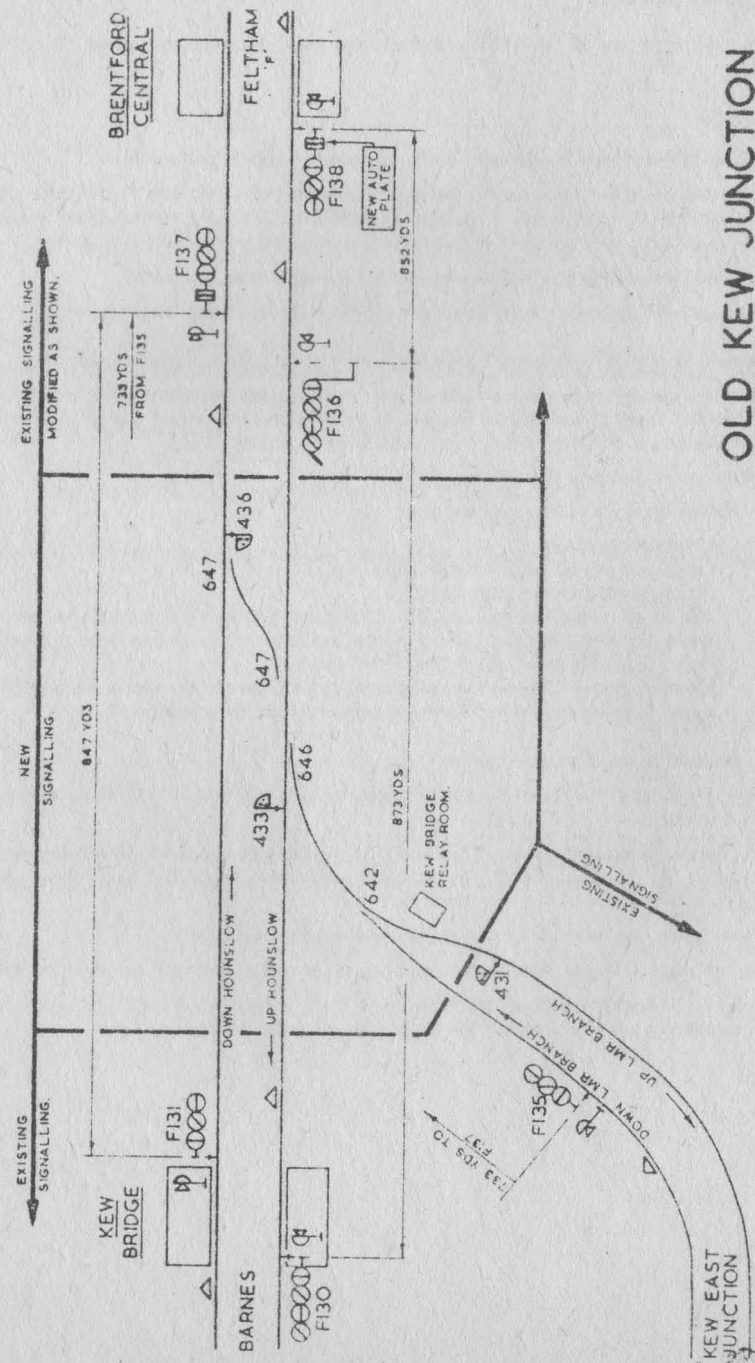
Two notice boards worded "42 MGR" have been provided, one 470 yards from the ground frame points on the Tibshelf to Pleasley single line facing Pleasley, and the other 470 yards from the ground frame points on the Sutton Colliery single line facing movements proceeding to the colliery.

(OD.14/—) (50)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

*** Old Kew Junction—



SECTION C

64

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

Eastern Region:—

Tilbury Riverside

The Middle Siding, situated between Platforms 2 and 3 has been removed.

(49)

* * * Between Moorthorpe South and Ferrybridge also Ferrybridge Branch

The facing crossover between the down and up main lines (between Ferrybridge signal box and Ferrybridge North Junction) has been repositioned 275 yards further from the signal box and Ferrybridge North Junction and Ferrybridge South Junction has been remodelled.

(48)

* * * Between Ferrybridge North Junction and Knottingley West Junction

The down and up branch lines have been renamed down and up Knottingley.

(48)

* * * Between Pontefract Monkhill Goods Junction and Ferrybridge South Junction

The down goods has been taken out of use. The up goods has become the Monkhill Goods single line and the Track Circuit Block Regulations now apply. Pontefract Monkhill Goods Junction has been remodelled to form the new double/single line junction.

Alterations to Existing Signalling—

The following signals have been abolished:—

(Ferrybridge Branch)

Up goods ground position light signal F27

Down goods 3-aspect signal F33

The offset subsidiary (applying towards down goods line occupied) has been removed from down Goole K375 signal. The Junction indicator on this signal now applies towards

down Monkhill goods single line F615 signal.

Up main signal F3 applying towards up Knottingley or up goods etc. and down main signal F24 (down main to former up goods) have been abolished.

(48)

* * * Ferrybridge Power Station Junction

The entry/exit to the Power Station has been remodelled, but the existing points will be used until further notice.

Until further notice—the route from up C.E.G.B. towards Up Monkhill goods single line (route indication "U" on signal F622), will be via the up main (new F614 signal) only. Route indication "D" (route via down main) has been taken out of use.

Reference should be made to the diagram included in this notice.

The up refuge siding of Ferrybridge has been taken out of use until **Sunday, 29 November**.

Replating of Signals on Moorthorpe South to York Route (prefix of signal box to which signal-post telephone communicates — M= Moorthorpe South, F= Ferrybridge)

(48)

SECTION C

65

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

* * * Ferrybridge Power Station Junction—continued

Line	Old No.	New No.
Down Main	D10	F587
	D9	F591
	D9B	F593
	D8	F595
	D7	F597
	D6	F601
	D5	F603
	D4B	F605
	D4	F607
	D3	F611
	F30	F613
	F29	F621

The theatre-type route indicator on Down Main F621 signal has been abolished, and a Junction Indicator position "1" for the route to the Down C.E.G.B. line has been provided. The following indications will now apply:—

Aspect	Junction Indicator	Destination
Main	Position "1"	Down C.E.G.B.
Sub	Position "1"	Down C.E.G.B. line occupied
Main	—	Down Main (D1 signal)

The associated A.W.S. Inductor has been repositioned on the approach side of the new crossover.

Line	Old No.	New No.
Down Knottingley Branch Up Main	F28	F617
	U0	F626
	F2	F624
	U3(auto)	F608(Controlled signal)
	U4	F606
	U4B	F604
	U5	M602
	U6(auto)	M598(Controlled)
	U7	M596
	U8	M594
	U9	M592
	U9B	M588
	Up C.E.G.B.	F10

SECTION C

66

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

*** New Signals (K = Knottingley)—

Signal	Line	Aspect	Route or Junction Indication J.I. = Junction Indication	Destination
F614	Up Main	Main Main Main	J1 position "1" J1 position "4"	F608 Up Knottingley K381 K377 (Up Monkhill Goods) Down Main F621
F615	Down Monk -hill Goods Single line	Main		

A.W.S. has been provided for F614 signal.

New Ground Position Light Signals

5031	Up Main	"D" "X" "S"	Down Main Up Main Up Sidings Up Main Up Main
5030	Down Main		
5032	Up Sidings		

Catch Points

The following catch points have been secured out of use for through running pending replacement by plain line.

Up Main at 9m. 14chs, 1,363 yards before reaching M588 signal.

Up Main at 8m. 22chs, 1,377 yards before reaching M592 signal.

Up Goole at 57m. 32chs, 550 yards before reaching P374 signal.

Up Knottingley at 2m. 44chs, 519 yards before reaching K381 signal (G8)

(48)

*** Kew Bridge

Down Hounslow signal F131 has been repositioned 7 yards towards Brentford, without alteration to application or form.

(R/M1/1752)

(48)

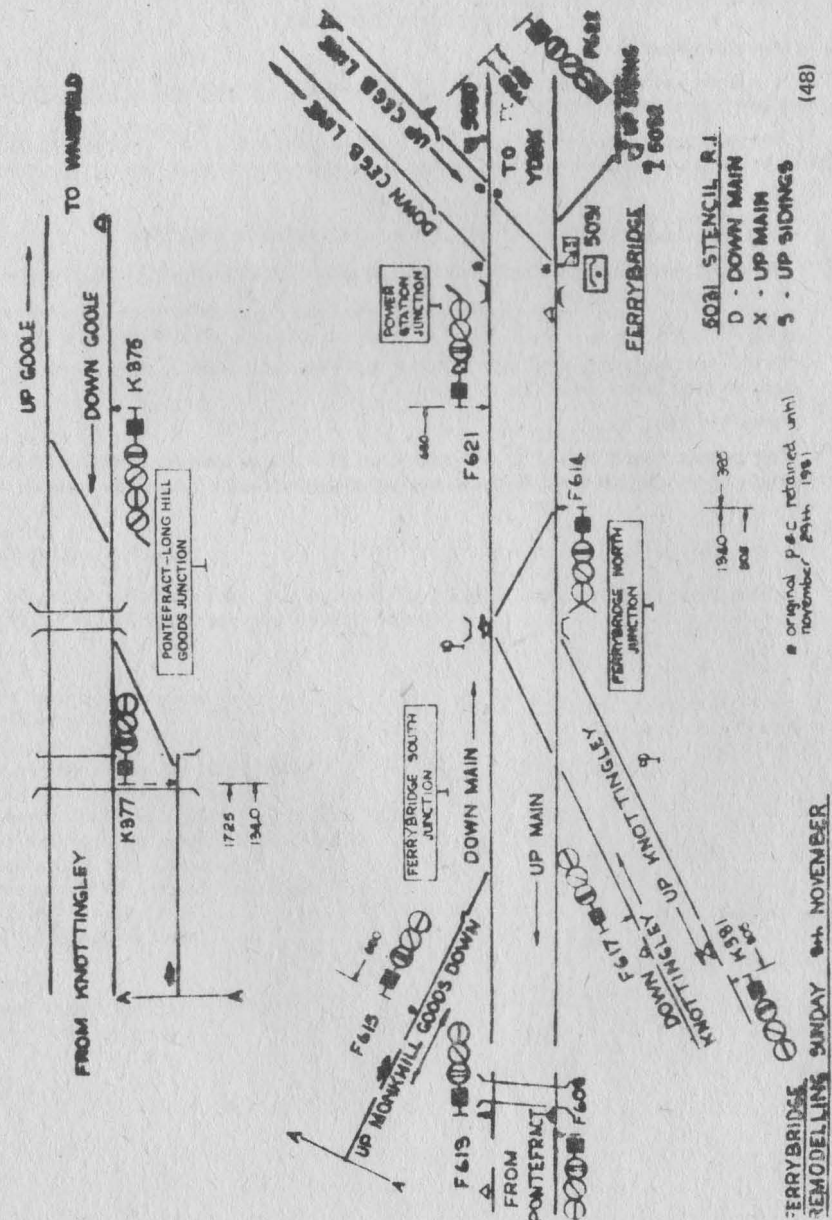
SECTION C

67

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

*** Ferrybridge—



FERRYBRIDGE
REMODELLING SUNDAY 8th NOVEMBER

original p.s.c retained until
november 29th 1981

GOAL STENCIL R.I.
D - DOWN MAIN
X - UP MAIN
S - UP SIDINGS

(48)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

* * * Wakefield Kirkgate East and Wakefield Kirkgate West

The up through line has been taken out of use.

(48)

* * * Wakefield West

The facing connection, up platform to up through/up slow has been removed and replaced by plain line connecting up platform and up slow.

The trailing connection — up passenger loop— up platform/up fast, has been secured out of use in the reverse position pending replacement by plain line for through running — up passenger loop to up fast.

Signals Abolished

WW47 up through home 3-aspect colour light with 2-way theatre—type route indicator and associated subsidiary.

Altered Signal

WW55—up platform home 3 aspect colour light—the route from up platform to the up fast has been taken out of use.

* * * Wakefield East

(48)

The facing connection — up L & Y main to up through has been secured out of use in the normal position pending removal. All associated signals/signal routes have been abolished. (48)

GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

RULE BOOK BR.87109

SECTION H (Page 7, MED 40)

Clause 5.5 Carriages not at Platform warning to passengers:—

Amend commencement date to 3-10-81.

(17-10-81)

WORKING MANUAL FOR RAIL STAFF—WHITE PAGES

PART 6—PREPARATION AND WORKING OF FREIGHT TRAINS

The following pages of the above publication have been re-issued (date October 1981).

All staff issued with Part 6 of the Working Manual must ensure they receive a copy of these amendments:—

Section	Page Numbers
Contents	1/2
B—Assessing the Train	B7/8, B11, B13/14
C—Working of Freight Trains	C1/2, C3/4, C7/8, C15/16, C19/—, C29/30
J—Safety of the Line	J1/—
K—Classification	K1/2
M3—Privately Owned Wagons	M7/8

In connection with the above, the contents pages 1 and 2 contain the following printing errors. All staff should amend their copies accordingly:—

Section	Pages	
A—Freight Train Classification	A1/—	
B3—Basic Wagon Panels	B17/18	Issue date to read June 1981
C2—Exceptional Loads	C5/6	
C3—Working Instructions for 100 tonnes G.L.W. Iron Ore Rotary Tippler	C11/12, C13/14	
C8—Conveyance of Coaching Stock by Freight Trains	C23/—	
E—Loads Permitted with Specific Brake Force (ii) Classes 6(b), 7 and 8 trains	E3/4	
F—Preparation and Working of Freightliner Trains	F1/2	
H—Local Instructions	—	date to be deleted.
L—List of TOPS Vehicle Codes	L1/2, L3, L4, L5/6	Withdrawn
M1—General	M1/—	
M2—Railway Owned Wagons	M5/—	Issue date to read June 1981
M3—Privately Owned Wagons	M9	
	(04/15/771)	(31-10-81)

HEN
Box

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

49

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 5 DECEMBER

to

FRIDAY, 11 DECEMBER 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not **ME**', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood Jn.)—continued		
Monday/Tuesday, 7/8 and Wednesday/Thursday, 9/10 December		
474 Balham and Selhurst	Down & up Brighton slow/local & down & up Streatham spurs BLOCKED	00 15 to 04 20. Trackwork, 5½ and 9 m.p. Trains to travel on Brighton fast/through lines. Traffic cannot pass to or from slow spurs.
Monday, 7 to Friday, 11 December		
475 Streatham Hill	No. 1 up siding	10 00 to 15 00. Repairs to walkway, 5½ and 5½ m.p.
Wednesday, 9 December		
476 Balham and Selhurst	Down & up Brighton fast through & reversible fast spur BLOCKED	00 15 to 05 15. Trackwork, 5 and 9½ m.p. Trains to travel on Brighton slow local lines.
Friday, 11 December		
477 Balham and West Norwood Jn.	Down & up Brighton slow/down & up Crystal Palace BLOCKED	00 40 to 04 20. Trackwork, 4½ and 6½ m.p. Trains to travel on Brighton fast lines.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Saturday/Sunday, 5/6 December—Between Carlton Road Jn. and Dock Jn./Moorgate and between Carlton Road Jn. and Junction Road Jn.

Stage 7A of West Hampstead power signal box will be commissioned and full details are published in Special Notice 1680G.

The existing catch points in the up Tottenham line, 406 yards before reaching Junction Road Jn. home signal, will be repositioned to a point 503 yards before reaching the home signal which will itself be repositioned 95 yards further from the box (not 70 yards as shown in Special Notice 1680G).

The permanent speed restriction through the reinstated crossover between the down and up fast lines at Carlton Road Jn. forming part of the route from "up and down" slow to down fast is **50 m.p.h.**

The **10 m.p.h.** permanent speed restriction through the connection between the present "up and down" local line and the up Moorgate line near Engine Shed Junction box will be raised to **25 m.p.h.**

The maximum permissible speed between Moorgate and Kentish Town Junction over the Moorgate lines will be **30 m.p.h.** and over the up Moorgate line from Carlton Road Junction and Kentish Town Junction **50 m.p.h.** A permanent speed restriction of **20 m.p.h.** will apply on the down and up Moorgate lines between 0m. 32ch. and 0m. 64ch.

(OD.14/73/410/7A)

(52)

Sunday, 6 December—Thurgarton Station—

The down platform will be shortened to 48 yards in length. Drivers of trains booked to stop at the station must bring their train to a stand with the driving cab level with the top of the ramp at the Lincoln end of the platform.

(OD.14/—)

(52)

Eastern Region:—

Sunday, 6 December—Sheffield (Between Dronfield and Dore South Jn.—

The Warning Indicator (and associated A.W.S. permanent magnet) on the down main in Bradway Tunnel giving warning of the change in the permanent speed restriction from **80 m.p.h.** to **50 m.p.h.** at 153m. 73ch. will be resited 286 yards further south in the tunnel. (The **50 m.p.h.** permanent speed restriction on the down main will commence at 153½ m.p. on Monday, 7 December.)

(1)

Monday, 7 December—Sheffield (Between Heeley and Dore Station Jn.—

In conjunction with the alteration to the permanent speed restriction on the up main at Dore, the warning indicator (and associated A.W.S. permanent magnet), giving warning of the change in the permanent speed restriction at 154m. 31ch. will be abolished.

(1)

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

St. Pancras—

The existing down fast line between St. Pancras bridge and Camden Road Tunnel has been redesignated Church Yard siding No.1.

The west departure shunt neck has had the stop block removed and the line extended to become the new down fast line. The fixed red aspect has been worked and become a 4 aspect down fast home 2 signal, the subsidiary signal is now for movements along the new down fast line.

The new 3 aspect down fast home 3 signal situated 385 yards north of the new down fast home 2 signal has been brought into operation. A telephone is now provided at this signal.

The new 3 aspect down fast starting signal situated 720 yards in advance of the new down fast home signal has been brought into operation. A telephone is now provided at this signal.

The position light ground signal situated on the new Church Yard siding No.1 has been repositioned 60 yards nearer St. Pancras.

Church Yard sidings Nos.1, 2 and 3 is now severed at the north end and stop blocks have been erected.

The route indications "G" on all platform home 1 signals and on the position light ground shunting signal applying from siding "A" have been replaced by the indication "C" for movements to Church Yard sidings No's.1, 2 or 3.

(OD.14/73/410/N) (50)

St. Pancras—

Church Yard siding No.1 previously severed at the north end has been slewed into sidings Nos.2 and 3 and connected to these sidings by hand points. The siding now extends to connect with a new trailing connection in the down fast line. Two new position light ground signals apply to Church Yard sidings to down fast line and down fast line to Church Yard sidings.

(OD.14/73/410/N) (51)

Bedford Midland (North End)—

A new trailing crossover has been brought into use between the down and up slow lines on the Wellingborough side of bridge 40, 365 yards north of the station.

A position 1 junction indicator has been provided on signal WH.475 at the north end of the up slow platform and now applies to movements from the up slow line (down direction) to the down fast line via the new trailing crossover. The existing route to the down slow line now continues to be via the existing crossover at Bedford North Junction near the 50½ m.p.

Position light ground shunting signal WH.638 on the down slow line has been repositioned at the points in the down slow line of the new trailing crossover and now applies to movements to the up slow, "up & down" platform loop or along the down slow.

Position light ground shunting signal WH.615 on the up slow line now additionally applies to movements to the down fast line via the new trailing crossover. The existing route to the down slow line still continues to be via the existing crossover at Bedford North Junction near the 50½ m.p.

(OD.14/73/410) (51)

Between Glendon North Jn. and Little Bowden Jn.—

A telephone has been provided, situated on the up side opposite the site of Desborough North box, with communication to Glendon North Jn. or Little Bowden Jn. boxes.

(OD.14/81/52) (50)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Leicester London Road—

The left-hand bracket of the up home 2 equal-sided bracket signal situated on the south side of the overbridge and applying to movements from No.4 platform has been taken away.

The right-hand bracket of the up home 2 equal-sided bracket signal situated on the south side of the overbridge and applying to movements from No.1 platform has been taken away.

The up home 1 signal situated at the south end of No.1 platform applying to movements from the platform has been renewed in the same position and the signal arm reduced to half the original size.

(OD.14/78/122) (51)

Nuneaton Abbey Jn.—

The trailing crossover in the down & up Birmingham line situated 264 yards on the Birmingham side of the box has been repositioned 27 yards nearer to the box together with the appropriate shunting signals.

(OD.14/81/208) (51)

Between Park Lane Jn. and Sutton Park—

The 20 m.p.h. permanent speed restriction which applies on the down line from 37m. 40ch. to 37m. 70ch. has been withdrawn.

(OD.14/81/183) (51)

Alvechurch Station—

Three car and six car stops boards have been provided for up trains and an "S" stop board has been provided for down trains.

Drivers of trains booked to stop at the station must bring their train to a stand opposite the appropriate stop board.

(OD.14/—) (1)

Forders Sidings—

The shunt neck in the down siding has been shortened by 20 yards.

(OD.14/—) (1)

Sutton Colliery Jn.—

Two notice boards worded "42 MGR" have been provided, one 470 yards from the ground frame points on the Tibshelf to Pleasley single line facing Pleasley, and the other 470 yards from the ground frame points on the Sutton Colliery single line facing movements proceeding to the colliery.

(OD.14/—) (50)

Blackwell South Junction—

A reflectorised marker board worded "33 SLU's" facing north, has been provided between the "up and down" goods line and the down South curve goods line 90 yards beyond signal TT.66. This board marks the point at which trains from the north which require to set back into Tibshelf Top Sidings should come to a stand on the "up and down" goods line.

(OD.14/80/231) (51)

Wirksworth Incline—

No.1 and 4 sidings previously shortened have been restored to their former length.

(OD.14/—)

SECTION C

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

Eastern Region:—

* * * Tilbury Riverside—

The Middle Siding, situated between platforms 2 and 3 has been removed.

(49)

Rufford Colliery Sidings—

The signal box, together with all associated signals has been abolished.

A new Key Token hut, has been provided at 144½ m.p. which now houses a "NO SIGNALMAN" Key Token instrument for the section "Mansfield Colliery Jn. to Rufford Colliery". A telephone to Mansfield Colliery Jn. signal box has been provided.

The points leading from Erpties Branch to Loaded Sidings has been converted to hand-worked points. All other points have been controlled from a new two-lever "Rufford Colliery ground frame" situated adjacent to the site of the former signal box.

A Staff box which can be opened with a Key Token has been provided at the ground frame. The box houses the train staffs for the sections "Rufford Colliery to Clipstone Colliery and Rufford Colliery empties branch". The ground frame points can be released by the appropriate train staff.

Details of the new notice boards are as shown on the diagram included in this notice. A Black Chevron on a Yellow background has the same function as the caution aspect of a Distant signal.

(51)

Tinsley West Jn.—

The connection to Turton Platts Siding has been removed and plain line installed in the up main. The associated ground frame has been abolished.

(New Item)

(1)

Treeton Jn.—

The Midland siding has been secured out of use pending removal.

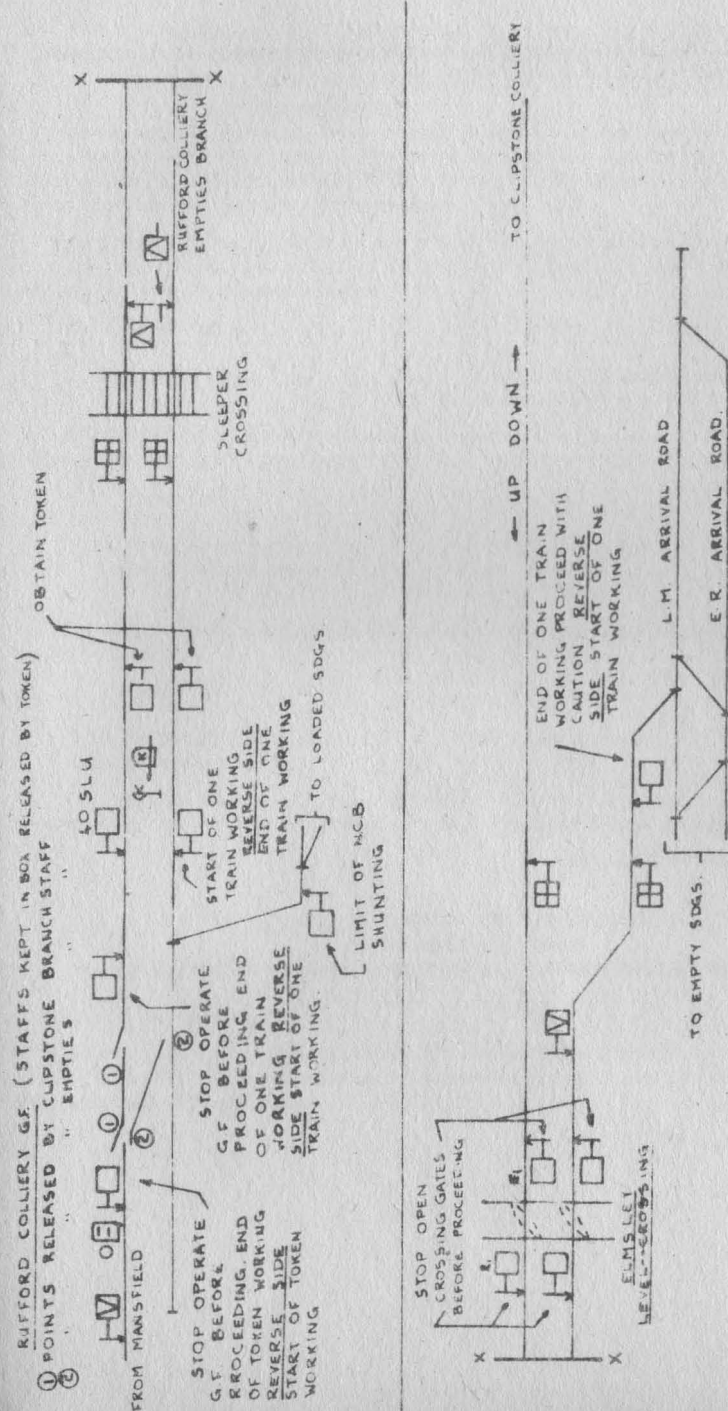
(New Item)

(52/1)

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

Eastern Region:—

Rufford Colliery Sidings—



RUFFORD COLLIERY SDGS.
 ABOLITION OF SIGNAL BOX
 SUNDAY 24-11-81

(51)

NOTICE BOARDS:
 [Symbol] DISTANT BOARD - BLACK CHEVRON ON YELLOW BACKGROUND.
 [Symbol] ADVANCE WARNING OF LEVEL CROSSING.

(51)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:—

Denmark Hill No. 983 located Cambria Jn. side of the station shown in signal instruction 25CD/52SED has been secured out of use until further notice.

(R/SB.239/40)

(1)

GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

★★★ ENGINEERING OPERATIONS AT ENGINE SHED JUNCTION BOX
IN CONNECTION WITH COMMISSIONING OF STAGE 7A
OF WEST HAMPSTEAD RESIGNALLING ON SATURDAY, 5 DECEMBER

During engineering operations in connection with the commissioning of Stage 7A of West Hampstead resignalling, trains will be worked over the down and up fast lines between St. Pancras and West Hampstead from 10 00 hours to 19 30 hours on Saturday, 5 December in accordance with the following arrangements:—

Each train will be brought to a stand at the undermentioned signal and the Driver must not proceed until he has been instructed to do so by the Signalmans' Agent stationed at the signal and has been given a printed ticket:—

Down fast	Up fast
St. Pancras home 3	Signal WH.16 (entrance to Belsize Tunnel)

After the Driver has been authorised to pass the signal concerned at Danger, he must proceed cautiously, ignoring any aspect which may be displayed at the following signals:—

Down fast	Up fast
St. Pancras starting Engine Shed Jn. home	Engine Shed Jn. home signal SP.304 signal SP.302

On arrival at the undermentioned signal, the Driver must act in accordance with the aspect displayed:—

Down fast	Up fast
Signal WH.29 (entrance to Belsize Tunnel)	St. Pancras home

The signal identification plates on these signals will be illuminated during the hours of darkness. After passing either of these signals the Driver must dispose of the printed ticket.

(OD.14/73/410/Stage 7A)

(49)

SECTIONAL APPENDIX—SOUTHERN SECTION
LOCAL INSTRUCTIONS
ST. PANCRAS TO CHESTERFIELD (VIA DERBY) AND BRANCHES

★ Page 316—Add—MOORGATE

Any movement, other than a class 317 EMU, requiring to proceed to a platform line at Moorgate must stop short of the platform and proceed in at walking pace. It must not be allowed to come into contact with the buffer stop.

(6-12-81)

HE
Box

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

50

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 12 DECEMBER

to

FRIDAY, 18 DECEMBER 1981

inclusive

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

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

Receipt of this Notice need not be acknowledged. If not received on Thursday afternoon advise 'Rail Operating P9/4, Rail House, Crewe' by wire as follows:—
'Nile Not **ME**', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. TO SELHURST—continued		
Tuesday, 15 to Friday, 18 December		
457 Streatham Jn. and Selhurst	Down & up Brighton slow BLOCKED	00 15 to 04 20. Trackwork, 6½ and 8½ m.p. Trains to travel over Brighton fast lines. Traffic cannot pass to or from Streatham spurs.
BALHAM TO SELHURST (via Norwood Jn.)		
Sunday, 13 December		
458 Windmill Bridge Jn./ Gloucester Road Jn./ Selhurst and Norwood Jn.	Up local, up West Croydon spur, Down Norwood fork spur and No.1 goods BLOCKED	00 40 to 06 40. Undertrack excavation, 9% and 8½ m.p. Trains to use alternative lines.
459 Norwood Jn.	Washer road	08 00 to 17 00. Track renewals, 8% and 9% m.p.
460 Norwood Jn.		00 05 to 06 00. Renewing points. Points and signals disconnected.
461 Streatham Hill	Washer road bay road and Nos. 1 to 8 up sidings	08 00 to 17 00. Trackwork, 5% and 5 m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

Eastern Region

Sunday, 13 December—Peterborough—

The down March signal P797 will be repositioned 115 yards further south to a position adjacent to Nene Bridge.

The application will be unchanged. (2)

Sunday, 13 December—Barrow Hill North Junction—

A diagram is included in this notice illustrating the remodelled Barrow Hill North Junction brought into full operational use. Access to the wagon repair sidings, former Staveley Works (Devonshire sidings) also to the up sidings and reception lines at the North end will be restored.

All lines and points shown dotted in Supplementary Notice of Signalling Alterations No.112 will be brought into use except the facing connection between up Barrow Hill and the up/down Staveley goods single line which will be commissioned on Sunday, 20 December.

All associated signals/signal routes previously referred to as temporarily out of use will be commissioned and these are summarised below. Reference should be made to Supplementary Notice No. 112.

Reduced height 3-aspect signal S241 (exit signal from reception lines/up sidings) will be brought into use and the following indications will apply :—

Aspect	Route Indication	Destination
Main		S253 down Staveley goods
Sub	"S"	Shunting line (2)

The left hand offset subsidiary on up Staveley goods signal S246 will be brought into use and this will apply towards reception lines 1, 2 or 3.

The following ground position light signals previously maintained "ON" will now apply as follows :—

No.	Line	Destination
1013	No.1 reception (down)	} S241
1015	No. 2 reception (down)	
1017	No. 3 reception (down)	
1019	Up sidings	

Shunting line ground position light signal No. 1018 (applying towards up sidings/ reception lines) will be brought into use.

SECTION C

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued

Sunday, 13 December—Wakefield (Kirkgate) West—

The temporary alignment—up passenger loop/up fast will be replaced by a trailing connection forming a lead up passenger loop/up slow and up platform/up slow.

The facing connection—goods loop/up fast will be secured out of use in the reverse position pending removal and the up fast/up slow facing connection will be secured out of use in the normal position pending removal.

The signal gantry (at the west end of the platform) carrying the up goods loop, up passenger and up platform 3-aspect colour light home signals will be abolished and replaced by new 4-aspect colour light signals. The stencil type route indicators and subsidiaries will be replaced by junction route indicators as follows :—

Description of signals — WW = Wakefield Kirkgate West

Signal No.	Line	Aspect	Junction Route Indication Position No.	Destination
WW62 (56 yards west of the 47¼ m.p.)	Up goods loop	Main		Up fast (WW52)
		Main	4	Up slow (WW43)
		Main	5	Up Branch L249

The junction indicators on this signal will be out of use until Sunday, 20 December.

WW59 (48 yards west of the 47¼ m.p.)	Up Passenger loop (on the right hand side of the line)	Main		Up slow (WW43)
		Main	1	Up fast (WW52)
WW55 (56 yards west of the 47¼ m.p.)	Up platform	Main	4	Up branch L249
		Main	1	Up slow (WW43)
		Main	1	Up fast (WW52)
		Main	4	Up branch L249

The junction indicator position 1 will be out of use until further notice.

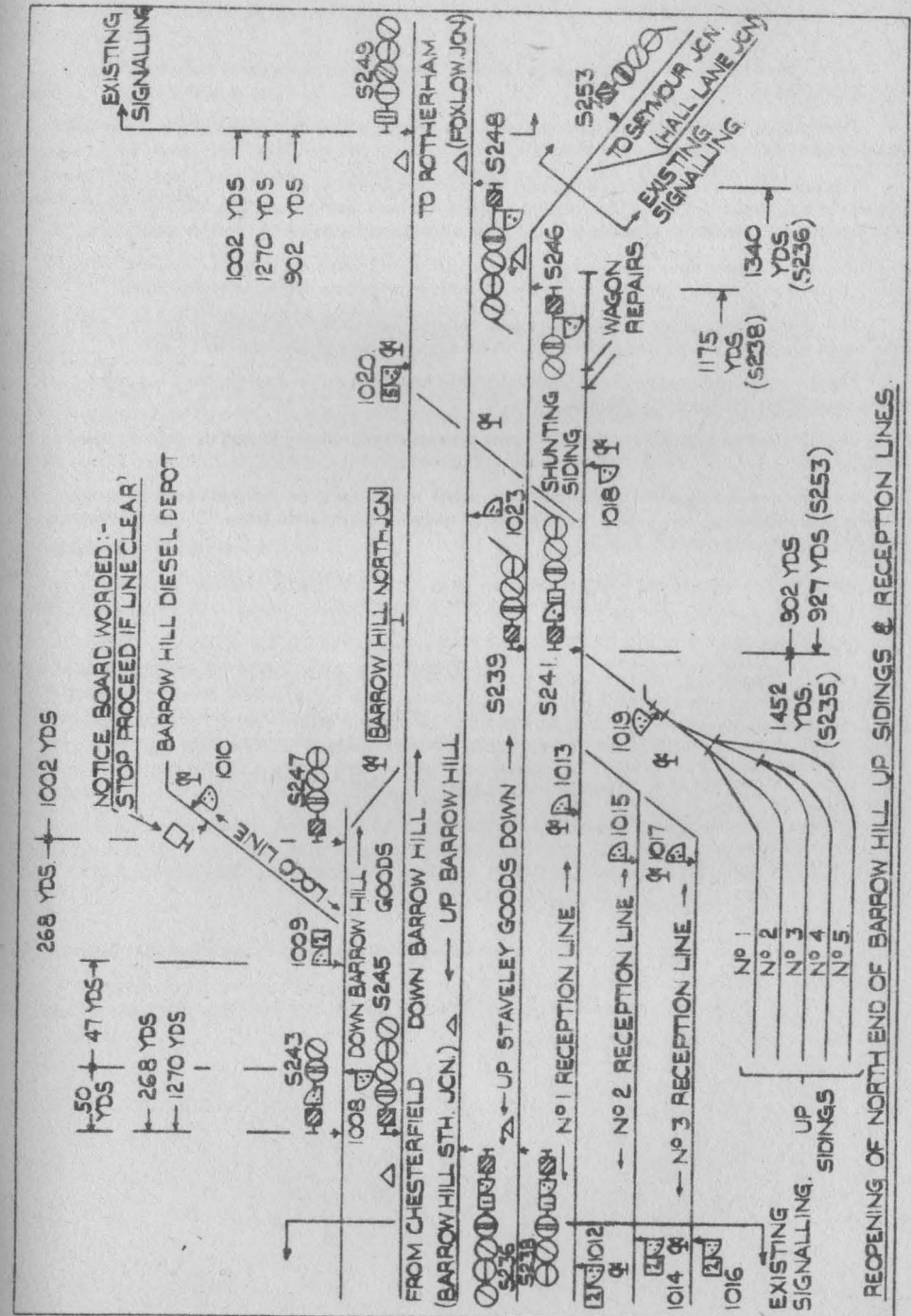
WW55 (56 yards west of the 47¼ m.p.)	Up platform	Main	1	Up fast (WW52)
		Main	4	Up branch L249

The junction indicator position 1 will be out of use until further notice.

A.W.S. and telephone communication to the signal box will be provided on all the above signals. (2)

SECTION C

Signalling and Permanent Way Alterations—continued
 Details of Work Referred to in Section B—continued



SECTION C

Signalling and Permanent Way Alterations—continued
 DETAILS OF WORK ALREADY CARRIED OUT

* * St. Pancras—

The existing down fast line between St. Pancras bridge and Camden Road Tunnel has been redesignated Church Yard siding No.1.

The west departure shunt neck has had the stop block removed and the line extended to become the new down fast line. The fixed red aspect has been worked and become a 4 aspect down fast home 2 signal, the subsidiary signal is now for movements along the new down fast line.

The new 3 aspect down fast home 3 signal situated 385 yards north of the new down fast home 2 signal has been brought into operation. A telephone is now provided at this signal.

The new 3 aspect down fast starting signal situated 720 yards in advance of the new down fast home signal has been brought into operation. A telephone is now provided at this signal.

The position light ground signal situated on the new Church Yard siding No.1 has been repositioned 60 yards nearer St. Pancras.

Church Yard sidings Nos.1, 2 and 3 is now severed at the north end and stop blocks have been erected.

The route indications "G" on all platform home 1 signals and on the position light ground shunting signal applying from siding "A" have been replaced by the indication "C" for movements to Church Yard sidings No's.1, 2 or 3.

(OD.14/73/410/N) (50)

St. Pancras—

Church Yard siding No.1 previously severed at the north end has been slewed into sidings Nos.2 and 3 and connected to these sidings by hand points. The siding now extends to connect with a new trailing connection in the down fast line. Two new position light ground signals apply to Church Yard sidings to down fast line and down fast line to Church Yard sidings.

(OD.14/73/410/N) (51)

SECTION C

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

Between Carlton Road Jn. and Dock Jn./Moorgate and between Carlton Road Jn. and Junction Road Jn. —

Stage 7A of West Hampstead power signal box has been commissioned and full details are published in Special Notice 1680G.

The existing catch points in the up Tottenham line, 406 yards before reaching Junction Road Jn. home signal, have been repositioned to a point 503 yards before reaching the home signal which itself has been repositioned 95 yards further from the box (not 70 yards as shown in Special Notice 1680G).

The permanent speed restriction through the reinstated crossover between the down and up fast lines at Carlton Road Jn. forming part of the route from "up and down" slow to down fast is 50 m.p.h.

The 10 m.p.h. permanent speed restriction through the connection between the present "up and down" local line and the up Moorgate line near Engine Shed Junction box has been raised to 25 m.p.h.

The maximum permissible speed between Moorgate and Kentish Town Junction over the Moorgate lines is 30 m.p.h. and over the up Moorgate line from Carlton Road Junction and Kentish Town Junction 50 m.p.h. A permanent speed restriction of 20 m.p.h. now applies on the down and up Moorgate lines between 0m. 32ch. and 0m. 64ch.

(OD.14/73/410/7A) (52)

Bedford Midland (North End)—

A new trailing crossover has been brought into use between the down and up slow lines on the Wellingborough side of bridge 40, 365 yards north of the station.

A position 1 junction indicator has been provided on signal WH.475 at the north end of the up slow platform and now applies to movements from the up slow line (down direction) to the down fast line via the new trailing crossover. The existing route to the down slow line now continues to be via the existing crossover at Bedford North Junction near the 50½ m.p.

Position light ground shunting signal WH.638 on the down slow line has been repositioned at the points in the down slow line of the new trailing crossover and now applies to movements to the up slow, "up & down" platform loop or along the down slow.

Position light ground shunting signal WH.615 on the up slow line now additionally applies to movements to the down fast line via the new trailing crossover. The existing route to the down slow line still continues to be via the existing crossover at Bedford North Junction near the 50½ m.p.

(OD.14/73/410) (51)

* * Between Glendon North Jn. and Little Bowden Jn.—

A telephone has been provided, situated on the up side opposite the site of Desborough North box, with communication to Glendon North Jn. or Little Bowden Jn. boxes.

(OD.14/81/52) (50)

SECTION C

60

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Leicester London Road—

The left-hand bracket of the up home 2 equal-sided bracket signal situated on the south side of the overbridge and applying to movements from No.4 platform has been taken away.

The right-hand bracket of the up home 2 equal-sided bracket signal situated on the south side of the overbridge and applying to movements from No.1 platform has been taken away.

The up home 1 signal situated at the south end of No.1 platform applying to movements from the platform has been renewed in the same position and the signal arm reduced to half the original size.

(OD.14/78/122) (51)

Between Duffield and Little Eaton Junction

The research slab track has been taken out of use, trains must now travel over the new up main line between 132 miles 53 chains and 131 miles 19 chains. Signal No. DY545 has been repositioned adjacent to new up main line.

(OD.14/—) (1)

Thurgarton Station—

The down platform has been shortened to 48 yards in length. Drivers of trains booked to stop at the station must bring their train to a stand with the driving cab level with the top of the ramp at the Lincoln end of the platform.

(OD.14/—) (52)

Nuneaton Abbey Jn.—

The trailing crossover in the down & up Birmingham line situated 264 yards on the Birmingham side of the box has been repositioned 27 yards nearer to the box together with the appropriate shunting signals.

(OD.14/81/208) (51)

Between Park Lane Jn. and Sutton Park—

The 20 m.p.h. permanent speed restriction which applies on the down line from 37m. 40ch. to 37m. 70ch. has been withdrawn.

(OD.14/81/183) (51)

Alvechurch Station—

Three car and six car stops boards have been provided for up trains and an "S" stop board has been provided for down trains.

Drivers of trains booked to stop at the station must bring their train to a stand opposite the appropriate stop board.

(OD.14/—) (1)

Forders Sidings—

The shunt neck in the down siding has been shortened by 20 yards.

(OD.14/—) (1)

*** * Sutton Colliery Jn.—**

Two notice boards worded "42 MGR" have been provided, one 470 yards from the ground frame points on the Tibshelf to Pleasley single line facing Pleasley, and the other 470 yards from the ground frame points on the Sutton Colliery single line facing movements proceeding to the colliery.

(OD.14/—) (50)

SECTION C

61

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Blackwell South Junction—

A reflectorised marker board worded "33 SLU's" facing north, has been provided between the "up and down" goods line and the down South curve goods line 90 yards beyond signal TT.66. This board marks the point at which trains from the north which require to set back into Tibshelf Top Sidings should come to a stand on the "up and down" goods line.

(OD.14/80/231) (51)

Wirksworth Incline—

No.1 and 4 sidings previously shortened have been restored to their former length.

(OD.14/—)

Eastern Region:—**Rufford Colliery Sidings—**

The signal box, together with all associated signals has been abolished.

A new Key Token hut, has been provided at 144½ m.p. which now houses a "NO SIGNALMAN" Key Token instrument for the section "Mansfield Colliery Jn. to Rufford Colliery". A telephone to Mansfield Colliery Jn. signal box has been provided.

The points leading from Empties Branch to Loaded Sidings has been converted to hand-worked points. All other points have been controlled from a new two-lever "Rufford Colliery ground frame" situated adjacent to the site of the former signal box.

A Staff box which can be opened with a Key Token has been provided at the ground frame. The box houses the train staffs for the sections "Rufford Colliery to Clipstone Colliery and Rufford Colliery empties branch". The ground frame points can be released by the appropriate train staff.

Details of the new notice boards are as shown on the diagram included in this notice. A Black Chevron on a Yellow background has the same function as the caution aspect of a Distant signal.

(51)

Tinsley West Jn.—

The connection to Turton Platts Siding has been removed and plain line installed in the up main. The associated ground frame has been abolished.

(New Item) (1)

Treeton Jn.—

The Midland siding has been secured out of use pending removal.

(New Item) (52/1)

Sheffield (Between Dronfield and Dore South Jn.)—

The Warning Indicator (and associated A.W.S. permanent magnet) on the down main in Bradway Tunnel giving warning of the change in the permanent speed restriction from 80 m.p.h. to 50 m.p.h. at 153m. 73ch. has been resited 286 yards further south in the tunnel. (The 50 m.p.h. permanent speed restriction on the down main commences at 153¾ m.p.

(1)

Sheffield (Between Heeley and Dore Station Jn.)—

In conjunction with the alteration to the permanent speed restriction on the up main at Dore, the warning indicator (and associated A.W.S. permanent magnet), giving warning of the change in the permanent speed restriction at 154m. 31ch. have been abolished.

(1)

SECTION C

62

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

Between Royston Jn. and Oakenshaw South Jn.

The down and up main lines between the main and goods junction immediately north of Royston Jn. signal box and Oakenshaw South Jn. have been taken out of use and all signalling on these lines has been abolished.

The adjacent down and up goods lines have been up graded to passenger line status and the Absolute Block Regulations will apply between Royston Jn. and Oakenshaw.

Royston Jn.

The points leading to and from the former main lines have been secured out of use in the reverse position for through running. The new main (former goods) lines.

Up sidings Nos. 1 and 2 have been taken out of use.

Altered Signals

The down main home signal No. 5 will display red or green aspect only and will apply towards new down main (former down goods). The junction indicator position 4 subsidiary and associated AWS inductor have been abolished.

The down goods home (No. 8) signal will display red or green aspects only and will apply towards the new down main. The subsidiary has been removed.

An A.W.S. inductor has been provided 200 yards before reaching the down goods distant signal.

The former up goods distant signal and up goods home signal have been renamed up main distant and up main home signals respectively.

An A.W.S. inductor has been provided 200 yards before reaching the up distant signal.

The "calling on" arm below the "fulls" siding departure signal has been abolished.

Oakenshaw Jn.

The points at Oakenshaw South Jn. leading to the former main line have been secured out of use in the reverse position for through running to and from the new down main line.

Altered Signals

The former down goods (new down main) signal (O.15) will display yellow or green aspect only and has been renamed down main distant signal (800 yards before reaching O.16 signal). The subsidiary has been removed. An A.W.S. inductor has been provided 200 yards before reaching this signal.

Former down goods (new down main) signal O.16 has been renamed down main home and the subsidiary has been removed. The A.W.S. inductor has been repositioned 200 yards before reaching this signal.

An A.W.S. inductor has been provided 200 yards before reaching the down Midland goods to down Crofton goods signal O.17.

Up Midland signal O.10 will display red or green aspect only and apply towards new up main. The junction indicator and subsidiary have been removed.

Up Oakenshaw branch signal O.12 will display red or green aspect only and will apply towards new up main. The junction indicator and subsidiary have been removed.

Up Crofton goods signals O.5 and O.8 have had subsidiary aspects removed and A.W.S. has been provided.

Ground position light signals O.13 applying down main to former up main and O.14 applying former up main to down main have been abolished.

(1)

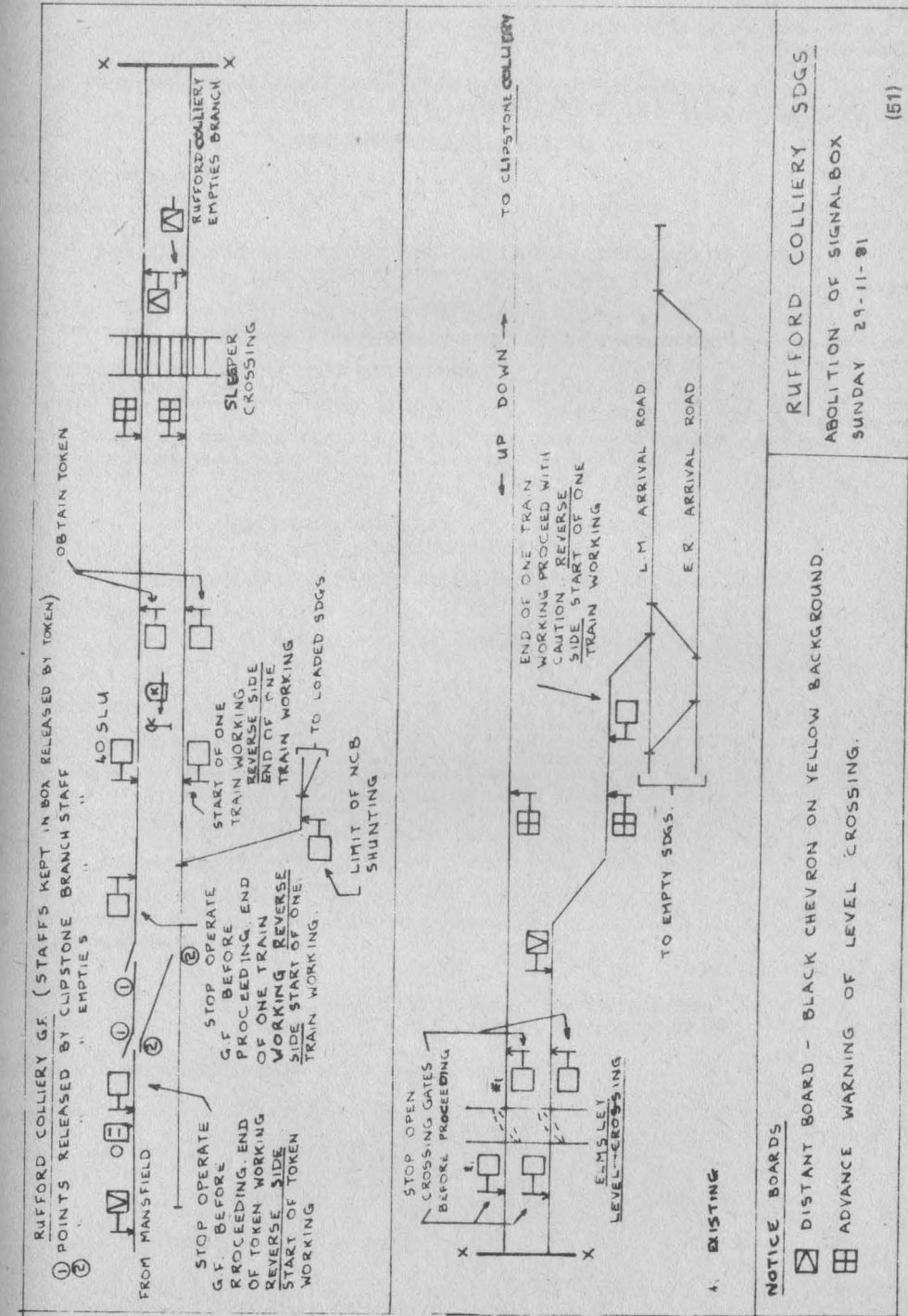
SECTION C

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

Eastern Region :-

Rufford Colliery Sidings



SECTION C

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

Southern Region:—

Denmark Hill No. 983 located Cambria Jn. side of the station shown in signal instruction 25CD/52SED has been secured out of use until further notice.

(R/SB.239/40)

(1)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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

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

SIGNALMEN'S GENERAL INSTRUCTIONS

Page 36—clause 39.4 (v)

(OD.15/Pad 55)

(5-12-81)

Delete clause (v).

GENERAL APPENDIX TO WORKING TIMETABLES AND BOOKS OF RULES
 AND REGULATIONS, DATED 6 JUNE, 1981

PART 1

SECTION 1—GENERAL OPERATING INSTRUCTIONS

★ Page 1.55 LINESIDE HOT AXLE BOX DETECTORS

Amend the note at the end of the instruction to read:—

NOTE: The application to these instructions does not apply to Advanced Passenger trains, A.C.
 Electric locomotives, diesel mechanical multiple units and diesel parcel units.
 (OD.14/E1/2/75) (12-12-81)

SECTIONAL APPENDIX—SOUTHERN SECTION
 LOCAL INSTRUCTIONS

ST. PANCRAS TO CHESTERFIELD (VIA DERBY) AND BRANCHES

★ Page 251— (page 74 MED—No.49)

SANDITE APPLICATION TRAINS

Amend —

6. INSTRUCTIONS TO SIGNALMEN

Clause 6.4 now to read

- 6.4 Should the following train be a Diesel Shunter (with or without vehicles) a single car diesel unit, or class 140 multiple unit the next train after that must also not be relied upon to operate track circuits. (12-12-81)

Page 316—Add—MOORGATE

Any movement, other than a class 317 EMU, requiring to proceed to a platform line at Moorgate must stop short of the platform and proceed in at walking pace. It must not be allowed to come into contact with the buffer stop.

(6-12-81)

GENERAL APPENDIX TO WORKING TIMETABLES
 AND BOOKS OF RULES AND REGULATIONS, 6 JUNE 1981

SECTION 3—WORKING OF PASSENGER AND PARCELS TRAINS

★ Page 3.3—

Amend Clause 2(c)

Train Conveying	Maximum Speed
Six wheeled milk tanks loaded or empty	45 m.p.h.
	(OD.15/485) (10-12-81)