

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**2**

## WEEKLY OPERATING NOTICE containing

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

**SATURDAY, 9 JANUARY**

to

**FRIDAY, 15 JANUARY 1982**

**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.

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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.

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# SIGNALLING RECORD SOCIETY

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

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

#### Sunday, 10 January—Glen Parva G.F.—

The trailing crossover will be renewed immediately on the Nuneaton side of its present location. The existing ground frame will be replaced by a 'push button' type control panel, housed in a locked cabinet adjacent to the crossover and released from Wigston North Jn. box. Keys to the cabinet will be retained in Wigston North Jn. and Wigston South Jn. boxes. A telephone to Wigston North Jn. box will be provided.

(OD.14/81/176) (5)

#### Eastern Region.

##### Sunday, 10 January—Between Treeton South and Beighton Junction—

The up goods will be severed and a Stop-Block provided to form a Head-Shunt 400 yards in length at the Treeton South end.

The remainder of the up goods will be removed between the Stop-Block and Beighton Jn.

##### Signalling Alterations.

###### Treeton South—

The up goods home signal will be maintained in the "ON" position. The up goods "CALLING-ON" below, will become a miniature arm applying towards the Head-Shunt.

The up main home to up goods will be abolished. The "CALLING-ON" arm below will become a miniature arm applying towards the Head-Shunt.

The down sidings signal to up goods will be replaced by a miniature arm applying towards the Head-Shunt.

###### Beighton Junction—

The following signals will be abolished:—

- up goods distant
- up goods home to up main (and on the left-hand bracket) — up goods home to up Westhorpe

(5)

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

#### Eastern Region.—continued

##### Sunday, 10 January—Barrow Hill North Junction—

A diagram is included in this notice illustrating the remodelled Barrow Hill North Jn. 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.

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.

Signal	Line	Aspect	Route indication	Application to or towards
S239	Down	Main	Junction indicator	S249 (Down Barrow Hill)
Reduced	Staveley		position "1"	
Height	Goods			
Signal		Main		S253 (Down Staveley Goods)
S241	Reception	Main	Junction indicator	S249 Down Barrow Hill
	Lines/Up		position "1"	
	Sidings	Main		S253 Down Staveley Goods
		S	"S"	Shunting line
S248	Up	Main	Junction indicator	S238 Up Staveley Goods
	Barrow		position "1"	
	Hill	Main		S236
		Sub		Reception lines Nos. 1, 2 or 3

All route indications will be brought into use on down Barrow Hill ground position light signal 1020 as follows:—

Route indication	Destination
"S" †	Up Sidings
"R"	Reception lines
"G"	S238 Up Staveley Goods
"M"	S236 Up Barrow Hill
"X"	1008 Down Barrow Hill Goods

† Applies to light engine or two light engines coupled only.

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" 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.

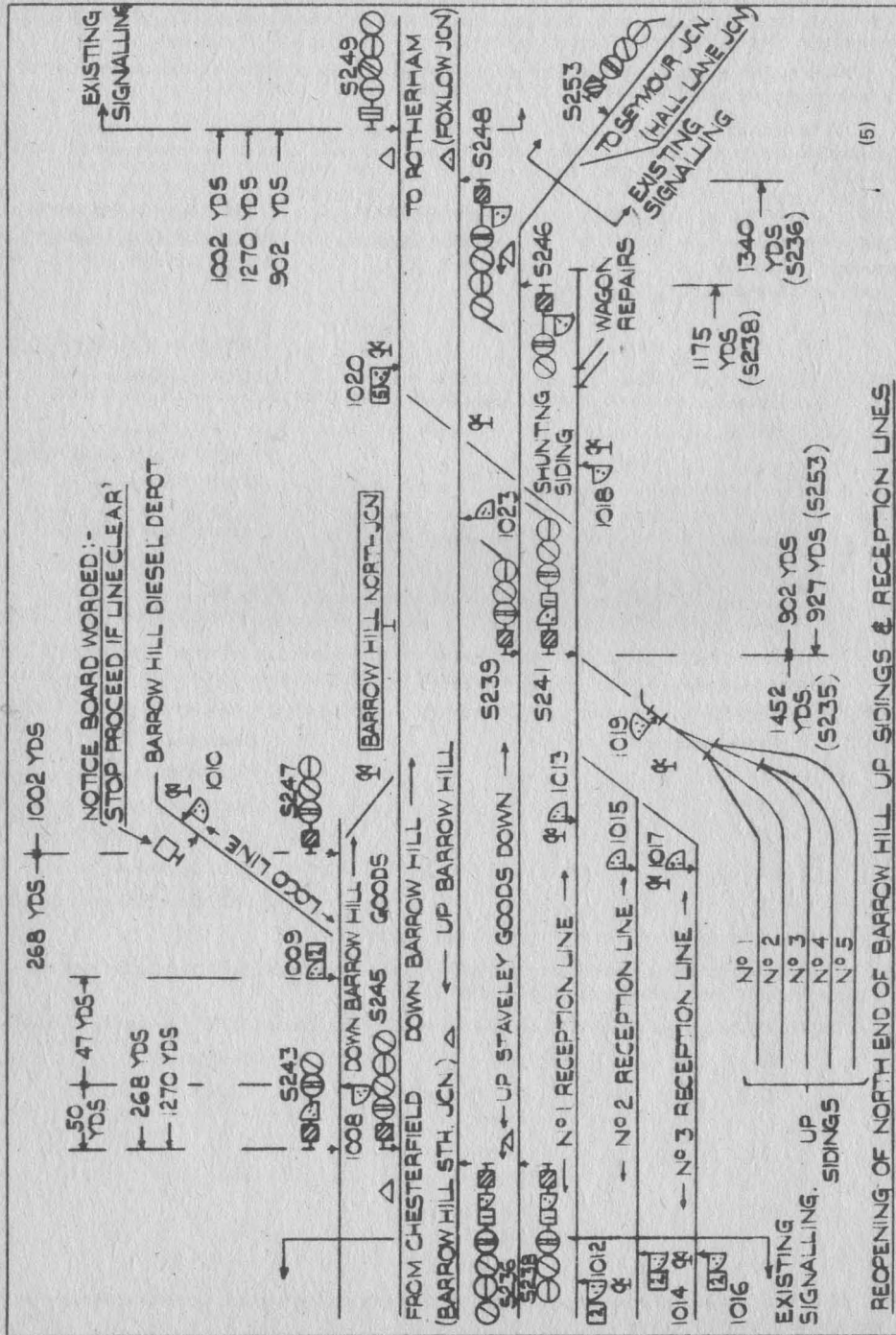
(5)

SECTION C

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

Eastern Region.—continued

Barrow Hill North Junction.—continued



(5)

SECTION C

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

Western Region.

Sunday, 10 January—Gloucester—Fiddington Level Crossing—Ashchurch 80m. 39ch.

The public level crossing will be closed permanently and the gates and all S & T equipment will be taken out of use pending removal.

(4)

DETAILS OF WORK ALREADY CARRIED OUT

Harpenden Station—

The up fast platform has been shortened by 90 yards at the north end and drivers of trains booked to stop at the station must bring their trains to a stand at the stop board provided.

(OD.14/-)

(4)

Knighton South Junction—

No.1 siding situated adjacent to the down main line has been taken away.

A new run round siding and shunt neck has been provided situated in Knighton Old sidings adjacent to the "down and up" goods line.

(OD.14/-)

(4)

Derby Station—

Stencil type indicators with the letter "R" indicating "Right Away" has been provided on signals DY.441, 443, 444, 446, 452 and 454.

(4)

Earlswood—

Earlswood box has been abolished and all points and signals worked therefrom have been taken away. The new block section is Shirley to Henley-in-Arden.

The catch points situated in the up line at 7m. 35ch. together with those in the down line at 6m. 3ch. have been replaced by plain line.

(3)

Shirley—

The existing up main starting signal has been taken away. A new up main home 1 semaphore signal, 20 feet in height has been provided 728 yards on the Henley-in-Arden side of the box. The signal has been situated 1030 yards after passing the up main distant signal and a telephone to the box has been provided.

The existing up main home 1 and home 2 signals have been renamed up main home 2 and starting signals respectively. A telephone to the box has been provided at the new up main home 2 signal and at the existing down main home 1 signal. The down main home 2 signal together with main line shunting signals at Shirley station have been fitted with diamond signs

(3)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Henley-in-Arden—

The existing down main starting signal has been taken away.

A new down main home 1 semaphore signal, 15 feet in height, has been provided 470 yards on the Shirley side of the box. The signal has been situated 1090 yards after passing the down main distant signal and a telephone to the box has been provided.

The existing down main home 1 and home 2 signals have been renamed down main home 2 and starting signals respectively. A telephone to the box has been provided at the up main home 1 signal.

Diamon signs have been provided on the shunting signals at Henley-in-Arden and on the following main running signals:—

down main home 2  
down main starting  
up main home 2  
up main starting

The catch points situated in the up line at 11m. 26ch. and 12m. 59ch. have been replaced by plain line.

(OD.14/80/311) (3)

## Eastern Region.

## Peterborough—

The down March signal P.797 has been required 115 yards further south to a position adjacent to Nene Bridge.

The application is unchanged. (3)

## \* \* \* Peterborough—

The down March signal P797 has been repositioned 115 yards further south to a position adjacent to Nene Bridge.

The application remains unchanged. (2)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—continued

## \* \* \* Wakefield (Kirkgate) West—

The temporary alignment—up passenger loop/up fast has been 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 have been secured out of use in the reverse position pending removal and the up fast/up slow facing connection have been 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 have been abolished and replaced by new 4-aspect colour light signals. The stencil type route indicators and subsidiaries have been 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 47½ 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 have been restored from Sunday, 20 December.

WW59 (48 yards west of the 47½ m.p.)	Up passenger loop (on the right hand side of the line)	Main		Up slow (WW43)
		Main	1	Up fast (WW52)
		Main	4	Up branch L249

The junction indicator position 1 is out of use until further notice

WW55 (56 yards west of the 47½ m.p.)	Up platform	Main		Up slow (WW43)
		Main	1	Up fast (WW52)
		Main	4	Up branch L249

The junction indicator position 1 shall be out of use until further notice.

A.W.S. and telephone communication to the signal box is provided on all the above signals.

## SECTION C

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

## Eastern Region:- continued

## \* \* Wakefield Kirkgate West—

A new facing crossover — up goods loop/up passenger loop have been installed immediately after passing the new up goods loop 4-aspect colour light signal WW62.

The junction route indicators 4 and 5 on WW62 signal have been commissioned.

- Position 4 — towards up slow WW43  
 Position 5 — towards up branch L249

-(2)

## \* \* Barrow Hill North Junction—

The new facing connection between the up Barrow Hill and the up & down Staveley goods single line have been brought into use.

All associated signals/signal routes referred to as temporarily out of use have been commissioned and these are summarised below. Reference should be made to the diagram included in this Notice and to Supplementary Notice No.112.

Signal	Line	Aspect	Route Indication	Application to or towards
S239 Reduced Height Signal	Down Staveley Goods	Main	Junction indicator position "1"	S249 (Down Barrow Hill)
		Main		S253 (Down Staveley Goods)
S241	Reception Lines/Up Sidings	Main	Junction Indicator position "1"	S249 (Down Barrow Hill)
		Main		S253 (Down Staveley Goods)
S248	Up Barrow Hill	S	"S"	Shunting line
		Main	Junction indicator position "1"	S238 (Up Staveley Goods)
		Main		S236
		Sub		Reception lines Nos. 1,2 or 3.

All route indications have been brought into use on down Barrow Hill ground position light signal 1020 as follows:—

Route Indication	Destination
"S" †	Up sidings
"R"	Reception lines
"G"	S238 Up Staveley Goods
"M"	S236 Up Barrow Hill
"X"	1008 Down Barrow Hill Goods

†—Applies to light engine or two light engines coupled only.

(2)

## SECTION C

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

## Eastern Region:—continued

## \* \* March West Junction—

The ground disc signal in the up main cess formerly applying set back up main to up siding has been abolished.

(2)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**4**

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 23 JANUARY**

to

**FRIDAY, 29 JANUARY 1982**

**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.

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'Nile Not ME', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

#### Sunday, 24 January—Cricklewood—

A new six lever ground frame released from West Hampstead box and situated at the North end of the depot, adjacent to the E.M.U. sidings and shown in special notice 180G will be brought into use, controlling trailing points up slow (No.3), trailing points down slow (No.4) and siding points (No.6). A telephone to West Hampstead box will be provided.

(OD.14/73/410/E) (7)

#### Eastern Region:—

##### Sunday, 24 January—Woodburn Junction—

The miniature signal loco to down goods will be replaced by an elevated position light signal on the same site.

The miniature signal Market to down goods will be replaced by a ground position light signal on the same site.

The elevated disc signal down goods to Market will be replaced by an elevated position light signal 3 yards further from the signalbox. The new signal will have a stencil route indicator displaying 'M' for Market (an additional route will be provided at a later date).

(7)

#### Southern Region:—

##### Sunday, 24 January—Wallers Ash—

The trailing crossover, between the down and up main lines, at present secured out of use, will be abolished.

(R/SA 1448) (7)

### Signalling and Permanent Way Alterations—continued

#### DETAILS OF WORK ALREADY CARRIED OUT

##### Between St. Pancras and Harpenden—

The maximum permissible speed on the fast lines between Cricklewood Curve Junction and Hendon has been raised from 75 m.p.h. to 90 m.p.h.

The maximum permissible speed on the slow lines between Silkstream Junction and Harpenden has been raised from 60 m.p.h. to 75 m.p.h.

The permanent speed restriction of 25 m.p.h. on the slow lines between Cricklewood Station and Cricklewood Curve Junction has been withdrawn.

The permanent speed restrictions of 75 m.p.h. on the down fast line and 80 m.p.h. on the up fast line between the 18½ m.p. and 20 m.p. has been withdrawn.

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

##### Cricklewood Station—

2 temporary level crossings, one over the tamper siding, down and up Hendon and down and up fast lines and one over the down and up slow lines have been installed at the north end of the station for the use of the Chief Civil Engineer during reconstruction of the platforms.

(OD.14/LC/1116) (5)

##### West Hampstead—

A temporary level crossing over the down and up fast lines, the down and up Hendon lines and the run round road has been installed at the north end of the station for the use of the Chief Civil Engineer during reconstruction work.

(OD.14/LC/1107) (7)

##### \* \* \* Harpenden Station—

The up fast platform has been shortened by 90 yards at the north end and drivers of trains booked to stop at the station must bring their trains to a stand at the stop board provided.

(OD.14/—) (4)



## SECTION C

52

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Glen Parva G.F.—

The trailing crossover has been taken away.

(OD.14/81/176) (Amended item) (5)

## \*\* Knighton South Junction—

No.1 siding situated adjacent to the down main line has been taken away.

A new round siding and shunt neck has been provided situated in Knighton Old Sidings adjacent to the "down and up" goods line.

(OD.14/—) (4)

## \*\* Derby Station—

Stencil type indicators with the letter "R" indicating "Right Away" has been provided on signals DY.441, 443, 444, 446, 452 and 454.

(4)

## Between Ambergate Junction and Clay Cross South Junction—

The maximum permissible speed on the main lines has been raised from 75 m.p.h. to 80 m.p.h.

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

## Tyseley No.1—

A new shunting signal has been provided, situated adjacent to the up through siding, 43 yards on the Leamington side of the box, and applies to movements towards the two-armed shunting signal situated adjacent to the crossover.

The two set-back shunting signals, situated adjacent to the down through siding now also apply to set-back movements along the down through siding.

(OD.14/80/62) (6)

## Bletchley Station—

The position light shunting signal (BY.62) situated at the north end of platform 8 and applying to set-back movements from the up Cambridge line has been replaced by an inverted 3-aspect colour light signal (BY.62). The new signal, which is mounted above a position light subsidiary signal with 4-way stencil type indicator, is 3 feet in height and applies as follows:—

aspect displayed	indication	route set
main	—	down Cambridge carriage sidings
R + sub	'CAR'	goods sidings
R + sub	'GS'	Cambridge sidings
R + sub	'CBS'	Lie-bye sidings

A telephone to Bletchley box has been provided at the new signal.

(OD.14/78/231) (6)

## SECTION C

53

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:

## Between Treeton South and Beighton Junction—

The up goods have been severed and a Stop-Block provided to form a Head-Shunt 400 yards in length at the Treeton South end.

The remainder of the up goods have been removed between the Stop-Block and Beighton Jn.

(5)

## Signalling Alterations.

## Treeton South—

The up goods home signal has been maintained in the "ON" position. The up goods "CALLING-ON" below, has become a miniature arm applying towards the Head-Shunt.

The up main home to up goods has been abolished. The "CALLING-ON" arm below has become a miniature arm applying towards the Head-Shunt.

The down sidings signal to up goods has been replaced by a miniature arm applying towards the Head-Shunt.

(5)

## Beighton Junction—

The following signals have been abolished:—

up goods distant  
up goods home to up main (and on the left-hand bracket) — up goods home to up Westhorpe

(5)

## Barrow Hill North Junction—

A diagram is included in this Notice illustrating the remodelled Barrow Hill North Jn. 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 has been restored.

All lines and points shown dotted in Supplementary Notice of Signalling Alterations No.112 have been brought into use.

All associated signals/signal routes previously referred to as temporarily out of use have been commissioned and these are summarised below. Reference should be made to Supplementary Notice No.112.

Signal	Line	Aspect	Route indication	Application to or towards
S239	Down	Main	Junction indicator position "1"	S249 (Down Barrow Hill)
Reduced Height Signal	Staveley Goods	Main		S253 (Down Staveley Goods)
S241	Reception Lines/Up Sidings	Main	Junction indicator position "1"	S249 Down Barrow Hill
		Main S	"S"	S253 Down Staveley Goods Shunting line
S248	Up Barrow Hill	Main	Junction indicator position "1"	S238 Up Staveley Goods
		Main Sub		S236 Reception lines Nos. 1, 2 or 3



## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—continued

## Between Oakenshaw Jn. and Calder Bridge Jn.—

## Oakenshaw Jn. (L &amp; Y)—

A new up Goole set-back ground position light signal (situated between the down and up Goole lines) has been provided immediately on Calder Bridge Jn. side of the facing points — up Goole to up goods (opposite the trap points in the up goods).

A 3-way stencil type route indicator has been provided and the following indications apply:—

Indication	Destination
"M"	Down Goole
"B"	Up Oakenshaw Branch
"S"	Down siding

(6)

## Between Ardsley Tunnel and Wakefield Westgate—

Down Doncaster 4-aspect signal No.223 and up Doncaster 4-aspect signal No.220 (on the immediate approaches to the site of the former Lofthouse Ground Frame at 17½ m.p.) have been converted to automatic signals.

(6)

## Western Region:—

## \* \* \* Gloucester—Fiddington Level Crossing—Ashchurch 80m. 39ch.

The public level crossing has been closed permanently and the gates and all S. & T. equipment has been taken out of use pending removal.

(4)

## Southern Region:—

## Clapham Junction—

The "Limit of Shunt" indicator on the up Windsor local line at the Wandsworth Town end of the station has been repositioned 12 yards nearer Clapham Jn. 'A' signal box at 7 feet above rail level.

(R/SA.1590)

(6)

## Gloucester Road Jn.—

The trailing connection in the up local line leading from the former up East Croydon local spur has been restored to use.

The former up East Croydon local spur has become a siding, named Selhurst sub-station siding, which is 900 ft. in length. Trap points are provided 91 yards from the up local line connection.

A new 'from sub-station siding' shunt signal has been provided 2 yards from the trap points.

The 'from fork arrival road' shunt signal now applies for movements to the sub-station siding.

The facing connection in the down local line leading to the former down East Croydon local spur, has been abolished.

(R/SB.43/55/31)

(6)

## GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

## ★ ENGINEERING WORKS/ELECTRICAL ISOLATIONS IN TRACTION MAINTENANCE DEPOTS, CARRIAGE SHEDS, SIDINGS ETC.

Location	Nature of Work	Remarks
Lawley Street OCL Sidings	Contractors laying Bowmac Crossing on NCL Depot entrance, end of OCL Sidings All work under supervision of Chargeman or Lawley Street.	From 07 00 Saturday, 23 January.

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

## SIGNALMEN'S GENERAL INSTRUCTIONS

Page 36—clause 39.4 (v)

Delete clause (v).

(OD.15/Pad 55)

(5-12-81)

## 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)

# **NOTICE TO DRIVERS**

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## **DRIVERS AUTHORISED TO PASS SIGNALS AT DANGER**

1. When a signal is passed at danger, its clear and concise message and its inbuilt safeguards are lost.
  
2. Therefore, whenever **YOU** are authorised to pass a signal at danger in accordance with the rules, **IT IS VITAL THAT:—**
  - (a) **YOU HAVE A CLEAR VERBAL UNDERSTANDING** with the Signaller, (or other authorised person), of exactly what is required of you.
  
  - (b) **YOU PROCEED WITH CAUTION** in accordance with the instructions given and at such a **SPEED** as to enable you to be able to **STOP** short of any obstruction, having due regard to visibility, curvature of the line, weather conditions, etc.
  
3. **NOTHING** must be assumed or taken for granted. Safety depends on **YOU** understanding and doing exactly what is required.

(OD.15/Pad/6E) (5)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**5**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 30 JANUARY**

to

**FRIDAY, 5 FEBRUARY 1982**

**inclusive**

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At or between	Lines affected	Remarks
<b>EASTERN REGION—continued</b>		
<b>ELY DOCK JN. TO PETERBOROUGH (CRESCENT JN.).—continued</b>		
<b>Sunday, 31 January</b>		
273 Chettisham and Manea	Down & up BLOCKED	00 01 to 08 00. Track maintenance, 75½ and 79 m.p. <b>Mechanical equipment in use.</b> <b>Possession to be given up for passage of trains.</b>
<b>Monday/Tuesday, 1/2 February</b>		
274 Peterborough and Kings Dyke	Up BLOCKED	23 00 to 05 00. Track maintenance, 98% and 97½ m.p. <b>Mechanical equipment in use.</b> <b>Single line working over down line.</b>
<b>ALLINGTON JN. TO SKEGNESS.</b>		
<b>Until further notice</b>		
275 Hubberts Bridge and Boston	All	08 00 to 17 00. Track maintenance and loading materials.
276 Boston and Sibsey L.C.	All/single	08 00 to 16 00. Track renewal, 107 and 112½ m.p. <b>Mechanical equipment in use.</b>
277 Sleaford West Jn. and Sleaford North Jn.	All	07 00 to 19 00. Earthwork, 2½ and 2½ m.p.
278 Sleaford and Heckington	Single	Earthwork, 122 and 122½ m.p.
<b>Saturday, 30 January to Monday, 1 February</b>		
279 Heckington L.C. and Hubberts Bridge	Down & up BLOCKED	22 45 (Sat) to 06 15 (Mon). Track renewal, 130% and 125½ m.p.. <b>Crane and mechanical equipment in use. Access into Heckington up platform after 14 30 (Sun).</b>
<b>Saturday/Sunday, 30/31 January</b>		
280 Heckington L.C. and Swineshead	Down BLOCKED Up BLOCKED	22 45 to 16 00. } Track renewal, 125½ and 22 45 to 14 00. } 125% m.p. <b>Crane and mechanical equipment in use.</b>
<b>Thursday/Friday, 4/5 February</b>		
281 Sleaford East and Heckington	Down main BLOCKED	22 30 to 05 00. Track maintenance, 125% and 125% m.p. <b>Mechanical equipment in use.</b>

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

#### Monday, 1 February—Harpenden Station—

The down fast platform will be shortened by 90 yards at the north end and Drivers of trains booked to call at the station must bring their train to a stand at the stop board provided.

(OD.14/—)

(8)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Between St. Pancras and Harpenden—

The maximum permissible speed on the fast lines between Cricklewood Curve Junction and Hendon has been raised from 75 m.p.h. to 90 m.p.h.

The maximum permissible speed on the slow lines between Silkstream Junction and Harpenden has been raised from 60 m.p.h. to 75 m.p.h.

The permanent speed restriction of 25 m.p.h. on the slow lines between Cricklewood Station and Cricklewood Curve Junction has been withdrawn.

The permanent speed restrictions of 75 m.p.h. on the down fast line and 80 m.p.h. on the up fast line between the 18½ m.p. and 20 m.p. has been withdrawn.

(OD.14/73/410)

(6)

#### \* \* \* Cricklewood Station—

2 temporary level crossings, one over the tamper siding, down and up Hendon and down and up fast lines and one over the down and up slow lines have been installed at the north end of the station for the use of the Chief Civil Engineer during reconstruction of the platforms.

(OD.14/LC/1116)

(5)

#### Cricklewood—

A new six lever ground frame released from West Hampstead box and situated at the North end of the depot, adjacent to the E.M.U. sidings and shown in special notice 180G has been brought into use, controlling trailing points up slow (No.3), trailing points down slow (No.4) and siding points (No.6). A telephone to West Hampstead box is provided.

(OD.14/73/410/E)

(7)

#### West Hampstead—

A temporary level crossing over the down and up fast lines, the down and up Hendon lines and the run round road has been installed at the north end of the station for the use of the Chief Civil Engineer during reconstruction work.

(OD.14/LC/1107)

(7)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## \* \* \* Glen Parva G.F.—

The trailing crossover has been taken away.

(OD.14/81/176) (Amended item) (5)

## Between Ambergate Junction and Clay Cross South Junction—

The maximum permissible speed on the main lines has been raised from 75 m.p.h. to 80 m.p.h.

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

## Tyseley No.1—

A new shunting signal has been provided, situated adjacent to the up through siding, 43 yards on the Leamington side of the box, and applies to movements towards the two-armed shunting signal situated adjacent to the crossover.

The two set-back shunting signals, situated adjacent to the down through siding now also apply to set-back movements along the down through siding.

(OD.14/80/62) (6)

## Bletchley Station—

The position light shunting signal (BY.62) situated at the north end of platform 8 and applying to set-back movements from the up Cambridge line has been replaced by an inverted 3-aspect colour light signal (BY.62). The new signal, which is mounted above a position light subsidiary signal with 4-way stencil type indicator, is 3 feet in height and applies as follows:—

aspect displayed	indication	route set
main	—	down Cambridge carriage sidings
R + sub	'CAR'	goods sidings
R + sub	'GS'	Cambridge sidings
R + sub	'CBS'	Lie-bye sidings
R + sub	'LBS'	

A telephone to Bletchley box has been provided at the new signal.

(OD.14/78/231) (6)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:

## \* \* \* Between Treeton South and Beighton Junction—

The up goods have been severed and a Stop-Block provided to form a Head-Shunt 400 yards in length at the Treeton South end.

The remainder of the up goods have been removed between the Stop-Block and Beighton Jn. (5)

## Signalling Alterations.

## \* \* \* Treeton South—

The up goods home signal has been maintained in the "ON" position. The up goods "CALLING-ON" below, has become a miniature arm applying towards the Head-Shunt.

The up main home to up goods has been abolished. The "CALLING-ON" arm below has become a miniature arm applying towards the Head-Shunt.

The down sidings signal to up goods has been replaced by a miniature arm applying towards the Head-Shunt.

(5)

## \* \* \* Beighton Junction—

The following signals have been abolished:—

up goods distant  
up goods home to up main (and on the left-hand bracket) — up goods home to up Westhorpe

(5)

## \* \* \* Barrow Hill North Junction—

A diagram is included in this Notice illustrating the remodelled Barrow Hill North Jn. 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 has been restored.

All lines and points shown dotted in Supplementary Notice of Signalling Alterations No.112 have been brought into use.

All associated signals/signal routes previously referred to as temporarily out of use have been commissioned and these are summarised below. Reference should be made to Supplementary Notice No.112.

Signal	Line	Aspect	Route indication	Application to or towards
S239	Down	Main	Junction indicator position "1"	S249 (Down Barrow Hill)
Reduced Height Signal	Staveley Goods			
		Main		S253 (Down Staveley Goods)
S241	Reception Lines/Up Sidings	Main	Junction indicator position "1"	S249 Down Barrow Hill
		Main S	"S"	S253 Down Staveley Goods Shunting line
S248	Up Barrow Hill	Main	Junction indicator position "1"	S238 Up Staveley Goods
		Main Sub		S236 Reception lines Nos. 1, 2 or 3

## SECTION C

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

Eastern Region:—continued

## \* \* \* Barrow Hill North Jn. —continued

All route indications have been brought into use on down Barrow Hill ground position light signal 1020 as follows:—

Route indication	Destination
"S" †	Up Sidings
"R"	Reception lines
"G"	S238 Up Staveley Goods
"M"	S236 Up Barrow Hill
"X"	1008 Down Barrow Hill Goods

† Applies to light engine or two light engines coupled only.

The left-hand offset subsidiary on Up Staveley Goods Signal S246 has been brought into use and this now applies towards Reception lines 1, 2 or 3.

The following ground position light signals previously maintained "ON" 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) has been brought into use.

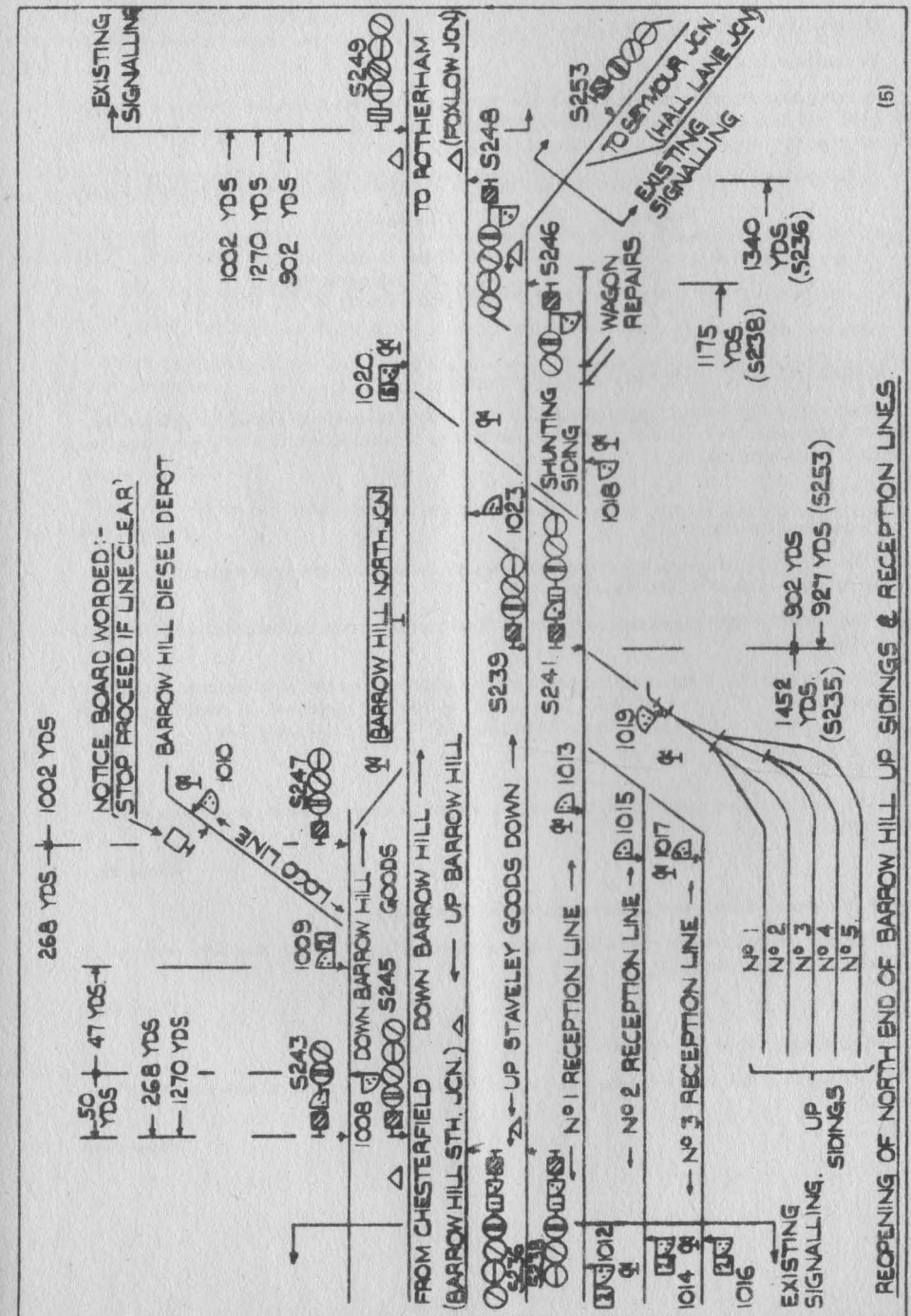
(5)

## SECTION C

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

Eastern Region:—continued

## \* \* \* Barrow Hill North Junction—continued



(5)



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—continued

## Between Oakenshaw Jn. and Calder Bridge Jn.—

## Oakenshaw Jn. (L &amp; Y)—

A new up Goole set-back ground position light signal (situated between the down and up Goole lines) has been provided immediately on Calder Bridge Jn. side of the facing points — up Goole to up goods (opposite the trap points in the up goods).

A 3-way stencil type route indicator has been provided and the following indications apply:—

Indication	Destination
"M"	Down Goole
"B"	Up Oakenshaw Branch
"S"	Down siding

(6)

## Between Ardsley Tunnel and Wakefield Westgate—

Down Doncaster 4-aspect signal No.223 and up Doncaster 4-aspect signal No.220 (on the immediate approaches to the site of the former Lofthouse Ground Frame at 178½ m.p.) have been converted to automatic signals.

(6)

## Woodburn Junction—

The miniature arm signal applying down loco to down goods has been replaced by a position light signal elevated 8ft. above rail level.

The miniature arm signal applying Market line to down goods has been replaced by a ground position light signal.

The elevated disc signal applying down goods to Market line has been replaced by a position light signal elevated 7ft. above rail level, 3 yards farther from the signalbox. A stencil-type route indicator has been provided and applies:— Indication 'M' — Towards Market line.

(7)

## Peterborough—

The up March line signal P.798 has been converted to a controlled signal and replated accordingly.

(New item) (7)

## Robin Hoods Walk Level Crossing located at 108m. 4ch.—

The crossing has been permanently closed to road traffic. All gates have been removed and fenced across the roadway.

(New item) (7)

## Peterborough Parcels Terminal—

The Bay road has been shortened by 116 yards and the Fire road has been shortened by 60 yards.

(New item) (7)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Southern Region:—

## Clapham Junction—

The "Limit of Shunt" indicator on the up Windsor local line at the Wandsworth Town end of the station has been repositioned 12 yards nearer Clapham Jn. 'A' signal box at 7 feet above rail level.

(R/SA.1590)

(6)

## Gloucester Road Jn.—

The trailing connection in the up local line leading from the former up East Croydon local spur has been restored to use.

The former up East Croydon local spur has become a siding, named Selhurst sub-station siding, which is 900 ft. in length. Trap points are provided 91 yards from the up local line connection.

A new 'from sub-station siding' shunt signal has been provided 2 yards from the trap points.

The 'from fork arrival road' shunt signal now applies for movements to the sub-station siding.

The facing connection in the down local line leading to the former down East Croydon local spur, has been abolished.

(R/SB.43/55/31)

(6)

## Wallers Ash—

The trailing crossover, between the down and up main lines, at present secured out of use, has been abolished.

(R/SA.1448)

(7)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**7**

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 13 FEBRUARY**

to

**FRIDAY, 19 FEBRUARY 1982**

**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.

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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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\*\* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

**Sunday, 14 February—St. Andrews Jn.—**

The catch points situated in the down main line 600 yards before reaching signal SY.86, will be repositioned 545 yards before reaching signal SY.86.

(OD.14/—) (New Item) (10)

### DETAILS OF WORK ALREADY CARRIED OUT

**Kettering Station—**

No. 4 up siding has been taken away.

(OD.14/—)

**Nottingham—**

**North Goods Yard—**

The following sidings have been taken out of use:—

No.4 to 22 inclusive  
No.5 Dead End

**West Goods Yard—**

The following sidings have been taken out of use:—

No.9, 10, 16 and 19  
No.1 and 2 Station to Station Yard  
The connection from No.16 siding to Crane line.

(OD.14/—) (9)

**Cricklewood Depot—**

The wiring train siding has been renamed breakdown train siding and the stencil indication 'WTS' associated with the signals applying to movements to that siding has been changed to 'BTS'.

(OD.14/73/410/E) (9)

**Cricklewood Traction Maintenance Depot—**

The level crossing at the north end of Cricklewood Traction Maintenance Depot has been provided with amber and red flashing road signals, operated automatically by signal clearance and/or track circuit occupation and clearance, on the road approaches.

Position light signal CD.11 controlling movements from the Depot has been repositioned on the Depot side of the crossing and elevated. A white light has been provided beneath it.

A white light has been provided on the north side of the crossing 16 yards before reaching the crossing.

The white light (flashing) indicates that the road lights are flashing and if the white light is not exhibited, the rail movement must not pass over the crossing until the Driver is satisfied that it is safe to do so.

(OD.14/73/410E) (9)

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

**Radlett—**

The down fast 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.

The down slow and up fast platforms have reverted to their previous lengths.

(OD.14/—) (9)

**Mickleover Ground Frame—**

All points worked from the ground frame have been converted to hand operation.

(OD.14/—) (9)

**Harpenden Station—**

The down fast platform has been shortened by 90 yards at the north end and Drivers of trains booked to call at the station must bring their train to a stand at the stop board provided.

(OD.14/—) (8)

\*\* **Cricklewood—**

A new six lever ground frame released from West Hampstead box and situated at the North end of the depot, adjacent to the E.M.U. sidings and shown in special notice 180G has been brought into use, controlling trailing points up slow (No.3), trailing points down slow (No.4) and siding points (No.6). A telephone to West Hampstead box is provided.

(OD.14/73/410/E) (7)

\*\* **West Hampstead—**

A temporary level crossing over the down and up fast lines, the down and up Hendon lines and the run round road has been installed at the north end of the station for the use of the Chief Civil Engineer during reconstruction work.

(OD.14/LC/1107) (7)

**Eastern Region:**

\*\* **Woodburn Junction—**

The miniature arm signal applying down loco to down goods has been replaced by a position light signal elevated 8ft. above rail level.

The miniature arm signal applying Market line to down goods has been replaced by a ground position light signal.

The elevated disc signal applying down goods to Market line has been replaced by a position light signal elevated 7ft. above rail level, 3 yards farther from the signalbox. A stencil-type route indicator has been provided and applies:— Indication 'M' — Towards Market line.

(7)

\*\* **Peterborough—**

The up March line signal P.798 has been converted to a controlled signal and replated accordingly.

(7)

\*\* **Robin Hoods Walk Level Crossing located at 108m. 4ch.—**

The crossing has been permanently closed to road traffic. All gates have been removed and fenced across the roadway.

(7)

## SECTION C

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

## Eastern Region:—continued

## \*.\* Peterborough Parcels Terminal—

The Bay road has been shortened by 116 yards and the Fire road has been shortened by 60 yards.

(7)

## Western Region:—

## Oxford—

The Down platform has been shortened by 70 yards at the London end.

(9)

## Reading—

"OFF" indicators have been provided for the following signals:—

R342	platform No.1	91 yards
R340	platform No.2	91 yards
R240	platform No.5	166 yards and 252 yards (two indicators)
R53	platform No.5	153 yards and 239 yards (two indicators)
R242	platform No.9	58 yards

The "OFF" indicator, in each case suspended from the platform canopy, has been sited on the approach side of, and at the distance quoted from, the relevant signal.

(9)

## Southern Region:—

## \*.\* Wallers Ash—

The trailing crossover, between the down and up main lines, at present secured out of use, has been abolished.

(R/SA.1448)

(7)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

ENGINEERING WORKS/ELECTRICAL ISOLATIONS IN  
 TRACTION MAINTENANCE DEPOTS, CARRIAGE SHEDS, SIDINGS ETC.

Location	Nature of Work	Remarks
Lawley Street OCL Sidings	Contractors laying Bowmac Crossing on NCL Depot entrance, end of OCL Sidings All work under supervision of Chargeman or Lawley Street.	

GENERAL APPENDIX TO WORKING TIMETABLES  
 AND BOOKS OF RULES AND REGULATIONS

## PART 1

## SECTION 1—GENERAL OPERATING INSTRUCTIONS

## Page 1.19—Clause 13.1

Disregard details shown in Periodical Operating Notice (MED 6) and substitute:—

Add as final sentence:—

The Rule Book Section M, clause 5.2.3 will not apply.

(OD.15/Pad.64)

(6-2-82)

**CARELESS ACTS COST**

**LIVES**

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CREWE  
10 February, 1982

J.M. GREGORY  
Chief Operating Manager

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**8**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 20 FEBRUARY**

to

**FRIDAY, 26 FEBRUARY 1982**

**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.

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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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# WARNING



★ A.C. ELECTRIFIED LINES  
 MIDLAND SUBURBAN ELECTRIFICATION  
 DOCK JN/MOORGATE – WEST HAMPSTEAD (NORTH)

From 0001 hours on Monday, 1st March 1982 the Overhead Line Equipment between structures F 01/25 (Down Fast) F 01/26 (Up Fast) F 01/27 (Up and Down Local) at Dock Jcn., MF 00/01 (Down Moorgate and Up Moorgate) at Moorgate Station and F 07/06 (Up Hendon & Down Fast) F 07/07 (Up Fast Down Carriage Loop Down Slow Up Slow) F 07/08 (Down Hendon) North of West Hampstead will be energised at 25,000 Volts and must be regarded as being ALIVE at all times.

The working instructions for A.C. Electrified Line (BR 29987) and amendments thereto will apply.

(OD15/PAD 31/138)(13.2.82)

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

#### Saturday, 20 February – Coalville Crossing

The portion of the Middle road between the connections leading to Snibston Colliery and the Front road will be secured out of use pending removal and the associated hand worked connections at the Coalville end will be taken away.

(OD14/–) (11)

#### Western Region:–

#### Sunday, 21 February – Hinksey North –

Position light shunting signal OX116 will be repositioned 10 yards nearer Didcot.

(11)

#### Sunday, 21 February – Oxford –

Position light shunting signal OX151 will be repositioned 5 yards nearer Wolvercot Jn.

(11)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Nuneaton Station –

Ashby bay has been shortened by 5 yards and the stop block repositioned accordingly.

(OD14/–) (New item) (11)

### Signalling and Permanent Way Alterations – continued

#### DETAILS OF WORK ALREADY CARRIED OUT – continued

#### St. Andrews Jn.–

The catch points situated in the down main line 600 yards before reaching signal SY.86, have been repositioned 545 yards before reaching signal SY.86.

(OD.14/–) (10)

#### Kettering Station–

No. 4 up siding has been taken away.

(OD.14/–) (10)

#### Nottingham–

#### North Goods Yard–

The following sidings have been taken out of use:–

No.4 to 22 inclusive  
No.5 Dead End

#### West Goods Yard–

The following sidings have been taken out of use:–

No.9, 10, 16 and 19  
No.1 and 2 Station to Station Yard  
The connection from No.16 siding to Crane line.

(OD.14/–) (9)

#### Cricklewood Depot–

The wiring train siding has been renamed breakdown train siding and the stencil indication 'WTS' associated with the signals applying to movements to that siding has been changed to 'BTS'.

(OD.14/73/410/E) (9)

#### Cricklewood Traction Maintenance Depot–

The level crossing at the north end of Cricklewood Traction Maintenance Depot has been provided with amber and red flashing road signals, operated automatically by signal clearance and/or track circuit occupation and clearance, on the road approaches.

Position light signal CD.11 controlling movements from the Depot has been repositioned on the Depot side of the crossing and elevated. A white light has been provided beneath it.

A white light has been provided on the north side of the crossing 16 yards before reaching the crossing.

The white light (flashing) indicates that the road lights are flashing and if the white light is not exhibited, the rail movement must not pass over the crossing until the Driver is satisfied that it is safe to do so.

(OD.14/73/410E) (9)



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Radlett—

The down fast 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.

The down slow and up fast platforms have reverted to their previous lengths.

(OD.14/—) (9)

## Mickleover Ground Frame—

All points worked from the ground frame have been converted to hand operation.

(OD.14/—) (9)

## \* \* Harpenden Station—

The down fast platform has been shortened by 90 yards at the north end and Drivers of trains booked to call at the station must bring their train to a stand at the stop board provided.

(OD.14/—) (8)

## Western Region:—

## Oxford—

The Down platform has been shortened by 70 yards at the London end.

(9)

## Reading—

“OFF” indicators have been provided for the following signals:—

R342	platform No.1	91 yards
R340	platform No.2	91 yards
R240	platform No.5	166 yards and 252 yards (two indicators)
R53	platform No.5	153 yards and 239 yards (two indicators)
R242	platform No.9	58 yards

The “OFF” indicator, in each case suspended from the platform canopy, has been sited on the approach side of, and at the distance quoted from, the relevant signal.

(9)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

ENGINEERING WORKS/ELECTRICAL ISOLATIONS IN  
TRACTION MAINTENANCE DEPOTS, CARRIAGE SHEDS, SIDINGS ETC.

Location	Nature of Work	Remarks
Lawley Street OCL Sidings	Contractors laying Bowmac Crossing on NCL Depot entrance, end of OCL Sidings All work under supervision of Chargeman or Lawley Street.	

GENERAL APPENDIX TO WORKING TIMETABLES  
AND BOOKS OF RULES AND REGULATIONS

## PART 1

## SECTION 1—GENERAL OPERATING INSTRUCTIONS

## Page 1.19—Clause 13.1

Disregard details shown in Periodical Operating Notice (MED 6) and substitute:—

Add as final sentence:—

The Rule Book Section M, clause 5.2.3 will not apply.

(OD.15/Pad.64)

(6-2-82)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**12**

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 20 MARCH**

to

**FRIDAY, 26 MARCH 1982**

**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.

---

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'Nile Not **ME** ', if subsequently received, acknowledge by telephone to CREWE (053/2239) to avoid duplication.

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At or between	Lines affected	Remarks
<b>SOUTHERN REGION—continued</b>		
<b>CLAPHAM JN. TO SELHURST—continued</b>		
<b>Sunday, 21 March</b>		
434 New Wandsworth Jn. and Balham	Down & up Brighton slow BLOCKED	00 05 to 07 00. Trackwork, 3½ and 4½ m.p. Trains to travel over Brighton fast lines.
435 Balham and Streatham Jn.	Down & up Brighton slow, down & up slow spurs BLOCKED	00 15 to 20 00. Trackwork, 5¼ and 6¼ m.p. Crane in use. Trains to travel over Brighton fast lines.
436 Selhurst Depot	Access road	08 00 to 18 00. Track renewal, 9 and 9½ m.p.
<b>Tuesday, 22 to Friday, 26 March</b>		
437 Clapham Jn. and Balham	Down & up Brighton fast BLOCKED	00 05 to 05 00. Trackwork, 2¼ and 4½ m.p. Trains to travel over Brighton slow lines.
438 Balham and Streatham Jn.	Down & up Brighton slow, down & up slow spurs BLOCKED	00 15 to 04 20. Trackwork, 5¼ and 6¼ m.p. Trains to travel over Brighton fast lines.
<b>BALHAM TO SELHURST (via Norwood Jn.).</b>		
<b>Saturday, 20 March</b>		
439 Norwood Jn.	Up local BLOCKED	00 05 to 05 30. Track maintenance, 9 and 8½ m.p. Up trains to travel over up through line.
<b>Sunday, 21 March</b>		
440 Streatham Hill	Up siding east, siding west, No's. 1 & 2 up sidings and No's. 1 to 8 shed roads	08 00 to 17 00. Trackwork, 5½ and 5 m.p.
<b>BRIXTON STATION TO STREATHAM COMMON.</b>		
<b>Sunday, 21 March</b>		
441 Herne Hill and Tulse Hill	Down & up BLOCKED	00 05 to 07 00. Track renewal, 4 and 4¼ m.p.
<b>Friday, 26 March</b>		
442 Tulse Hill and Streatham Jn.	Down & up Portsmouth, down & up Streatham spurs BLOCKED	00 10 to 04 40. Track maintenance, 6¼ and 7¼ m.p.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

#### Monday, 22 March—St. Pancras—

Platform No.6 will be shortened by 55 yards at the north end.

(OD.14/—)

(15/16)

#### Monday, 22 March — Between Pinxton L.C. and Kirkby Summit. —

The 20 m.p.h. P.S.R. which applies on the down line from 136 m.p. to 137½ m.p. will now apply from 135m. 46ch. to 138m. 45ch.

(OD.14/81/138)

(15/16)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Chaddesden Storage Sidings

Nos. 3, 4 and 6 sidings will be reduced in length to 355 yards with access from the Derby end only. Temporary stop blocks will be provided accordingly.

(OD14/—) (New item)

(14)

#### Elstree—

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

(OD.14/—)

(14)

#### Stratford-upon-Avon Station—

No.1 down platform has been shortened by 103 yards at the Bearley end of the platform and Drivers of trains booked to call at the station must bring their trains to a stand at the Evesham Road end of the platform.

(OD.14/—)

(14)

#### Between Bedford South Jn. and Bedford North Jn.—

The 60 m.p.h. P.S.R. which applied on the down and up slow lines between 48½ m.p. and 49½ m.p. has been removed.

The 20 m.p.h. P.S.R. which applied on the down slow line in both directions between 49½ m.p. and 50m. 24ch. will now apply between 50 m.p. and 50m. 24ch. and a 50 m.p.h. P.S.R. will apply between 49½ m.p. and 50 m.p. (in both directions).

The 20 m.p.h. P.S.R. which applied on the up slow line in both directions between 50m. 34ch. and 49½ m.p. will now apply between 50m. 34ch. and 50 m.p. and a 50 m.p.h. P.S.R. will apply between 50 m.p. and 49½ m.p. (in both directions).

A Warning Indicator and associated A.W.S. permanent magnet for the 50 m.p.h. P.S.R. which commences at 49½ m.p. on the down slow line, has been brought into use.

(OD.14/73/410)

(14)

#### Between Saffron Lane G.F. and Desford L.C.—

The 20 m.p.h. permanent speed restriction which applied between 99m. 30ch. and 100m. 10ch. has been removed.

(OD.14/79/200)

(14)

## Signalling and Permanent Way Alterations -- continued

## Details of Work Already Carried Out--continued

**Warwick Station --**

Due to rebuilding of the down platform Drivers of trains booked to call at the station must bring their trains to a stand at the stop board provided.

(OD.14/-) (13)

**Cricklewood Depot --**

Sidings 5 to 18 inclusive in the former carriage sidings have been brought back into use.

(OD.14/-) (13)

**Bestwood Park Junction --**

Nos. 3, 4, 11, 12, 13 and 14 Up loaded wagon sidings have been taken away.

The former Bestwood Colliery branch has been shortened to 133 yards and the Calverton Colliery dead road has been shortened to 1,114 yards.

(OD.14/-) (13)

**St. Pancras --**

Platform No. 7 has been shortened by 55 yards at the north end.

(OD.14/-) (13)

## Signalling and Permanent Way Alterations -- continued

## Details of Work Already Carried Out--continued

**Thurgarton Level Crossing --**

The crossing box, together with all signals worked therefrom, and the crossing gates have been taken away and the level crossing converted to an "OPEN" type in accordance with Section 2 (a) of the instructions contained in the Sectional Appendix. Steady Amber/Red flashing road traffic signals, together with "Another Train Coming" signs and associated warning boards have been provided.

Advance warning boards have been provided at the following locations :-

Adjacent to the down main line, 1464 yards on the Lowdham side of the crossing, facing Lowdham and adjacent to the up main line, 1442 yards on the Fiskerton Junction side of the crossing, facing Fiskerton.

Speed restriction boards have been provided adjacent to the down and up main lines, on each side of the crossing, 672 yards before reaching the crossing.

Flashing white lights have been provided on each side of the crossing, situated 5 yards before reaching the crossing.

A telephone, to Lowdham box, has been provided at the crossing in a locked cupboard situated adjacent to the down main line.

The permanent speed restrictions between the speed restriction board and the crossing on each line will be 55 m.p.h. for passenger trains and 35 m.p.h. for freight trains.

A new up platform has been provided on the Nottingham side of the level crossing and Drivers of trains booked to call at the station must bring their train to a stand at the new platform.

(OD.14/78/304)

(13)

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

\*\* Between Flitwick Junction and Bedford South Junction —

At Elstow Brickworks Sidings a series of guard-operated white light set-back signals has been provided on the up slow line, facing Bedford.

The white lights are controlled from a guard's plunger cabinet provided 18 yards on the approach side of the sidings exit signal WH.486. The white lights will become illuminated only when signal WH.597 has been cleared for a movement to the sidings (See Sectional Appendix Local Instruction).

(OD.14/81/32)

(12)

\*\* Bedford St. Johns —

The Goldington Branch has been recovered from the stop block to Goldington.

The ground disc signal situated on the headshunt has been repositioned 50 yards nearer the foot crossing.

(OD.14/80/293)

(12)

\*\* Between Tibshelf East Junction and Pleasley —

The single line from Tibshelf Junction to Pleasley Colliery has been severed immediately on the Pleasley side of Butcherwood Colliery Sidings ground frame which has been abolished. The line from Tibshelf has been slued into a new alignment to serve the new NCB Rapid Loading Bunker at Silverhill. All existing track and signalling between Butcherwood and Pleasley Colliery and between Butcherwood and Silverhill Loaded and Empty wagon sidings have been taken away and new track and signalling provided as shown on the following diagram.

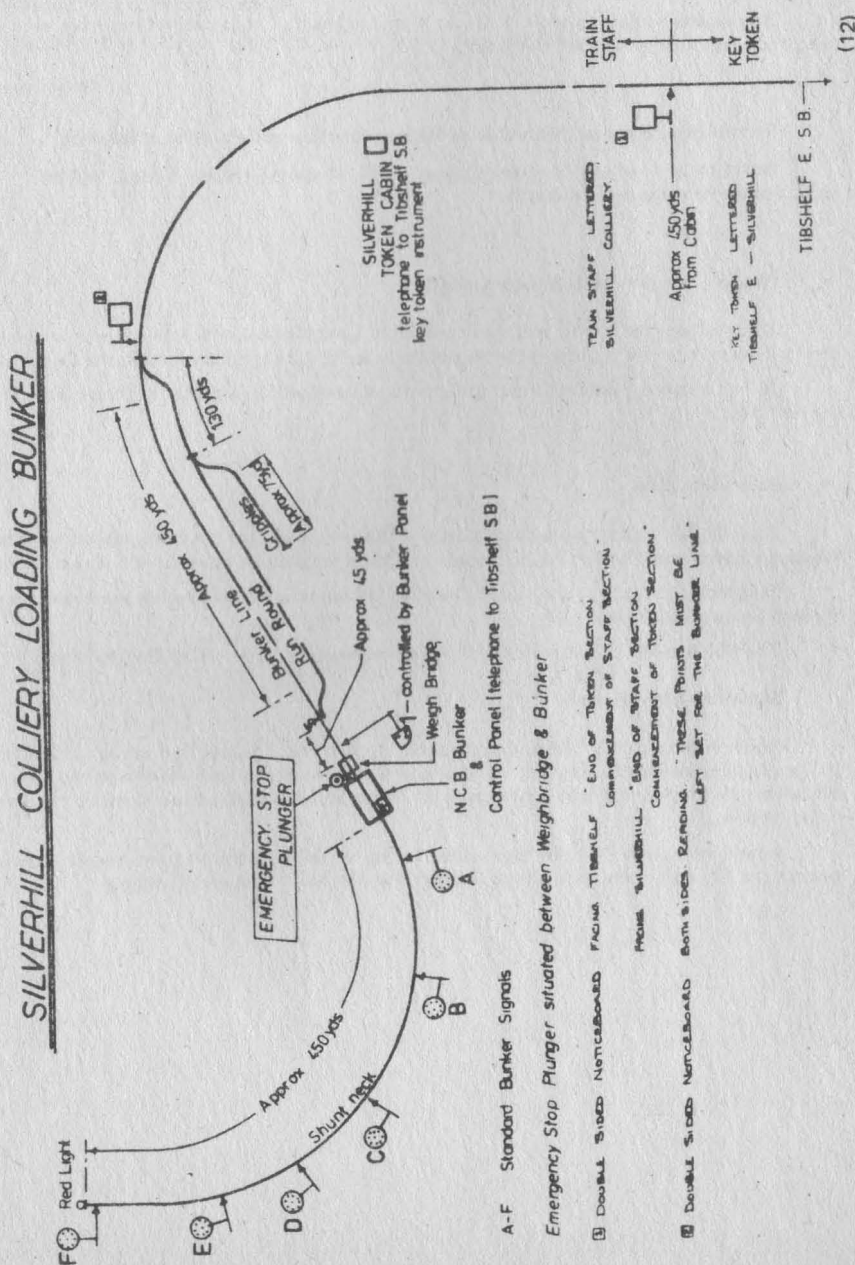
The Shunters cabin at Butcherwood will henceforth be known as Silverhill Token Cabin. The single line between Tibshelf East Junction and the notice board situated 450 yards on the Tibshelf side of the Token Cabin will continue to be worked by the "No Signalman" Token system. The line between the notice board and Silverhill Colliery will be worked in accordance with the One Train Working Regulations. The train staff will be lettered "Silverhill Colliery" and, when not in use, will be kept in Tibshelf East Junction box. A key to unlock Silverhill Token Cabin will be attached to the train staff. (For details of working at Silverhill Rapid Loading Bunker — see Sectional Appendix).

(OD.14/80/218)

(12)

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

\*\* Between Tibshelf East Junction and Pleasley — continued



## SECTION C

56

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

## \* \* Astrop —

Astrop emergency crossover has been taken away.

(OD.14/80/319) (12)

## Eastern Region:—

## Mansfield Colliery—

The points leading to No's. 1, 2 and 3 (ex Midland). Loading sidings have been secured out of use pending removal of the sidings.

(New Item) (14)

## Ferrybridge (Between Moorthorpe Station Junction and Pontefract Baghill).

Down main 3—aspect automatic signal F605 (at approximately 5 m.p.) will be repositioned 40 yards further south.

(13)

## \* \* Ripple Lane Service &amp; Maintenance Depot —

All hand worked points leading into Ripple Lane Diesel Locomotive Depot at the west end have been replaced by spring points normally set for the track along side the Depot.

All movements into the Diesel Locomotive Depot will be via the Fuelling points at the east end.

(12)

## \* \* Peterborough —

The Fly Ash Inspection sidings "Limit of Shunt" indicator has been repositioned between the down March and Fly Ash No. 1 Inspection siding and will be elevated 4ft. above rail level

This indicator applies only to Fly Ash No. 1 Inspection siding which has been renamed Fly Ash Inspection Siding.

The Fly Ash No. 2 Inspection siding will become the "Two-Way Goods" line.

## Signalling Alterations —

Route Indication "2" (applying towards Fly Ash No. 2 Inspection siding) and indication "1" (applying towards Fly Ash No. 1 Inspection siding) has been abolished from the stencil route indications on ground position light signals 68 (shunt spur) and 70 (down slow) at the north end of the station.

A new indication "A" has been added to the route indicator on these signals applying towards the Fly Ash Inspection siding (former Fly Ash No. 1 Inspection siding).

(12)

## SECTION C

57

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

## Western Region:—

## Reading West Jn.—

The ground position light signal R.515 backing from the down reception line has been repositioned 9 yards towards Didcot with no other alteration.

(14)

## \* \* West Drayton A.R.C. Private Siding—

An additional siding has been provided on the Slough side of the Hopper house.

(12)

## SECTION D

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

## ST. PANCRAS TO CHESTERFIELD (VIA DERBY) AND BRANCHES

## Page 311—CRICKLEWOOD—Add—

**Traction Maintenance Depot Level Crossing.** The level crossing at the north end of the Depot is provided with amber and red flashing road signals, operated automatically by signal clearance and/or track circuit occupation and clearance, on the road approaches. If it is necessary owing to failure for the Signaller at Cricklewood Depot box to instruct the Driver to pass at Danger signal CD.11 applying to movements from the Depot, the Driver must operate the plunger provided at the signal to initiate the road light sequence.

The white light (flashing) provided on the approach to the crossing indicates that the road lights are flashing. If the white light is not exhibited, the Driver must not pass over the crossing until he is satisfied that it is safe to do so. The Driver must report the failure to the Signaller at Cricklewood Depot box.

(8-2-82)

## Page 311—CRICKLEWOOD—Add—Up Departure Road—

The maximum permissible speed of trains over the up departure road is 15 m.p.h.

(6-3-82)

## Page 312—Add—ELSTOW—

**Setting back movements from up slow line.**

When signal WH.597 is cleared for a movement to set back from the up slow line to the sidings, the "OFF" indicator in the guards plunger cabinet will be illuminated. Provided the line is clear for the movement to be made, the Guard must then depress the "OFF" plunger to illuminate the white light set-back signals which will be the Drivers authority to make the set-back movement without receiving a hand signal from the Guard. The Driver must remain at the Luton end of the locomotive during the set-back movement.

The Guard must immediately extinguish the white lights by means of the "Stop" plunger in case of emergency.

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

(28-2-82)

## SECTION D

APPENDIX INSTRUCTIONS—continued  
 SECTIONAL APPENDIX—SOUTHERN SECTION, DATED APRIL, 1980—continued  
 LOCAL INSTRUCTIONS—continued  
 TRENT JUNCTION TO NEWARK AND BRANCHES

## Page 320—Add—LOWDHAM—Thurgarton Open Level Crossing—

The instructions in 2 (a) on page 247 apply at this crossing together with the following:

1. A telephone is provided at this crossing, giving communication with Lowdham box.
  - (a) In the case of a divided train the provisions of the Rule Book, Section M, Clause 4.4.2, must be observed for a movement which requires to pass over the crossing.
  - (b) An Engineer's train which has passed over the crossing is prohibited from returning to the box in rear — see also Rule Book, Section Q, Clause 2.5.
  - (c) An Engineer's train which has passed over the crossing must not be set back whilst working in section, if it would approach nearer than ¼ mile from the crossing — see the Rule Book, Section Q, Clause 2.5.
  - (d) A trolley must not be allowed to occupy any of the controlling track circuits without the permission of the Signaller at Lowdham box.
  - (e) In any of the following circumstances, a Crossing Keeper must be appointed who will operate the road signals locally:—
    - (i) A wrong direction movement is to be authorised to pass over the crossing on any line.
    - (ii) Single line working is brought into operation.
  - (f) Whenever it is necessary for any of the following to pass over the level crossing in either direction the vehicle concerned must first be stopped and not allowed to proceed over the crossing until the Driver is satisfied it is safe to do so —
    - (i) Engineer's self propelled on track machine which cannot be relied upon to activate track circuits.
    - (ii) Engineer's trolley or Rail Motor.

(8-3-82)

## SECTION D

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

## TRENT JUNCTION TO NEWARK AND BRANCHES

Page 321—CALVERTON COLLIERY—Add between third and fourth paragraphs:—

The train will be drawn through the bunker at a speed **not exceeding 3 m.p.h.** for the purpose of weighing each vehicle. When the vehicles have been weighed the train will be propelled through the bunker at a speed **not exceeding ½ m.p.h.** for loading.

(13-3-82)

Page 322—COTGRAVE COLLIERY—Add between second and third paragraphs:—

The train will be drawn through the bunker at a speed **not exceeding 1 m.p.h.** for the purpose of weighing each vehicle. When the vehicles have been weighed the train will be propelled through the bunker at a speed **not exceeding ½ m.p.h.** for loading.

(13-3-82)

## TRENT TO CLAY CROSS AND BRANCHES

Page 326 (Page 93, MED No.6)

Delete Pleasley Colliery item all particulars.

Page 326—BETWEEN TIBSHELF EAST JUNCTION AND BUTCHERWOOD COLLIERY SIDINGS FRAME.

Amend heading:—BETWEEN TIBSHELF EAST JUNCTION AND SILVERHILL COLLIERY

Delete Silverhill Colliery item and substitute:—

**Silverhill Colliery**—Inwards trains must be brought to a stand at the elevated position light shunting signal at the entrance to the Bunker and the Guard must advise the Bunker Operator when loading can commence.

All movements through the Bunker will be under the control of the Bunker Operator and Drivers must act in accordance with the indications displayed by the MGR signals.

When the Bunker entrance signal is cleared, the train must be drawn forward through the Bunker at a speed not exceeding 3 m.p.h. for tare weighing. Loading and gross weighing will be carried out on a stop/start basis as the train is set-back through the Bunker.

During the loading and weighing operations, the Guard must position himself at the entrance to the Bunker and, in the event of an emergency arising, place the MGR signals to Danger by means of the Emergency Stop Plunger provided.

When loading and gross weighing have been completed and the train has been brought to a stand on the Bunker line prior to running-round, the Guard must ensure that sufficient brakes are applied to secure the vehicles before the locomotive is detached.

The Guard will be responsible for detaching any crippled vehicles before the train leaves Silverhill.

(28-2-82)

## SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN  
 WORKING OVER THE EASTERN REGION—B.R.30063/4  
 LOCAL INSTRUCTIONS

Page D36—Add—

STAYTHORPE CROSSING TO LINCOLN ST. MARKS  
 BETWEEN NEWARK CROSSING EAST JUNCTION AND SWINDERBY

When a Driver is authorised to pass signals S22, D90 or D94 at Danger he must before passing the signal, operate the special plunger in the telephone box, or if a handsignalman is in attendance ensure that this has been done. Before proceeding over Cross Lane Level crossing after passing signal S22, Langford level crossing after passing signal D90 or Collingham level crossing after passing signal D94 the Driver must satisfy himself that the barriers are in the fully lowered position.

(13-3-82)



SECTION D

APPENDIX INSTRUCTIONS  
INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN WORKING  
OVER THE LONDON AREA. BR.30063 SECTION L

LOCAL INSTRUCTIONS  
WEST DRAYTON A.R.C. SIDINGS

Page L51—

Delete instruction and substitute:—

1. The two sidings at this Depot are - No.1 Siding (adjacent to Up Relief Line, countryside of Hopper). No.2 Hopper Siding.
2. As an aid to shunting on either siding, a white light is provided at a height of 9ft. at the London end of No.2 Hopper Siding adjacent to signal 00.459, controlled by a plunger switch in the Hopper House.
3. When carrying out the provisions of the Rule Book, Section J, Clause 3.10, the Guard must establish if any vehicles for off loading have been left at the stop blocks on either siding. If so, suitable allowance must be made when propelling into the siding.
4. Trains formed of 36 vehicles will initially be set back on No.2 Hopper Siding into No.1 Siding to detach the rear 6 vehicles. The train will then pull forward to No.2 Hopper Siding and position for discharge of the leading 30 vehicles in the forward direction.
5. The Guard must operate the plunger to illuminate the white light during the initial setting back movement as authority for the driver to proceed. To stop the setting back movement the plunger must be released and the driver must bring the movement to a stand immediately the white light is extinguished. During discharge, the Guard must operate the plunger switch and control the movement as directed by the A.R.C. Ltd. Supervisor.
6. On completion of discharge of the leading 30 vehicles the train must be set back into No.1 Siding to attach the loaded vehicles and position them for discharge in the forward direction.
7. In the event of a failure of the aid to shunting light, the A.R.C. Ltd. Supervisor must be advised immediately in order that it can be repaired. During the time of the failure any movement must be made with hand signals and under extreme caution.

(13-3-82)

SECTION D  
APPENDIX INSTRUCTIONS  
INSTRUCTIONS AFFECTING LMR STAFF WHEN WORKING OVER THE LONDON AREA—BR.30063/11  
SECTION L

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. At or Between		
UPPER HOLLOWAY TO DAGENHAM DOCK (VIA WALTHAMSTOW).							
Page L8							
Between Upper Holloway and Crouch Hill							
Delete				20	3m. 28ch. and 3m. 68ch.		
Add				20	3m. 28ch. and 4m. 55ch.		
Delete				30	3m. 68ch. and 5m. 66ch.		
Between Crouch Hill and Harringay Park Jn.							
Add				30	4m. 12ch. and 3m. 28ch.		
Between Harringay Park Jn. and Harringay Stadium							
Add				30	4m. 55ch. and 5m. 66ch.		
At South Tottenham West Jn.							
Delete				30	5m. 66ch. and 3m. 68ch.		
Add				20	5m. 66ch. and 4m. 12ch.	(13-2-82)	
Page L9							
Black Horse Road							
Amend		Mileage to	7.21				(13-2-82)

## SECTION D

**APPENDIX INSTRUCTIONS  
INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING OVER THE  
WESTERN REGION AND BETWEEN READING, SOUTHCOLE JN. AND EASTLEIGH  
(SOUTHERN REGION) DATED JULY, 1974. BR.30026  
GENERAL INSTRUCTIONS**

★ Page 57

**FREIGHT TRAINS DESCENDING INCLINES****BARNT GREEN TO BRISTOL WEST DEPOT** — Blackwell and Bromsgrove —**Delete** entry in modifications etc column and **substitute**:-

A train must not exceed 12 m.p.h. when descending the incline as far as the 55 mile post after which the train speed may be allowed to rise sufficiently to allow the train to be drawn in clear of the Down Main line.

**LOCAL INSTRUCTIONS****WEST DRAYTON A.R.C. SIDINGS**

Page 64

**Delete** instruction and **substitute**:-

- The two sidings at this Depot are — No.1 Siding (adjacent to Up Relief Line, countryside of Hopper). No.2 Hopper Siding.
- As an aid to shunting on either siding, a white light is provided at a height of 9ft. at the London end of No.2 Hopper Siding adjacent to signal 00.459, controlled by a plunger switch in the Hopper House.
- When carrying out the provisions of the Rule Book, Section J, Clause 3.10, the Guard must establish if any vehicles for off loading have been left at the stop blocks on either siding. If so, suitable allowance must be made when propelling into the siding.
- Trains formed of 36 vehicles will initially be set back on No.2 Hopper Siding into No.1 Siding to detach the rear 6 vehicles. The train will then pull forward to No.2 Hopper Siding and position for discharge of the leading 30 vehicles in the forward direction.
- The Guard must operate the plunger to illuminate the white light during the initial setting back movement as authority for the driver to proceed. To stop the setting back movement the plunger must be released and the driver must bring the movement to a stand immediately the white light is extinguished. During discharge, the Guard must operate the plunger switch and control the movement as directed by the A.R.C. Ltd. Supervisor.
- On completion of discharge of the leading 30 vehicles the train must be set back into No.1 Siding to attach the loaded vehicles and position them for discharge in the forward direction.
- In the event of a failure of the aid to shunting light, the A.R.C. Ltd. Supervisor must be advised immediately in order that it can be repaired. During the time of the failure any movement must be made with hand signals and under extreme caution.

(13-3-82)

★ Pages 68 and 69

**LICKEY INCLINE BETWEEN BLACKWELL AND BROMSGROVE****Delete** the instructions under this heading.

(20-3-82)

## SECTION D

**MISCELLANEOUS INSTRUCTIONS****LOOSE LEAF SUPPLEMENTS** (Page 68 ME No.9)**ISSUE NO.7 TO RULE BOOK—BR.87109/30****ISSUE NO.1 TO GENERAL APPENDIX—BR.29944/27****ISSUE NO.1 TO SIGNALMEN'S GENERAL INSTRUCTIONS—BR.30062/8**

The above mentioned loose-leaf Supplements have now been despatched from the Printers.

The revised Instructions contained in the Supplements will come into operation on Saturday, 3 April. Any member of the staff who has been issued with a Rule Book, General Appendix and/or Signalmen's General Instructions must advise his Supervisor if he does not receive the respective Supplement by 13 March 1982.

Owing to printing error, 6 sheets of the Supplement to the General Appendix have to be reprinted to re-arrange the combination of pages. The pages to be replaced are:

Front page (showing list of re-issued pages), 4.1/4.2, 4.31/6.1, 6.2/6.15, 6.16/7.1, 7.2/7.3, 7.4/7.5 and 7.6/7.7.

The new pages will be numbered:

Front page, 4.1/4.2, 4.31 single side only, 6.1/6.2, 6.15/6.16, 7.1/7.2, 7.3/7.4, 7.5/7.6 and 7.7 single side only.

Any member of the staff issued with the new General Appendix Supplement, must advise his Supervisor if he does not receive the re-arranged pages by Saturday, 27 March.

(OD.15/6B)

(OD.15/64) (Amended 6-3-82) (14)

(OD.15/69/2)

**ROUTE AVAILABILITY—MARK III COACHING STOCK****Amend** item (36) (page 186 MED No.6) to read:-

(36) Chester—Llandudno Jn.—Holyhead or Llandudno

(015/407/MK III)

(27-2-82)

\* \* **WORKING MANUAL FOR RAIL STAFF (B.R.30054/3) PART 6 WHITE PAGES**  
\* **PREPARATION AND WORKING OF FREIGHT TRAINS**

The undermentioned pages (dated February 1982) have been re-issued. All staff issued with a copy of the White Pages of the Working Manual should ensure they receive a copy of the pages concerned.

Section	Re-issued Page No's.
Contents	) 1/2
B1 TOPS train preparation	) 11/*12
Notes on computer produced train lists	) * 12/1-12/2
	) * 12/3-12/4
* New pages	(04/15/771/6) (6-3-82) (12)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**14**

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 3 APRIL**

to

**FRIDAY, 9 APRIL 1982**

**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.

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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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

#### Sunday, 4 April—Bow Brickhill—

The level crossing gates will be replaced by manned barriers. Amber/red road traffic lights will also be provided.

(OD.14/79/154) (17)

#### Sunday, 4 April—Whitacre—

The down Derby goods loop will be taken out of use. The associated facing and trailing connections will be secured out of use pending removal. Signal SY.306 the route and sub on signal SY.312 to the down Derby goods loop will be taken away.

(OD.14/81/253) (17)

#### Eastern Region:—

##### Sunday, 4 April—Wakefield Kirkgate East—

The following points will be disconnected from the signal box until re-signalling is commissioned during week commencing Sunday, 25 April and secured out of use in the normal position:—

Trailing crossover between the down L & Y Main and Up L & Y Main.

Facing leads from Up L & Y Goods Loop to Up L & Y Main.

Facing lead from Up Siding to Up L & Y Main.

##### Points secured out of use in the reverse position:—

Facing points — Goods Yard to down L & Y Goods Loop

The following associated signals will be abolished:—

Miniature arm — Down L & Y Main to Up Platform.

Miniature arm — Up Siding to Up Platform.

Double disc — Up L & Y Main to Up Siding.

Up L & Y Main to Down L & Y Goods Loop or to Down L & Y Main.

Disc — Up Platform to Up L & Y Main.

Disc — Down Siding to Goods Yard.

Disc — (bottom of two) — Goods Yard to Down L & Y Goods Loop.

The line known as "Shunt Neck for Exchange Sidings" will be taken out of use pending removal.

(17)

##### Sunday, 4 April—Wakefield Westgate—

A new 3-aspect colour light signal plated L241 (applying to Down direction movements on the Up Doncaster) will be provided in the cess of the Up Doncaster line.

This signal will be maintained at RED until re-signalling is commissioned during week commencing Sunday, 25 April. A subsidiary and theatre-type route indicator will be provided and the following indications will apply:—

Aspect	Route Indication	Application Toward
Subsidiary	"2"	Wakefield Westgate No.2 Platform line occupied
Subsidiary	"1"	Wakefield Westgate No.1 Platform line occupied

(17)

Signalling and Permanent Way Alterations — continued

Details of Work Referred to in Section B — continued

#### Eastern Region — continued

##### Sunday, 4 April — Bighton Junction —

The connection — Up Goods to Up Barrow Hill will be permanently taken out of use and the associated signalling abolished.

(17)

##### Sunday, 4 April — Kings Dyke and Whittlesea —

The Kings Dyke semaphore Up Starting signal and the Whittlesea semaphore Up Distant signal will be abolished.

A new Kings Dyke 3-aspect colour light Up Starting signal plated K17, will be brought into use at 96¼ m.p. (703 yards further from the signalbox). This signal will also act as the Whittlesea Up Distant signal 2,455 yards before reaching the Whittlesea Up Home signal.

Telephone communication to Kings Dyke signalbox and A.W.S. will be provided.

##### Tuesday, 6 April — Peterborough —

The new 2-way Goods line which includes the former Fly Ash No. 2 Inspection Siding will be brought into use with a connection at its Southern end 60 yards from Nene Bridge to the 2-way Down March line.

The new crossover at 100% will be brought into use between the Down and Up March lines at Peterborough East.

The following new colour light signals will be brought into use:—

**P800** (Up Direction) — 3-aspect signal at the Southern end of the 2-way Goods (on the right-hand side of the line to Up direction movements. A subsidiary and stenciltype route indicator will be provided and the following indications will apply:—

Aspect	Route Indication	Destination
Main		Up March P794 signal (via the new crossover)
Sub	'W'	Ground position light signal P162 (on Down March for entry to Engineers Siding).

**P799** (Down Direction) — 3-aspect signal at the Northern end of the 2-way Goods and the following indications will apply:—

Aspect	Route Indication	Destination
Main		P471 signal (Down Slow)
Main	Junction Indicator position '4'	P473 signal (Down Slow)
Sub	'G'	Ground position light signal P71 †

† Stencil indication 'S' or 'F' will not be displayed on P71 when preceeding Down Slow or Down Fast signals P471 or P473.

Additional routes on existing signals will be brought into use as follows:—

**Down March 3-aspect signal P797** — A new Junction Indicator Position '1' will be provided applying towards the 2-way goods line New P799 signal.

**Up Stamford 3-aspect signal P470** — A new Junction Indicator position '5' will be provided applying towards the 2-way goods line new P800 signal.

## SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Referred to in Section B—continued

## Eastern Region:—continued

Tuesday, 6 April — Peterborough — continued —

South Up Departure 3—aspect signal P458:—

Up Slow 3—aspect signal P466:—

Up Fast 4—aspect signal P468:—

Shunt Spur ground position light signal P68:—

Down Slow ground position light signal P70:—

A route indication 'G' will be provided on the route indicators on all the above five signals which will apply towards the 2—way Goods signal P800.

No. 5 Platform line 3—aspect (Up direction) Starting signal P444:—

A new Junction Indicator position '4' will be provided applying towards Up March P794 signal via the 2—way Down March and new crossover at Peterborough East.

(18)

Monday, 5 April—Bolton-on-Dearne and Goldthorpe Colliery Branch Jn.—

With effect from 09 00 Monday, 5 April the 60 m.p.h. PSR between Bolton-on-Dearne and Goldthorpe Colliery Branch Jn. (15m. 30ch. and 15m. 10ch.) will apply between 16m. 31ch. and 15 m. 10ch. (See Section D).

(17)

## Western Region:—

Thursday, 8 April—At Appleford Level Crossing—

Double half lifting barriers will be provided normally down closed to road traffic, controlled electrically from Appleford Level Crossing Signalbox.

Road lights (amber and flashing red) will be provided on each road approach to the Level Crossing. On each nearside road light post an audible warning will be provided, also a plunger which when depressed will indicate to the Level Crossing Keeper that road traffic or pedestrians require the barriers raised.

(17)

## DETAILS OF WORK ALREADY CARRIED OUT

## Alrewas—

The trailing crossover situated on the Lichfield side of the crossing has been taken away and a new crossover provided situated on the Derby side of the crossing.

The shunting signal situated on the Derby side of the crossing applying to movements from down main to up main has been taken away and a new position light shunting signal provided adjacent to the new crossover applying to movements from down main to up main. A new position light shunting signal has been provided situated adjacent to the up main, on the Lichfield side of the crossing, applying to movements from up main to down main.

(OD.14/81/48)

(16)

## Bedford Station Jn.—

A single sided 'OFF' indicator has been provided in association with signal WH.607 situated between carriage sidings 1 and 2, 118 yards on the approach side of the signal.

(OD.14/73/410/Stage 4)

(16)

## SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out—continued

## Attenborough—

The trailing connection to Chilwell Ordnance Depot siding together with the facing crossover between the up and down main line has been secured out of use pending removal. The associated signals have been taken away.

(OD.14/—)

(16)

## Bell Lane—

A.W.S. equipment has been provided immediately beyond the up goods home signal and apply only to movements from the up goods line to up passenger line.

(OD.14/SP.37)

(16)

## St. Pancras—

Platform 6 departure signal has been repositioned 20 yards nearer to the buffer stops.

(OD.14/—)

(16)

## St. Pancras —

Platform No. 6 has been shortened by 55 yards at the north end.

(OD.14/—)

(16)

## Between Pinxton L.C. and Kirkby Summit —

The 20 m.p.h. P.S.R. which applied on the down line from 136 m.p. to 137½ m.p. will now apply from 135m. 46ch. to 138m. 45ch.

(OD.14/81/138)

(16)

## \* \* \* Chaddesden Storage Sidings —

Nos. 3, 4 and 6 sidings have been reduced in length to 355 yards with access from the Derby end only. Temporary stop blocks have been provided accordingly.

(OD.14/—)

(14)

## \* \* \* Elstree—

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

(OD.14/—)

(14)

## \* \* \* Stratford-upon-Avon Station—

No.1 down platform has been shortened by 103 yards at the Bearley end of the platform and Drivers of trains booked to call at the station must bring their trains to a stand at the Evesham Road end of the platform.

(OD.14/—)

(14)

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## \*.\* Between Bedford South Jn. and Bedford North Jn.—

The 60 m.p.h. P.S.R. which applied on the down and up slow lines between 48½ m.p. and 49½ m.p. has been removed.

The 20 m.p.h. P.S.R. which applied on the down slow line in both directions between 49½ m.p. and 50m. 24ch. will now apply between 50 m.p. and 50m. 24ch. and a 50 m.p.h. P.S.R. will apply between 49½ m.p. and 50 m.p. (in both directions).

The 20 m.p.h. P.S.R. which applied on the up slow line in both directions between 50m. 34ch. and 49½ m.p. will now apply between 50m. 34ch. and 50 m.p. and a 50 m.p.h. P.S.R. will apply between 50 m.p. and 49½ m.p. (in both directions).

A Warning Indicator and associated A.W.S. permanent magnet for the 50 m.p.h. P.S.R. which commences at 49½ m.p. on the down slow line, has been brought into use.

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

## \*.\* Between Saffron Lane G.F. and Desford L.C.—

The 20 m.p.h. permanent speed restriction which applied between 99m. 30ch. and 100m. 10ch. has been removed.

(OD.14/79/200) (14)

## Eastern Region:—

## Wakefield West—

The theatre-type route indicator on the Wakefield West, Wakefield Kirkgate Station Down (No. 1) platform line starting signal WW 91, has been fixed on a right-hand bracket adjacent to the Red aspect of this signal.

(16)

## Church Fenton—

The trailing points in the Up Leeds line between 10½ m.p. and 11 m.p. (No.3 Platform/Up Leeds) are operative from Church Fenton signalbox.

A new ground position light signal plated 5271 situated between the Down and Up Leeds lines, 10 yards from the above mentioned points, has been brought into use. This signal applies — set back — Up Leeds to No.3 Platform line 727 signal.

The ground position light signal No.715 — applying set back — Down Leeds towards No.3 Platform line 720 signal, now also applies Down Leeds towards Up Leeds 718 signal.

(16)

## \*.\* Mansfield Colliery—

The points leading to No's. 1, 2 and 3 (ex Midland) loading sidings have been secured out of use pending removal of the sidings.

(14)

## Western Region:—

## Between Paddington and Scours Lane Jn.—

Certain alterations to maximum permissible speeds on the Down and Up Relief lines have been introduced. See Section D (amendments to BR.30025).

(16)

## \*.\* Reading West Jn.—

The ground position light signal R.515 backing from the down reception line has been repositioned 9 yards towards Didcot with no other alteration.

(14)

## GENERAL INSTRUCTIONS AND NOTICES

## ★ New item.

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

## ENGINEERING WORKS/ELECTRICAL ISOLATIONS IN TRACTION MAINTENANCE DEPOTS, CARRIAGE SHEDS, SIDINGS ETC.

Location	Nature of Work	Remarks
Lawley Street OCL Sidings	Contractors laying Bowmac Crossing on NCL Depot entrance, end of OCL Sidings All work under supervision of Chargeman or Lawley Street.	
Chesterfield Down Sidings, Chesterfield Tube Siding BLOCKED	Bridgework No.1 0m. 12ch. Arrangements made to pass trains. Cranes and mechanical equipment in use.	Until Further Notice  (6-3-82)

## ★ SPECIAL RESTRICTIONS ON TRAIN SPEEDS

## MAXIMUM SPEED OF CARFLATS ON MOTORAIL SERVICES

Amend the train services shown in paragraph 2 of the boxed entry on the first page of the Miscellaneous Instructions (MED 14) to read as under:—

1S55—09 40 SX, 09 25 SO Euston to Stirling.

1M69—09 34 DLY Stirling to Euston.

1S54—20 10 TThSO Newton Abbot to Stirling

1V54—22 00 WFSuO Stirling to Newton Abbot

(015/407/676/27)

(3-4-82)

## ★ ROUTE AVAILABILITY — MK III COACHING STOCK

Add the following items to Paragraph 6 "Alternative Diversions to the Main Routes" shown in MED No. 14.

(47) Limit Eastern Region Near Kings Cross Freight Terminal, Camden Rd Jn, Gospel Oak, Finchley Road, Kensal Green Jn. (The adjoining Line to be blocked between Hampstead Heath Station and Finchley Road Station.

(47a) Gospel Oak Jn, Junction Road Jn.

Add Bletchley Yard to the list of sidings shown in item (31).

(015/407/MK.III)

(3-4-82)

## SECTION D

INSTRUCTIONS AFFECTING LMR REGION STAFF WHEN WORKING  
OVER THE EASTERN REGION BR.30063/5—SECTION E—continued

## LOCAL INSTRUCTIONS

Add — New page E54(a) —

## HEALEY MILLS TO OAKENSHAW SOUTH JUNCTION

## HEALEY MILLS

## PLACING OF TRAINS ON RECEPTION SIDINGS

**RUNNING MOVEMENTS.** Trains running directly to Reception Sidings (Down trains — Reception Sidings 1 to 7 inclusive : Up trains — Reception Sidings 10 to 14 inclusive).

When a train is run directly to one of these Reception Sidings the Driver must, unless otherwise instructed, stop the train as close as possible to the shunting signal at the hump end of the siding concerned. The Guard of each Up train must assist the Driver by signalling to him immediately the rearmost vehicle has passed the shunting signal.

To prevent tightening of the couplings the Guard must apply the van brake when forward movement stops and when all movement has ceased the van brake must be gradually released and left in the "off" position.

Trainmen working short Down trains to Reception Sidings 1 to 5 inclusive may be instructed to stop immediately the rearmost vehicle has passed the shunting signal at the West end of the siding concerned and in these circumstances the Guard must assist the Driver by signalling to him when the train has reached the required position.

**PROPELLED MOVEMENTS.** When a train is being propelled to any Reception Siding the Guard must ensure that all couplings are kept slack throughout the movement by a partial application of the van brake or in the absence of a brakevan, by applying brakes at the leading end. When the movement is completed the Driver must ease the vehicles up to the brakevan or leading vehicle and when this has been done the Guard must release the van or vehicle brakes, leaving them in the "off" position.

**Propelling trains to unoccupied Reception Sidings from 1, 2 or 3 Shunt Necks.**

The Driver must stop the train as close as possible to the shunting signal at the hump end of the siding. The Guard must assist the Driver by hand signals.

**Propelling trains to occupied Reception Sidings**

- (i) **Down trains from 142 or 143 shunting signals.**  
Trains will be propelled as required, from signals 142 or 143 to the hump end of Reception Sidings 1 to 5 inclusive when the siding concerned is already occupied at the West end. In such circumstances the Driver will be advised and he must stop the train immediately the locomotive has passed the shunting signal at the hump end of the siding concerned.
- (ii) **Trains from 1, 2 or 3 Shunt Necks.**  
Trains will be propelled from the Shunt Necks to Reception Sidings occupied at the hump end. In such circumstances the Driver must stop the train immediately the locomotive has passed the shunting signal at the West end of the siding concerned.

**GENERAL.** When a train has been stopped on a Reception Siding the Driver should avoid making any movement that will cause the couplings to tighten. Should such a movement be essential all couplings must again be eased before the locomotive leaves the train.

## SECTION D

INSTRUCTIONS AFFECTING LMR REGION STAFF WHEN WORKING  
OVER THE EASTERN REGION BR.30063/5—SECTION E—continued

## LOCAL INSTRUCTIONS — continued

Add — New page E54(a) — continued

## HEALEY MILLS TO OAKENSHAW SOUTH JUNCTION — continued

## HEALEY MILLS — continued

Before leaving a train on a Reception Siding the Guard must ensure that all brakevan doors have been secured to avoid damage at the retarders, that all brakes are fully "off" and that all couplings are eased.

Ground telephones are provided in Nos. 1, 2 and 3 Shunt Necks and at selected points at the West end of the Reception Sidings for the use of Trainmen requiring to communicate with the Control Tower.

## YARD SAFETY

**Down Departure Sidings**

1. When preparation is complete and a train is ready to start, the Guard must instruct the Driver that the train may proceed when the appropriate signal clears.
2. The Guard must then advise the Yard Supervisor by means of the appropriate "Train ready to start" plunger or by the telephone when such is nearer.

In order to safeguard staff performing duties in the Reception or Primary Sorting Sidings, the following additional instructions, must be complied with :

1. **Reception Sidings**

- 1.1 When it is necessary for any train or raft of vehicles to set back on to any occupied Reception Siding from East or West End, the Control Tower Regulator must, before permitting the movement, warn the staff working in the area either by radio telephone or by ground post telephone, and **obtain an acknowledgement of the warning.**
- 1.2 The staff concerned must acknowledge the warning and keep clear of the Reception line until the movement is complete and the locomotive has been released.

2. **Primary Sorting Sidings**2.1 **Train Preparation and Examination**2.1.1 **General**

A Guard requiring to enter the Primary Sorting Sidings in connection with train preparation must first of all contact the Up or Down Departures Supervisor as appropriate, and obtain from him a pocket radio telephone, which **must** be returned when his work is completed.

- 2.1.2 **A Guard or Train Preparer working alone** must, when he is ready to examine his train, advise the Departure end Supervisor of his intention. The Supervisor must then ensure that all movements from the East end of the siding concerned are accompanied and stopped clear of any vehicles in the siding. After the Guard or train preparer has received an assurance to this effect (and has been warned that as shunting may be in progress from the hump end, he must not go between or beneath vehicles until he has received permission to do so from the Control Tower Regulator in accordance with the next paragraph), he must walk from the East to the West end of the siding concerned, carrying out an examination only.

## SECTION D

INSTRUCTIONS AFFECTING LMR REGION STAFF WHEN WORKING  
OVER THE EASTERN REGION BR.30063/5—SECTION E—continued

## LOCAL INSTRUCTIONS — continued

Add — New page E54(a) — continued

## HEALEY MILLS TO OAKENSHAW SOUTH JUNCTION — continued

## HEALEY MILLS — continued

## 2. Primary Sorting Sidings — continued

## 2.1 Train Preparation and Examination — continued

## 2.1.2. — continued

On arrival at the West end of the siding, he must advise the Control Tower Regulator by means of the radio telephone or the nearest ground post telephone of the siding in which he wishes to commence preparation work, and must then act on the instructions of the Regulator.

If, before permission is given by the Regulator, it is necessary for additional vehicles or a brakevan to be shunted into the siding, the Guard or train preparer must be instructed to stand clear and wait for further instructions on the radio telephone. If these instructions are not received within a reasonable time, the Regulator must be contacted again via the radio telephone or the nearest ground post telephone.

When no more movements are to be made into the siding concerned the Regulator must instruct the Panel Operator to set the point switches away from this siding and to place and maintain a reminder device over the switch until instructed by the Regulator to remove it. The Regulator must then assure the Guard or train preparer, by means of the radio telephone, that humping into the siding concerned has been suspended. The latter must then return, on the opposite side of his train to the East end, completing his examination and preparation as quickly as possible.

On arrival at the East end, he must use either the radio telephone or the nearest ground post telephone to advise the Control Tower Regulator that preparation is complete, whereupon the latter must warn the Guard or train preparer that shunting into the siding is being resumed.

If for any reason, train preparation cannot be completed, the Guard or train preparer must, as soon as all possible work has been done, report the position to the Control Tower Regulator by means of either the radio telephone or the nearest ground post telephone and thereafter work to his instructions.

Should the Guard or train preparer be told that protection arrangements are being removed from either end of the siding to permit further movement, he must not go between or beneath any vehicle in the siding until an assurance has been obtained that full protection has again been provided.

The Control Tower Regulator must advise the Departure End Supervisor immediately preparation has been either suspended or completed. Should a Guard or train preparer report back to the Departure End Supervisor without such advice having been received from the Regulator, the Supervisor must satisfy himself that it is safe to resume normal working, and so advise the Regulator.

INSTRUCTIONS AFFECTING LMR REGION STAFF WHEN WORKING  
OVER THE EASTERN REGION BR.30063/5—SECTION E—continued

## LOCAL INSTRUCTIONS — continued

Add — New page E54(a) — continued

## HEALEY MILLS TO OAKENSHAW SOUTH JUNCTION — continued

## HEALEY MILLS — continued

## 2. Primary Sorting Sidings — continued

## 2.1. Train Preparation and Examination — continued

## 2.1.2 — continued

Protection must only be arranged with the Control Tower Regulator for one siding at a time, and new arrangements must be made as work progresses from siding to siding.

2.1.3 Train Preparers working in teams may work either as in 2.1.2 above, or adopt the most expeditious means possible, providing they observe the principles of obtaining the authority of the Departure End Supervisor before entering the siding, arrange protection with the Control Tower Regulator before going between or beneath vehicles, and arrange for the protection to be removed as soon as the work has been completed. Protection must only be arranged with the Control Tower Regulator for one siding at a time, and new arrangements must be made as work progresses from siding to siding.

(27-3-82)



**Mind the Wire**

**&**

**Live to Retire**

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**18**

## WEEKLY OPERATING NOTICE containing

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

**SATURDAY, 1 MAY**  
to

**FRIDAY, 7 MAY 1982**  
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.

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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.

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At or between	Lines affected	Remarks
<b>SOUTHERN REGION—continued</b>		
<b>STEWARTS LANE TO NORTHFLEET (via Nunhead and Hither Green).—continued</b>		
<b>Sunday, 2 May</b>		
443 Crayford Spur 'A' Crayford Spur 'B' and Dartford	All BLOCKED	00 50 to 06 00. Unloading and loading materials and track maintenance, 16½ and 17½ m.p.
<b>LEWISHAM TO DARTFORD (via Woolwich Arsenal).</b>		
<b>Until further notice</b>		
444 Slade Green	No.2 down siding	08 00 to 15 00. Track renewal, 15½ and 16 mp. Stock to be outberthed.
445 Slade Green	No.3 and down siding	Track renewal, 15½ and 16 m.p.
446 Lewisham and Slade Green and Crayford Creek Jn.	All	00 05 to 07 00 (Sat & Sun). Signalling work. Points and signals disconnected.
<b>Saturday/Sunday, 1/2 and Sunday, 2 May</b>		
447 Abbey Wood and Erith	Down BLOCKED Up BLOCKED	00 30 to 07 00. } Track renewal, 11½ 23 45 to 06 30. } and 14½ m.p.
<b>Sunday, 2 May</b>		
448 Lewisham and Charlton	Down BLOCKED Up BLOCKED	00 30 to 07 00. } Tunnel work, No.569 00 30 to 06 00. } and trackwork, 6 and 8¾ m.p.
449 Slade Green and Crayford Creek Jn./ Perry St. Fork Jn.	Down & up BLOCKED	00 50 to 06 00. Track renewal, 15 and 16 m.p.
<b>Wednesday/Thursday, 5/6 and Thursday/Friday, 6/7 May</b>		
450 Charlton and Plumstead	Down BLOCKED Up BLOCKED	00 30 to 05 00 (Thurs & Fri). } Track 23 10 (Wed & Thurs) to 04 00 } maintenance, (Thurs & Fri). } 7½ and 10 m.p.
<b>CLAPHAM JN. TO SELHURST.</b>		
<b>Sunday, 2 May</b>		
451 Balham and Selhurst	Down & up Brighton fast and reversible fast spur BLOCKED	00 15 to 07 00. Trackwork, 5 and 9½ m.p. Trains to travel over Brighton slow lines.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\*.\* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

#### Sunday, 2 May—Bow Brickhill—

The level crossing gates will be replaced by manned barriers. Amber/Red road traffic lights will also be provided.

(OD.14/79/154)

(21)

#### Eastern Region:—

##### Sunday, 2 May—March West Jn.—

The up main distant signal (MW20R) will be renewed 96 yards farther from the signal box to a position 1552 yards before reaching MW20.

(21)

##### Sunday, 2 May—Between March West and Three Horse Shoes—

Whitemoor Drove L.C. will be converted to A.H.B.

Middle Drove L.C. will be converted to user-operated gates with miniature warning lights.

(21)

##### Sunday, 2 May—Beighton Jn.—

The trailing crossover between the down and up Barrow Hill lines will be repositioned 60 yards farther south. The associated ground disc shunting signals will be resited accordingly.

(21)

#### Western Region —

##### Saturday, 1 May to Monday, 17 May — Ashchurch —

The Up and Down Main facing crossover operated by Ashchurch Groundframe will be taken out of use and replaced by plain line in connection with civil engineering work.

On completion of the engineering work the crossover will be relaid and brought back into use.

(20)

##### From 00 01 Saturday, 1 May to 16 00 Tuesday, 4 May — Bromsgrove No. 3 GF —

In connection with engineering work the ground frame will be taken out of use. The points will be clipped, scotched and padlocked in the normal position.

On completion of the engineering work the ground frame will be restored to use.

(20)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Elstree—

The down and up slow platforms have reverted to their previous length.

The down fast platform has been reduced in length by 90 yards at the North end. 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 boards provided.

(OD.14/—) (New Item) (20)

## Nottingham North Yard —

The following sidings previously taken out of use, have been brought back into use:—  
Sidings Nos. 5, 5 Dead End, 6, 7, 8, 9 and 10.

(OD.14/—) (20)

## St. Pancras —

Church Yard siding No. 5 has been recovered.

(OD.14/—) (19)

## Chaddesden —

No. 19 C & W siding has been secured out of use pending removal.

(OD.14/—) (19)

## Stanton Gate —

The facing connection down main to down goods has been secured out of use pending removal. The associated routes on signals TT.161 and TT.159 have been taken away.

(OD.14/—) (19)

## Glen Parva Ground Frame —

The trailing crossover, previously secured out of use, has been brought back into use, controlled by a push button control panel, housed in a locked cabinet adjacent to the crossover and released from Wigston North Junction box. Keys to the cabinet are retained in Wigston North Junction and Wigston South Junction boxes. A telephone to Wigston North Junction box has been provided.

(OD.14/81/176) (19)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region —

## Three Horse Shoes No.1 Automatic Half-Barrier Level Crossing at 90m. 02ch. (between March West Jn. and Three Horse Shoes)—

The "Whistle" boards on the approaches to the level crossing have been removed.

(New Item) (21)

## Wakefield Kirkgate East — Kirkgate West Junction — Westgate South Junction —

Revised signalling has been commissioned and remodelling has taken place at Wakefield Kirkgate.

Full details are shown in Eastern Region Supplementary Notice of Signalling and Permanent Way Alterations No. 113 and all concerned should be in possession of a copy of this notice.

(20)

## Wakefield Kirkgate East—

The siding known as "Long Dock" in the down goods yard has been taken out of use pending removal.

The trailing connections, Down Through/Down L & Y Main and Warehouse Line/Down L & Y Main have been secured out of use in the Normal position.

The following signals/signal routes have been taken out of use:—

## Ground Disc Signals

Warehouse Line/Down L & Y Main

Shunting Down L & Y Main/Warehouse Line

The 4-aspect colour light signal plated WE.149 applying down through to down Goole to down L & Y Main or to down goods loop applies towards down Goole line only.

A new trailing lead has been installed to connect from down platform to down L & Y Main approximately 60 yards West of 48 m.p. and has been secured out of use in the normal position (but made available for hand pumping if required for movements from the down through/down L & Y Main by hand signalman).

(19)

## Between Wakefield Kirkgate West and Horbury Junction—

The following signals/signal routes have been disconnected until new signalling is commissioned.

## Up fast

W.W.62 (route to up fast only)

W.W.52

U.46

H.J.33/37

## Down fast

H.J.2

H.J.13 (down fast route only)

D.45

D.46

W.W.25

## Hykeham Station—

(19)

The trailing connection up main to Leys Malleable Casting Co. Private Siding has been secured out of use pending removal. All associated signalling has been abolished.

(19)

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

## Eastern Region — continued

## Wakefield Westgate —

A new 3-aspect colour light signal plated L241 (applying to Down direction movements on the up Doncaster) has been provided in the cess of the Up Doncaster line. (This has replaced the ground position light signal No. 241).

This signal will be maintained at RED until re-signalling is commissioned during week commencing Sunday, 9 May. A subsidiary and theatre-type route indicator has been provided and the following indications apply:—

Aspect	Route Indication	Application Toward
Subsidiary	"2"	Wakefield Westgate No. 2 Platform line clear.
Subsidiary	"1"	Wakefield Westgate No. 1 Platform line clear.

This is a temporary special arrangement until the resignalling is commissioned, when the subsidiary signal applications will be either No. 1 or No. 2 Platform line occupied.

(19)

## \* \* Kings Dyke and Whittlesea —

The Kings Dyke semaphore Up Starting signal and the Whittlesea semaphore Up Distant signal have been abolished

A new Kings Dyke 3-aspect colour light Up Starting signal plated K17, has been brought into use at 96½ m.p. (703 yards further from the signalbox). This signal will also act as the Whittlesea Up Distant signal 2,455 yards before reaching the Whittlesea Up Home signal.

Telephone communication to Kings Dyke signalbox and A.W.S. have been provided

(18)

## \* \* Peterborough—

The new 2-way Goods line which includes the former Fly Ash No. 2 Inspection Siding has been brought into use with a connection at its Southern end 60 yards from Nene Bridge to the 2-way Down March line.

The new crossover at 100% has been brought into use between the Down and Up March lines at Peterborough East.

The following new colour light signals have been brought into use:—

**P800** (Up Direction) — 3-aspect signal at the Southern end of the 2-way Goods (on the right-hand side of the line to Up direction movements. A subsidiary and stencil type route indicator have been provided and the following indications apply:—

Aspect	Route Indication	Destination
Main		Up March P794 signal (via the new crossover)
Sub	'W'	Ground position light signal P162 (on Down March for entry to Engineers Siding).

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

## Eastern Region:— continued

## \* \* Peterborough—continued

**P799** (Down Direction) — 3-aspect signal at the Northern end of the 2-way Goods and the following indications apply:—

Aspect	Route Indication	Destination
Main		P471 signal (Down Slow)
Main	Junction Indicator position '4'	P473 signal (Down Slow)
Sub	'G'	Ground position light signal P71 †

†—Stencil indication 'S' or 'F' will not be displayed on P71 when preceeding Down Slow or Down Fast signals P471 or P473.

Additional routes on existing signals have been brought into use as follows:—

**Down March 3-aspect signal P797** — A new Junction Indicator Position '1' has been provided applying towards the 2-way goods line New P799 signal.

**Up Stamford 3-aspect signal P470** — A new Junction Indicator position '5' has been provided applying towards the 2-way goods line new P800 signal.

**South Up Departure 3-aspect signal P458:—**

**Up Slow 3-aspect signal P468:—**

**Shunt Spur ground position light signal P68:—**

**Down Slow ground position light signal P70:—**

A route indication 'G' has been provided on the route indicators on all the above five signals which apply towards the 2-way Goods signal P800.

**No.5 Platform line 3-aspect (Up direction) Starting signal P444:—**

A new junction indicator position '4' has been provided applying towards up March P794 signal via the 2-way down March and new crossover at Peterborough East.

(18)

## SECTION C

56

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

## Western Region —

At Morris Hill Level Crossing, Cheltenham 85m. 3c. The existing level crossing gates and associated signalling equipment have been recovered.

Full lifting barriers (4) have been provided, controlled electrically from Alstone Level Crossing.

Road lights (amber and flashing red) have been provided on each road approach to the level crossing. On each near side road light post, an audible warning has been provided.

The level crossing is monitored by closed circuit television from Alstone Level Crossing.

(20)

## Didcot —

The main groundframe together with the associated signalling equipment and ground position light signal R.433 has been recovered. The trailing connection from the Down Main to Down Bay line has been recovered.

(20)

## Goring—

The Down Relief Platform has been shortened to approximately 3 coach lengths with the 3 car and 6 car indicator boards being repositioned towards Reading by 21 yards and 90 yards respectively. Also a new 'Locomotive Marker Board' for Locomotive hauled trains has been provided at 44m. 61ch. All existing marker boards have been covered up.

(19)

## Between Moreton Cutting and Cholsey—

The 120 m.p.h. temporary speed restriction on the Up Main Line between 49m. 20ch. and 44 m.p. has been made permanent. An amendment to Table 'A' of BR.30025 in Section 'D' of this notice.

(19)

## SECTION D

57

## GENERAL INSTRUCTIONS AND NOTICES

★ New item.

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

ENGINEERING WORKS/ELECTRICAL ISOLATIONS IN  
 TRACTION MAINTENANCE DEPOTS, CARRIAGE SHEDS, SIDINGS ETC.

Location	Nature of Work	Remarks
Lawley Street OCL Sidings	Contractors laying Bowmac Crossing on NCL Depot entrance, end of OCL Sidings All work under supervision of Chargeman or Lawley Street.	
Chesterfield Down Sidings, Chesterfield Tube Siding BLOCKED	Bridgework No.1 0m. 12ch. Arrangements made to pass trains. Cranes and mechanical equipment in use.	Until Further Notice

(6-3-82)

## SPEEDS OF COACHING STOCK TRAINS

Certain locomotive-hauled coaching stock vehicles have been marked "100 m.p.h. or 100 m.p.h. S.M." If a train to run over a line for which the maximum permissible speed is over 90 m.p.h. is not entirely formed of vehicles marked "100 m.p.h. or 100 m.p.h. S.M." the Guard must instruct the Driver not to exceed 90 m.p.h. and must make an entry on the weekly work note — BR. 30591/1. "Driver informed not to exceed 90 m.p.h."

(OD.16/Pad.65/2)

(3-4-82)

## SPECIAL RESTRICTIONS ON TRAIN SPEEDS

## MAXIMUM SPEED OF CARFLATS ON MOTORAIL SERVICES

Amend the train services shown in paragraph 2 of the boxed entry on the first page of the Miscellaneous Instructions (MED 14) to read as under:—

1S55—09 40 SX, 09 25 SO Euston to Stirling.  
 1M69—09 34 DLY Stirling to Euston.  
 1S54—20 10 TThSO Newton Abbot to Stirling  
 1V54—22 00 WFSuO Stirling to Newton Abbot

(015/407/676/27)

(3-4-82)

## SECTION D

APPENDIX INSTRUCTIONS—continued  
 SECTIONAL APPENDIX SOUTHERN SECTION, DATED APRIL, 1980—continued  
 TABLE 'A' LIST OF SIGNAL BOXES, RUNNING LINES, ETC.—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.		
Page 100—Between Saffron Lane G.F. and Desford L.C. (A.H.B.) Delete speed restriction :— Page 104 Whitacre Junction — Delete —	DGL 132			20	20	(15-3-82)	
Page 167 Amend		Braunstone L.C. (R/G) (Footpath)				(10-4-82)	
Page 172 Amend		Idridgehay L.C. (A.O.C.L.)				(24-4-82)	
Page 172 (page 56 MED No.14) Amend		Gorsey Bank L.C. (A.O.C.L.)				(24-4-82)	
Delete in remarks column						(24-4-82)	* Type 2(a) Down line Type 1(a) Up line.
Page 176 (page 57 MED No.14) Amend		Thurgarton L.C. (A.O.C.L.)				(24-4-82)	
Page 180 (page 59 MED No.14) Amend		Netherfield Lane L.C. (A.O.C.L.)				(24-4-82)	

## SECTION D

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

TABLE F1 — PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 200	TRENT JUNCTION TO NEWARK AND BRANCHES		
Add —			
Petrofina Sidings	Colwick Estates Exchange Sidings	Single	35 Fitted SLU  (24-4-82)

## ★ Page 233

TABLE X — TAIL LAMPS LIGHTING WHEN PASSING THROUGH TUNNELS  
 RULE BOOK, SECTION H CLAUSE 7.3.2.

Delete — Table and all details.

(OD.15/65)

(1-5-82)

## GENERAL INSTRUCTIONS

Pages 245 to 247 — Delete following items all particulars:—

Automatic half-barrier level crossings trainmen operated gate level crossing miniature red/green warning lights at level crossings open level crossings.

(10-4-82)

## LOCAL INSTRUCTIONS

## DERBY TO BLACKWELL AND BRANCHES

Page 289—Add—

## GLEN PARVA G.F.

Keys to the cabinet housing the crossover control panel are kept in Wigston North Junction and Wigston South Junction boxes. The person operating the crossover will be responsible for locking the cabinet and returning the key to the box from which it was obtained.

(17-4-82)

## TRENT JN. TO NEWARK AND BRANCHES

Page 320 (Page 99 MED No. 14) — LOWDHAM — Delete Thurgarton Open Level Crossing item and all particulars.

Add —

## THURGARTON LEVEL CROSSING (A.O.C.L.)

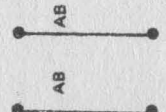
In any of the following circumstances, a Crossing Keeper must be appointed who will operate the road signals locally:—

- (i) A wrong direction movement is to be authorised to pass over the crossing on any line.
- (ii) Single line working is brought into operation.

(10-4-82)





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.		
FLETON FLY ASH DISPOSAL SIDINGS TO KETTON Pages D4 and D6 Between Fletton Jn. and Crescent Jn. Amend Down slow line to show 2 way working.						(3-4-82)	
ALLINGTON JN. TO SKEGNESS Page D18 Between Little Steeping L.C. and Thorpe Culvert L.C. Delete all details and substitute: 		Little Steeping L.C. Former Firsoy East Jn. Lynn Bank L.C. Thorpe Culvert L.C.	120.20 <u>122.22</u> 0.26 1.46 2.21	15	122m. 02ch. and 122m. 22ch.	(3-4-82)	

## SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN  
WORKING OVER THE EASTERN REGION—B.R.30063/4

## LOCAL INSTRUCTIONS

Page D36—Add—

STAYTHORPE CROSSING TO LINCOLN ST. MARKS  
BETWEEN NEWARK CROSSING EAST JUNCTION AND SWINDERBY

When a Driver is authorised to pass signals S22, D90 or D94 at Danger he must before passing the signal, operate the special plunger in the telephone box, or if a handsignalman is in attendance ensure that this has been done. Before proceeding over Cross Lane Level crossing after passing signal S22, Langford level crossing after passing signal D90 or Collingham level crossing after passing signal D94 the Driver must satisfy himself that the barriers are in the fully lowered position.

(13-3-82)

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN  
WORKING OVER EASTERN REGION B.R.30063/5 — SECTION E

★Page E3

## TABLES AND LOCAL INSTRUCTIONS INDEX

Add—

Neville Hill

Page  
E51(a)

(1-5-82)

Add—

Healey Mills

E54(a)

(27-3-82)

Delete—

Tail Lamp Lighting when passing through tunnels Table X

E49

(27-3-82)

**don't**

**Be Sorry**

**Be Careful**

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

*SIGNALLING*  
                      
*SCHOOL*

**19**

**WEEKLY OPERATING NOTICE**  
containing

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

**SATURDAY, 8 MAY**

to

**FRIDAY, 14 MAY 1982**

**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.

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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.

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At or between	Lines affected	Remarks
SOUTHERN REGION — continued		
LEWISHAM TO DARTFORD (via Woolwich Arsenal) — continued		
Saturday/Sunday, 8/9 and Sunday, 9 May.		
443 Charlton and Plumstead	Down BLOCKED Up BLOCKED	00 30 to 07 00. } Track renewal, 7½ and 10 m.p. 23 30 to 06 00. }
Sunday, 9 May		
444 Lewisham and Blackheath	Down BLOCKED Up BLOCKED	00 30 to 07 00. } Signalling work, 5% and 7½ m.p. 00 30 to 06 00. }
445 Slade Green	Down Sidings	00 15 to 06 15. Dismantling chimney on Boiler Rd., 15% and 16% m.p.
446 Slade Green/Perry St. Fork Jn. and Crayford Spur 'A'	Down & up BLOCKED	00 15 to 06 15. Dismantling chimney and track renewal, 15% and 16% m.p.
Monday/Tuesday, 10/11 and Tuesday/Wednesday, 11/12 May		
447 Charlton and Plumstead	Down BLOCKED Up BLOCKED	00 30 to 05 00. } Track maintenance, 7% and 10% m.p. (Tues & Wed). 23 10 (Mon & Tues) to 04 00 (Tues & Wed)
CLAPHAM JN. TO SELHURST		
Sunday, 9 May		
448 Thornton Heath and Selhurst	Down & up Brighton slow BLOCKED	00 15 to 07 00. Trackwork, 8½ and 9% m.p. Trains to travel over Brighton fast lines.
Tuesday, 11 to Friday, 14 May		
449 Streatham Jn. and Selhurst	Down & up Brighton slow BLOCKED	00 15 to 04 20. Trackwork, 6% and 7 m.p. Trains to travel over Brighton fast lines.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

Eastern Region:—

Sunday, 9 May—March East Jn.—March West Jn. and Three Horse Shoes—

The Absolute Block Working between March West Jn. and Three Horse Shoes will be discontinued and the Track Circuit Block Regulations will apply. During the periods when March West Jn. is switched out of circuit, the Track Circuit Block Regulations will apply between March East Jn. and Three Horse Shoes.

New colour light signalling will be provided. A summary of the new and altered signals is given in the "Description of Signals" below.

Description of Signals:— MW=March West Jn. THS=Three Horse Shoes

Signal	Line	Distance to Next Stop Signal	Next Signal Ahead
MW5	Down main	2070 yards	MW759
(March West Jn. MW5 signal will now function as a 3-aspect signal. A signal post telephone will be provided).			
MW759 new 3-aspect automatic signal	Down main	1600 yards	THS761
THS761 new 3-aspect automatic signal	Down main	1600 yards	THS763
THS763 (THS29R) replated and converted to a 3-aspect automatic signal			THS29 (existing)
MW766R	Up main	1420 yards	MW766
(New 2-aspect Distant signal. 3rd aspect for future use).			
MW766 new automatic signal	Up main	1464 yards	MW764
MW764	Up main	1552 yards	MW20

(This signal is up Main Distant MW20R replated and converted to a 3-aspect automatic signal).

Automatic Warning System track inductors will be provided for all the above signals.

The signal post telephones on all March West Jn. signals, also the release on Norwood Road ground frame will be transferred to March East Jn. when March West Jn. signal box is switched out of circuit.

MW19 signal will be controlled by March East Jn. when March West Jn. signal box is switched out of circuit and not by Norwood Road ground frame. The telephone will then be switched through to March East Jn.

The lineside telephones adjacent to the up main and up goods loop (in the vicinity of MW5 signal) (for the purpose of carrying out Rule Book, Section H4.12) will be abolished.

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Referred to in Section B—continued

## Eastern Region:—continued

## Sunday, 9 May—March East Jn.—March West Jn. and Three Horse Shoes—continued

## Level Crossings

Whiternoor Drove level crossing at 87 miles 30chains will be converted to an automatic half-barrier level crossing.

Middle Drove level crossing at 87 miles 75 chains will be converted to user-operated gates with miniature Red/Green warning lights.

(22)

## Sunday, 9 May — Wakefield Kirkgate to Kirkgate West Junction —

A new trailing lead will be installed to connect from the Down L. & Y. Slow line to the Up L. & Y. Slow line approximately 100 yards east of the former Wakefield West Signal Box.

The route indications on Wakefield Kirkgate Signals K1216 and K1218 to Up L. & Y. lines will be brought into use and the following indications will now apply:—

Signal No.	Line	Aspect	Route Indication Theatre—Type Route Indications	Destination
K1216	Down L.&Y. (Up direction)	Main	"F"	Up L. & Y. Fast (HJ76)
		Main	"S"	Up L. & Y. Slow (HJ74)
		Main	"W"	Up Westgate Curve L.249
K1218	Up Kirkgate Through	Main	Junction Route Indicator Position No. 2	Up L. & Y. Fast (HJ76)
		Main	1	Up L. & Y. Slow (HJ74)
		Main	4	Up Westgate Curve L.249 Signal

(22)

## Western Region:—

## Saturday, 8 May to Monday, 17 May—Ashchurch—

The Up and Down Main facing crossover operated by Ashchurch Ground Frame will be taken out of use and replaced by plain line in connection with civil engineering work.

On completion of the engineering work the crossover will be relaid and brought back into use.

(20)

## From 12 00 hrs Monday, 10 May—Goring—

The Down Relief Platform shortening will be amended to bring into use the Didcot end of the platform and close the London end. The 3 Car and 6 Car indicator boards being repositioned towards Didcot by 85 yards, and a new "Locomotive Marker Board" for locomotive hauled trains has been provided at 44m. 66ch. **Note:— This entry replaces the item shown on page 56 ME No. 18.**

(22)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Bow Brickhill—

The level crossing gates have been replaced by manned barriers and have become a C.C.T.V. installation operated by Fenny Stratford box. Amber/Red road traffic lights will also be provided.

The down main home signal together with the distant signal has been taken away. The up main home signal together with the distant signal beneath it for Fenny Stratford has been taken away, the up distant signal controlled from this box has also been taken away.

A new three aspect home 1 signal controlled from Fenny Stratford box situated 1841 yards from the box and a three aspect up main distant signal 1300 yards from the above home signal have been provided. The new distant signal displays a double yellow aspect when the line is clear to the home 2 signal.

(OD.14/79/154) (New Item) (22)

## Elstree—

The down and up slow platforms have reverted to their previous length.

The down fast platform has been reduced in length by 90 yards at the North end. 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 boards provided.

(OD.14/—) (20)

## Nottingham North Yard —

The following sidings previously taken out of use, have been brought back into use:—

Sidings Nos. 5, 5 Dead End, 6, 7, 8, 9 and 10.

(OD.14/—) (20)

## \* \* \* St. Pancras —

Church Yard siding No. 5 has been recovered.

(OD.14/—) (19)

## \* \* \* Chaddesden —

No. 19 C & W siding has been secured out of use pending removal.

(OD.14/—) (19)

## \* \* \* Stanton Gate —

The facing connection down main to down goods has been secured out of use pending removal. The associated routes on signals TT.161 and TT.159 have been taken away.

(OD.14/—) (19)

## \* \* \* Glen Parva Ground Frame —

The trailing crossover, previously secured out of use, has been brought back into use, controlled by a push button control panel, housed in a locked cabinet adjacent to the crossover and released from Wigston North Junction box. Keys to the cabinet are retained in Wigston North Junction and Wigston South Junction boxes. A telephone to Wigston North Junction box has been provided.

(OD.14/81/176) (19)

## SECTION C

## Signalling and Permanent Way Alterations — continued

## Details of Work already carried out — continued

## Eastern Region:—

## Beighton Jn.—

The trailing crossover between the down and up Barrow Hill lines has been repositioned 60 yards farther south. The associated ground (disc shunting signals have been resited accordingly.

(21)

## Wakefield Kirkgate East — Kirkgate West Junction — Westgate South Junction —

Revised signalling has been commissioned and remodelling has taken place at Wakefield Kirkgate.

Full details are shown in Eastern Region **Supplementary Notice of Signalling and Permanent Way Alterations No. 113** and all concerned should be in possession of a copy of this notice.

(20)

## \* \* \* Wakefield Kirkgate East—

The siding known as "Long Dock" in the down goods yard has been taken out of use pending removal.

The trailing connections, Down Through/Down L & Y Main and Warehouse Line/Down L & Y Main have been secured out of use in the Normal position.

## The following signals/signal routes have been taken out of use:—

## Ground Disc Signals

Warehouse Line/Down L &amp; Y Main

Shunting Down L &amp; Y Main/Warehouse Line

The 4-aspect colour light signal plated WE.149 applying down through to down Goole to down L & Y Main or to down goods loop applies towards down Goole line only.

A new trailing lead has been installed to connect from down platform to down L & Y Main approximately 60 yards West of 48 m.p. and has been secured out of use in the normal position (but made available for hand pumping if required for movements from the down through/down L & Y Main by hand signalman).

(19)

## \* \* \* Between Wakefield Kirkgate West and Horbury Junction—

The following signals/signal routes have been disconnected until new signalling is commissioned.

## Up fast

W.W.62 (route to up fast only)

W.W.52

U.46

H.J.33/37

## Down fast

H.J.2

H.J.13 (down fast route only)

D.45

D.46

W.W.25

(19)

## \* \* \* Hykeham Station—

The trailing connection up main to Leys Malleable Casting Co. Private Siding has been secured out of use pending removal. All associated signalling has been abolished.

(19)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region — continued

## \* \* \* Wakefield Westgate —

A new 3 aspect colour light signal plated L241 (applying to Down direction movements on the up Doncaster) has been provided in the cess of the Up Doncaster line. (This has replaced the ground position light signal No. 241).

This signal will be maintained at RED until re-signalling is commissioned during week commencing Sunday, 9 May. A subsidiary and theatre-type route indicator has been provided and the following indications apply:—

Aspect	Route Indication	Application Toward
Subsidiary	"2"	Wakefield Westgate No. 2 Platform line clear.
Subsidiary	"1"	Wakefield Westgate No. 1 Platform line clear.

This is a temporary special arrangement until the resignalling is commissioned, when the subsidiary signal applications will be either No. 1 or No. 2 Platform line occupied.

(19)

## Western Region:—

## Bromsgrove No.3 GF—

The ground frame has been restored to use.

(20)

## Cheltenham—

At Morris Hill Level Crossing, Cheltenham 85m. 3c. The existing level crossing gates and associated signalling equipment have been recovered.

Full lifting barriers (4) have been provided, controlled electrically from Alstone Level Crossing.

Road lights (amber and flashing red) have been provided on each road approach to the level crossing. On each near side road light post, an audible warning has been provided.

The level crossing is monitored by closed circuit television from Alstone Level Crossing.

(20)

## Didcot —

The main groundframe together with the associated signalling equipment and ground position light signal R.433 has been recovered. The trailing connection from the Down Main to Down Bay line has been recovered.

(20)

## \* \* \* Between Moreton Cutting and Cholsey—

The 120 m.p.h. temporary speed restriction on the Up Main Line between 49m. 20ch. and 44 m.p. has been made permanent. An amendment to Table 'A' of BR.30025 in Section 'D' of this notice.

(19)

**SAFETY IS—**

**Part of  
your job**

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**31**

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 31 JULY**

to

**FRIDAY, 6 AUGUST, 1982**

**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.

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# WARNING



## ENERGISATION NOTICE

### NORTH EAST LONDON LINE

CONVERSION OF ELECTRIC TRACTION SYSTEM FROM 6,250 VOLTS TO 25,000 VOLTS

#### OPERATION:

#### BETHNAL GREEN TO HACKNEY DOWNS

In preparation for the further conversion of the electric traction system from 6,250 Volts to 25,000 Volts on the North East London Line and to give greater security of the 25kV traction power supply now serving the Up and Down East Lines in the Section between Bethnal Green and Hackney Downs, a new traction switching station has been provided on the Downside within the former Graham Road Goods Depot, ¼ mile on the Bethnal Green side of Hackney Downs station, adjacent to Structure No. C2/36.

The switching station is also adjacent to the North London Line – Dalston Western Junction to Victoria Park Junction section immediately on the Dalston side of rail overbridge No. 150.

The new traction switching station, known as Hackney Downs switching station, was energised at 25,000 Volts from 00 01 hours on Saturday, 6 March, 1982 and must be regarded as "ALIVE" at all times.

Particular attention is drawn to the roof bushings and the external connections thereto at Hackney Downs switching station which together with bare feeders to the overhead line equipment, must be regarded as "ALIVE" at all times from the above date.

The traction electricity supply at Hackney Downs switching station is controlled from Romford Electrical Control Room which is manned continuously.

The Working Instructions for A.C. Electrified Lines BR.29987 and Extracts therefrom BR.29988 dated 3 May, 1975 will apply and the isolation and earthing procedure detailed therein will be in operation.

(OD.15/Pad.31/100) (Amended 10-7-82)

(32)

## SECTION B

At or between	Lines affected	Remarks
SOUTHERN REGION — continued		
BRIXTON STATION TO STREATHAM COMMON — continued		
Wednesday, 4 August		
457 Tulse Hill and Streatham Jn.	Down & up Portsmouth Down & up Streatham Spurs BLOCKED	00 15 to 04 30. Loading materials, 6½ and 8 m.p.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### DETAILS OF WORK REFERRED TO IN SECTION B

**Monday, 2 August—Between Desford L.C. and Desford Colliery Sidings—**

The 20 m.p.h. P.S.R. which applies on the single line between 106 m.p. and 106m. 40ch. will be removed.

(OD.14/81/16) (34)

**Monday, 2 August—Between Derby and Spondon L.C. —**

The 65 m.p.h. P.S.R. which applies on the up line from 126½ m.p. to 126m. 25ch. will be removed. The down line restriction will remain in force.

(OD.14/81/255) (34)

### DETAILS OF WORK ALREADY CARRIED OUT

**St. Pancras Station—**

No.2 platform has been temporarily shortened by 39 yards at the north end.

(OD.14/—) (32)

**Market Harborough—**

The permanent speed restriction warning indicators and associated magnets situated on the down line at 81m. 66ch. and on the up line at 83m. 73ch. have been removed.

(OD.14/GEN/201) (34)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## \*\* Leicester London Road Jn.—

Platform two home signal has been renewed at a left hand bracket signal, 14 feet above rail level and is a short-arm signal.

(OD.14/78/122) (31)

## Leicester London Road Jn.—

Platform three home signal will be renewed as a right hand bracket signal, 14 feet above rail level.

(OD.14/78/122) (32)

## Between Trowell Jn. and Stanton Gate S.F.—

The 20 m.p.h. T.S.R. which applies on the up goods line from 125 m.p. to 124m. 20ch. will become a permanent speed restriction.

(OD.14/82/149) (32)

## Bennerley Ground Frame—

The ground frame will become power operated and the points controlled therefrom motor operated.

(OD.14/—) (32)

## Clay Cross South Jn.—

The permanent speed restriction of 65 m.p.h. on the up main line through the junction to the Alfreton direction has been raised to 70 m.p.h. The permanent speed restriction of 65 m.p.h. between 141¼ m.p. and 142 m.p. will remain unchanged.

(OD.14/Gen.201) (33)

## Southern Region:—

## Clapham Jn.—

The trailing connections in the up Windsor local line, Point Pleasant Jn. side of the station, at present secured out of use have been abolished.

(R/SA1590) (33)

## 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  
SIGNALMENS GENERAL INSTRUCTIONS BR.30062

## SIGNALMEN'S GENERAL INSTRUCTIONS

Page 30 Clause 38.1.9 (c)

Delete first paragraph and substitute:—

Unless attendance has been pre-arranged, whenever local control of the barriers is necessary, the Signalman must send for the person who is to act as Crossing Keeper and attendance must be provided as soon as possible.

(OD.15/69/2) (26-6-82)

GENERAL APPENDIX TO WORKING TIMETABLES AND  
RULES AND REGULATIONS

## PART II

SECTION 15—PROVISION OF ELECTRIC POWER SUPPLY TO LOCOMOTIVE HAULED TRAINS  
FOR HEATING, AIR CONDITIONING, ETC.

Page 15.19 (MED 23 page 9)

Amend paragraph (d) to read:—

Mark 2d, 2e, 2f and 3a ..... 31/4, 45/1, 47/4,  
(including catering but  
excluding sleepers) 47/7 50, 86, 87

(OD.15/64/316) (Amended 5-6-82)

**IMPORTANT NOTICE**  
**RED STAR TRAFFIC IS URGENT**

Customers who consign parcels by the RED STAR service pay B.R extra money for the speed and reliability which the service offers. There continues to be a steady growth in the number of parcels attracted to the Red Star service. However, B.R must maintain a very high quality of service so as to remain competitive and the following are essential points for staff to watch:—

**FORWARDING STATION**

1. See that the label is made out correctly and legibly, also ensure that name shown in the box on the label clearly identifies the recipient.
2. Check that label bears the same consignees name as shown on consignment note and sender advised that package should be requested under this name at receiving station.
3. Ensure that the package leaves Red Star office in sufficient time to make forwarded nominated service.

**ON TRAIN**

4. Ensure segregation is correct and Red Star items are not buried under other traffics.
5. Red Star items for intermediate stations on line of route must be available for handing over to platform staff immediately on train's arrival to avoid overcarrying or additional station time.
6. At final destination ensure that brake accommodation is empty. If there are any instances of Red Star packages being overcarried, advise platform staff.

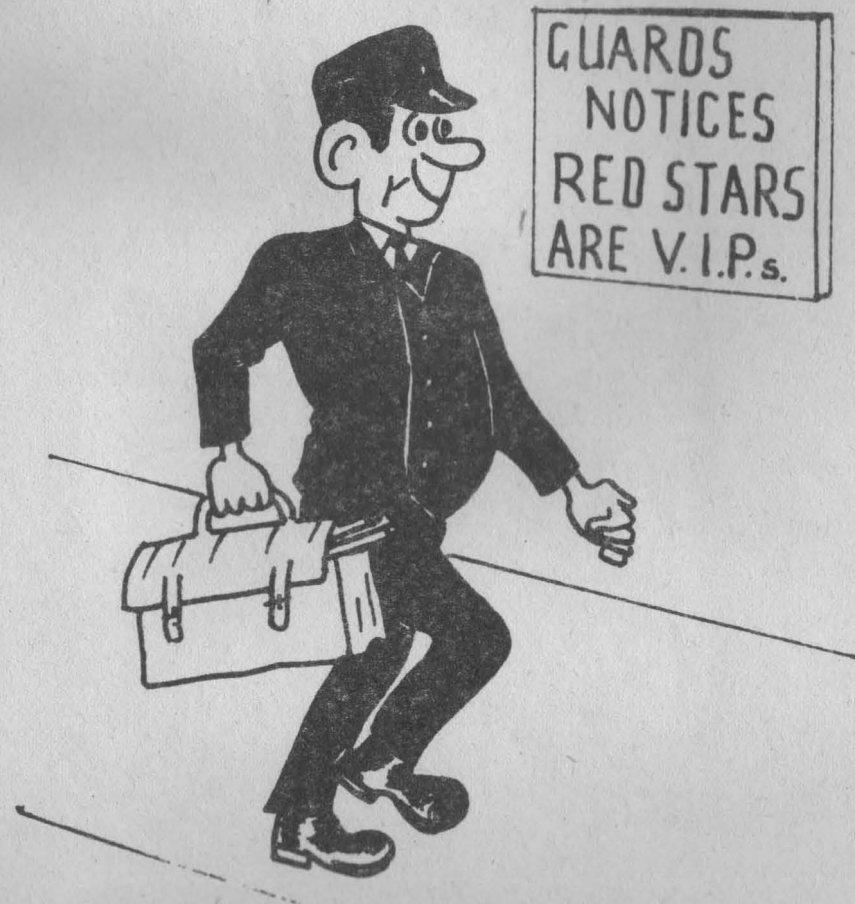
**TRANSFER TRAFFIC**

7. Ensure transfer traffic is readily to hand in brake accommodation and taken out immediately on arrival at transfer station specified on the label.
8. Record transfer in the approved method and load to correct scheduled forwarded service.

**DESTINATION STATION**

9. Package to be discharged immediately on arrival from brake accommodation and taken without delay to Red Star office.
10. On arrival at Red Star office package to be processed quickly in accordance with the laid down procedures to ensure that it is available for collection within the 30 minutes after arrival of the train.
11. Before handing package to customer, request means of identification and obtain signature.

# PARCELS NEED YOU



# YOU NEED PARCELS

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**35 / 36**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 28 AUGUST**

to

**FRIDAY, 10 SEPTEMBER 1982**

**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.

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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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### Eastern Region :-

#### Sunday, 29 August—South Kirkby—

The trailing crossover between the down and up main lines and the facing lead from down main into the South Kirkby Colliery lines will be taken out of use pending relaying.

#### Signals Abolished

Ground disc — up main to down main or to bunker lines  
Ground disc — down main to up main; to branch; or to marshalling loop.

(38)

#### Saturday, 4 September—Chesterfield, Tapton Jn. to Masborough Station Jn.—

The down Barrow Hill/main line will be taken out of use between a new connection down main to down goods at 157½ m.p. and Treeton Jn. and trains will be diverted to the down goods. Treeton South down goods outer home signal and the down goods distant signal will be abolished. Signal S.291 will be altered to read down Barrow Hill/main to down goods and a new down goods signal TS.35 will be brought into use.

The up main/Barrow Hill line will be taken out of use between Treeton Jn. and 158m. 10ch. at which latter point trains will be diverted up goods to up Barrow Hill/main by means of a track slue. Existing signals for this route will remain in use.

(38)

#### Saturday, 4 September—Orgreaves Down Sidings—

Commencing 08 00, Saturday, 4 September Orgreaves Sidings will be secured out of use from Treeton South end and temporary stop blocks placed on each road at Treeton South end of sidings. Access will only be available to the down sidings from Treeton Jn. end.

(38)

### Western Region —

#### Wednesday, 1 September — At 10 00 Hours Goring and Streatley —

A 3-coach length of platform will be brought back into use at the Didcot end of the Up Relief platform, pending completion of the Reading end of the new platform. Temporary length of train marker boards are provided.

The Down Relief platform has been restored to normal use.

(38)

#### Sunday, 5 September — Between 00 30 and 08 10 Old Oak Common — (Longfield/West Ealing)—

The existing searchlight Signals 00.27 (Longfield) and 00.25 (West Ealing) on the Up Main Line will be converted to multi-aspect type.

(38)

## Signalling and Permanent Way Alterations — continued DETAILS OF WORK ALREADY CARRIED OUT

### Harpenden Station —

The up fast line platform has been shortened at the Northend by 90 yards. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—)

(38)

### Between Moira West Jn. and Swannington —

The 10 m.p.h. T.S.R. which applied on the up line from 116m. 22ch to 116m. 20ch. has become a 10 m.p.h. P.S.R.

(OD.14/82/190)

(37)

### Between Gresley Tunnel and Moira West Jn. —

The 20 m.p.h. P.S.R. which applied on the up line from 121m. 45ch. to 119¼ m.p. has been extended to 118m. 62ch. and replaces the 20 m.p.h. T.S.R. which applied from 118m. 67ch. to 118m. 62ch.

(OD.14/82/190)

(37)

### \* \* \* Blackwell East Jn. —

The New Hucknall Colliery line has been severed at a point 268 yards from the box to form a shunt neck 200 yards in length. A stop block has been provided.

(OD.14/—)

(36)

### \* \* \* St. Pancras Station —

No. 2 platform, previously shortened by 39 yards at the north end, has reverted to its original length.

(OD.14/—)

(35)

### \* \* \* Solihull Ground Frame —

The trailing crossover between the up and down Leamington lines has been secured out of use pending removal.

(OD.14/80/34)

(35)

### \* \* \* Cliffe Hill Sidings —

No. 1 ground frame has become power operated.

(OD.14/—)

(35)

### \* \* \* Bardon Hill —

Up home No. 1 and No. 2 signals have been taken away.

A new three-aspect colour light home 1 signal has been provided situated 578 yards on the Coalville side of the box, 12 feet above rail level. The up distant signal is now 1067 yards from the up home 1 signal.

The former No. 3 and No. 4 up home signals have now become No. 2 and No. 3 up home signals.

(OD.14/81/4)

(35)

### \* \* \* Between Corby North and Corby B.S.C. Works —

The 20 m.p.h. maximum permissible speed which applied on the single line between the above points has been reduced to 15 m.p.h.

(OD.14/83/174)

(35)

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

## Eastern Region –

## Between South Kirkby Jn. and Hare Park Jn.—

The catch points located at 166m. 60ch. on the down main line have been secured out of use pending removal.

(38)

## \*.\* Moorthorpe South –

New ground position light signals have been provided to replace the ground disc shunting signals as follows:—

New Signal No.	Line	Stencil Route Indication	Destination
15	Up main	"G"	Down Goods Loop
		"M"	Down Main
16	Frickley Colliery line	"G"	Down Goods Loop
		"M"	Down Main
		"X"	Up Goods Loop line Occupied
20	Down Main		Frickley Colliery Line
			Up Main
24	Down Goods Loop		Frickley Colliery line
			Up Main

(36)

## \*.\* Between Moorthorpe Station Junction and South Kirkby Junction –

Down Branch 3-aspect signal L655 (with offset subsidiary and route indicator applying towards the Marshalling Loop and Bunker lines) has been repositioned 160 yards nearer to Moorthorpe Station Jn.

The A.W.S.track inductor has been repositioned accordingly.

(36)

## \*.\* Between South Kirkby Jn. and Moorthorpe Station Jn. –

The Moorthorpe South Up Branch 3-aspect signal M28 (with position 1 junction route indicator applying towards the up line) has been repositioned 45 yards nearer to Moorthorpe.

The A.W.S. inductor has been repositioned accordingly.

(36)

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

## Western Region –

## \*.\* Cheltenham Spa –

A double sided "Right Away" indicator and a telephone to Gloucester Signal Box have been provided at the end of the Down platform.

An "Off" indicator associated with signal G.44 has also been provided towards the centre of the down platform.

(36)

## \*.\* Goring &amp; Streatley –

The down relief platform has been restored to normal use. The Didcot end of the up relief platform is still out of use, and a 3-coach length only is available at the Reading end. Temporary length-of-train marker boards are provided. **Until Wednesday, 1 September.**

(36)

## Southern Region –

## \*.\* Streatham Common –

The Ground Frame controlled crossover between the Down and Up Brighton slow lines has been secured out of use until further notice.

(R/SB438/12)

(36)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

*Sig Scool*

**37**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY 11 SEPTEMBER**

to

**FRIDAY 17 SEPTEMBER 1982**

**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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# WARNING



## A.C. ELECTRIFIED LINES

### MIDLAND SUBURBAN ELECTRIFICATION

From 00 01 hours on Monday, 27 September 1982 the Overhead Line Equipment between the Buffer Stops on all platforms St. Pancras Station and F 01/25 (Down Fast) F 01/26 (Up Fast), F 01/27 (Down and Up Slow) at Dock Jn. will be energised at 25,000 Volts and must be regarded as being **ALIVE** at all times.

Working Instructions for A.C. Electrified Lines (BR. 29987) and amendments thereto will apply.

(OD.15/31/18) (11-9-82)

At or between	Lines affected	Remarks
<b>SOUTHERN REGION—continued</b>		
<b>BALHAM TO SELHURST (via Norwood Jn.).</b>		
<b>Sunday, 12 September</b>		
434 Streatham Hill	All down sidings	08 00 to 17 00. Trackwork, 5¼ and 5¾ m.p.
435 Selhurst	In electric and No's. 1, 2 and 3 AC Roads	08 00 to 17 00. Track renewal, 9 and 9½ m.p.
<b>Monday, 13 to Friday, 17 September</b>		
436 Norwood Fork Jn. and Selhurst	Up Norwood Fork Spur BLOCKED	07 30 to 19 30. Track renewal, 9¼ and 9¾ m.p.
<b>Wednesday, 15 to Friday, 17 September</b>		
437 Norwood Jn.	Shed road and Weighbridge Rd	08 30 to 15 30. Track renewal, 8¼ and 9 m.p. Current not switched off. Local arrangements to be made between man in charge of work and Yard Manager.
<b>BRIXTON STATION TO STREATHAM COMMON.</b>		
<b>Saturday, 11 September</b>		
438 Tulse Hill and Streatham Jn.	Down & up Portsmouth, down & up Streatham Spurs BLOCKED	00 05 to 04 40. Trackwork, 6¼ and 8¼ m.p.
<b>TULSE HILL TO WEST NORWOOD JN.</b>		
<b>Tuesday, 14 and Wednesday, 15 September</b>		
439 Tulse Hill and Norwood Jn.	Down & up Crystal Palace, down & up West Norwood Spurs and down & up Sydenham Spurs, down & up Crystal Palace Spurs BLOCKED	00 35 to 04 05. Track maintenance, 6¼ and 8¼ m.p.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

### Saturday/Sunday, 11/12 September—Wootton Broadmead —

The level crossing will become an "Open" crossing as shown in the General Appendix, locally controlled with Amber/Red flashing road lights, "Another Train Coming" sign and audible warning devices.

The following will be provided on the down line:—

Advance warning board 1,466 yards from the crossing.  
A differential speed restriction board 652 yards from the crossing.  
A Drivers flashing white light/simulated train headlight (normally out) 5 yards from the crossing.

The following will be provided on the up line:—

Advance warning board 1,415 yards from the crossing.  
A differential speed restriction board 645 yards from the crossing.  
A Drivers flashing white light/simulated train headlight (normally out) 5 yards from the crossing.

The down main distant signal will be recovered.

A new set-back disc signal with flashing white light (normally out) will be provided on the east side of the down main line on the Bedford side of the crossing. A telephone to Forders Siding box will be provided at this signal and at the down starting signal.

Emergency plungers will be provided 5 yards on each side of the crossing and a Guards plunger on the Bedford side of the crossing.

A permanent speed restriction will be imposed on the down and up main lines between the differential speed restriction boards and the crossing, 55 m.p.h. for passenger trains and 35 m.p.h. for freight trains.

(OD.14/77/271) (40)

### Monday, 13 September—Harpenden Station

The up fast platform will revert to its previous length at the North end. The same platform will be reduced by 90 yards at the South end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (40)

### Tuesday, 14 September — St. Pancras —

Position light ground signal WH.549 will be taken away.

(OD.14/—) (40)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Eastern Region:—

**Sunday, 12 September—Moorhouse Jn.—**

Up main signal L.662 will be converted to an Automatic signal.

The left-hand off-set subsidiary on down main L.669 signal will be abolished.

The trailing main to main crossover will be secured out of use pending removal together with associated signalling.

(40)

**Monday, 13 September—Great Hale Drove No.2 LC and Swineshead—**

From 14 00 a 50 m.p.h. PSR will be imposed on the down between Great Hall Drove No.2 LC and Swineshead LC (AHB) (129m. 42ch. and 130m. 21ch.) also a 50 m.p.h. PSR on the up between Skegness side of Hubberts Bridge LC and Swineshead LC (AHB) (130m. 72ch. and 130m. 20ch.

(39)

**Monday, 13 September—Royston Jn. and Oakenshaw South Jn.—**

From 09 00 the 20 m.p.h. down and up speed restrictions between Royston Jn. and Oakenshaw South Jn. (179m. 25ch. and 179m. 40ch.) will become differential restrictions of 20 over 40 in accordance with Section 1, clause 10 on page 1.57 of the General Appendix.

(40)

## Western Region:—

**Commencing forthwith—Tilehurst—**

In connection with engineering work, drivers of trains stopping at Tilehurst down main platform should draw down to the Didcot end.

(40)

**Sunday, 12 September—Old Oak Common (West Ealing to Hanwall)—**

The existing searchlight signals 00.34, 00.38 and DM.7 will be converted to multi-aspect type.

(40)

**Friday, 17 September—Old Oak Common (Ealing Broadway)—**

The existing searchlight signal 00.230 will be converted to multi-aspect type.

(40)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Southern Region:—

**Monday, 13 September—Gloucester Road Jn.—**

The down relief line signal CY.123 will be repositioned 185 yards nearer to Norwood Jn. and will apply as hitherto.

The goods road departure signal CY.131 will be abolished.

The 'along goods road' elevated shunt signal 435 yards Norwood Jn. side of the signalbox will be repositioned at ground level and will apply for movements along the goods road and to the down relief line.

The 'from down relief' ground shunt signal controlling movements to the goods road 353 yards Norwood Jn. side of the signal box will be repositioned as an elevated shunt signal on a gantry 435 yards nearer to East Croydon and will apply as hitherto.

The 'from down relief line' shunt signal 359 yards East Croydon side of the signalbox will be abolished.

(40)

## DETAILS OF WORK ALREADY CARRIED OUT

**Barnt Green —**

The ground frame has been taken out of use. The associated signal route on SY.403 has been taken away.

(OD.14/—) (New item)

(40)

**\* \* Harpenden Station —**

The up fast line platform has been shortened at the Northend by 90 yards. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—)

(38)

## Eastern Region:—

**Thoresby Colliery—**

The shunt spur has been shortened to a point 60 yards beyond the hand points.

Sidings No's.1, 2 and 3 have been renamed up arrival No's. 1, 2 and 3 respectively. Siding No.4 has been renamed run round. This run round will normally be used in the down direction.

Notice boards have been provided at the shunt spur end of the three up arrival lines. In the up direction the boards are worded "Stop — Proceed if line clear — Standage M.G.R." (\*Up arrival No.1 has standage for 43 M.G.R. Up arrival No.2 has standage for 38 M.G.R. and up arrival No.3 has standage for 34 M.G.R.). The reverse side of the boards applying in the down direction "Stop — Proceed for attaching purposes only".

(New Item) (41)

## Signalling and Permanent Way Alterations — continued

## Details of Work Already Carried Out — continued

## Eastern Region — continued

**Between Beighton Junction and Treeton South Jn. —**

The down and up main/Barrow Hill lines between 157½ and 158½ m.p. have been taken out of use.

The through connections from Orgreaves Colliery Old Sidings to the Up Side Headshunt opposite Treeton South signalbox have also been taken out of use.

The facing connection up main to Headshunt on the Up side located on Rotherham side of Treeton South signalbox has been taken out of use.

The down goods line between the 157½ m.p. and Treeton South signalbox has been brought back into use, and a new facing connection Down Barrow Hill to down goods line has been provided at the 157½ m.p.

The Headshunt on the up side of the Beighton Junction side of Treeton South signalbox has become a temporary up goods line and slued to connect with the existing Up Barrow Hill line at 158m. 10ch. The stop block has been removed.

**Down Direction**

S.291 signal has been provided with a Position "1" Junction indicator which applies towards the down goods line.

The down goods distant and down goods first home signals for Treeton South signalbox have been replaced by a 3-aspect colour light signal, capable of showing Red or Yellow aspects only at this stage, positioned 1435 yards ahead of S.291 signal. The signal is plated TS.35 and a telephone provided to Treeton South signalbox. The new signal applies towards the existing down goods second Home signal for Treeton South signalbox.

Down main line signal TS.31 and Lower distant signal, together with bracket signal TJ.47/50/57 have been removed.

All down trains will travel over the down goods line between the 157½ m.p. and Treeton Junction signalbox in accordance with the Absolute Block Regulations.

**Up Direction**

The up goods Home signal for Treeton South signalbox has been brought back into use and applies towards TS.14 signal on the Up Barrow Hill line. A telephone has been provided to Treeton South signalbox. The lower miniature arm signal has been removed.

The outlet ground disc signal TS.10 from the Up Through Siding at Treeton South also applies towards TS.14 signal on the Up Barrow Hill line.

The up main Home bracket signal for Treeton South signalbox has been removed.

All up trains will travel over the up goods/temporary up goods line between Treeton Junction signalbox and 158m. 10ch. in accordance with the Absolute Block Regulations.

All signals applicable to the Through connections from Orgreaves Colliery Old Sidings to the up side Headshunt opposite Treeton South signalbox have been removed, except the elevated miniature arm signal applying from the former Headshunt in the down direction.

**Note — This replaces the "Chesterfield Tipton Jn. to Masborough Station Jn" item in ME No. 35/36.**

(Amended item)

(40)

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region — continued

**\* \* \* Between South Kirkby Jn. and Hare Park Jn. —**

The catch points located at 166m. 60ch. on the down main line have been secured out of use pending removal. (38)

**\* \* \* South Kirkby —**

The trailing crossover between the down and up main lines and the facing lead from down main into the South Kirkby Colliery lines has been taken out of use pending relaying.

**Signals Abolished**

Ground disc — up main to down main or to bunker lines.

Ground disc— down main to up main; to branch; or to marshalling loop. (38)

**\* \* \* Orgreaves Down Sidings —**

Orgreaves Sidings has been secured out of use from Treeton South end and temporary stop blocks placed on each road at Treeton South end of sidings. Access will only be available to the down sidings from Treeton Jn. end. (38)

**Western Region —****\* \* \* Goring and Streatley —**

A 3-coach length of platform has been brought back into use at the Didcot end of the Up Relief platform, pending completion of the Reading end of the new platform. Temporary length of train marker boards are provided.

The Down Relief platform has been restored to normal use. (38)

**\* \* \* Old Oak Common — (Longfield/West Ealing) —**

The existing searchlight Signals 00.27 (Longfield) and 00.25 (West Ealing) on the Up Main Line have been converted to multi-aspect type. (38)

## SECTION D

60

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

TABLE E—SINGLE LINES WORKED BY TRACK CIRCUIT BLOCK SYSTEM

At or between	Line	Direction
<b>EUSTON TO CREWE AND BRANCHES</b>		
<b>Page 191—Add—</b> Carlton Road Jn.	Down Tottenham	Down
<b>ST. PANCRAS TO CHESTERFIELD (VIA DERBY) AND BRANCHES</b>		
<b>Page 191—Add—</b> Dock Jn. North and Kentish Town Jn.	"Up & down" slow	Down
Kentish Town Jn. and Dock Jn. North	"Up & down" carriage	Up
Kentish Town Jn. and Carlton Road Jn.	"Up & down" slow	Down
Cricklewood	Up goods No. 1	Down
Cricklewood	Up goods No. 2	Up

(28-8-82)

TABLE F1—PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
<b>DERBY TO BLACKWELL AND BRANCHES</b>			
<b>Page 195—Delete—</b> Horninglow Bridge ground frame item. Leicester Jn. signal DY.141 item.			

(14-8-82)

## SECTION D

61

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

## LOCAL INSTRUCTIONS

## EUSTON TO CREWE AND BRANCHES

**Page 268—FORDERS SIDINGS—Add—Wooton Broadmead—**

A train other than a light locomotive requiring to set-back into the up loop or L.B.C. Sidings must pass completely to the rear of the set-back signal on the Bedford side of the crossing.

The illumination of the "OFF" indicator working in conjunction with this signal will be an indication to a Driver that the set-back signal has been cleared and that the white light associated with the crossing is flashing. The setting back movement must not commence until this indication is received.

If the down main starting signal or set-back signal immediately on the Bedford side of the crossing fails the Driver or Guard must, after receiving authority of the signalman to proceed, operate the emergency plunger to start the road light sequence. In this circumstance the white light will not flash and the train must not pass over the crossing until the Driver or Guard as the case may be is satisfied that it is safe to do so.

In any of the following circumstances, a Crossing Keeper must be appointed who will operate the road signals locally:—

- (i) a wrong direction movement is to be authorised to pass over the crossing on any line, or,
- (ii) single line working is brought into operation.

(11-9-82)

## TRENT JN. TO NEWARK AND BRANCHES

**Page 320—HUCKNALL COLLIERY SIDINGS—Loading Bunker—Delete second and third paragraphs and substitute:—**

Trains will be drawn through the bunker, at a speed not exceeding 3 m.p.h. for the purpose of tare weighing each vehicle.

When the vehicles have been tare-weighed, loading and gross weighing will be carried out on a stop/start basis as the train is set back through the bunker.

(7-8-82)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**38**

## WEEKLY OPERATING NOTICE containing

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

**SATURDAY, 18 SEPTEMBER**

to

**FRIDAY, 24 SEPTEMBER 1982**

**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.

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* Items will not appear in future issues.

Saturday/Sunday, 18/19 September—Swannington L.C.—

The "Whistle Boards" will be taken away.

(OD.14/81/354)

(41)

### Eastern Region:—

Sunday, 18 September and until further notice—Between Beighton Jn. and Treeton Jn.—

The blockage of the down and up Barrow Hill/Main already in existence between Beighton Jn. and Treeton Jn. will be extended at the Treeton Jn. end.

The diversions in force will be modified as shown below and the Absolute Block Regulations will continue to apply between Treeton South and Treeton Jn.

This item should be read in conjunction with the item headed Beighton Jn. and Treeton South Jn. in "Details of work already carried out".

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

### DOWN DIRECTION

Down trains will continue to be diverted from down Barrow Hill to down goods via the new points at 157½ m.p. but will be re-routed back to the down main at Treeton Jn. by means of a temporary slue from down goods to down main, cutting across the path of south east arrival and departure lines. These lines will be taken out of use. The points in the lines to and from Tinsley Yard will be secured for through running to and from North east/departure/arrival lines.

The down goods home signal will be maintained "ON" and all movements past this signal to down main via the slue will be controlled by hand signal.

### UP DIRECTION

The up main/up goods (between Treeton Colliery Ground frame and Treeton South) which formed the temporary up main will be taken out of use.

All up trains will be diverted at Treeton Colliery Ground frame from up main to up through siding regaining the temporary up Barrow Hill (head shunt) at Treeton South. All movements past the Treeton Jn. up Barrow Hill 1st home colour light signal TJ2 towards Treeton South will be controlled by hand signal.

## SECTION C

### Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 18 September and until further notice—Between Beighton Jn. and Treeton Jn.—

#### SIGNALS ABOLISHED (TREETON JN.)

continued

Down goods home to down main (right hand off-set).

Down goods starting.

Up main 2nd home signal gantry to up main and up goods and distant arms below.

South east departure starting signal gantry to up main and up goods and distant arms below.

All connections at Treeton Jn. in the remaining down goods/down main will be secured out of use pending removal for through running along these lines and the associated shunting signals abolished.

#### Treeton South Jn.—

The connection at Treeton South Jn. from up through siding to up goods (temporary up Barrow Hill) will be secured out of use for through running up through siding to temporary up Barrow Hill.

The up goods home signal (temporary up Barrow Hill home signal) will be worked for and apply to movements from up through siding towards up Barrow Hill signal TS14.

#### Treeton Colliery Ground Frame—

Leicester Road and the Middle road will be taken out of use pending removal.

Treeton Colliery ground frame will be abolished.

All ground frame worked or hand-worked points will be secured out of use in the normal or reverse position as required to facilitate through running from up Barrow Hill to up through siding and along down main.

(41)





## SECTION C

## Signalling and Permanent Way Alterations—continued

## Eastern Region:—continued

## Sunday, 19 September—South Kirkby Jn.—

The facing lead from the down main into South Kirkby Colliery will be restored to its former position.

The trailing crossover between the down and up main lines will be re-positioned 30 yards nearer to South Elmsall.

## Signalling Alterations—

Down main ground position light signal (L647) will be re-positioned in the down main cess 80 yards further south. A 2-way stencil-type route indicator will be provided, and the following indications will apply:—

Indication	Destination
"M"	Up main L656 signal
"B"	Up branch M28 signal

A new ground position light signal L651 will be provided in the up main cess at the up main end of the main to main trailing crossover. A 3-way stencil-type route indicator will be provided and the following indications will apply:—

Indication	Destination
"B"	Bunker line to B
"A"	Bunker line to A
"M"	Down main L645 signal

(41)

## Western Region:—

## Sunday, 19 September—West Drayton—

The back siding will be shortened and stop block erected at 14m. 12.5ch.

(41)

## Between 07 00 Hours Sunday, 19 and 06 00 Monday, 20 September or until completion—Old Oak Common (Ealing Broadway—Hanwell)—

The existing searchlight signals 00.132, 00.134, 00.136, 00.138, 00.140, 00.142 and 00.340 will be converted to multi-aspect type.

(41)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Wootton Broadmead—

The level crossing has become an "Open" crossing as shown in the General Appendix, locally controlled with Amber/Red flashing road lights, "Another Train Coming" sign and audible warning devices.

The following are provided on the down line:—

Advance warning board 1,466 yards from the crossing.  
A differential speed restriction board 652 yards from the crossing.  
A Drivers flashing white light/simulated train headlight (normally out) 5 yards from the crossing.

The following are provided on the up line:—

Advance warning board 1,415 yards from the crossing.  
A differential speed restriction board 645 yards from the crossing.  
A Drivers flashing white light/simulated train headlight (normally out) 5 yards from the crossing.

The down main distant signal has been recovered.

A new set-back disc signal with flashing white light (normally out) has been provided on the cess side of the down main line on the Bedford side of the crossing. A telephone to Forders Siding box has been provided at this signal and at the down starting signal.

Emergency plungers have been provided 5 yards on each side of the crossing and a Guards plunger on the Bedford side of the crossing.

A permanent speed restriction has been imposed on the down and up main lines between the differential speed restriction boards and the crossing, 55 m.p.h. for passenger trains and 35 m.p.h. for freight trains.

(OD.14/77/271)

(40)

## Harpenden Station—

The up fast platform has reverted to its previous length at the North end. The same platform has been reduced by 90 yards at the South end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—)

(40)

## St. Pancras—

Position light ground signal WH.549 has been taken away.

(OD.14/—)

(40)

## Barnt Green—

The ground frame has been taken out of use. The associated signal route on SY.403 has been taken away.

(OD.14/—)

(40)

## SECTION C

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

## Eastern Region:—

## South Kirkby Jn. to Moorthorpe Station Jn. : Re-modelling of South Kirkby Jn.—

## South Kirkby Jn.—

The junction between the down and up branch and the down and up main lines has been relayed in a modified form 100 yards further south. The down and up branch lines have been realigned accordingly.

The positions of the new and altered signals in relation to the re-modelled junction are as shown on the diagram included in this notice.

## Between South Kirkby Jn. and Moorthorpe Station Jn.—

The trailing crossover between the down and up branch lines has been repositioned 200 yards nearer to Moorthorpe.

The Marshalling loop has been extended 200 yards towards Moorthorpe.

## Description of Signals:—

Signal	Line	Route Indication (Stencil)	Application to or towards
L652	Marshalling loop	—	M28 up branch
L654	Up branch	"M" "A" "B" "L"	L645 down main (via branch crossover) Bunker line 'A' Bunker line 'B' L649 Marshalling loop
L666	Up branch	—	L645 down main

(Amended Item) (40)

## SECTION C

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

## Eastern Region:— continued

## Moorhouse Jn.—

Up main signal L.662 has been converted to an Automatic signal.

The left-hand off-set subsidiary on down main L.669 signal has been abolished.

The trailing main to main crossover has been secured out of use pending removal together with associated signalling.

(40)

## Great Hale Drove No.2 LC and Swineshead—

A 50 m.p.h. PSR has been imposed on the down between Great Hale Drove No.2 LC and Swineshead LC (AHB) (129m. 42ch. and 130m. 21ch.) also a 50 m.p.h. PSR on the up between Skegness side of Hubberts Bridge LC and Swineshead LC (AHB) (130m. 72ch. and 130m. 20ch).

(40)

## Royston Jn. and Oakenshaw South Jn.—

The 20 m.p.h. down and up speed restrictions between Royston Jn. and Oakenshaw South Jn. (179m. 25ch. and 179m. 40ch.) has become differential restrictions of 20 over 40 in accordance with Section 1, clause 10 on page 1.57 of the General Appendix.

(40)

## Thoresby Colliery—

The shunt spur has been shortened to a point 60 yards beyond the hand points.

Sidings No's. 1, 2 and 3 have been renamed up arrival No's. 1, 2 and 3 respectively. Siding No.4 has been renamed run round. This run round will normally be used in the down direction.

Notice boards have been provided at the shunt spur end of the three up arrival lines. In the up direction the boards are worded "Stop — Proceed if line clear — Standage \*M.G.R." (\*Up arrival No.1 has standage for 43 M.G.R. Up arrival No.2 has standage for 38 M.G.R. and up arrival No.3 has standage for 34 M.G.R.). The reverse side of the boards applying in the down direction "Stop — Proceed for attaching purposes only".

(40)

## SECTION C

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

**Eastern Region — continued****Between Beighton Junction and Treeton South Jn. —**

The down and up main/Barrow Hill lines between 157½ and 158¾ m.p. have been taken out of use.

The through connections from Orgreaves Colliery Old Sidings to the Up Side Headshunt opposite Treeton South signalbox have also been taken out of use.

The facing connection up main to Headshunt on the Up side located on Rotherham side of Treeton South signalbox has been taken out of use.

The down goods line between the 157½ m.p. and Treeton South signalbox has been brought back into use, and a new facing connection Down Barrow Hill to down goods line has been provided at the 157½ m.p.

The Headshunt on the up side of the Beighton Junction side of Treeton South signalbox has become a temporary up goods line and slued to connect with the existing Up Barrow Hill line at 158m. 10ch. The stop block has been removed.

**Down Direction**

S.291 signal has been provided with a Position "1" Junction indicator which applies towards the down goods line.

The down goods distant and down goods first home signals for Treeton South signalbox have been replaced by a 3-aspect colour light signal, capable of showing Red or Yellow aspects only at this stage, positioned 1435 yards ahead of S.291 signal. The signal is plated TS.35 and a telephone provided to Treeton South signalbox. The new signal applies towards the existing down goods second Home signal for Treeton South signalbox.

Down main line signal TS.31 and Lower distant signal, together with bracket signal TJ.47/50/57 have been removed.

All down trains will travel over the down goods line between the 157½ m.p. and Treeton Junction signalbox in accordance with the Absolute Block Regulations.

**Up Direction**

The up goods Home signal for Treeton South signalbox has been brought back into use and applies towards TS.14 signal on the Up Barrow Hill line. A telephone has been provided to Treeton South signalbox. The lower miniature arm signal has been removed.

The outlet ground disc signal TS.10 from the Up Through Siding at Treeton South also applies towards TS.14 signal on the Up Barrow Hill line.

The up main Home bracket signal for Treeton South signalbox has been removed.

All up trains will travel over the up goods/temporary up goods line between Treeton Junction signalbox and 158m. 10ch. in accordance with the Absolute Block Regulations.

All signals applicable to the Through connections from Orgreaves Colliery Old Sidings to the up side Headshunt opposite Treeton South signalbox have been removed, except the elevated miniature arm signal applying from the former Headshunt in the down direction.

(40)

## SECTION C

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

**Western Region:—****Tilehurst—**

In connection with engineering work, drivers of trains stopping at Tilehurst down main platform should draw down to the Didcot end.

(40)

**Old Oak Common (West Ealing to Hanwell)—**

The existing searchlight signals 00.34, 00.38 and DM.7 have been converted to multi-aspect type.

(40)

**Old Oak Common (Ealing Broadway)—**

The existing searchlight signal 00.230 has been converted to multi-aspect type.

(40)

**Southern Region:—****Gloucester Road Jn.—**

The down relief line signal CY.123 has been repositioned 185 yards nearer to Norwood Jn. and applies as hitherto.

The goods road departure signal CY.131 has been abolished.

The 'along goods road' elevated shunt signal 435 yards Norwood Jn. side of the signalbox has been repositioned at ground level and applies for movements along the goods road and to the down relief line.

The 'from down relief' ground shunt signal controlling movements to the goods road 353 yards Norwood Jn. side of the signal box has been repositioned as an elevated shunt signal on a gantry 435 yards nearer to East Croydon and applies as hitherto.

The 'from down relief line' shunt signal 359 yards East Croydon side of the signalbox has been abolished.

(40)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

**NIL**

**39**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY 25 SEPTEMBER**

to

**FRIDAY 1 OCTOBER 1982**

**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.

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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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\*.\* Items will not appear in future issues.

### Monday, 27 September — Harpenden Station —

The Up fast platform will revert to its previous length. The down fast 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/—) (42)

### Western Region —

Between 07 00 hours Sunday, 26 and 06 00 hours Monday, 27 September or until completion. Old Oak Common (Ealing Broadway — Drayton Green) —

The existing searchlight signals 00.123, 00.125, 00.127, 00.129, 00.131, 00.323 and 00.325 will be converted to multi-aspect type.

(42)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Swannington L.C. —

The "Whistle Boards" have been taken away.

(OD.14/81/354) (41)

#### St. Andrews Jn. —

The existing position light shunting signal, No. SY.418 has been taken away.

(OD.14/—) (New item) (41)

#### Codnor Park Junction —

A notice board, facing Codnor Park Junction and lettered Commencement of M.R.T. Token Section has been provided adjacent to the Swanwick branch line, 1440 yards from its connection with the down main line and immediately before reaching the new Ironville No. 1 ground frame.

The track layout at Ironville has been revised to facilitate the exchange of locomotives with the Midland Railway Trust who operate the line between Ironville and Swanwick. Details of the revised layout and Instructions for the exchange of locomotives with the M.R.T. at Ironville are being issued locally to the staff concerned.

(OD.14/79/92) (New Item) (41)

## Signalling and Permanent Way Alterations—continued

### Details of work already carried out — continued

#### Wootton Broadmead—

The level crossing has become an "Open" crossing as shown in the General Appendix, locally controlled with Amber/Red flashing road lights, "Another Train Coming" sign and audible warning devices.

The following are provided on the down line:—

Advance warning board 1,466 yards from the crossing.  
A differential speed restriction board 652 yards from the crossing.  
A Drivers flashing white light/simulated train headlight (normally out) 5 yards from the crossing.

The following are provided on the up line:—

Advance warning board 1,415 yards from the crossing.  
A differential speed restriction board 645 yards from the crossing.  
A Drivers flashing white light/simulated train headlight (normally out) 5 yards from the crossing.

The down main distant signal has been recovered.

A new set-back disc signal with flashing white light (normally out) has been provided on the cress side of the down main line on the Bedford side of the crossing. A telephone to Forders Siding box has been provided at this signal and at the down starting signal.

Emergency plungers have been provided 5 yards on each side of the crossing and a Guards plunger on the Bedford side of the crossing.

A permanent speed restriction has been imposed on the down and up main lines between the differential speed restriction boards and the crossing, 55 m.p.h. for passenger trains and 35 m.p.h. for freight trains.

(OD.14/77/271) (40)

#### Harpenden Station—

The up fast platform has reverted to its previous length at the North end. The same platform has been reduced by 90 yards at the South end. Drivers must bring their trains to a stand at the stop board provided.

(OD.14/—) (40)

#### St. Pancras—

Position light ground signal WH.549 has been taken away.

(OD.14/—) (40)

#### Barnt Green—

The ground frame has been taken out of use. The associated signal route on SY.403 has been taken away.

(OD.14/—) (40)

## SECTION C

## Signalling and Permanent Way Alterations — continued

## Details of work already carried out — continued

## Eastern Region —

**Between Beighton Jn. and Treeton Jn. —**

The blockage of the down and up Barrow Hill/Main already in existence between Beighton Jn. and Treeton Jn. has been extended at the Treeton Jn. end.

The diversions in force are modified as shown below and the Absolute Block Regulations will continue to apply between Treeton South and Treeton Jn.

This item should be read in conjunction with the item headed **Beighton Jn. and Treeton South Jn.**

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

**DOWN DIRECTION**

Down trains will continue to be diverted from down barrow Hill to down goods via the new points at 157½ m.p. but will be re-routed back to the down main at Treeton Jn. by means of a temporary slue from down goods to down main, cutting across the path of south east arrival and departure lines. These line have been taken out of use. The points in the lines to and from Tinsley Yard have been secured for through running to and from North east/departure/arrival lines.

The down goods home signal will be maintained "ON" and all movements past this signal to down main via the slue will be controlled by handsignal.

**UP DIRECTION**

The up main/up goods (between Treeton Colliery Ground fram and Treeton South) which formed the temporary up main has been taken out of use.

All up trains will be diverted at Treeton Colliery Ground frame from up main to up through siding regaining the temporary up Barrow Hill (head shunt) at Treeton South. All movements past the Treeton Jn. up Barrow Hill 1st home colour light signal TJ2 towards Treeton South will be controlled by handsignal.

## SECTION C

## Signalling and Permanent Way Alterations — continued

## Details of work already carried out — continued

## Eastern Region — continued

**Between Beighton Jn. and Treeton Jn. — continued****SIGNALS ABOLISHED (TREETON JN).**

Down goods home to down main (right hand off-set).

Down goods starting

Up main 2nd home signal gantry to up main and up goods and distant arms below.

South east departure starting signal gantry to up main and up goods and distant arms below.

All connections at Treeton Jn. in the remaining down goods/down main have been secured out of use pending removal for through running along these lines and the associated shunting signals abolished.

**Treeton South Jn. —**

The connection at Treeton South Jn. from up through siding to up goods (temporary up Barrow Hill) has been secured out of use for through running up through siding to temporary up Barrow Hill.

The up goods home signal (temporary up Barrow Hill home signal) will be worked for and apply to movements from up through siding towards up Barrow Hill signal TS14.

**Treeton Colliery Ground Frame —**

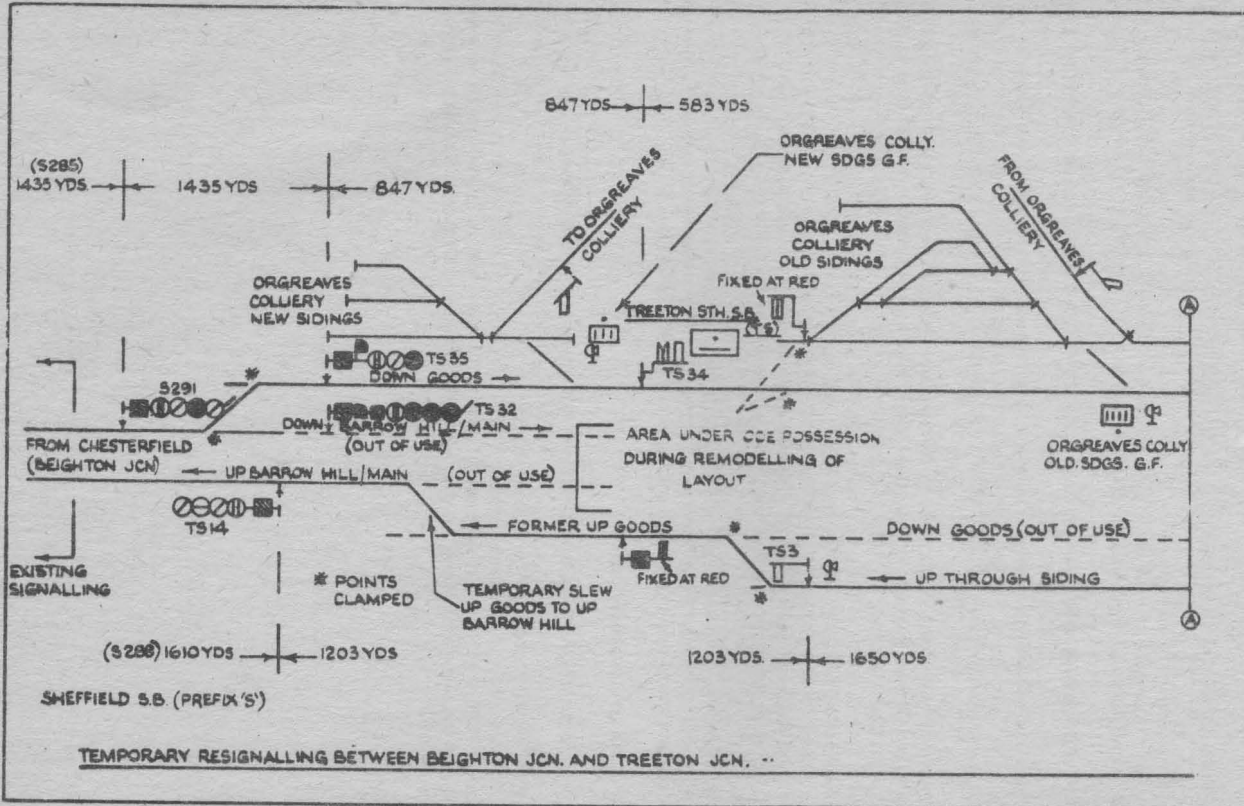
Leicester Road and the Middle road have been taken out of use pending removal.

Treeton Colliery ground frame has been abolished.

All ground frame worked or hand-worked points will be secured out of use in the normal or reverse position as required to facilitate through running from up Barrow Hill to up through siding and along down main.

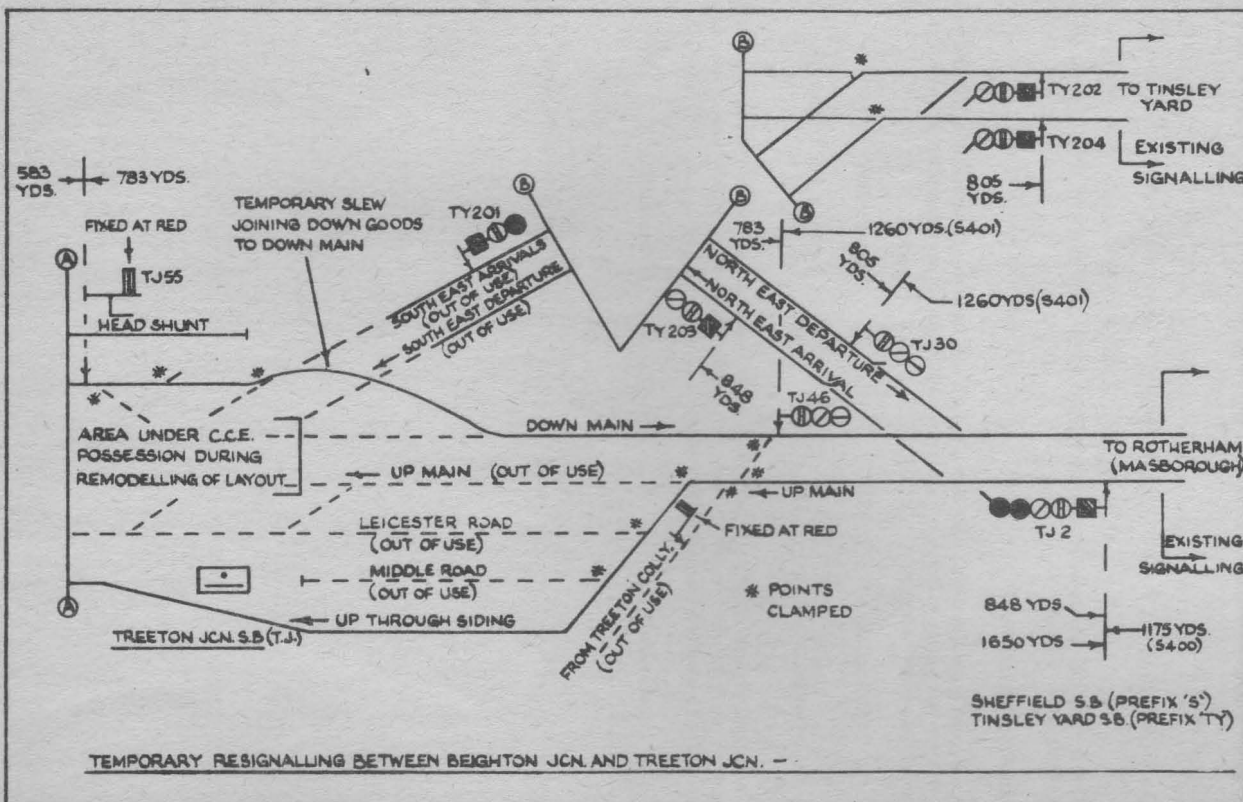
Signalling and Permanent Way Alterations—continued  
Details of Work Already Carried Out—continued

Eastern Region:—continued  
Between Beighton Jn. and Treeton Jn.—continued



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

Eastern Region:—continued  
Between Beighton Jn. and Treeton Jn.—continued



## SECTION C

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

## Eastern Region — continued

## South Kirkby Jn. —

The facing lead from the down main into South Kirkby Colliery has been restored to its former position.

The trailing crossover between the down and up main lines has been re-positioned 30 yards nearer to South Elmsall.

## Signalling Alterations —

Down main ground position light signal (L647) has been re-positioned in the down main cress 80 yards further south. A 2-way stencil-type route indicator has been provided, and the following indications will apply —

Indication	Destination
"M"	Up main L656 signal
"B"	Up branch M28 signal

A new ground position light signal L651 has been provided in the up main cress at the up main end of the main to main trailing crossover. A 3-way stencil-type route indicator has been provided and the following indications will apply —

Indication	Destination
"B"	Bunker line to B
"A"	Bunker line to A
"M"	Down main L645 signal

(41)

## SECTION C

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

## Eastern Region:— continued

**South Kirkby Jn. to Moorthorpe Station Jn. : Re-modelling of South Kirkby Jn.—**  
**South Kirkby Jn.—**

The junction between the down and up branch and the down and up main lines has been relayed in a modified form 100 yards further south. The down and up branch lines have been realigned accordingly.

The positions of the new and altered signals in relation to the re-modelled junction are as shown on the diagram included in this notice.

## Between South Kirkby Jn. and Moorthorpe Station Jn.—

The trailing crossover between the down and up branch lines has been repositioned 200 yards nearer to Moorthorpe.

The Marshalling loop has been extended 200 yards towards Moorthorpe.

## Description of Signals:—

Signal	Line	Route Indication (Stencil)	Application to or towards
L652	Marshalling loop	—	M28 up branch
L654	Up branch	"M" "A" "B" "L"	L645 down main (via branch crossover) Bunker line 'A' Bunker line 'B' L649 Marshalling loop
L666	Up branch	—	L645 down main

(40)



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:— continued

**Moorhouse Jn.—**

Up main signal L.662 has been converted to an Automatic signal.

The left-hand off-set subsidiary on down main L.669 signal has been abolished.

The trailing main to main crossover has been secured out of use pending removal together with associated signalling.

(40)

**Great Hale Drove No.2 LC and Swineshead—**

A 50 m.p.h. PSR has been imposed on the down between Great Hale Drove No.2 LC and Swineshead LC (AHB) (129m. 42ch. and 130m. 21ch.) also a 50 m.p.h. PSR on the up between Skegness side of Hubberts Bridge LC and Swineshead LC (AHB) (130m. 72ch. and 130m. 20ch).

(40)

**Royston Jn. and Oakenshaw South Jn.—**

The 20 m.p.h. down and up speed restrictions between Royston Jn. and Oakenshaw South Jn. (179m. 25ch. and 179m. 40ch.) has become differential restrictions of 20 over 40 in accordance with Section 1, clause 10 on page 1.57 of the General Appendix.

(40)

**Thoresby Colliery—**

The shunt spur has been shortened to a point 60 yards beyond the hand points.

Sidings No's.1, 2 and 3 have been renamed up arrival No's. 1, 2 and 3 respectively.

Siding No.4 has been renamed run round. This run round will normally be used in the down direction.

Notice boards have been provided at the shunt spur end of the three up arrival lines. In the up direction the boards are worded "Stop — Proceed if line clear — Standage \*M.G.R." (\*Up arrival No.1 has standage for 43 M.G.R. Up arrival No.2 has standage for 38 M.G.R. and up arrival No.3 has standage for 34 M.G.R.). The reverse side of the boards applying in the down direction "Stop — Proceed for attaching purposes only".

(40)

## SECTION C

## Signalling and Permanent Way Alterations — continued

## Details of Work Already Carried Out — continued

## Eastern Region — continued

**Between Beighton Junction and Treeton South Jn. —**

The down and up main/Barrow Hill lines between 157½ and 158¾ m.p. have been taken out of use.

The through connections from Orgreaves Colliery Old Sidings to the Up Side Headshunt opposite Treeton South signalbox have also been taken out of use.

The facing connection up main to Headshunt on the Up side located on Rotherham side of Treeton South signalbox has been taken out of use.

The down goods line between the 157½ m.p. and Treeton South signalbox has been brought back into use, and a new facing connection Down Barrow Hill to down goods line has been provided at the 157½ m.p.

The Headshunt on the up side of the Beighton Junction side of Treeton South signalbox has become a temporary up goods line and slued to connect with the existing Up Barrow Hill line at 158m. 10ch. The stop block has been removed.

**Down Direction**

S.291 signal has been provided with a Position "1" Junction indicator which applies towards the down goods line.

The down goods distant and down goods first home signals for Treeton South signalbox have been replaced by a 3-aspect colour light signal, capable of showing Red or Yellow aspects only at this stage, positioned 1435 yards ahead of S.291 signal. The signal is plated TS.35 and a telephone provided to Treeton South signalbox. The new signal applies towards the existing down goods second Home signal for Treeton South signalbox.

Down main line signal TS.31 and Lower distant signal, together with bracket signal TJ.47/50/57 have been removed.

All down trains will travel over the down goods line between the 157½ m.p. and Treeton Junction signalbox in accordance with the Absolute Block Regulations.

**Up Direction**

The up goods Home signal for Treeton South signalbox has been brought back into use and applies towards TS.14 signal on the Up Barrow Hill line. A telephone has been provided to Treeton South signalbox. The lower miniature arm signal has been removed.

The outlet ground disc signal TS.10 from the Up Through Siding at Treeton South also applies towards TS.14 signal on the Up Barrow Hill line.

The up main Home bracket signal for Treeton South signalbox has been removed.

All up trains will travel over the up goods/temporary up goods line between Treeton Junction signalbox and 158m. 10ch. in accordance with the Absolute Block Regulations.

All signals applicable to the Through connections from Orgreaves Colliery Old Sidings to the up side Headshunt opposite Treeton South signalbox have been removed, except the elevated miniature arm signal applying from the former Headshunt in the down direction.

(40)

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

## Western Region —

## West Drayton —

The back siding has been shortened and stop block erected at 14m. 12.5ch.

(41)

## Old Oak Common (Ealing Broadway — Hanwell) —

The existing searchlight signals 00.132, 00.134, 00.136, 00.138, 00.140, 00.142 and 00.340 have been converted to multi-aspect type.

(41)

## Tilehurst—

In connection with engineering work, drivers of trains stopping at Tilehurst down main platform should draw down to the Didcot end.

(40)

## Old Oak Common (West Ealing to Hanwell)—

The existing searchlight signals 00.34, 00.38 and DM.7 have been converted to multi-aspect type.

(40)

## Old Oak Common (Ealing Broadway)—

The existing searchlight signal 00.230 has been converted to multi-aspect type.

(40)

## Southern Region:—

## Gloucester Road Jn.—

The down relief line signal CY.123 has been repositioned 185 yards nearer to Norwood Jn. and applies as hitherto.

The goods road departure signal CY.131 has been abolished.

The 'along goods road' elevated shunt signal 435 yards Norwood Jn. side of the signalbox has been repositioned at ground level and applies for movements along the goods road and to the down relief line.

The 'from down relief' ground shunt signal controlling movements to the goods road 353 yards Norwood Jn. side of the signal box has been repositioned as an elevated shunt signal on a gantry 435 yards nearer to East Croydon and applies as hitherto.

The 'from down relief line' shunt signal 359 yards East Croydon side of the signalbox has been abolished.

(40)

## GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

GENERAL APPENDIX TO WORKING TIMETABLES AND  
 RULES AND REGULATIONS

## PART II

SECTION 15—PROVISION OF ELECTRIC POWER SUPPLY TO LOCOMOTIVE HAULED TRAINS  
 FOR HEATING, AIR CONDITIONING, ETC.

Page 15.19 Clause 25.4

Amend paragraph (d) to:—

(d) Mark 2d, 2e, 2f and 3a

31/4, 45/1, 47/4  
 47/7, 50, 81, 82,  
 83, 85, 86, 87

Delete clauses 25.4.1 and 25.4.2.

(OD.15/64/316) (Further Amended 26—8—82)

WORKING MANUAL FOR RAIL STAFF BR. 30054/6—PART 6  
 WHITE PAGES—PREPARATION AND WORKING OF FREIGHT TRAINS  
 SECTION B

Clause B2/7 Page B19—Additional item to read.

All ZD wagons 25 m.p.h.

(04/15/771)

(25—9—82)